



PROJECT REPORT CPR2111

Tottenham Hotspur Stadium Development

PERS Assessment

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1 Introduction

1.1 Background

Transport Research Laboratory (TRL) was commissioned by Tottenham Hotspur Football Club (THFC) to undertake a PERS audit within the London Borough of Haringey (and a small section within London Borough of Enfield) in May and June 2015 to assist with the Northumberland Development Project. The project achieved planning consent in September 2010.

The existing stadium has a capacity of 36,300 and will remain fully operational until May 2017. The future stadium capacity is expected to have a capacity of up to 61,000. Since achieving planning approval, a number of land ownership issues have been resolved to secure the land and a Sainsbury's store and Tottenham University Technical College (UTC) has been built and opened within the northern section of the site. The remainder of the site is in the process of being cleared and hoarded up.

TRL undertook a previous PERS assessment in April 2010 to assist with the stadium development project. Since then, there have been various improvements to the local area which include:

- Highway / junction works locally.
- The Tottenham Hale gyratory has been removed by TfL along with a new bus / rail / pedestrian interchange.
- White Hart Lane has recently become a London Overground Station and is now incorporated into the Transport for London network.
- Tottenham Hale has a new Bus Station and there are also planned improvements to the Rail Station at Tottenham Hale.

This 2015 PERS audit has been undertaken to assess the current level of service for pedestrians around the football stadium and the surrounding area. This will feed into the design proposals and highlight those areas or components that require the most improvement and at the same time act as a baseline score for future PERS assessments to ascertain the benefits realisation of the proposed stadium development plans.

The PERS audits were undertaken on Tuesday 26th, Wednesday 27th and Thursday 28th May 2015 and on Wednesday 3rd and Thursday 4th June 2015. The audit area was centred along key walking routes within the vicinity of the football stadium.

1.2 Objectives

The objectives for the assessment were to:

- Undertake a comprehensive on-site audit of all pedestrian and environment components within the study area.
- Prepare a summary report which presents the findings of the audit and assesses the baseline situation.

1.3 Document purpose

The purpose of this document is to report the key findings from the PERS assessment and to provide a baseline of how pedestrians are currently catered for within the study area, focusing on the areas and components identified by the audit as being critical for the safe and efficient movement of all types of pedestrians. This report highlights the key issues and considers the potential areas for improvement.

1.4 Document outline

This document is structured as follows.

- Chapter 2 – Sets out the approach of PERS
- Chapter 3 – Describes the audit area
- Chapter 4 - Outlines the key findings of the PERS audit
- Chapter 5 – Provides a summary of the audit findings
- Chapter 6 – Concludes the findings of the assessment and makes recommendations

2 Approach

2.1 PERS Audit methodology

PERS is a street audit methodology, combining on-street assessments conducted by trained auditors with a software data analysis and graphical tool for presenting results. The PERS methodology provides a holistic and cost-effective way for reviewing all types of pedestrian space and identifying where improvements are most needed. A PERS review is based upon the following two key principles:

- That the quality of the pedestrian environment may be evaluated according to the degree to which it meets pedestrians' needs; and
- That in evaluating the degree to which pedestrians' needs are met by the environment, the objective should be to satisfy as many people as possible, with the 'standard' pedestrian being considered to be towards the vulnerable end of the spectrum such as pedestrians with mobility problems or sensory impairments.

PERS recognises the needs of pedestrians in both undertaking a journey on foot and as people using spaces in the public realm for leisure and non-transport based activities. PERS auditors consider the extent to which the environment under consideration provides easy, convenient and pleasant conditions for all users. The overall aim in applying PERS is to seek to provide an optimal pedestrian environment for all users.

More specifically, a PERS audit identifies various components that make up the pedestrian environment, which include:

- *Links* – sections of footways and paths;
- *Crossings* – both those formally provided and along points where people are seen to cross informally;
- *Routes* – A way that links a trip origin and a trip destination, for example from a public transport interchange to a tourist attraction;
- *Public Transport Waiting Areas (PTWAs)* – such as bus stops and taxi ranks;
- *Interchange Spaces* – outdoor spaces where pedestrians move between different transport modes.

Auditors assess and grade components within the pedestrian environment within each component type based on a standardised, evidence-based methodology. For each component there a number of parameters which are individually assessed and scored accordingly. This provides a score for each parameter and an overall score for each component.

The scores for each parameter are weighted and aggregated to give an overall RAG (Red, Amber, Green) rating for the component. The scoring scale is set out below. Each characteristic is scored on a range from -3 (the lowest score) to +3 (the highest score). For a parameter to warrant a score of +3, it would need to be exemplary and of a standard to be identified as best practice. The scores are therefore allocated on a range from very poor to optimum with 0 representing the average.

VERY POOR		POOR		AVERAGE		GOOD		VERY GOOD	
-3	-2	-1		0		1	2		3

The RAG Rating scores and accompanying scores can be used to highlight the worst scoring components and sites (those with the poorest level of pedestrian provision) and develop a list of sites for proposed improvements. Additionally, comments and photographs of the relevant components are recorded for inclusion within the report.

2.1.1 Definition of the study area

The first key stage in a PERS audit is to ensure that the boundary of the study area is clearly defined with any key objectives for the review of the study area established.

The extent of the audit area was determined based on the previous audit which was undertaken in 2010, as the same area to be covered. The area therefore includes the full site boundary (marked as the Northumberland Development Project previously) and follows the A1010 High Road, extending out to the A406 North Circular Road, White Hart Lane Station, Northumberland Park Station, Bruce Grove Station, Tottenham Hale Station and Seven Sisters Station.

2.1.2 Desktop identification of components

The second stage of the audit process is to use mapping to initially indicate the likely links, crossings, routes, public transport waiting areas, interchange spaces and public spaces in the audit area. This assists with referencing the site pre-audit and to evaluate the resources required for the audit. Such subdivision may need to be adapted and amended during the audit; however this initial preparation as a mapping exercise assists on site particularly when multiple teams are auditing an area.

The previous 2010 PERS assessment identified 71 links, 137 crossings, six routes and 28 Public Transport Waiting Areas (PTWAs) within the study area. The number of components identified for the 2015 PERS assessment included 71 links, 132 crossings, six routes, 30 PTWAs and one Interchange. However, one Link was removed as it was assessed as part of the Tottenham Hale Interchange assessment instead, and one PTWA and five of the crossings were closed due to on-site works and therefore could not be assessed. The total number of components that were assessed therefore comprised 70 links, 127 crossings, six routes, 29 PTWAs and one Interchange.

2.1.3 On-street evaluation

Having undertaken the necessary preparatory work in stages 1 and 2, the on-street audit can be undertaken. For each review framework, a review form is available for manual entry on-street. Each framework consists of a number of parameters requiring evaluation and each review form requires the auditor to score and comment on each parameter which is summed to create an overall score for each link, crossing, route, waiting area or space.

2.2 Parameter weightings

The PERS parameter weightings were developed on the basis of extensive research and as such are designed to best reflect pedestrian priorities within the streetscape environment. However, the methodology allows for the weighting factors applied to each parameter to be adjusted to allow for a more targeted assessment, in order to place emphasis on specific elements that are of relevance to a particular study or type of pedestrian environment. Default weightings have been used in the analysis of the PERS

audit data collected on site. The default weightings are banded into the following categories:

Baseline: of general importance to all pedestrians (B)

High Significance: of particular importance to some pedestrians (H)

Critical: of major significance to a majority of pedestrians (C)

In the default settings, these groups are weighted at 1, 3 and 5 respectively, the weighting factor acting as a multiplier. Table 2.1 shows the weighting bands for each parameter.

Table 2.1 - Weighting bands and default weightings for each parameter used

Link review			Crossing review			Route review		
Factor	Weight Band	Default Weighting	Factor	Weight Band	Default Weighting	Factor	Weight Band	Default Weighting
Effective Width	C	5	Crossing provisions	C	5	Directness	C	5
Dropped kerbs	H	3	Deviation from the desire line	H	3	Permeability	H	3
Gradient	B	1	Performance	C	5	Road Safety	C	5
Obstructions	H	3	Capacity	B	1	Personal Security	C	5
Permeability	H	3	Delay	H	3	Legibility	H	3
Legibility	B	1	Legibility	B	1	Rest points	B	1
Lighting	H	3	Legibility for sensory impaired people	H	3	Quality of the environment	B	1
Tactile information	H	3	Dropped kerbs	H	3	Link and crossing audits	C	5
Colour contrast	H	3	Gradient	B	1			
Personal security	C	5	Obstructions	B	1			
Surface quality	H	3	Surface quality	H	3			
User Conflict	C	5						
Quality of the environment	B	1						
Maintenance	B	1						
Public Transport Waiting areas review			Interchange space review					
Factor	Weight Band	Default Weighting	Factor	Weight Band	Default Weighting			
Information to the waiting area	H	3	Moving between modes	C	5			
Infrastructure to the waiting area	H	3	Identifying where to go	H	3			
Boarding public transport	C	5	Personal safety	C	5			
Information at the waiting area	H	3	Feeling comfortable	H	3			
Safety perceptions	C	5	Quality of the environment	B	1			
Security measures	C	5	Maintenance	B	1			
Lighting	H	3	Link and crossing audits	C	5			
Quality of the environment	B	1	Route audits	C	5			
Maintenance and cleanliness	B	1	PT waiting area audits	C	5			
Waiting area comfort	H	3						

3 Audit Area

3.1 Introduction

The PERS audit area covers a fairly large area which comprises mainly of a mix of retail, commercial and residential units. Figure 3.1 shows the area that was considered.

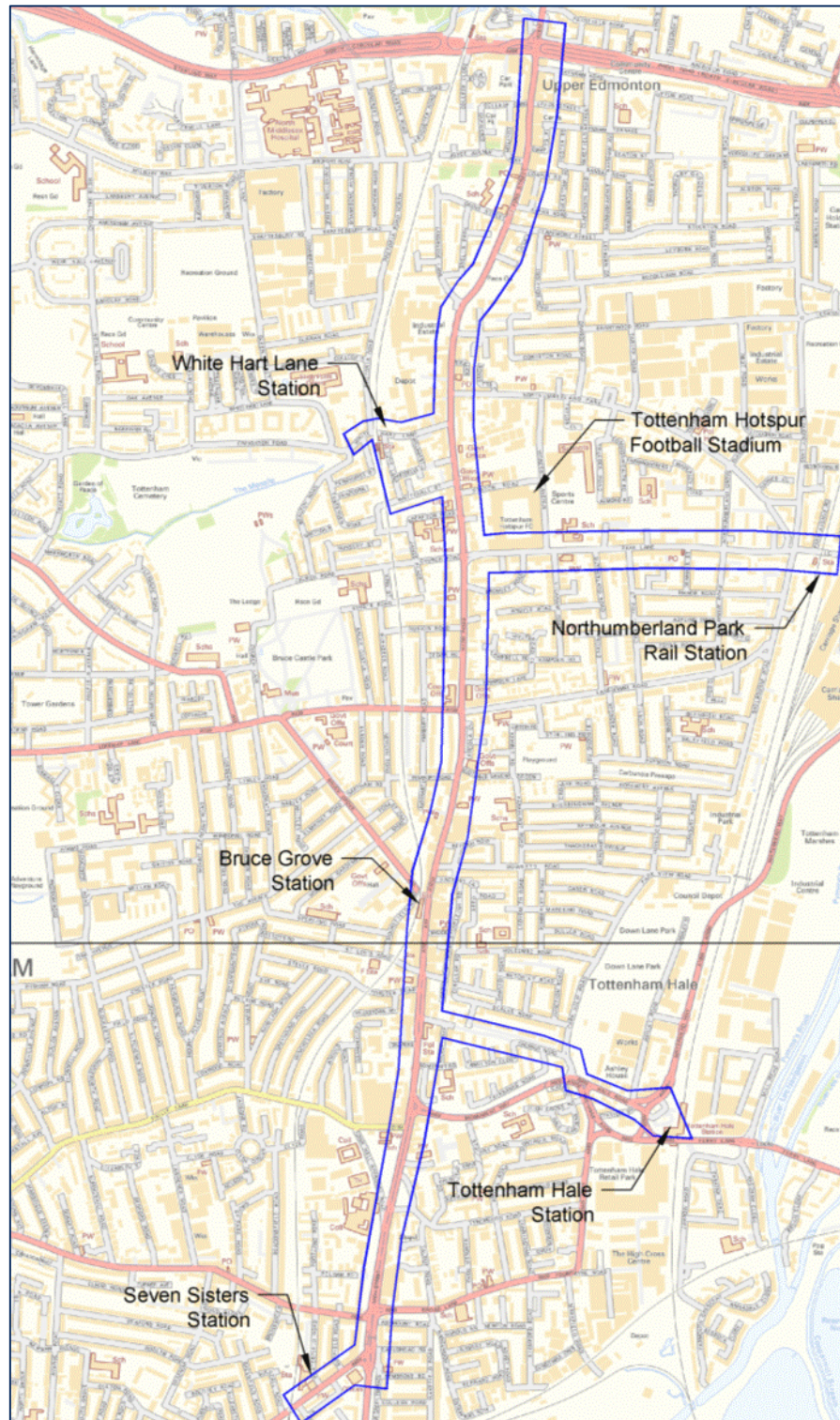


Figure 3.1 - Extent of PERS audit area

The audit area covers all the links, crossings and public transport waiting areas (PTWAs) along the six key routes.

The six routes are outlined as follows:

- R1A: Stadium to White Hart Lane Rail Station (via White Hart Lane), 385m walking distance
- R1B: Stadium to White Hart Lane Rail Station (via Love Lane), 380m walking distance
- R2: Stadium to Northumberland Park Rail Station, 1,145m walking distance
- R3: Stadium to Tottenham Hale Underground Station, 2,140m walking distance
- R4: Stadium to Seven Sisters Rail Station, 2,545m walking distance
- R5: Stadium to A406 North Circular Road, 1,250m walking distance

3.2 Site accessibility

Based on TfL information for 2011, the TfL WebCAT graphic (see Figure 3.2) shows that the Public Transport Accessibility Level (PTAL) ranges between PTAL 3 and PTAL 5 for the local area within the vicinity of the stadium.

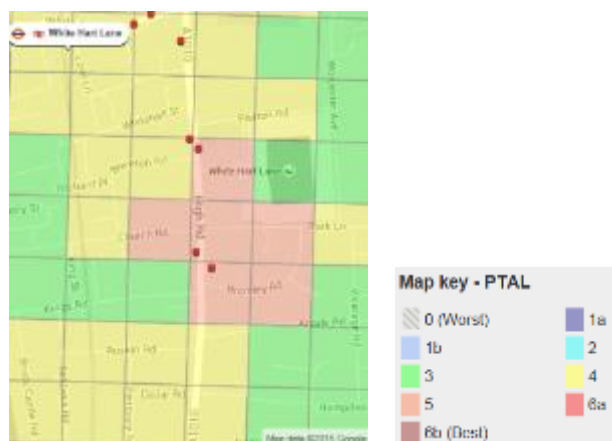


Figure 3.2 - WebCAT Graphic for local area

According to TfL's Planning Information Database, the PTAL ratings vary across the PERS audit area from a PTAL 3 at Northumberland Park Station through to a PTAL 6b at Seven Sisters Rail Station. The stadium development site is shown to achieve a PTAL 5 along its western boundary on High Road and a PTAL of 4 along its eastern boundary on Worcester Avenue. This shows that the area has between an 'average' (PTAL 3) and the 'best' (PTAL 6a/6b) level of accessibility to public transport services.

On match-days, there are additional rail services provided which operate and/or stop locally to improve accessibility to the site on these occasions. There is also a match-day Event Management Plan in place, which involves temporary road closures, parking suspensions and the deployment of large numbers of THFC stewards and assistance from Metropolitan Police Officers.

4 Key Findings

4.1 PERS assessment

This section outlines the key findings of the PERS assessment for each component type, focusing on the main issues and areas of opportunity for improving provision for pedestrians within the streetscape environment.

The component types audited for the PERS study were:

- 70 Links
- 127 Crossings
- 29 Public Transport Waiting Areas (PTWAs)
- One Interchange
- Six Routes

For each component audited, the following information is provided:

1. Total score information for audited features
2. Summary of the RAG ratings for all parameters
3. Summary of the key issues in the area.

Appendix A provides a list of component types and the plans attached at Appendix B identify the location of all of the components reviewed as part of the PERS audit, along with their unique identification codes.

The PERS audits were carried out over five days on Tuesday 26th, Wednesday 27th and Thursday 28th May 2015 and on Wednesday 3rd and Thursday 4th June 2015. The AM and PM peak times were observed by auditors each day.

4.2 General observations

Before providing a detailed account of the audit findings, the audit team have identified the following key observations noted across the audit area of relevance to the accessibility and attractiveness of the pedestrian environment:

- There are consistently medium/high vehicle flows along the A10 (High Road) through much of the day and this has a direct impact on the ability of pedestrians to cross the carriageway quickly and safely.
- The area around Tottenham Hale scored particularly well. It forms part of a regeneration area and there are new Underground, Rail and Bus Stations, good interchange opportunities, good accessibility and a pleasant open space.
- There are a high number of bus services running along the A10 (High Road).
- There is a difference in tactile paving provision – at the southern end of the audit area the tactile paving was a charcoal colour rather than the standard buff or red.

4.3 Routes

4.3.1 Overall Scores

Six routes were identified to be audited as part of the PERS study. Reference codes are used in this report and a full list of the codes can be found in Appendix A.

Figure 4.1 shows the total scores for the routes which were audited while Table 4.1 provides the numeric score and associated RAG rating.

