





G1 : GUIDANCE FOR SCHOOL STREETS
School Streets Checklist
This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below
<ul style="list-style-type: none"> Local context (constraints and opportunities, are there other schools nearby, etc) Existing initiatives that your proposal could tie into Type of buildings and activities facing the street Type and size of school Space available for waiting outside the school gates Width and condition of paths / pavements / routes to the school's entrance (email LSPapplications@tfl.gov.uk for a bespoke map showing footway widths and schools in your borough) Opportunity for decluttering the pavement to free up space Equality, accessibility and inclusion Traffic levels Alternative routes for traffic and buses Type of signage Consider using multifunctional objects that would have additional benefits (example planters) to signal the timed closures


G2 : GUIDANCE FOR TOWN CENTRES AND INTERCHANGES
Town Centres and Interchanges Checklist
This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below
<ul style="list-style-type: none"> Local context (constraints and opportunities) Existing initiatives that your proposal could tie into Opportunity to rationalise loading and parking to make space for pedestrians Sufficient space available for queuing and passing by outside shops on the highstreet and outside the stations Sufficient space available for waiting at bus stops and passing by Opportunity for decluttering the pavement to free up space Equality, accessibility and inclusion Key pedestrian movement corridors and desire lines Identifying locations where temporary wayfinding may be necessary Consider using multifunctional objects that would have additional benefits to enforce changes where appropriate


G3 : GUIDANCE FOR LOW TRAFFIC NEIGHBOURHOODS
Low Traffic Neighbourhoods Checklist
This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below
<ul style="list-style-type: none"> Local context (constraints and opportunities) Existing initiatives that your proposal could tie into Consider other schemes that may be within or adjacent your LTN such as SS, TC & SCR Opportunity to rationalise street parking to make space for pedestrians and cyclists Opportunity for carving out for places to sit, pocket parks and play areas, etc Enhancing the streets with temporary or semi-permanent greening and Sustainable Urban Drainage Systems (SUDS) Opportunity for decluttering the pavement to free up space Equality, accessibility and inclusion Consider the requirements for servicing and emergency access Consider using multifunctional objects with additional benefits (bike stand / seating / planters) to



G4 : GUIDANCE FOR STRATEGIC CYCLE ROUTES

Strategic Cycle Routes Checklist

This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below

- Local context (constraints and opportunities)
- Existing initiatives that your proposal could tie into
- Interaction with other street uses (e.g. loading, parking, bus stops)
- Width and condition of footway / existing cycle routes
- Safety, directness, comfort, adaptability and attractiveness
- Opportunity for decluttering the pavement to free up space
- Equality, accessibility and inclusion
- At least 3m wide routes for comfortable two-way cycling
- Provision of sufficient cycle parking along the route

[Click here for TfL's GUIDANCE ON ANALYSIS ON TEMPORARY STRATEGIC CYCLE](#)

[Click here for TfL's GUIDANCE ON ENABLING AND PROMOTING ACCESS TO PEDAL CYCLES](#)

[Click here for TfL's GUIDANCE ON CYCLE PARKING](#)



Date	24/07/20
Name of Borough	Haringey
Officer Name	Neil Goldberg / Maurice Richards
Officer contact details	neil.goldberg@haringey.gov.uk / maurice.richards@haringey.gov.uk
Number of schemes in this bid	1

STREETSPACE FOR LONDON PROFORMA

PART 1: INTRODUCTION

Name of scheme	Tottenham (Bruce Grove and West Green) LTN
What category does your scheme fall under? (pick from the drop down)	Low Traffic Neighbourhood (LTN)
If other, specify	
Is this scheme permanent or temporary?	Temporary scheme
Provide easting and northing coordinates for the locations to best represent the scheme. For Strategic Cycle Routes, identify the start and end points and for School Streets and LTNs identify the location of modal filters and temporary closures. Use this link to identify Easting and Northing coordinates: https://gridreferencefinder.com/	Bruce Grove (533227, 190290)
Amount of funding requested: Clearly describe costs for the individual scheme /location, with the breakdown (e.g. no grouping of design and PM fees for multiple LTNs).	
- Design and PM fees	£65,000.00
- Implementation costs	£250,000.00
- Monitoring costs	£10,000.00
Total	£325,000.00
Borough funding contribution (if applicable)	£0.00








PART 2: LOCATION

2A. Provide a location map of the scheme in relation to its surrounding context.



