

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
- 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 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

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 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

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 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	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/	529615/191623
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	£20,000.00
- Implementation costs	£90,000.00
- Monitoring costs	£10,000.00
Total	£120,000.00
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 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.

The proposals include:

- 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

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

Interdependencies with other ongoing/planned schemes

None

Any further supporting details

A map showing the LTN area is attached.