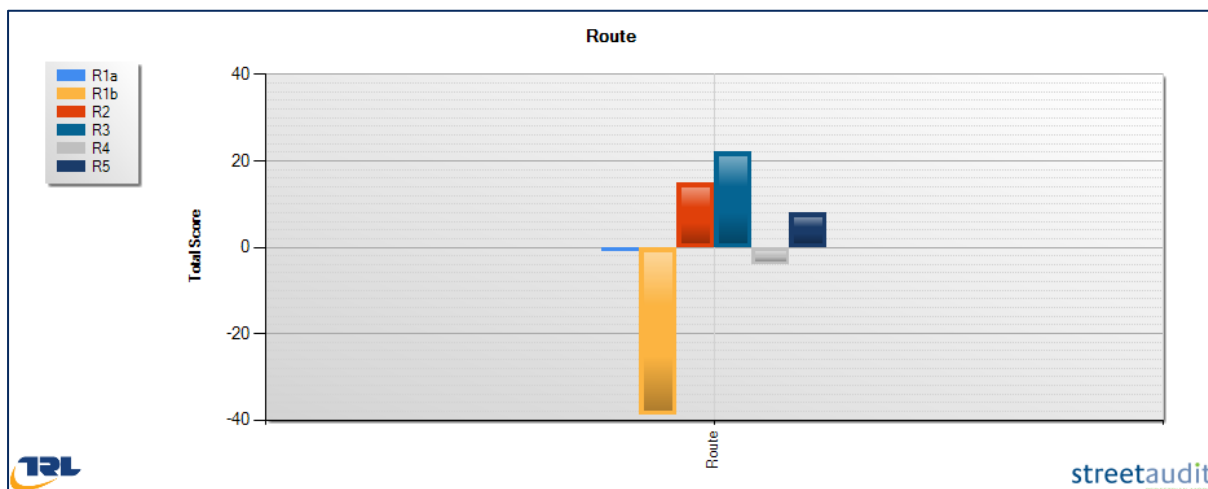


Figure 4.1 - Total scores for audited Routes

Table 4.1 - Routes overall score and RAG Ratings

Ref	Name	Score & RAG
R1B	Stadium to White Hart Lane Rail Station (via Love Lane)	-39
R4	Stadium to Seven Sisters Rail Station	-4
R1A	Stadium to White Hart Lane Rail Station (via White Hart Lane)	-1
R5	Stadium to A406 North Circular Road	+8
R2	Stadium to Northumberland Park Rail Station	+15
R3	Stadium to Tottenham Hale Underground Station	+22

As shown, five of the six routes achieved an Amber rating, with one receiving a Red rating. The total weighted scores for the routes ranged between +22 for Route 3 (which runs between the stadium and Tottenham Hale Station) and -39 for Route 1B (which runs between the stadium and White Hart Lane Station via Love Lane).

The Overall Scores for the Routes are shown in Appendix B and the worst scoring route is discussed in detail in Table 4.2.

4.3.2 Worst scoring Route review

Table 4.2 - Worst scoring Route review

Descriptor	Ref	RAG	Comments	Photographs
Stadium to White Hart Lane Rail Station (via Love Lane)	R1B	-39	From White Hart Lane Rail Station, this Route runs southbound along Love Lane, eastbound along Whitehall Street and then crosses the A1010 High Road to access the THFC Stadium. The route scored particularly poorly for the parameters: rest points, directness, personal security, legibility and quality of the environment. There is a lack of rest points or seating provision along the route which may impede elderly pedestrians and/or the mobility impaired. With regards to directness, the walking distance of the route is considerably longer than the actual distance between the station and the stadium. In addition, the route deviates around parked cars on both the eastern side of Love Lane and also the northern side of Whitehall Street which might encourage pedestrians to walk in the carriageway in order to minimise their travel distance, which is a safety concern. There are also bollards at both the northern and southern ends of Love Lane, which impede pedestrian movement. The route also scored poorly on personal security as there is no obvious or advertised CCTV and only informal surveillance by passing vehicles which can be sporadic. The southern section of Love Lane in particular feels rather isolated. There are street name plates present, however legibility scored poorly since there was no local area map provided at White Hart Lane Station (only a fairly hidden sign for the Stadium with a distance shown), there is a lack of any proper route signage towards THFC Stadium and tactile information was missing from some crossings. The quality of the environment scored poorly as the route has poor aesthetics, the footway and carriageway surface quality is poor and there is evidence of litter	 

Descriptor	Ref	RAG	Comments	Photographs
			and poor frontages. The above issues would need to be addressed in order for this Route to achieve a better overall score.	 

4.3.3 Parameter scoring review

Figure 4.2 provides a comparative breakdown of the parameter scores for each Route.

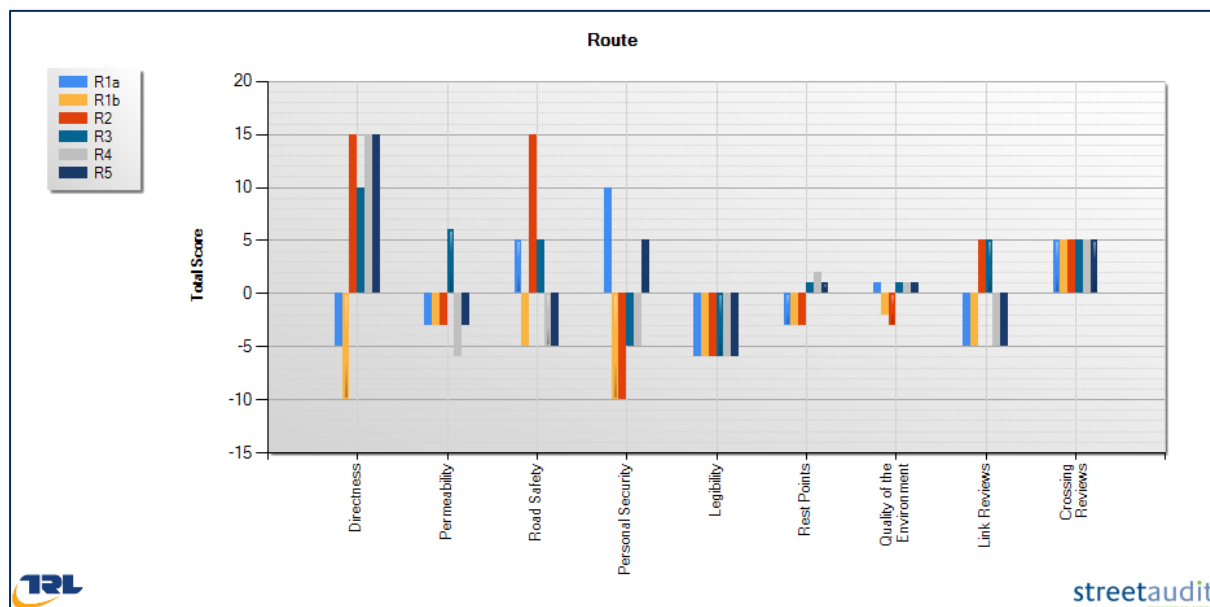


Figure 4.2 - Parameter scores for each Route

Table 4.3 shows the ratings given to each of the studied parameters for the Routes.

Table 4.3 - Component RAG Ratings for Routes

Parameters	Overall Weighted RAG		
	Red	Amber	Green
Directness	1	1	4
Permeability	1	4	1
Road safety	0	5	1
Personal security	2	3	1
Legibility	6	0	0
Rest points	3	2	1
Quality of the environment	2	4	0
TOTAL	15	19	8

As shown, the large majority of parameters were rated Amber or Red with only a total of eight parameters scoring a Green rating. This indicates that on the whole the route provision is poor. The worst scoring parameters were **legibility**, **rest points**, **personal security** and **quality of the environment**. These are discussed as follows.

- **Legibility** scored poorly due to a lack of route signage to THFC Stadium and a lack of local information, other than street name plates. As shown in the photos opposite, there were only two references to THFC for pedestrians along the routes. The provision of tactile information was also inconsistent and non-existent in some places which lowered the legibility score.
- There was a lack of **rest points** provided along the routes which may impede elderly pedestrians and/or the mobility impaired.
- **Personal security** scored poorly on most of the routes due to the lack of CCTV, police presence or due to low pedestrian flows.
- The **quality of the environment** scored poorly along some of the routes. In total, six links attained a Red rating for this parameter. This was mostly due to poor property frontage quality, busy traffic flow with subsequent noise and pollution and poor quality use of materials in the pedestrian realm including footway surface and other street furniture. A poor environment can lead to pedestrians not using a route or not wanting to spend time in the area.



Sign within White Hart Lane Station



Map outside Tottenham Hale Station

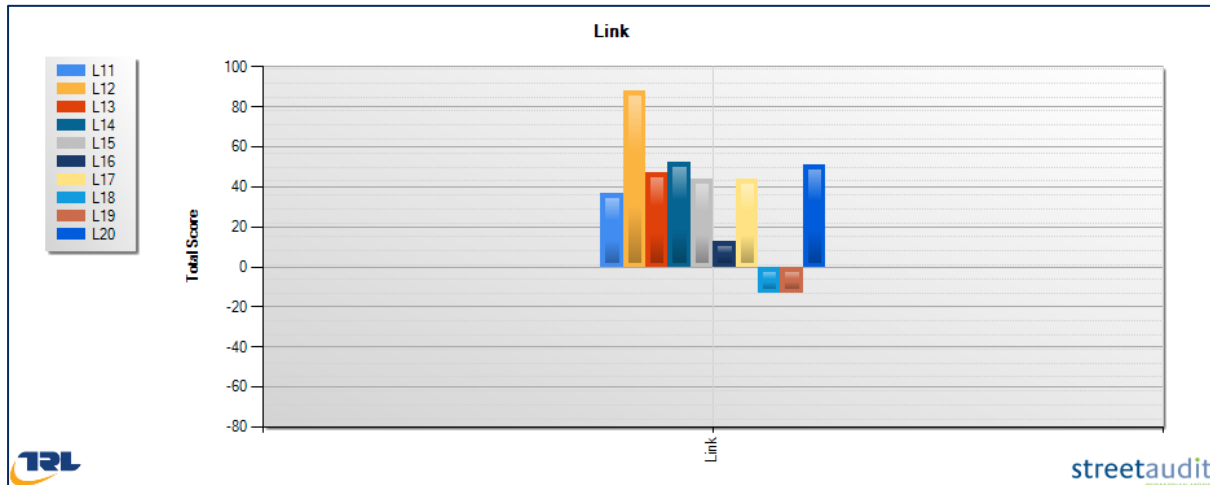
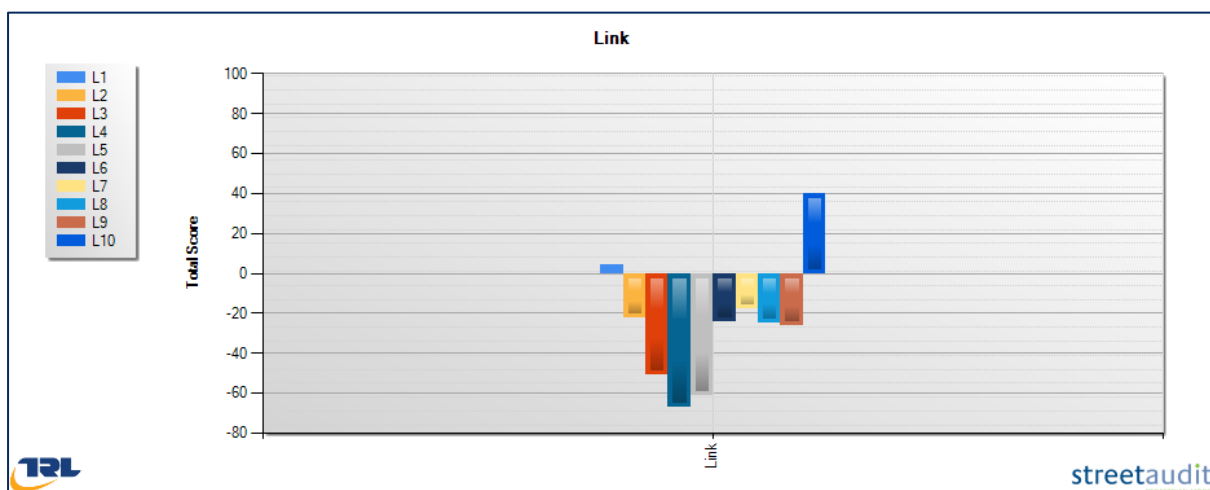
The table in Appendix C details all the 'quick wins' that could be easily and cost effectively applied to the assessed routes to improve their ratings.

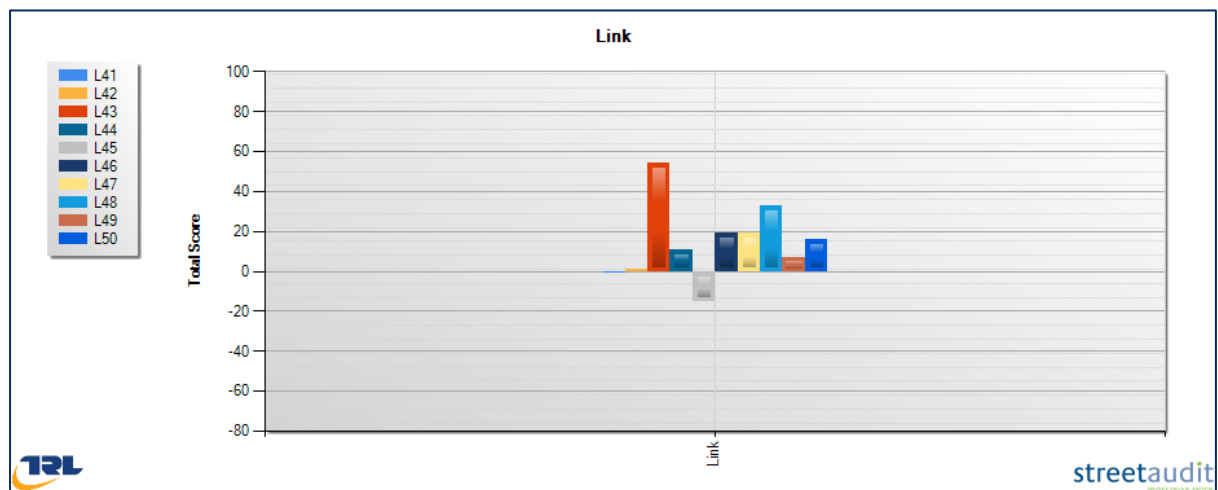
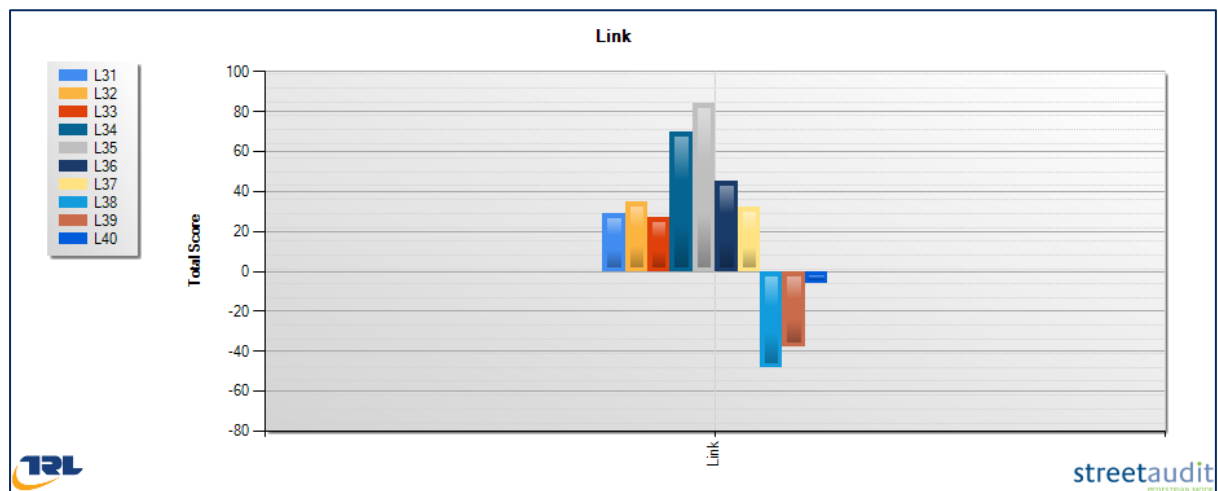
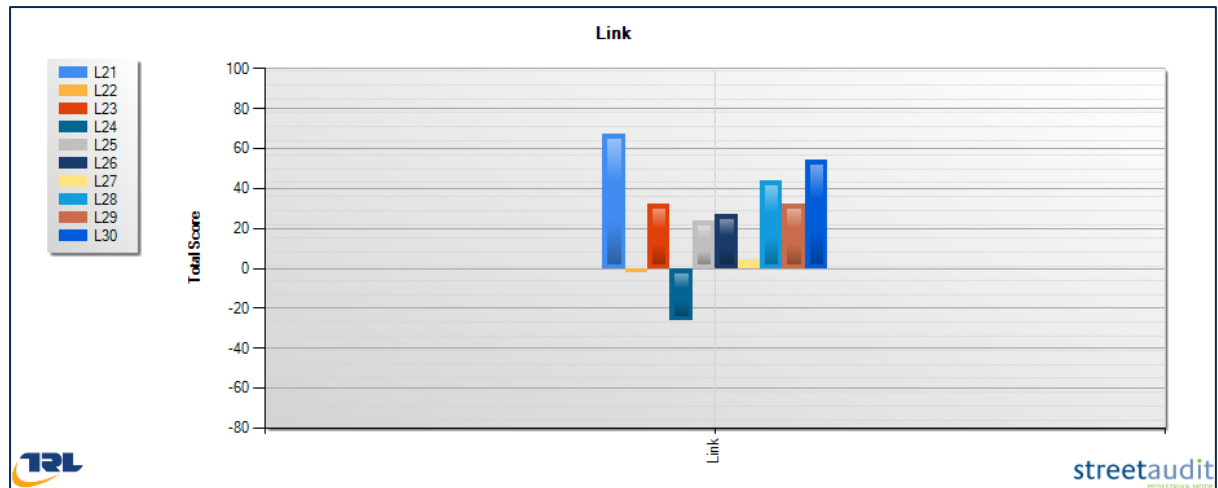
4.4 Links

4.4.1 Overall Scores

A total of 70 links were audited as part of the PERS study. Reference codes are used in this report and a full list of the codes can be found in Appendix A. Link 57 (between Tottenham Hale Rail and Underground Stations to A1055, Watermead Way) was not assessed because it was included as part of the Tottenham Hale Interchange assessment.

