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 | icons) | KEY (use/ |
|---|--------|--|
| 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 | | 0 |
| 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 | map) | |
| 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 | | |
| neighbourhood (LTN) Strategic Cycle route (use arrows to indicate direction) Stations Stations Bus stop Add more Add more Add more Add more Add more | reet | |
| route (use arrows to indicate direction) Stations Bus stop Add more Add more Add more Add more Add more | | |
| Bus stop Add more Add more Add more Add more Add more | vs to | $\overset{\longrightarrow}{\longleftrightarrow}$ |
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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 lease 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
 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**

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 nlease follow the link helow

- 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 payement to free up space
- Equality, accessibility and inclusion
- Key pedestrian movement corridors and desire
- · Identifying locations where temporary wayfinding
- Consider using multifunctional objects that would have additional benefits to enforce changes where

Click here for TfL's **GUIDANCE ON**

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
- 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

> Click here for TfL's

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
- 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 | Bound 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/ | |
| Amount of funding requested: Clearly describe costs for the individual sch breakdown (e.g. no grouping of design and | |
| - Design and PM fees | £20,000.0 |
| - Implementation costs | £90,000.0 |
| - Monitoring costs | £10,000.0 |

PART 2: LOCATION

Γotal

sorough funding contribution (if applicable)

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

£120,000.00

£0.00

INSERT A LOCATION MAP WITHIN THIS BOX OR 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

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 Low Traffic Neighbourhood (LTN) for the Bounds Green 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. Much of the traffic in this area is through traffic from the A406 north circular bypassing Bounds Green Road using Winton Avenue and Blake Road.

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 by introducing temporary modal filters. Enfield Council is implementing an LTN on the northern side of Bounds Green Road in Bowes Park Ward. This area of Enfield has a closer association with Haringey's highways network than the rest of Enfield. The Bowes Park area is south of the A406. We are therefore proposing to use our Bounds Green LTN to complement, and limit the impacts of, Enfield's scheme on Haringey roads and neighbourhoods. Enfield and Haringey have been working closely and constructively to design two neighbouring LTNs which support each borough's aims.

- Modal filters at key locations to reduce the ability for non-local through traffic to permeate the area
- Rationalising two-way traffic flows into one-way streets to reduce traffic and movement in the LTN area
- Traffic reduction and bus priority to prioritise access for those walking, cycling, and using public transport
- Signage

The proposals include

A LTN in Bounds Green will provide many benefits but primarily dramatically reduce the amount of motor traffic on streets in the area. This will enable people who live in the area to walk and cycle safely in the area and allow children to travel more safely to school. The impact of the LTN scheme on active travel in the area would be significant. The proposals would enable local people to walk and cycle more and provide more space for social distancing whilst moving around the area.

Some journeys by car will be impacted by the proposals. However, all addresses will be accessible by motor vehicle for access of local residents, delivery vehicles and servicing. Local stakeholders will be involved in development of the scheme to ensure benefit realisation and resolution of any local issues in scheme implementation.

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. This scheme will complement the Enfield Bowes Park LTN, creating a larger LTN across borough boundaries.

| Programme information and timelines: | |
|--------------------------------------|--|
| Design start date : Summer 2020 | |
| | |

Construction start date : Winter 2020
Construction end date : Winter/Spring 2020

Other information on the programme

No further information

| Impacts on | 4 | -1 | |
|------------|------|---------|--|
| impacts on | пашс | signais | |

It is not anticipated that there will be any impacts on traffic signals

Impacts to bus assets or operations

It is not anticipated that there will be any impact.

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 DfT emergency cycleway improvements on Bounds Green Road.

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

The design will be based upon ideas generated by ward councillors, community groups, stakeholders and local residents. 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. Haringey will continue its engagement and joint working with Enfield Council.

Evidence of political support

Prior to submitting this bid, the Cabinet Members supported the proposal for an LTN in this 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 |
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| Interdependencies with other ongoing/planned schemes |
| None |
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| Any further supporting details |
| A map showing the LTN area is attached. |
| 7. map choming the 2.11 area is attached. |
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