



Streetspaces Bid 11 – Bruce Grove/Tottenham Low Traffic Neighbourhood

Project Name

Tottenham/Bruce Grove

Location (inc. coordinates)

Bruce Grove (533227, 190290)

Project ID

LBH_LSP_008_T

Amount of funding requested

Design and PM Fees

£65,000

Implementation Costs

£250,000

Monitoring

£10,000

Borough funding contribution (if applicable)

£0

TOTAL FUNDING REQUIRED

£325,000

Type of intervention

Strategic Cycle Route

No

Low traffic neighbourhoods

Yes

Space at town centres

No

Description:

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
- Improvements to east/west cycle links
- Minor kerb realignments
- Greening and reclaiming the streets from motor vehicles for residents, businesses, and visitors

The low traffic neighbourhood will be introduced using mainly temporary materials with some kerb works. Planters and other items of street furniture will be used to filter motor traffic from some streets. Increasing cycle parking will be explored - this ties in with the council's cycle parking LSP proposal.

The LTN will insulate the area from traffic trying to leave busy main roads. The traffic reduction measures will provide numerous environmental and social benefits.

The introduction of measures close to the Broadwater schools will enable many more children and parents to do the journey to school actively. The outcome of the scheme will be positive impacts on local air quality, road safety and levels of health. Some local vehicle access will need to be made available for access by residents, emergency vehicles, delivery vehicles and servicing.

Is this an existing scheme and/or previously funded by TfL?

Yes - A scheme for the same area was submitted to TfL in November 2019 for funding under the Liveable Neighbourhood project

High level programme information

Construction Start Date

June 2020

Construction end date

September 2020

Impacts to traffic signals (as per Figure 1)

No

Impacts to bus assets or operations

Bus routes affected

Bus priority measures will be designed into the LTN to ensure the W4, 230, 341, 123 and 243 bus routes are not affected

Bus journey time impacts

No bus journey-time impacts anticipated. Bus priority measures will be designed into the LTN

Bus stops affected

No bus stops are anticipated to be affected

Benefits 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

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

Boroughs Connected to

No

Routes connected to

CS1

Impacts on protected groups

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

Consideration on crime reduction

Additional cycle and walking activity increases natural surveillance thereby positively contributing to crime reduction

Plans

Tottenham/Bruce Grove Boundary (Wards: Bruce Grove, West Green, Tottenham Green)