Figure 4.3 shows the total scores for the audited links while Table 4.4 provides the numeric scores and associated RAG ratings.





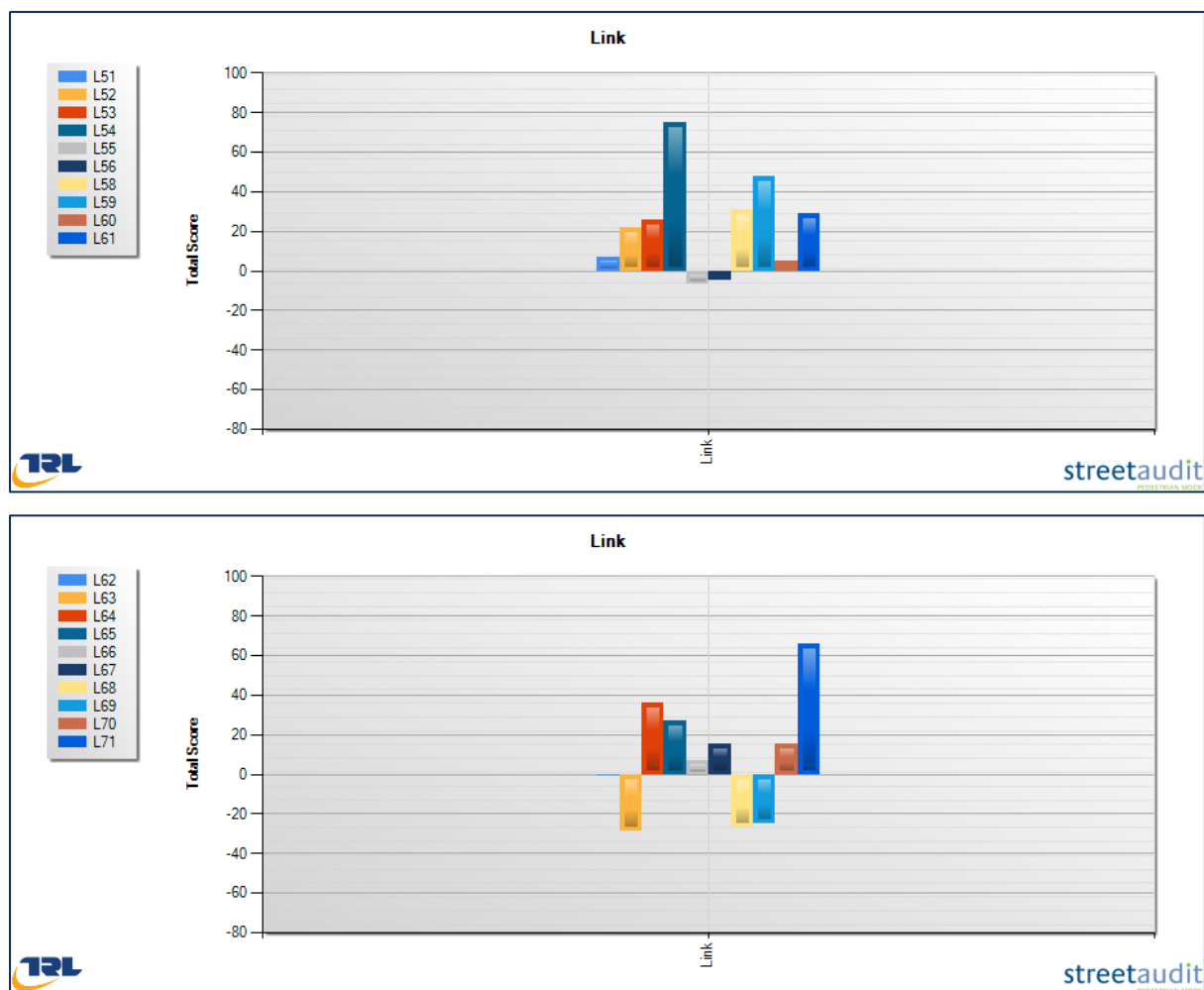


Figure 4.3 - Total scores for audited Links

Table 4.4 - Links overall score and RAG Ratings

Ref	Name	Score & RAG
L4	N-Side of White Hart Lane, between opp. Love Lane and A1010	-67
L5	S-Side of White Hart Lane, between William Street and A1010	-61
L3	S-Side of White Hart Lane, between Love Lane and William Street	-51
L38	W-Side High Road, between Bruce Grove Rail Station and St Loys Road	-48
L39	E-Side of High Road, between Bruce Grove Rail Station and Stoneleigh Road	-38
L63	Section of Chesnut Road between A10 (High Road) and opp. Chesnut Grove	-29
L68	S-Side of Park Lane, between St Paul's Road and Vicarage Road	-27

Ref	Name	Score & RAG
L9	S-Side of Whitehall Street, between Love Lane and A1010	-26
L24	W-Side of A1010 (High Road), between Whitehall Street and Church Road	-26
L8	N-Side of Whitehall Street, between Love Lane and A1010	-25
L69	N-Side of Park Lane, between opp. St Paul's Road and Worcester Avenue	-25
L6	W-Side of Love Lane, between White Hart Lane and Whitehall Street	-24
L2	N-Side of White Hart Lane, between opp. Penshurst Road and opp. Love Lane	-22
L7	E-Side of Love Lane, between White Hart Lane and Whitehall Street	-18
L45	E-Side of High Road, between Monument Way and Colsterworth Road	-15
L18	W-Side of A1010 (High Road), between Langhedge Lane and opp. Roebuck Close	-13
L19	E-Side of A1010 (High Road), between opp. Langhedge Lane and Roebuck Close	-13
L55	N-Side of A503, between Seven Sisters Rail Station and A10 High Road	-7
L40	W-Side High Road, between St Loys Road and Drapers Road	-6
L56	S-Side of A503, between A10 High Road and Seven Sisters Rail Station	-5
L22	W-Side of A1010 (High Road), between White Hart Lane and Whitehall Street	-2
L41	E-Side of High Road, between Stoneleigh Road and Chesnut Road	-1
L62	Section of Tamar Way between Hamilton Close and Chesnut Grove	-1
L42	W-Side High Road, between Drapers Road and opp. Monument Way	+1
L1	S-Side of White Hart Lane, between Penshurst Road and Love Lane	+4
L27	W-Side of A1010 (High Road), between Church Road and Ruskin Road	+4
L60	N-side of Chesnut Road, between opp. The Hale and opp. Hamilton Close	+5
L49	W-Side High Road, between Town Hall Approach Road and Pelham	+7

Ref	Name	Score & RAG
	Road	
L51	W-Side High Road, between Pelham Road and A504 West Green Road	+7
L66	S-Side of Park Lane, between Chalgrove Road and St Paul's Road	+7
L44	W-Side High Road, between opp. Monument Way and B153	+11
L16	W-Side of A1010 (Fore Street), between Grove Street and Langhedge Lane	+13
L67	N-Side of Park Lane, between Northumberland Grove and opp. St Paul's Road	+15
L70	S-Side of Park Lane, between Vicarage Road and A1010 (High Road)	+15
L50	E-Side of High Road, between Tynemouth Road and Broad Lane	+16
L46	W-Side High Road, between B153 and opp. Colsterworth Road	+19
L47	W-Side High Road, between opp. Colsterworth Road and Town Hall Approach Road	+19
L52	W-Side High Road, between Broad Lane and Seven Sisters Underground Station	+22
L25	E-Side of A1010 (High Road), between Paxton Road and Bill Nicholson Way	+24
L53	E-Side of High Road, between Broad Lane and Page Green Terrace	+26
L26	E-Side of A1010 (High Road), between Bill Nicholson Way and Park Lane	+27
L33	E-Side of High Road, between Lansdowne Road and Scotland Green	+27
L65	N-Side of Park Lane, between Northumberland Park Station and Northumberland Grove	+27
L31	E-Side of A1010 (High Road), between opp. Ruskin Road and Lansdowne Road	+29
L61	S-side of Chesnut Road between The Hale and Hamilton Close	+29
L58	N-side of A1055, between L57 and opp. The Hale	+31
L23	E-Side of A1010 (High Road), between White Hart Lane and Paxton Road	+32
L29	E-Side of A1010 (High Road), between Bromley Road and opp. Ruskin Road	+32

Ref	Name	Score & RAG
L37	E-Side of High Road, between Reform Row and opp. Bruce Grove Rail Station	+32
L48	E-Side of High Road, between Colsterworth Road and Tynemouth Road	+33
L32	W-Side High Road, between Lordship Lane and Pembury Road	+35
L64	S-Side of Park Lane, between Northumberland Park Station and Chalgrove Road	+36
L11	E-Side of A1010 (Fore Street), between Sterling Way and Leeds Street	+37
L10	W-Side of A1010 (Fore Street), between Sterling Way and College Gardens	+40
L15	E-Side of A1010 (Fore Street), between Cowper Road and Claremont Street	+44
L17	E-Side of A1010 (Fore Street), between Claremont Street and opp. Langhedge Lane	+44
L28	E-Side of A1010 (High Road), between Park Lane and Bromley Road	+44
L36	W-Side High Road, between opp. Reform Row and Bruce Grove Rail Station	+45
L13	E-Side of A1010 (Fore Street), between Leeds Street and Cowper Road	+47
L59	S-side of A1055, between L57 and The Hale	+48
L20	W-Side of A1010 (High Road), between opp. Roebuck Close and White Hart Lane	+51
L14	W-Side of A1010 (Fore Street), between Colyton Way and Grove Street	+52
L30	W-Side of A1010 (High Road), between Ruskin Road and Lordship Lane	+54
L43	E-Side of High Road, between Chesnut Road and Monument Way	+54
L71	N-Side of Park Lane, between Worcester Avenue and A1010 (High Road)	+66
L21	E-Side of A1010 (High Road), between Roebuck Close and White Hart Lane	+67
L34	W-Side High Road, between Pembury Road and opp. Reform Row	+70

Ref	Name	Score & RAG
L54	Subway under High Street (Seven Sisters Station)	+75
L35	E-Side of High Road, between Scotland Green and Reform Row	+84
L12	W-Side of A1010 (Fore Street), between College Gardens and Colyton Way	+88

As shown, the majority of links (49 of the 70 links) achieved an Amber rating, with 16 links achieving a Green rating and five links achieving a Red rating. The total weighted scores for the links ranged between +88 for Link 12 (which runs along the western side of the A1010 between College Gardens and Colyton Way) and -67 for Link 4 (which runs along the northern side of White Hart Lane, from opposite Love Lane to the A1010).

The Overall Scores for the Links are shown in Appendix B and the worst scoring links are discussed in detail in Table 4.5.

4.4.2 Worst scoring Links review

Table 4.5 - Worst scoring Links review

Descriptor	Ref	RAG	Comments	Photographs
N-Side of White Hart Lane, between opp. Love Lane and A1010	L4	-67	This link runs along the northern side of White Hart Lane between (opposite) Love Lane and the A1010. It scored particularly poorly for the parameters: effective width, user conflict, surface quality, obstructions, tactile information and colour contrast. The link is very narrow in places (particularly due to the location of the on-street bus stop) with a reasonable pedestrian flow, and therefore the effective width is substandard. Due to the narrowness of the footway and the need for queuing bus passengers to stand within the footway itself, there is potential for user conflict. The footway surface quality along the link is poor, uneven and broken up in places which looks unsightly and can also result in trip hazards. Street furniture obstructions along the link include Bus Stop B and a Sheffield cycle stand which (particularly if a bicycle was parked there) act to considerably narrow the effective width of the footway. Other obstructions along the link included a stack of shopping baskets and fruit/veg crates on the footway outside a small retail store. There is a lack of tactile paving provision and colour or tonal contrast along the link which can be hazardous for sensory impaired and partially sighted pedestrians. Tactile paving is required to improve legibility for sensory impaired pedestrians. The above issues would need to be addressed in order for this link to achieve a better overall score.	 

Descriptor	Ref	RAG	Comments	Photographs
				 
S-Side of White Hart Lane, between Love Lane and the A1010	L3 and L5	-51 and -61	These two links run along the southern side of White Hart Lane between Love Lane and the A1010. Both links scored particularly poorly for the parameters: effective width, user conflict, dropped kerbs, obstructions, tactile information and colour contrast. The effective width of the footway is considerably narrow in a number of places along the link due to the location of street furniture (poles, bollards, a phone box and a bus shelter), a large tree with roots and on-street rubbish. Narrow footways are more likely to become congested at peak times. There is potential for user conflict along the link due to the narrowness of the footway and street furniture obstructions around the bus shelter. Pedestrians travelling along the footway might conflict with those waiting for or alighting from a bus.	

Descriptor	Ref	RAG	Comments	Photographs
			There is a lack of dropped kerbs and a poor footway surface quality along the link which cause trip hazards and can cause difficulties for those with mobility impairments such as wheelchair users. There is also a lack of tactile paving provision and a lack of colour or tonal contrast along the link. Tactile paving is required to improve legibility for sensory impaired pedestrians. Colour contrast aids in the navigation, orientation and protection of hazards for partially sighted pedestrians. An obstruction will therefore represent a hazard rather than an inconvenience. The above issues would need to be addressed in order for these links to achieve better overall scores.	  

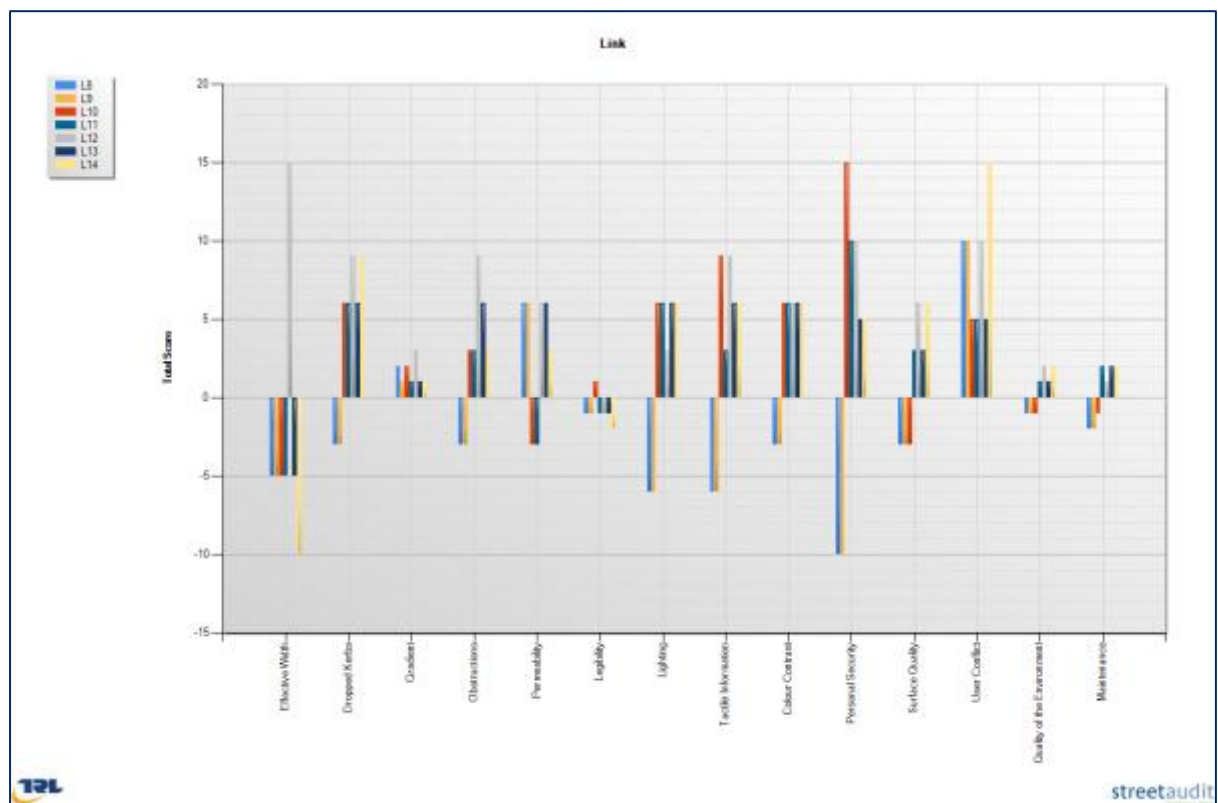
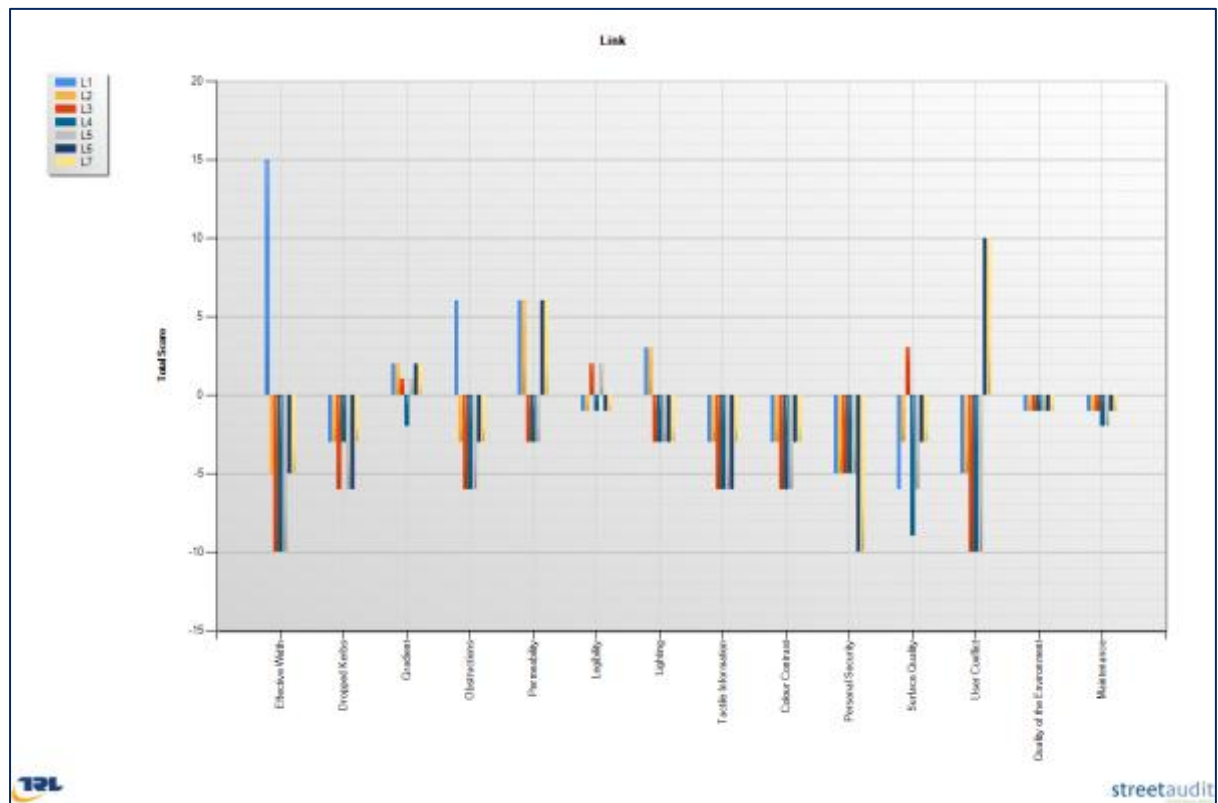
Descriptor	Ref	RAG	Comments	Photographs
W-Side High Road, between Bruce Grove Rail Station and St Loys Road	L38	-48	This link runs along the western side of High Road, directly to the south of Bruce Grove Station until it reaches St Loys Road. It scored particularly poorly for the parameters: effective width, personal security, obstructions, permeability, surface quality and maintenance. The link's effective width is reduced below acceptable dimensions in several places. Particularly noticeable is the interaction between street furniture and commercial displays and poorly positioned clusters of lamp columns and street furniture which lower the width available to pedestrians to around 1m. The link is used regularly by shoppers and those navigating along the High Road. The medium level of pedestrian flows mean the available footway width is inadequate in parts. Personal security scored poorly along the link. While the link sees high pedestrian flows and traffic movements, there are several attractors of anti-social behaviour. These include two pubs and some fast food restaurants. There is also no advertised CCTV. Obstructions along the link include poorly positioned street furniture which is not sufficiently aligned to the rear or front of the footway. This blocks the footway and impacts on the effective width as mentioned. The degree of user conflict with users travelling in opposite directions and those using local shops is increased by these obstructions. The link scored poorly for permeability because of the busy traffic conditions and the presence of pedestrian barriers on the edges of the footway. Since there are trip attractors on both sides of the road, informal crossings were observed with pedestrians having to make use of improvised central road markings as a refuge. The surface quality of the link is poor due to a lack of maintenance. The grey flagged paving is uneven in parts, to the extent that it presents a considerable trip hazard in areas where the paving is loose/uneven. Manhole covers also present a trip hazard. Drainage appears to be inadequate with evidence of ponding along the	   