INSERT A LOCATION MAP WITHIN THIS BOX
OR
ATTACH A PDF AS AN APPENDIX TO YOUR BID APPLICATION

Refer to the [Instructions Tab](#) for creating the location map for this box

KEY	
	School (include name on map)
	Filters
	School Street
	Low traffic neighbourhood
	Strategic Cycle Route (use arrows to indicate direction)
	Stations
	Bus stops
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more

USE THIS LABEL

2B. Describe the location of the temporary scheme. Provide road names, landmarks and any other detail

A map showing the location of the LTN is

PART 3: DETAILS

Summary of proposals and how this aligns with Streetspace for London objectives (max 300 words)

A Liveable Neighbourhood proposal for Tottenham was submitted to Transport for London in 2019. It addressed many of the issues associated with motor traffic in the area between Downhills Way, Phillip Lane, the A10 and Lordship Lane. It included improved provision for walking and cycling and restricted motor vehicle access to streets near to the Willows and the Brook on Broadwater schools. Also included were improvements to CS1 through the area by reducing traffic levels and minor changes to the existing layout. This will make the route suitable for cyclists of all abilities and levels of confidence and enable more people to use the route. This will tie in with the overall CS1 cycle route enhancement proposal.

Whilst Liveable Neighbourhood funding is not available, it is proposed to introduce a Low Traffic Neighbourhood in the project area and include a series of the original proposals including:

- Modal filters (including CS1 improvements in Broadwater Road)
- Introduction of one-way movements

Constraints and opportunities

The LTN will reduce vehicle movements in residential areas, improve air quality and reduce the barriers to cycling. We will address any objections to modal filtering and parking loss through the designs.

Programme information and timelines:

Design start date : Autumn 2020

Design end date : Autumn 2020

Construction start date : Winter 2020
Construction end date : Winter 2020
Other information on the programme:
No further information
Impacts on traffic signals
It is not anticipated that there will be any impacts on traffic signals
Impacts to bus assets or operations
It is anticipated that there will be improvements to bus operations through the low traffic neighbourhood area as vehicular traffic is removed. Bus priority measures will be designed into the LTN to ensure the W4, 230, 341, 123 and 243 bus routes are not affected
Impact on freight (servicing and delivery)
Any impacts will be minimised through discussions with local businesses during the design development and implementation
Connections to strategic cycle routes
Connected to CS1
Known potential impacts on people with protected characteristics
The LTN will provide the opportunity for those who want to cycle and walk in an improved environment, providing spaces for exercise, improving mental health and positively impact on air quality by reducing car trips. This will have a positive impact on protected groups who may be less likely to have access to a car or more likely to be vulnerable to health conditions
Monitoring strategy
Pre-scheme Automatic Traffic Counts, post scheme proposed Automatic Traffic Counts and Pedestrian/Cycle counts
Details of any existing / planned community engagement / business engagement
Based upon the ideas and engagement developed with stakeholders as part of original Liveable Neighbourhood proposal. Bruce Grove is within the Council's Tottenham Regeneration Service which played a role in developing the original Liveable Neighbourhood Plans with the community, businesses and residents. This ensured the whole of Tottenham would benefit from the changes in this neighbourhood. A commonplace engagement has already been undertaken looking at low traffic neighbourhood interventions across the whole borough and has informed this bid. Further engagement using the experimental Traffic order process and discussions with stakeholders, businesses and residents during the design development and implementation
Evidence of political support
Agreed by cabinet members prior to submitting the Liveable Neighbourhood bid in November 2019 for the same area - letters of support were attached to that bid submission. The Leader of the Council also provided his support to change in this area of borough in the foreword in the Liveable Neighbourhood Bid. We have attached the bid for reference. Further cabinet member agreement was given prior to submitting this LTN bid.
Thank you for completing the Streetspace for London Proforma

Borough Priorities

LTNs are supported in Haringey's adopted Transport Strategy as a means to reduce rat running, improving air quality and enable people to walk, cycle and use public transport.

Interdependencies with other ongoing/planned schemes

None

Any further supporting details

A map showing the LTN area is attached.