# **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.



School (include name on map) Filters School Street Low traffic neighbourhood (LTN) Strategic Cycle route (use arrows to indicate direction) Stations Bus stop Add more Add more Add more Add more Add more Add more	KEY (use/ edit these icons)		
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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
- 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 signa 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
   Surficient 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 appropriate.

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 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 up space
- Equality, accessibility and inclusion
- At least 3m wide routes for comfortable two-way cycling
- 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	St Ann's / Green Lanes 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/	St Ann's (532252, 188925), Hermitage Road (532641, 188367)
Amount of funding requested: Clearly describe costs for the individual scl breakdown (e.g. no grouping of design and	
- Design and PM fees	£60.312.

### PART 2: LOCATION

otal

- Implementation costs

orough funding contribution (if applicable)

- Monitoring costs

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

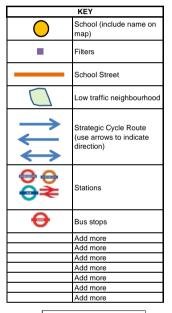


£231,250.00

£10,000.00

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

Refer to the  $\underline{\text{Instructions Tab}}$  for creating the location map for this box



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 Low Traffic Neighbourhood (LTN) for the St Ann's area of the borough is proposed. This area of the borough suffers from significant problems of rat running, high levels of congestion and low air quality. There are 5 primary and secondary schools in the area who disproportionately suffer consequences from these problems.

It is proposed to protect the area from the existing, and future, levels of motor traffic through the introduction of an LTN. The LTN will focus on measures to reduce the amount of non-local motor traffic that travels through the area and school streets operating in the area before and after school.

The scheme is resident led with many of the ideas and issues identified by the local community through the Healthy Streets St Ann's group. This now also includes residents' views provided on the Council's Streetspace on-line engagement platform hosted on Commonplace. This proposal complements the LSP bid submitted to TfL for a cycle route between Wood Green and Finsbury Park/Manor House.

# Constraints and opportunitie

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 all bus routes are not affected. This includes the 67 and 341 bus routes.
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 the proposed LSP bid for a cycleway between Wood Green and Finsbury Park.

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

Known potential impacts on people with protected characteristics

Based upon ideas generated by community groups such as St Ann's Living Streets and Haringey Cycling Campaign. A Commonplace consultation was undertaken to help generate ideas for LTNs across the whole of Haringey. Further engagement using the Experimental Traffic Order process and discussions with stakeholders, businesses and residents during the design development and implementation

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

### Evidence of political support

Extension of political support.

Prior to submitting this bid, the Cabinet Members supported the proposal for an LTN in this area. At least one of the local ward Councillors has recently supported the community's proposals for a low traffic neighbourhood in the area.

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.