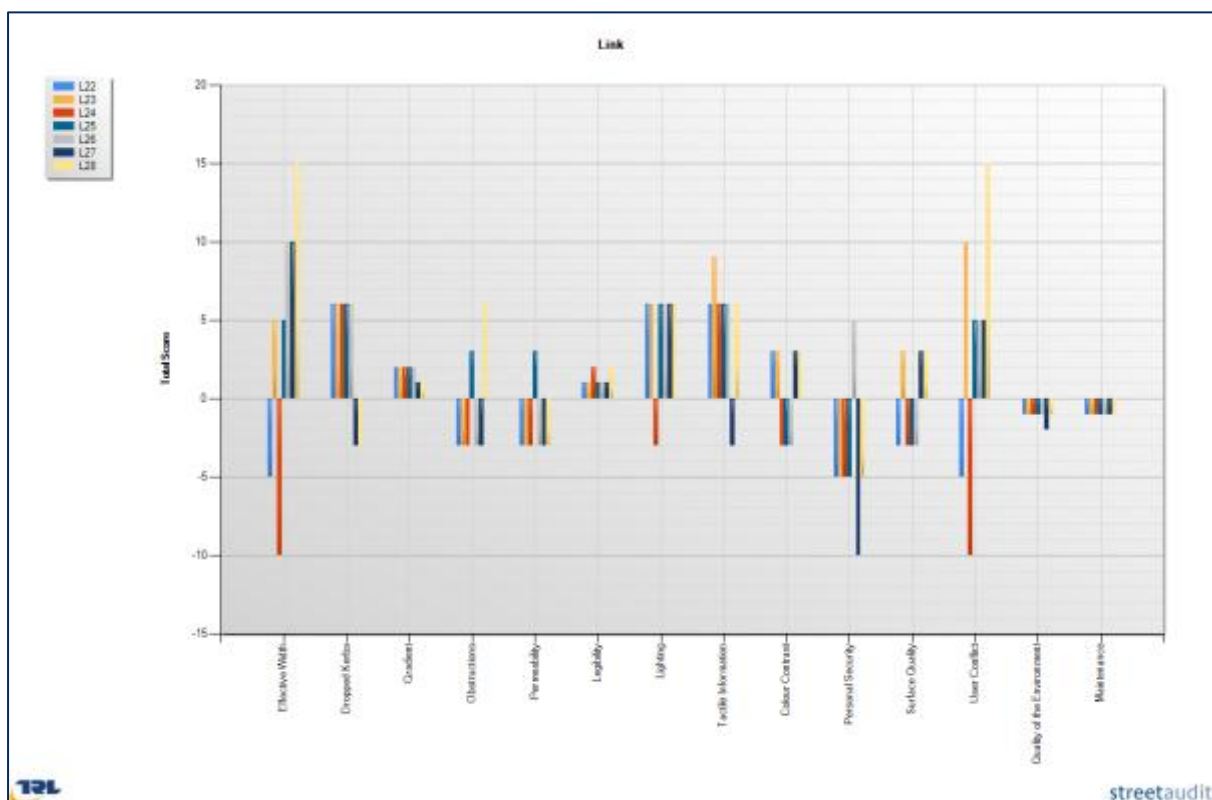
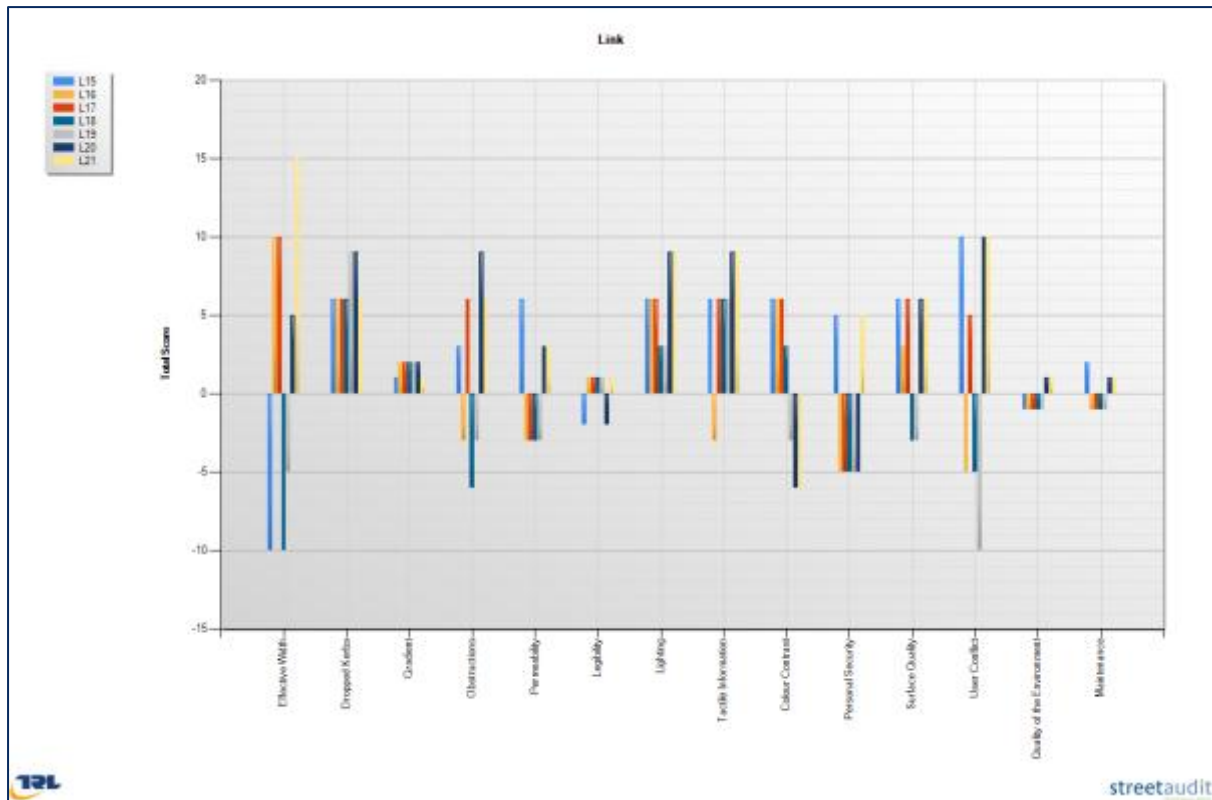
Descriptor	Ref	RAG	Comments	Photographs
			footway.	
W-Side High Road, between Bruce Grove Rail Station and Forster Road	L39	-38	This link is on the opposite side of the High Road to L38 above, and scored negatively against the same parameters. Both links had similar issues with regards to permeability, surface quality and maintenance and L39 also suffered from similar (but less severe) issues for effective width, obstructions, and personal security. The only parameter in which this link scored worse than L38 is in dropped kerbs, due to several instances of upstands on the kerbs. As with L38, the link scored poorly for permeability because of the busy traffic conditions and the presence of pedestrian barriers on the edges of the footway. A lack of maintenance along the link and the unevenness of the footway surfacing meant that it scored poorly for surface quality. There was also unevenness of flagged paving, manhole covers which presented a trip hazard and drainage which appeared to be inadequate. The effective width is poor in parts, with obstructions reducing the footway width to two metres along sections of the link. Obstructions such as a bus shelter and cycle parking contribute to this reduced width, creating a narrowing, and impact on the movements of pedestrians. Some A-boards also encroach on the pedestrian space. Personal security suffers from similar issues to L38 in that there are some	 

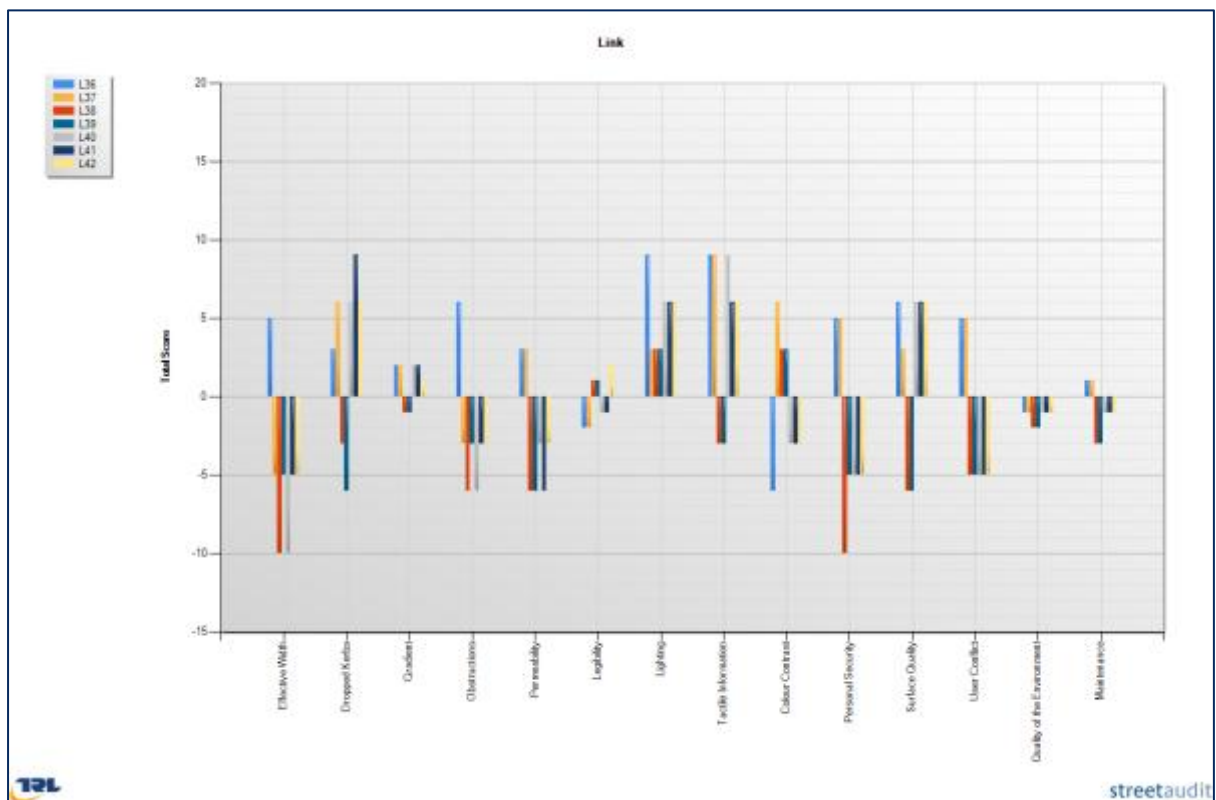
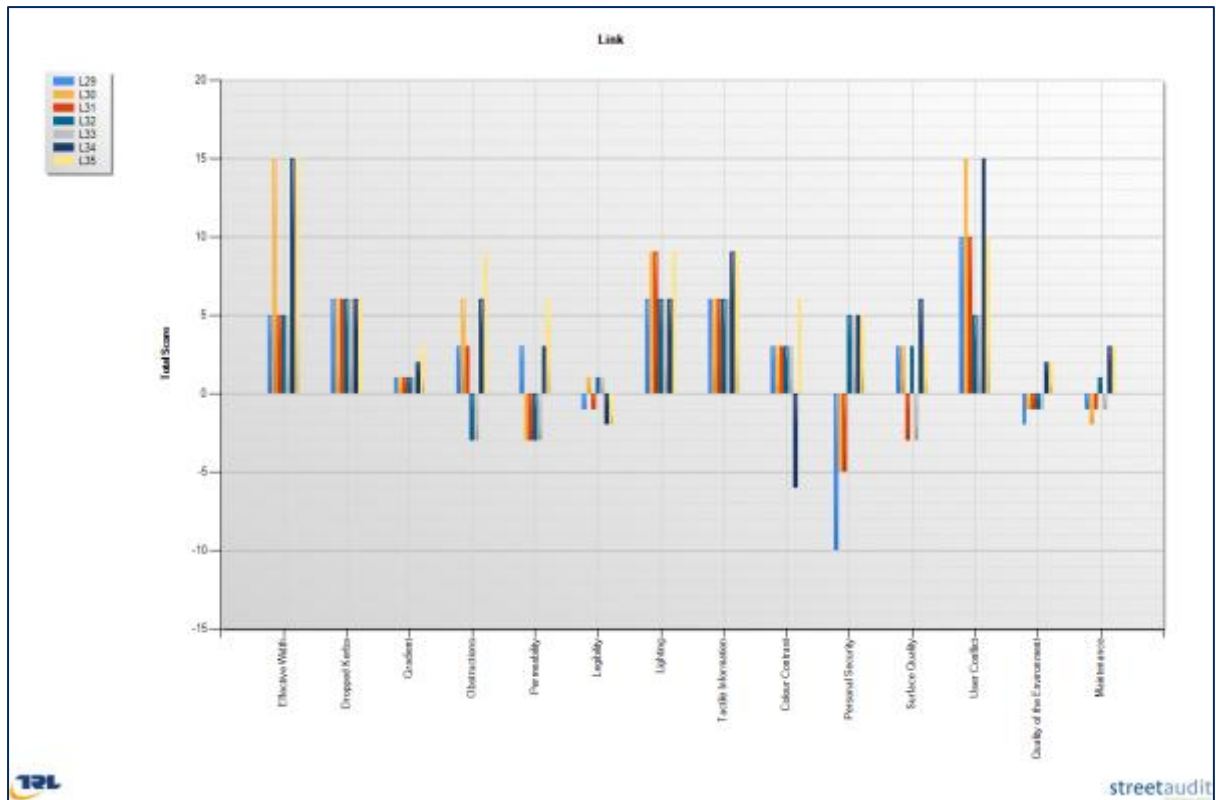
Descriptor	Ref	RAG	Comments	Photographs
			attractors of antisocial behaviour, including takeaways and betting shops. In comparison to L38, there are no pubs on this side of the road which reduces the risk of anti-social behaviour to a degree. There is also a lack of formal surveillance despite the informal provision from high pedestrian and traffic flows.	

