INSTRUCTIONS ON HOW TO SUBMIT YOUR APPLICATION

The Streetspace for London Programme invites boroughs to submit applications to bid for funding. The funding is being made available to boroughs to deliver schemes in line with the DIT EATF letter.

This application form consists of

Tab 1: Instructions on how to submit your application (this tab)

Tab 2: Guidance on the four scheme categories under the London Streetspace Program (checklists and links)

Tab 3: Applicant details

Tab 4: Proforma template for a scheme (copy to create other tabs for additional schemes in this bid) Important note: If you apply for several schemes <u>please fill one per tab per scheme</u> by copying the Proforma template tab as necessary. For example if you apply for two School Streets (SS), you will have

Tab 5: Other supporting details (seeking information on borough priorities, inter-scheme dependencies and other

Please fill in Parts 1 2 and 3 in the proforma

Structure of the Proforma:

Part 1: Introduction: Information on Name of scheme, Category of scheme and Funding details

Part 2: **Location**: Seeking information on the location of the scheme in relation to the surrounding context. Instructions on how to submit a location map given below

Part 3: Details: Consideration of traffic impacts, inclusive design, monitoring and consultation

Please return the completed form to: LSPApplications@tfl.gov.uk

INSTRUCTIONS ON HOW TO PROVIDE A LOCATION MAP (for part 2 A&B of the proforma)

An important criteria we will use to assess your bid is the location chosen for the temporary scheme. Indicating clearly the **location within its context is key**

clearly the **location within its context is key**You can provide a location map for each scheme by attaching a PDF as an appendix to the proforma or by using the simple tools provided below to illustrate your scheme. Either way, it is important to:

- Choose an appropriate zoom level / scale to show how your scheme fits into its surrounding context
- Provide a key and annotations to explain your map

TOOLS FOR MAKING A LOCATION MAP IN EXCEL

Take a screenshot and paste a location map (from a source of your choice) showing the location of your scheme.

Make sure to show only one scheme in the map related to the category you apply for (LTN/ SCR/ SS)

Use the icons provided in the KEY below to indicate the scheme and other important features. The icons which are lines and shapes in the key below are editable to suit your requirements.

You can also make your own icons using 'INSERT => SHAPES' in the toolbar. Remember to name your icons in

You can also make your own icons using 'INSERT => SHAPES' in the toolbar. Remember to **name your icons in** the key and use the labels to indicate nearby landmarks.

Don't forget to group the map, icons and labels in the end to avoid any errors. Please delete all the icons not applicable to your scheme.

Following the map, the proforma allows you to also describe the location and scheme in a few words

The map below is indicative only, and illustrates how you can use the icons and labels to submit a suitable location map for each scheme.



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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

- 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
- 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

Click here for TfL's GUIDANCE ON SCHOOL STREETS

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

- · 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
- Surricient space available for queuing and passing by outside shops on the highstreet and outside the
- 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

Click here for TfL's GUIDANCE ON TOWN CENTRES AND INTERCHANGES

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

- 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 semipermanent 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

Click here for TfL's GUIDANCE ON LOW TRAFFIC NEIGHBOURHOODS

Click here for TfL's STRATEGIC NEIGHBOURHOODS ANALYSIS

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
- Equality, accessibility and inclusion
- At least 3m wide routes for comfortable two-way
- Provision of sufficient cycle parking along the route





Date	24/07/20
Name of Borough	Haringey
Officer Name	Neil Goldberg / Maurice Richards
	neil.goldberg@haringey.gov.uk/
Officer contact details	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 scl breakdown (e.g. no grouping of design and	
- Design and PM fees	£65,000.00
- Implementation costs	£250,000.00
- Monitoring costs	£10,000.00
Total	£325,000.00

PART 2: LOCATION

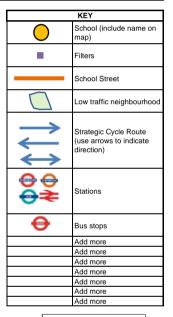
Borough funding contribution (if applicable)

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



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

Refer to the <u>Instructions Tab</u> for creating the location map for this box



USE THIS LABEL

scribe the location of the temporary scheme. Provide road names, landmarks and any other of

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

eries 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

Occade value and data a Winter 2000	
Construction start date : Winter 2020 Construction end date : Winter 2020	
Other information on the programme:	
Other information of the programme. No further information	
NO TURINET 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 likel	v 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 Proposal. Diduce dove is minimize Council's Tottenham Regeneration Service which played a role in developing the original Liveable Neighbourhood. Hos 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.
Talling, improving an quality and orable people to main, systematic acceptable management
Interdependencies with other ongoing/planned schemes
None
Any further supporting details
A map showing the LTN area is attached.
7. map choming the 2111 area to attached.