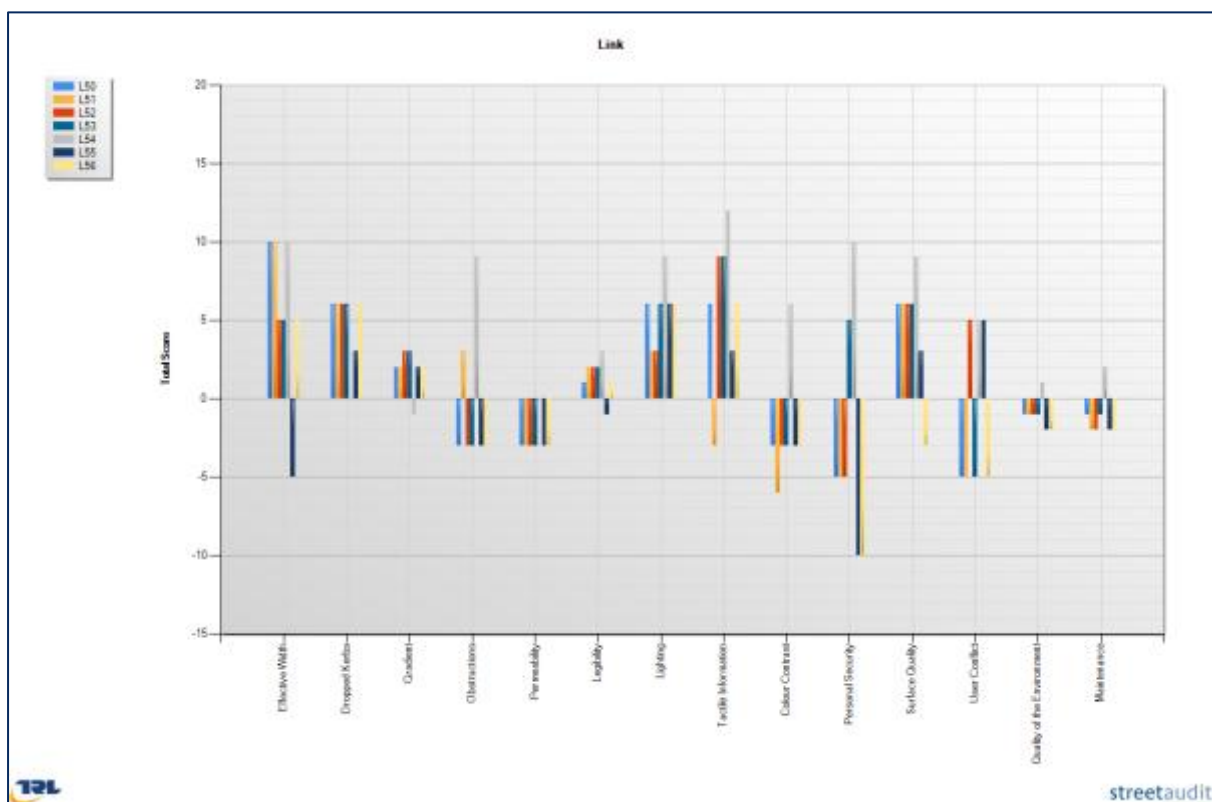
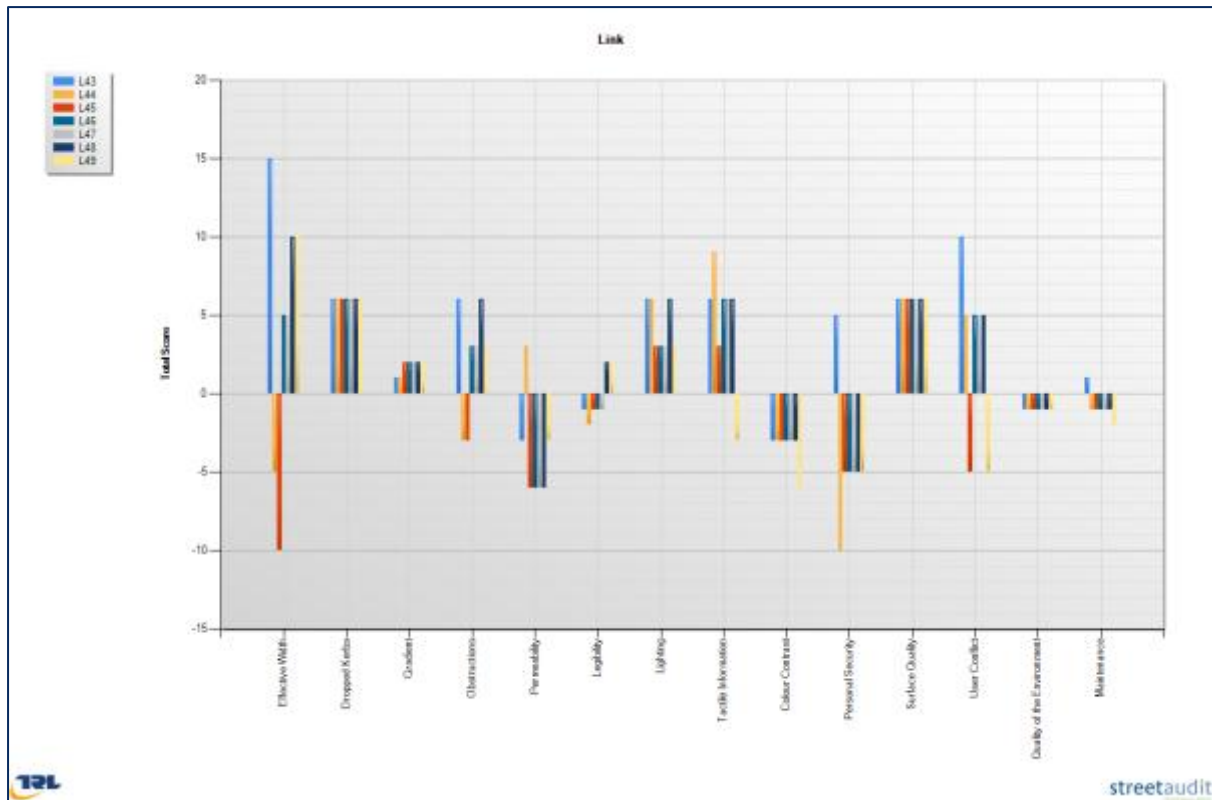
4.4.3 Parameter scoring review

Figure 4.2 provides a comparative breakdown of the parameter scores for each Link.









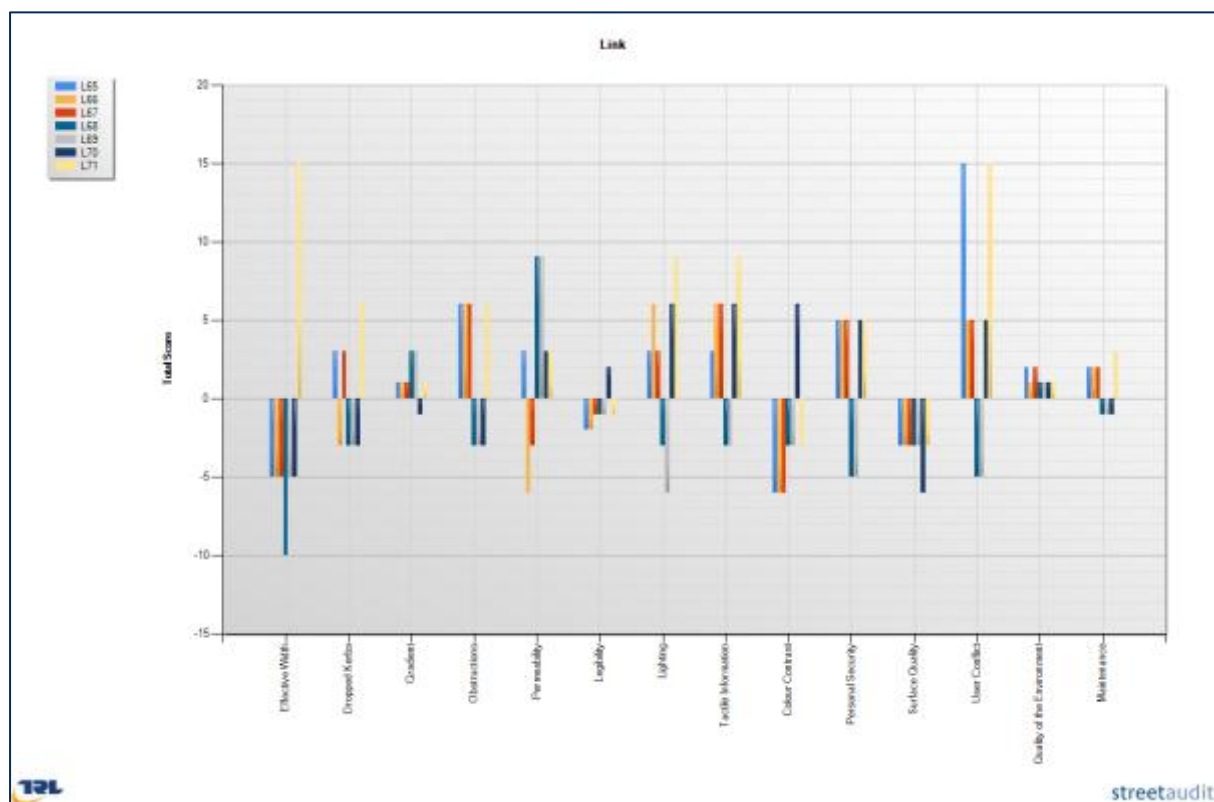
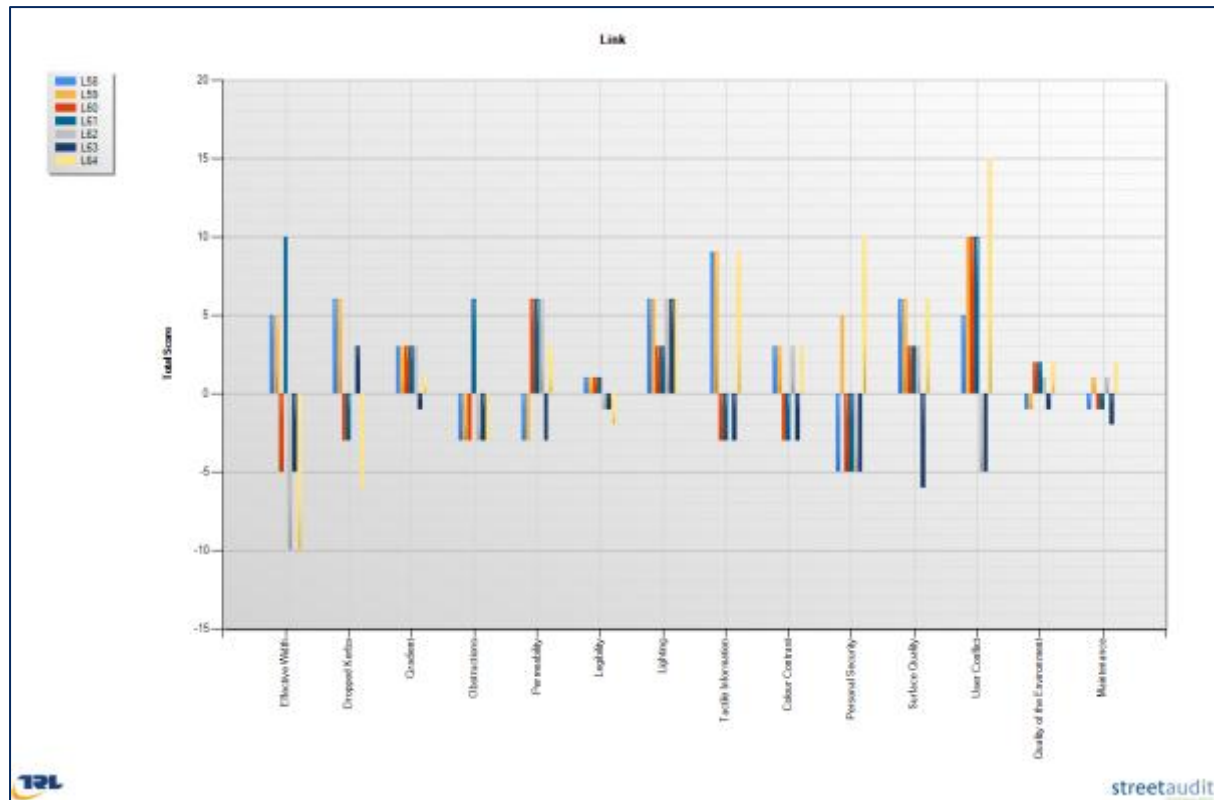


Figure 4.4 - Parameter scores for each Link

Table 4.3 shows the RAG ratings given to each of the studied parameters for the Links.

Table 4.6 - Component RAG Ratings for Links

Parameters	Overall Weighted RAG		
	Red	Amber	Green
Effective Width	13	38	19
Dropped Kerbs	5	20	43
Gradient	1	28	41
Obstructions	6	45	19
Permeability	8	47	12
Legibility	11	25	42
Lighting	3	25	42
Tactile Information	6	18	45
Colour Contrast	12	46	12
Personal Security	10	55	5
Surface Quality	7	37	26
User Conflict	5	42	23
Quality of the Environment	6	55	9
Maintenance	13	45	12
TOTAL	106	526	350

The above table shows that the majority of parameters (526) were rated Amber, and a significant number (350) achieved a Green rating. The best scoring parameters included **lighting, tactile information, dropped kerbs** and **gradient**. The reasons for this included the modernised provision of kerbs, good quality lighting, good provision of tactile paving and also since the site was generally flat it tended to score well for gradient.

The worst scoring parameters (those which scored the most Red ratings) were **effective width, legibility, colour contrast, personal security** and **maintenance**. These are discussed below.

- The **effective width** of footways was substandard or non-existent along some links which raises safety issues since pedestrians can be forced to walk (or travel) in the carriageway. The narrow width of the footways can also mean that there is a lack of available space to provide or align street furniture such as lighting columns and signage. Footway widths were narrowed in some areas due to the provision of infrastructure such as bus



stops and bollards, and in other locations due to on-street parking spaces being installed within the footway space. This parameter is particularly pertinent given the expected increase in pedestrian footfall as a result of the new stadium development plans.

- Commercial goods and A-boards often acted as **obstructions** outside various takeaways, cafés and small businesses along the High Road. Some commercial premises also had an awning or small area along their frontage which display goods and consequently narrowed the footway. In some cases, bus stops presented a similar obstruction / compounded the issue.
- There were instances where on-street footway works were taking place during the audit which had (temporarily) narrowed the effective footway width.
- There are sections of on-street car parking or loading bays along High Road which have been installed within part of the footway space. These act to reduce the effective footway width and can present a hazard to pedestrians when the vehicle is manoeuvring into / out of the space onto/off the kerb.
- At the south-east corner of the stadium, there are a high number of bollards which are aligned within the footway. These reduce the effective footway width and might cause pedestrians to walk within the carriageway where there is more space available.
- **Legibility** is poor generally within the area because there is a lack of signage to help pedestrians to navigate. The only consistent and clear signage provided is the street name plates. There are occasional landmarks identified on signage, such as the local library, but these are not provided frequently. Signage towards the stadium was particularly lacking.



- **Colour contrast** is poor along many of the links where there is a lack of colour or tonal contrast and no differentiation between the tactile paving and the surrounding paving. Additionally, a lot of tactile paving was charcoal in colour, which contrasts poorly with the grey tarmac / flagged paving surfaces.
- **Personal security** consistently scored poorly, with only five instances of a Green RAG status. The reasons for this include poor aesthetics and run down shops, which reduce the overall sense of safety. The level of anti-social behaviour is also perceived to be high, due to the large number of pubs and takeaways as well as evidence of broken bottles and other litter. The area contains several loci of street drinking, even in the day, such as parks and public seating. This behaviour can be intimidating, especially after dark.
- **Maintenance** was lacking on a lot of the links. The footway surface quality varied from modern consistent paving to older more uneven provision, however most footways suffered from a lack of cleaning and maintenance. There is regular staining around all public seating and litter was very apparent in some places, especially on links with commercial properties nearby. In some places, there was also evidence of leaf litter.



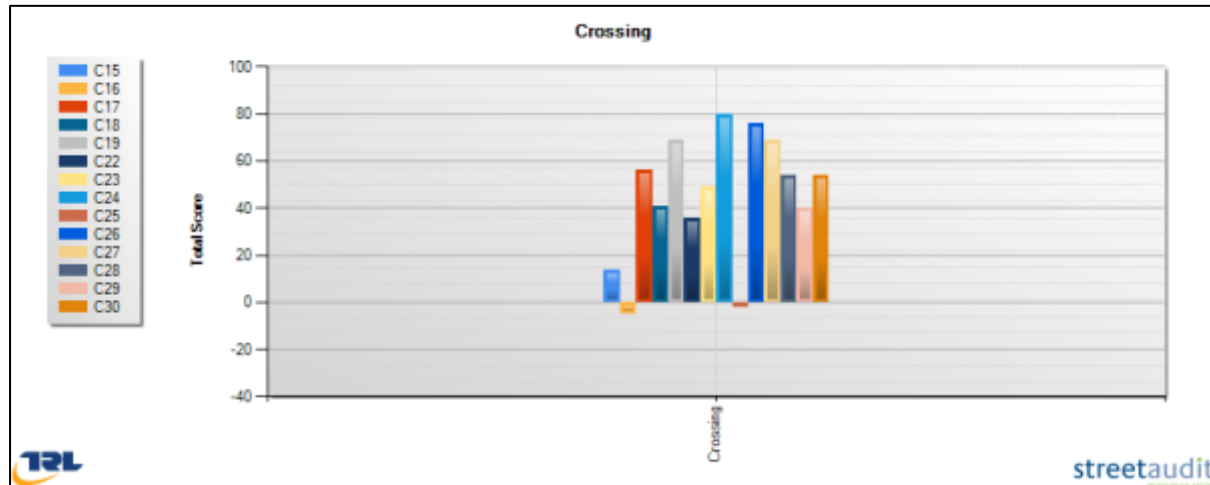
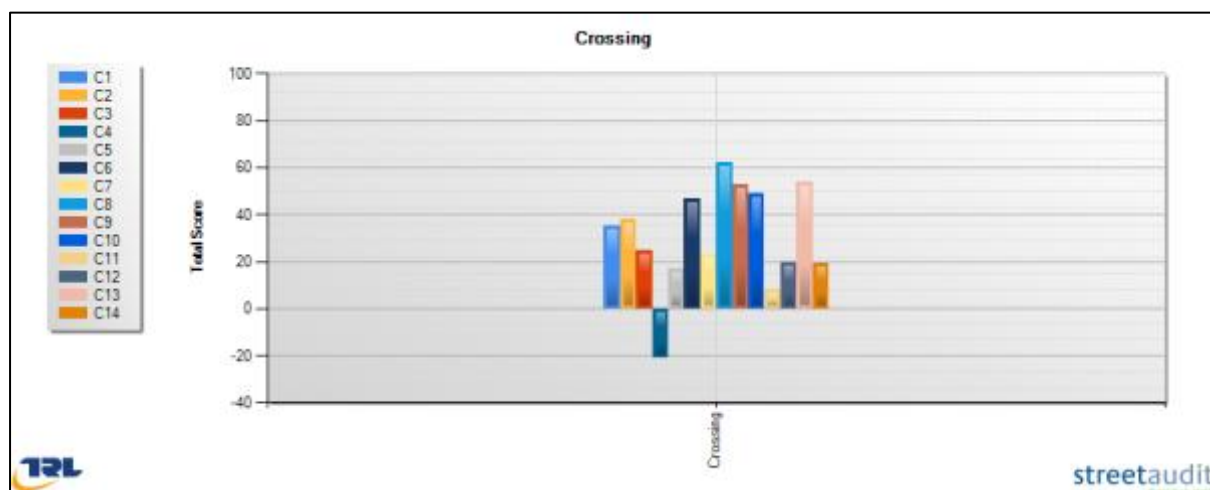
The table in Appendix C details all the 'quick wins' that could be easily and cost effectively applied to the assessed links to improve their ratings.

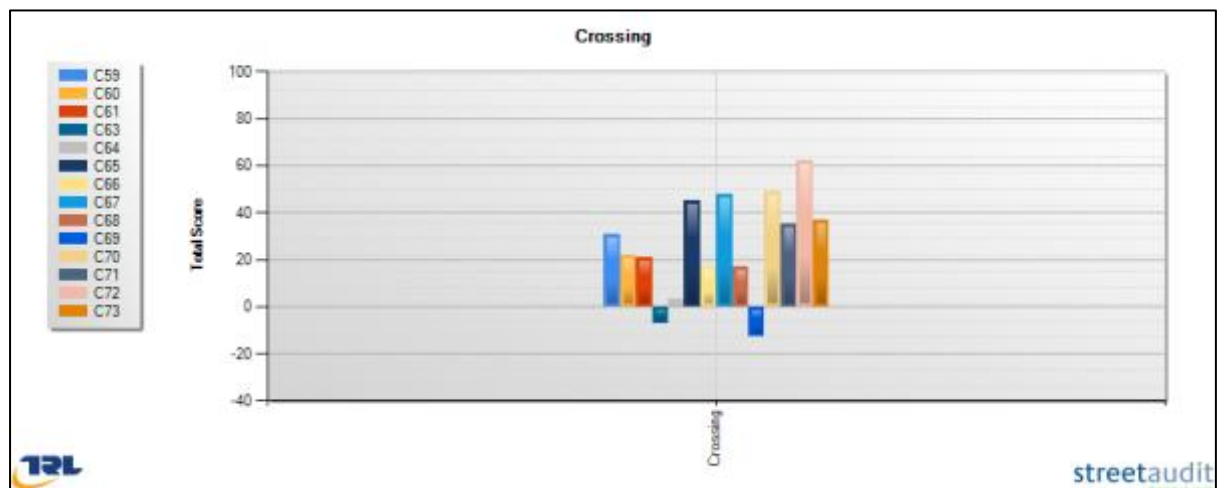
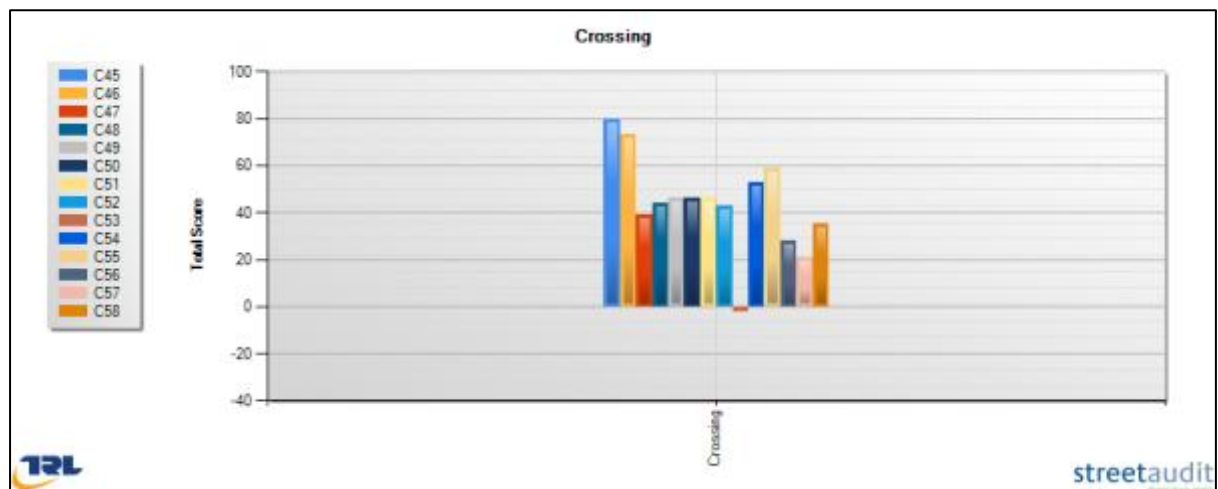
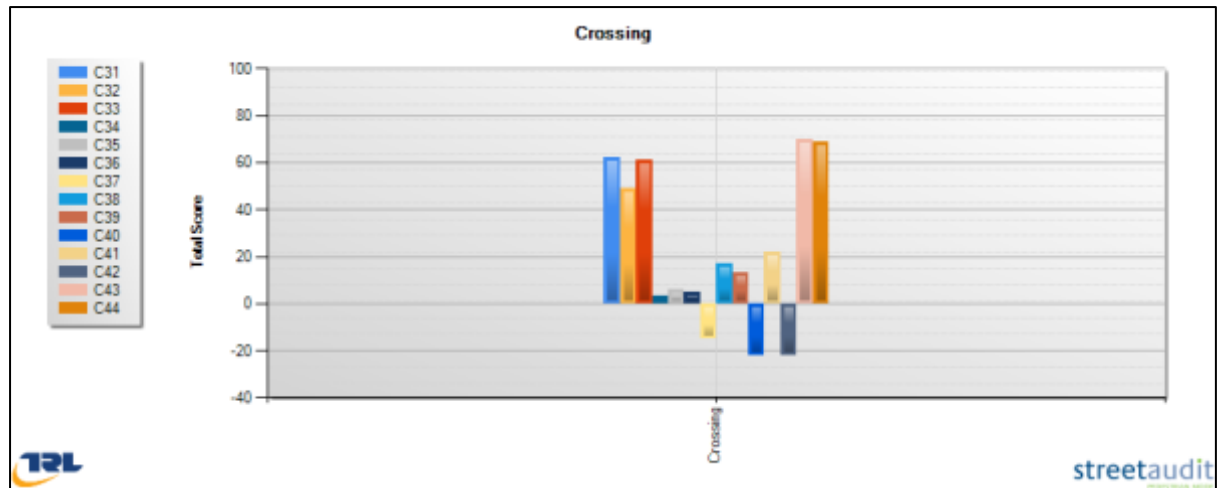
4.5 Crossings

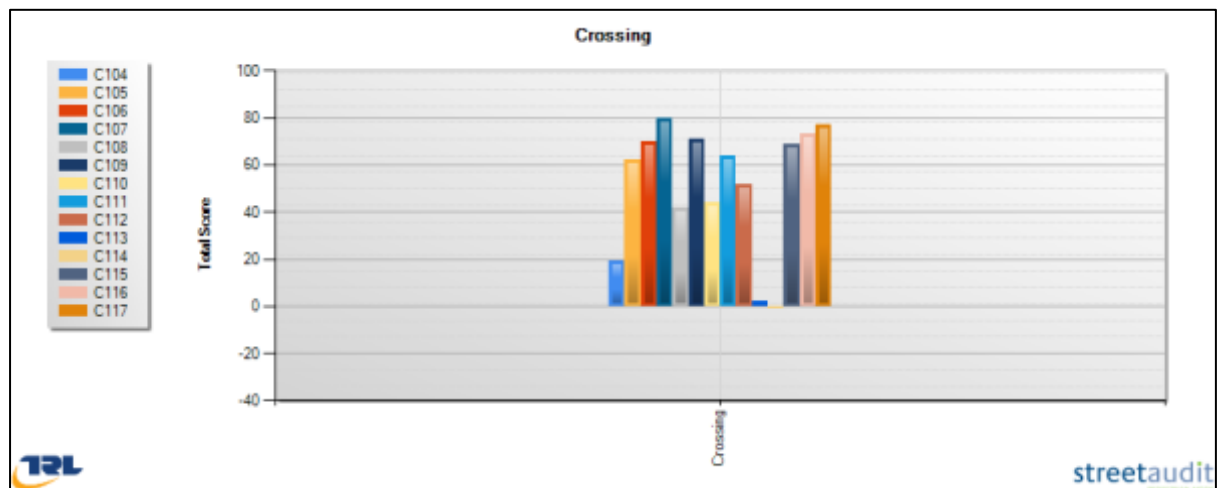
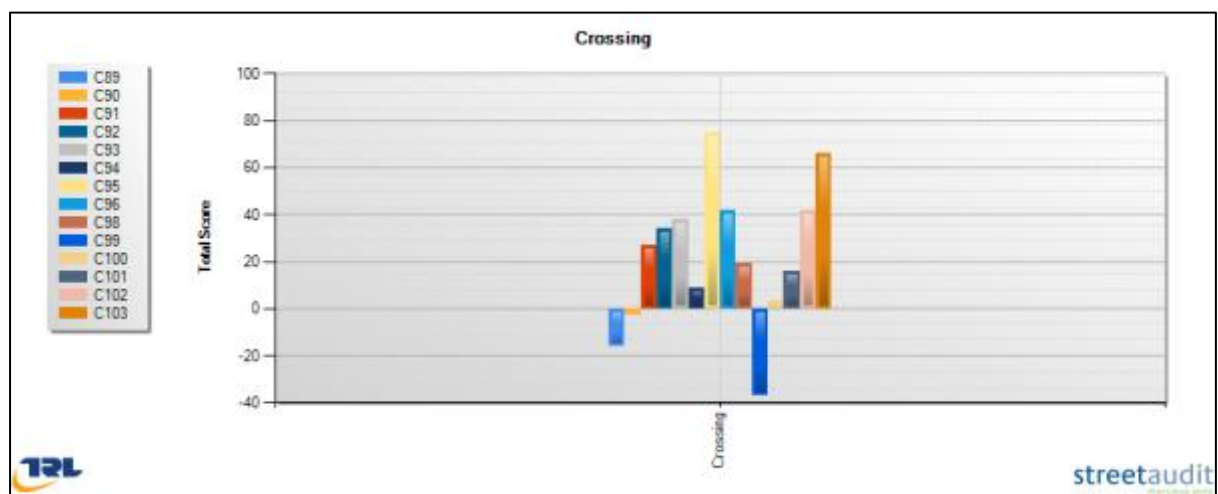
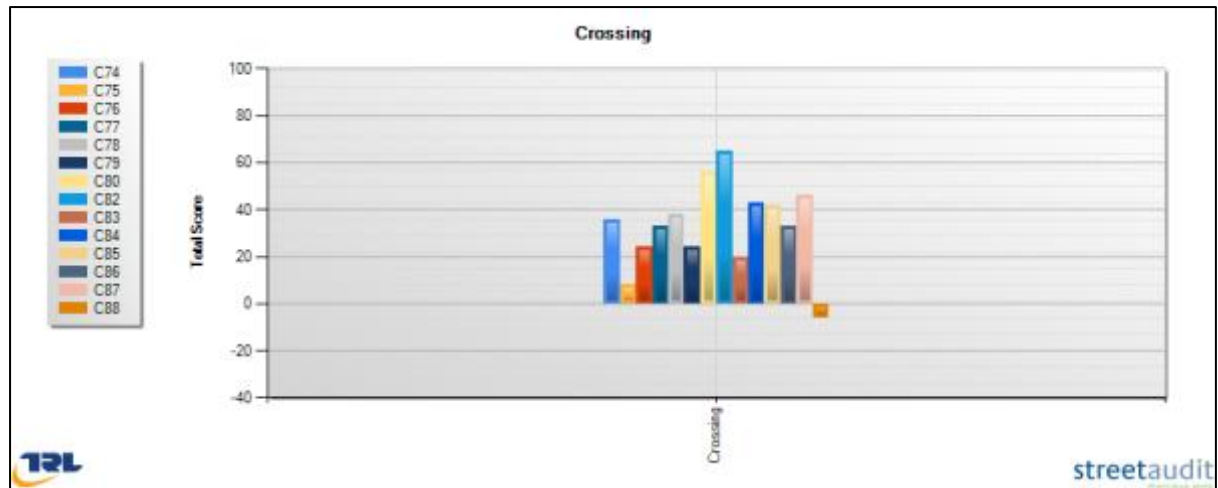
4.5.1 Overall Scores

A total of 126 crossings were audited as part of the PERS study. Reference codes are used in this report and a full list of the codes can be found in Appendix A. Five additional crossings (C20, C21, C62, C81 and C97) had originally been identified for assessment however these were not audited due to on-site construction works that were taking place.

Figure 4.5 shows the total scores for the audited crossings while Table 4.7 provides the numeric scores and associated RAG ratings.







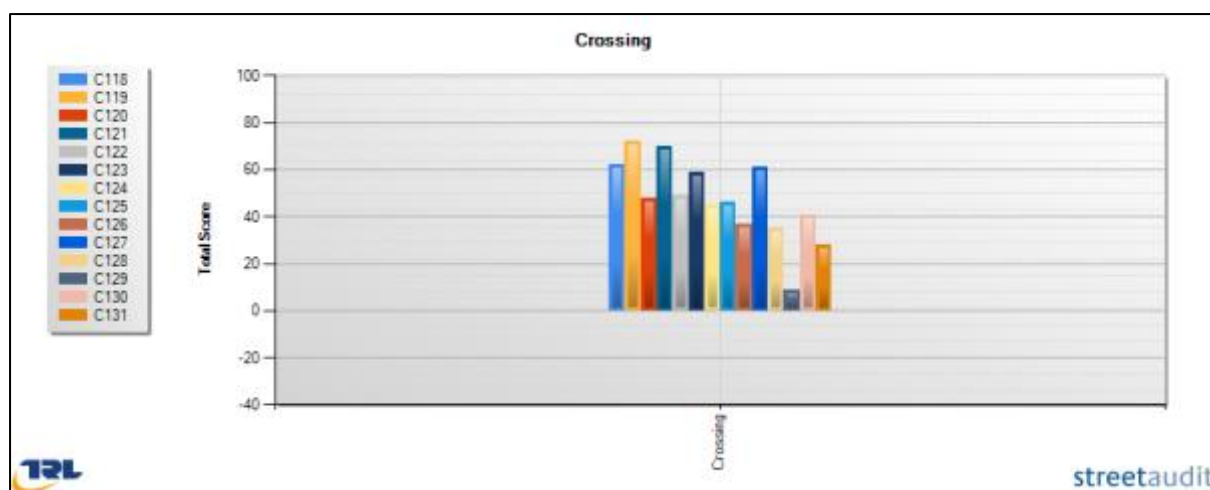


Figure 4.5 - Total scores for audited Crossings

Table 4.7 - Crossings Overall Score and RAG Ratings

Ref	Name	Score & RAG
C99	Crossing Fairbanks Road, south of junction with Chesnut Road	-37
C40	Crossing Whitehall Street, west of junction with Love Lane	-22
C42	Crossing Whitehall Street, east of junction with Love Lane	-22
C4	Crossing Fore Street, south of junction with A406 and Sterling Way	-21
C89	Crossing A1010 (High Road), north of junction with Bruce Grove	-16
C37	Crossing Pretoria Road, north of junction with White Hart Lane	-15
C69	Crossing Willoughby Lane, south of junction with Park Lane / Park Avenue Road	-13
C63	Crossing Northumberland Grove, north of junction with Park Lane	-7
C88	Crossing Bruce Grove, west of junction with A1010 (High Road)	-6
C16	Crossing Claremont Street, east of Roundabout with Fore Street	-5
C90	Crossing A1010 (High Road), south of junction with Bruce Grove	-3
C53	Crossing Bromley Road, south of junction with Park Lane	-2
C25	Crossing High Road, south of junction with Brantwood Road	-2
C114	Crossing A10 High Road, south of junction with Philip Lane	-1
C113	Crossing Philip Lane, west of A10 High Road	+2
C34	Crossing William Street (access road), south of junction with White Hart Lane	+3
C64	Crossing Anglia Close, north of junction with Park Lane	+3
C100	Crossing Tamar Way, north of junction with Chesnut Road	+3

Ref	Name	Score & RAG
C36	Crossing Love Lane, south of junction with White Hart Lane	+5
C35	Crossing William Street, south of junction with White Hart Lane	+6
C11	Crossing Fore Street, north of junction with Cowper Road	+8
C75	Crossing Hampden Lane, east of junction with A1010 (High Road)	+8
C129	Crossing Stonebridge Road, south of junction with A503	+9
C94	Crossing Forster Road, west of junction with A1010 (High Road)	+9
C39	Crossing Moselle Street, east of junction with Love Lane	+13
C15	Crossing Fore Street, south of junction with Alpha Road	+14
C101	Crossing Chesnut Road, west of junction with Park View Road	+16
C38	Crossing White Hart Lane, between junctions with Penshurst Road and Pretoria Road	+17
C68	Crossing Park Avenue Road, east of junction with Park Lane / Willoughby Lane	+17
C5	Crossing Raynham Road, east of junction with Fore Street	+17
C66	Crossing Park Lane, west of junction with Willoughby Lane	+17
C98	Crossing Hamilton Close, south of junction with Tamar Way	+19
C14	Crossing Grove Street, west of junction with Fore Street	+19
C104	Crossing Hale Road (A503), east of junction with The Hale / Monument Way	+19
C83	Crossing A1010 (High Road), south of vehicular access to Aldi Supermarket	+20
C12	Crossing Cowper Road, east of junction with Fore Street	+20
C61	Crossing Denmark Street, south of junction with Park Lane	+21
C57	Crossing Sutherland Road, south of junction with Park Lane	+21
C41	Crossing Love Lane, north of junction with Whitehall Street	+22
C60	Crossing Somerford Grove, north of junction with Park Lane	+22
C7	Crossing Leeds Street, east of College Gardens / Fore Street / Leeds Street junction	+23
C76	Crossing Lordship Lane, west of junction with A1010 (High Road) / Lansdowne Road	+24
C79	Crossing A1010 (High Road), south of junction with Lordship Lane / Lansdowne Road	+24
C3	Crossing A406 and Sterling Way, east of junction with Fore Street	+25
C91	Crossing A1010 (High Road), south of Brook Street	+27

Ref	Name	Score & RAG
C131	Crossing A503, outside Seven Sisters Rail Station	+28
C56	Crossing Vicarage Road, south of junction with Park Lane	+28
C59	Crossing St Paul's Road, south of junction with Park Lane	+31
C77	Crossing A1010 (High Road), north of junction with Lordship Lane / Lansdowne Road	+33
C86	Crossing Dowsett Road, east of junction with A1010 (High Road)	+33
C92	Crossing St Loys Road, west of junction with A1010 (High Road)	+34
C58	Crossing Park Lane Close, north of junction with Park Lane	+35
C71	Crossing Bromley Road, east of junction with High Road	+35
C128	Crossing Suffield Road, north of junction with A503	+35
C1	Crossing A406 and Sterling Way, west of junction with Fore Street	+35
C74	Crossing Cedar Road, west of junction with A1010 (High Road)	+36
C22	Crossing Access Road (to Sainsburys?), west of High Road / Brantwood Road junction	+36
C73	Crossing Ruskin Road, west of junction with A1010 (High Road)	+37
C126	Crossing A10 High Road, east of junction with A503	+37
C93	Crossing Stoneleigh Road, east of junction with A1010 (High Road)	+38
C78	Crossing Lansdowne Road, east of junction with Lordship Lane / A1010 (High Road)	+38
C2	Crossing Fore Street, north of junction with A406 and Sterling Way	+38
C47	Crossing Brereton Road, west of junction with A1010 (High Road)	+39
C29	Crossing Northumberland Park, east of junction with High Road	+40
C130	Crossing Westerfield Road, north of junction with A503	+41
C18	Crossing Nutfield Close, east of junction with Fore Street	+41
C85	Crossing A1010 (High Road), north of junction with Dowsett Road	+42
C108	Crossing Drapers Road, west of junction with A10 High Road	+42
C102	Crossing Park View Road, north of junction with Chesnut Road	+42
C96	Crossing A1010 (High Road), south of junction with Chesnut Road	+42
C84	Crossing Reform Row, east of junction with A1010 (High Road)	+43
C52	Crossing Park Lane, east of junction with High Road	+43
C110	Crossing A10 High Road, west of junction with Monument Way	+44
C48	Crossing A1010 (High Road), south of junction with Brereton Road	+44
C124	Crossing A10 High Road, south of junction with A504 / Broad Lane	+45

Ref	Name	Score & RAG
C65	Crossing Northumberland Park, north of junction with Park Lane	+45
C51	Crossing High Road, north of junctions with Church Road and Park Lane	+46
C87	Crossing A1010 (High Road), south of junction with Dowsett Road	+46
C49	Crossing Bill Nicholson Way, east of junction with A1010 (High Road)	+46
C125	Crossing A503, west of junction with A10 High Road	+46
C50	Crossing Church Road, west of junction with High Road	+46
C6	Crossing College Gardens, west of College Gardens / Fore Street / Leeds Street junction	+47
C67	Crossing Willoughby Lane, north of junction with Park Lane / Park Avenue Road	+48
C120	Crossing A10 High Road, north of Tesco	+48
C23	Crossing High Road, north of junction with Brantwood Road	+49
C32	Crossing A1010, north of junction with White Hart Lane	+49
C122	Crossing A10 High Road, north of junction with A504 / Broad Lane	+49
C70	Crossing Park Avenue Road, north of junction with Park Avenue Road	+49
C10	Crossing Colyton Way, west of junction with Fore Street	+49
C112	Crossing Monument Way, east of A10 High Road	+52
C9	Crossing Smart's Place, east of junction with Fore Street	+53
C54	Crossing Worcester Avenue, north of junction with Park Lane	+53
C13	Crossing Alpha Road, east of junction with Fore Street	+54
C28	Crossing High Road, north of junction with Northumberland Park	+54
C30	Crossing High Road, south of junction with Northumberland Park	+54
C17	Crossing Fore Street (adjacent to Petrol Station), south of Roundabout with Claremont Street	+56
C80	Crossing Scotland Green, east of junction with A1010 (High Road)	+56
C55	Crossing Park Lane, east of junction with Park Lane	+59
C123	Crossing Broad Lane, east of junction with A10 High Road	+59
C127	Crossing A10 High Road, south-west of junction with A503	+61
C33	Crossing A1010, south of junction with White Hart Lane	+61
C105	Crossing Ashley Road, north of junction with Hale Road	+62
C8	Crossing Fore Street, south of College Gardens / Fore Street / Leeds Street junction	+62

Ref	Name	Score & RAG
C118	Crossing A10 High Road, north of junction with Town Hall Approach Road	+62
C72	Crossing A1010 (High Road), north of junction with Ruskin Road	+62
C31	Crossing White Hart Lane, west of junction with A1010	+62
C111	Crossing Monument Way, east of junction with A10 High Road	+64
C82	Crossing A1010 (High Road), south of junction with Pembury Road	+65
C103	Crossing Park View Road, north of junction with Monument Way	+66
C115	Crossing Colsterworth Road, east of junction with A10 High Road	+69
C27	Crossing Brunswick Square, west of junction with High Road	+69
C44	Crossing A1010, north of junction with Whitehall Street	+69
C19	Crossing Fore Street (adjacent to Recreation Ground)	+69
C121	Crossing A504, west of junction with A10 High Road	+70
C106	Crossing Hale Road, east of junction with Station Road	+70
C43	Crossing Whitehall Street, west of junction with A1010	+70
C109	Crossing Somerset Road, east of junction with A10 High Road	+71
C119	Crossing Tottenham Green East South Side, east of A10 High Road	+72
C46	Crossing Paxton Road, east of junction with A1010	+73
C116	Crossing Tottenham Green East, east of junction with A10 High Road	+73
C95	Crossing Chesnut Road, east of junction with A1010 (High Road)	+75
C26	Crossing Roebuck Close, east of junction with High Road	+76
C117	Crossing Town Hall Approach Road, west of junction with A10 High Road	+77
C107	Crossing Station Road, south of junction with Hale Road	+80
C24	Crossing Brantwood Road, east of junction with High Road	+80
C45	Crossing A1010, south of junction with Whitehall Street	+80

As shown, the majority of the crossings (78) in the audit site achieved a Green RAG rating, with 47 crossings achieving an Amber RAG rating and only one crossing achieving a Red RAG rating. The total weighted scores for the links ranged between +80 for crossings C107, C24 and C45 and -37 for crossing C99 (which crosses Fairbanks Road, south of its junction with Chesnut Road).

The overall scores for the Crossings are shown in Appendix B and the worst scoring links are discussed in detail in Table 4.8.

4.5.2 Worst scoring Crossings review

Table 4.8 - Worst scoring Crossings review

Descriptor	Ref	RAG	Comments	Photographs
Crossing Fairbanks Road, south of junction with Chesnut Road	C99	-37	This crossing over Fairbanks Road lacks basic provision for pedestrians, especially for those who are mobility or sensory impaired. The crossing scored particularly poorly on performance, legibility for sensory impaired people, dropped kerbs and obstructions. The performance of the crossing is poor because of the lack of any traffic control and the obstructions to lines of sight, from both parked cars (on Fairbanks and Chesnut Road) and from the wooden hoarding around the adjacent demolition site. These issues are further compounded by the lack of any dropped kerbs, which creates a trip hazard and an impedence to access for mobility impaired users. There is a lack of any tactile paving provision which makes the legibility and crossing of the road difficult for those who with sensory impairments. It is recommended that dropped kerbs and tactile provision are installed so that the legibility of the area is improved. Bollards are present on the eastern side of the waiting area which cause obstructions to pedestrian movements across the crossing. Those with pushchairs or wheelchair users may have particular difficulties navigating past these bollards. There is also have no tactile warnings and due to their height they can be removed from the natural line of sight and could hazardous to those who are sensory impaired. There is a lack of dropped kerbs on both sides of the crossing which presents a trip hazard and also causes difficulties to wheelchair users and those with pushchairs. The above issues would need to be addressed in order for this Crossing to achieve a better overall score.	  

Descriptor	Ref	RAG	Comments	Photographs
Crossing Whitehall Street, west of junction with Love Lane; and east of junction with Love Lane	C40 and C42	-22 and -16	These are both informal crossings across Whitehall Street and are very similar in provision. The crossings both scored particularly poorly on legibility, legibility for sensory impaired people and dropped kerbs. The crossings are in a setting where there is no formal provision to cross Whitehall Street. The legibility parameter scored poorly because it is not obvious where to cross. The crossings lack any infrastructure or delineation with the exception of poor quality light grey surfacing on the northern side of Whitehall Street (part of a crossing over Love Lane) which is not intended for use with these informal crossings. Coloured surfacing and markings should be used where appropriate to delineate a safe crossing. The crossings have no dropped kerbs and there is also a lack of tactile paving provision. This makes it difficult for those with mobility or sensory impairments to cross the road. Due to the informal nature of the crossings and the lack of any appropriate formal provision in this area, the legibility for sensory impaired people is poor. The informal crossing locations which were observed to be used by pedestrians have parked cars on both sides of Whitehall Street. This is likely to create user conflict and impede lines of sight at most times of the day, together with a complete lack of space ownership, contributing to a poor crossing performance.	  

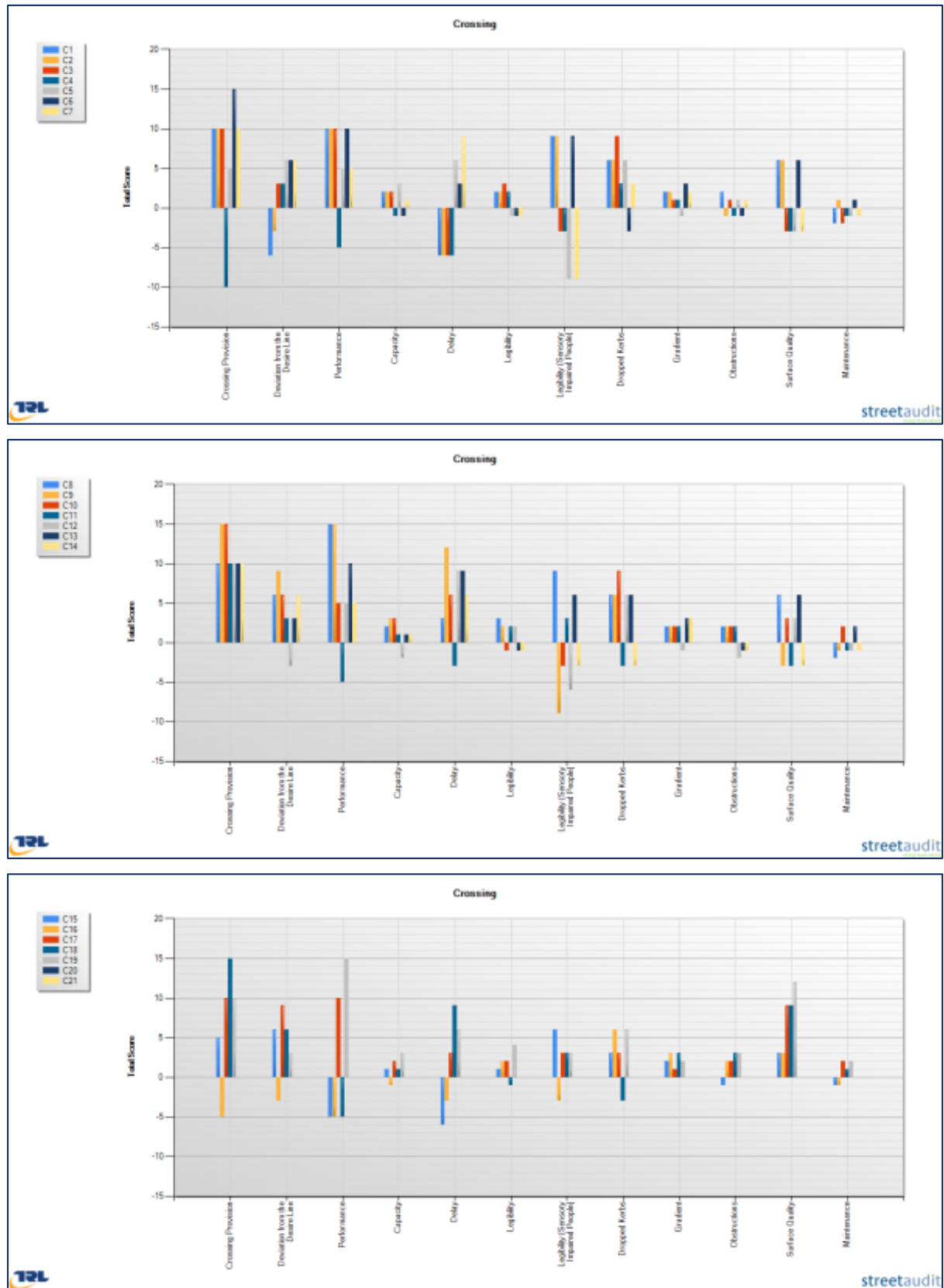
Descriptor	Ref	RAG	Comments	Photographs
Crossing Fore Street, south of junction with A406 and Sterling Way	C4	-21	This crossing scored particularly poorly for crossing provision and delay because the unsignalised crossing type is considered to be unsuitable at this location. It crosses the southern arm of a busy junction, where traffic flows are heavy and fast moving. The uncertainty over traffic approach speeds and movements induces considerable delay, especially for those who are less able to cross the road. It is therefore recommended that this junction is signalised so that the safety of pedestrians is improved. The crossing also scored negatively for capacity and performance. Crossing here is mostly undertaken in two stages, utilising the central refuge. The capacity of the refuge is not sufficient given the observed pedestrian flows, and the traffic is moving in such close proximity to the refuge. This contributes to a lack of space ownership and safety concerns for pedestrians, and results in a poor crossing performance. Legibility for sensory impaired people also scored negatively because the tactile paving provision is incorrect for this type of crossing (i.e. unsignalised). This has the potential to mislead sensory impaired pedestrians and raises safety concerns.	  
Crossing A1010 (High Road), north of junction with Bruce Grove	C89	-16	This crossing scored particularly poorly against the parameters: delay, dropped kerbs, surface quality and maintenance. The crossing provides only five seconds of green time and five further seconds of blackout time to pedestrians. This is a short time allowance for crossing, especially since the crossing is single stage and over four traffic lanes. This results in considerable delay to those waiting to use the crossing. The dropped kerbs are acceptable on the eastern waiting area, but there are some issues with the upstand and gradient. On the western side, there is a large upstand on the kerb which is a trip hazard for those using the crossing. Surface quality is also particularly poor on this western edge of the crossing where a gully presents a	

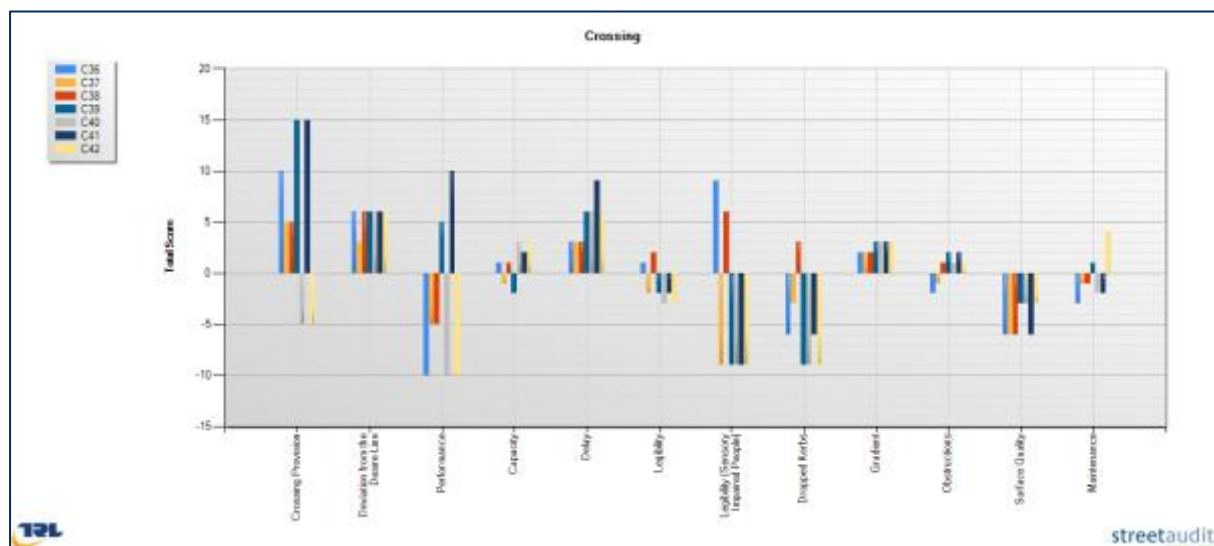
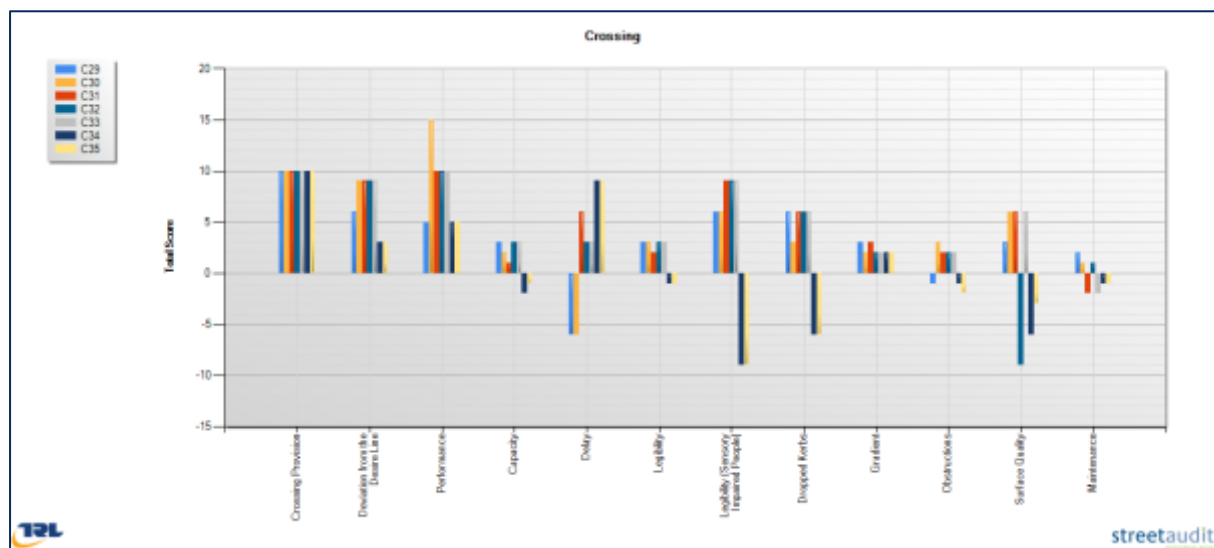
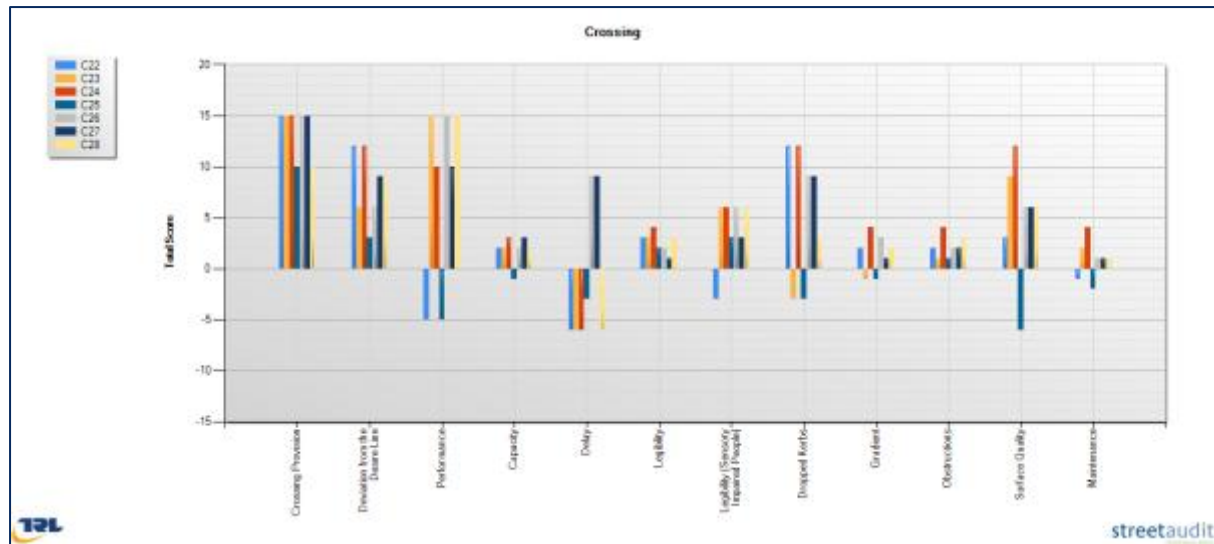
Descriptor	Ref	RAG	Comments	Photographs
			trip and slip hazard, particularly in conjunction with the high upstand on the kerb. Maintenance scored poorly due to the poor surface quality of the carriageway, slight ponding on the northern side and also evidence of gum staining and litter.	 
Crossing Pretoria Road, north of junction with White Hart Lane	C37	-15	This crossing scored particularly poorly in relation to surface quality, legibility and legibility for sensory impaired people. The surface quality is poor, with different materials used, a lack of consistency in surface type and undulations and uneven surfaces which represent a trip hazard. The different surface types make the crossing difficult to navigate for those with visual impairments. Legibility scored poorly because the crossing has no delineation or infrastructure to indicate its presence, or to encourage users to cross at a certain point. The lack of tactile paving provision puts those with a sensory impairment at risk, and this is compounded by the lack of colour contrast.	 

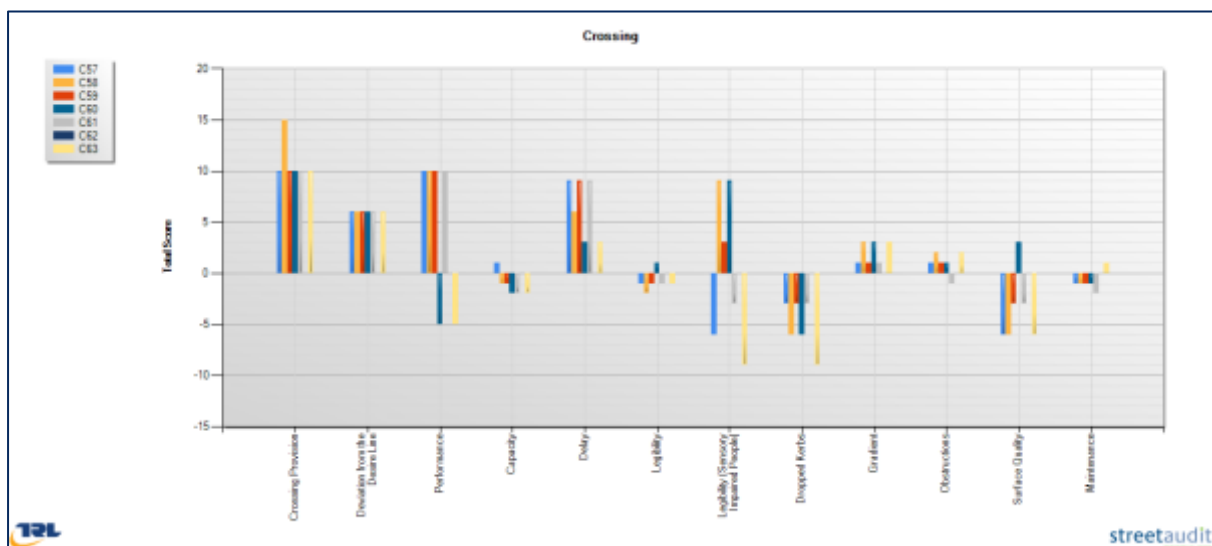
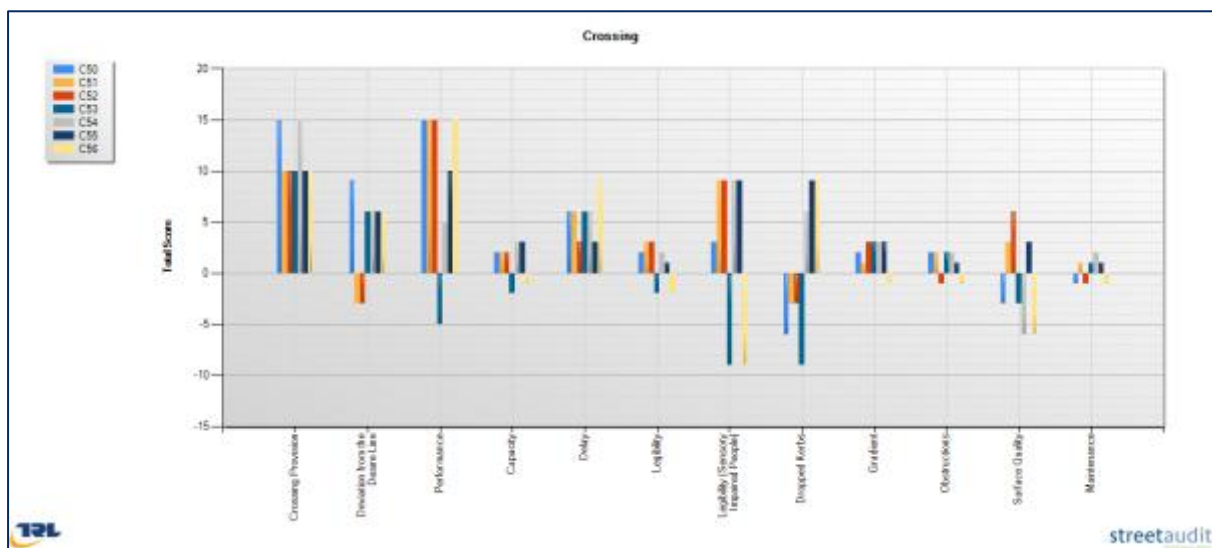
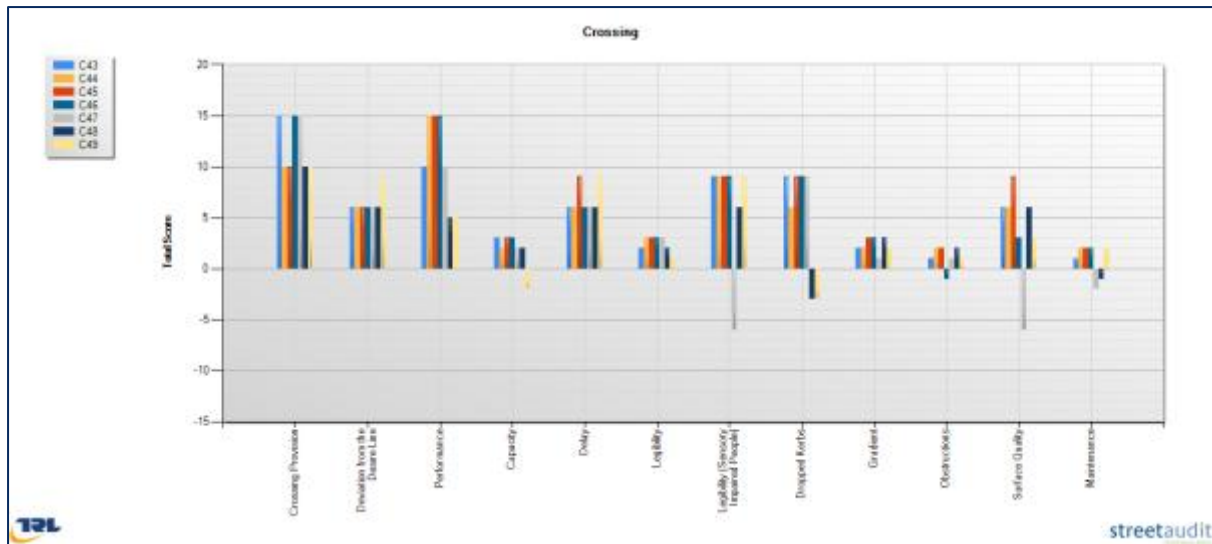
Descriptor	Ref	RAG	Comments	Photographs
Crossing Willoughby Lane, south of junction with Park Lane / Park Avenue Road	C69	-13	This unsignalised crossing over a busy road scored particularly poorly for performance, but it also scored negatively across six other parameters which included crossing provision and delay. The traffic on Willoughby Lane travels at a high speed with a medium flow and, despite the presence of a central refuge, the crossing provision is not deemed to be safe at this location. The crossing performance scored poorly due to a lack of space ownership and lack of pedestrian priority which means that vehicles do not slow down to allow pedestrians to cross. In addition, Willoughby Lane has parking on both sides which can impact on lines of sight and further reduces the safety of the crossing. Delay scored poorly due to a combination of the above reasons. The lack of priority impacts on delay as does the infringement on lines of sight. By comparison, the crossing further north (C67) across Willoughby Lane is a zebra crossing which is much better suited for this context and, as a result, scored much higher (+48). Both crossings are used by pedestrians to access Northumberland Park Station which is located directly to the east, and so high volumes of pedestrian flows can be expected to use these crossings. It is therefore recommended that crossing C69 is upgraded to provide an improved and safer crossing provision.	 

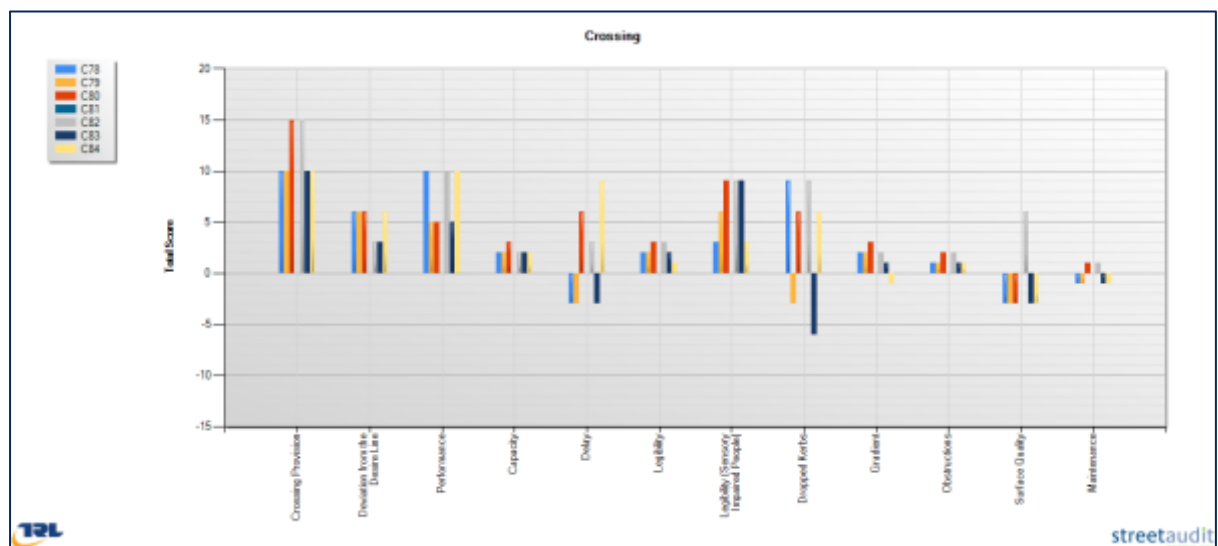
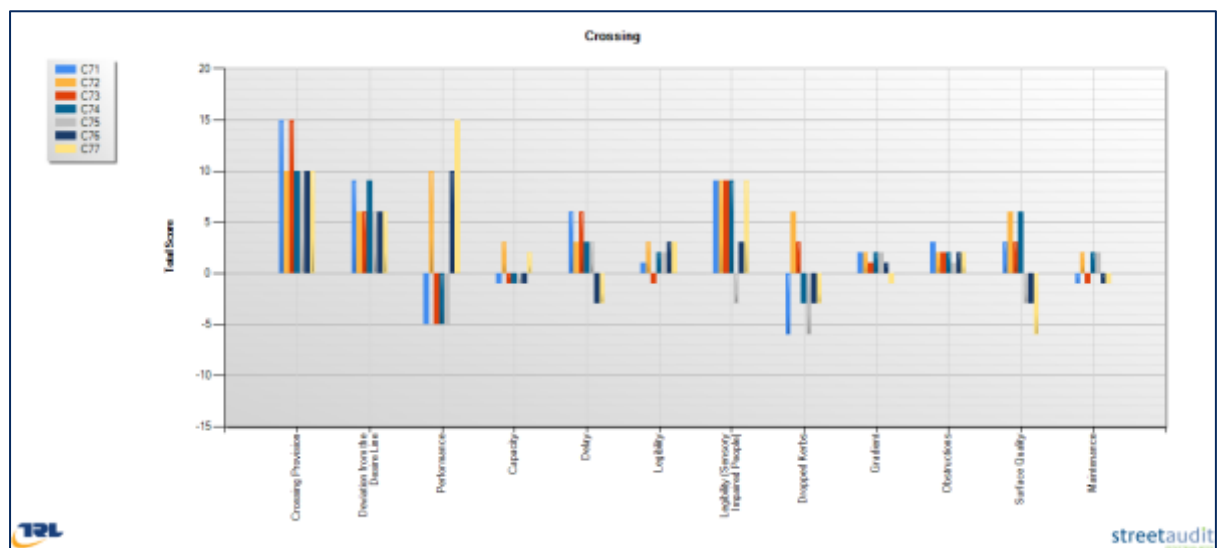
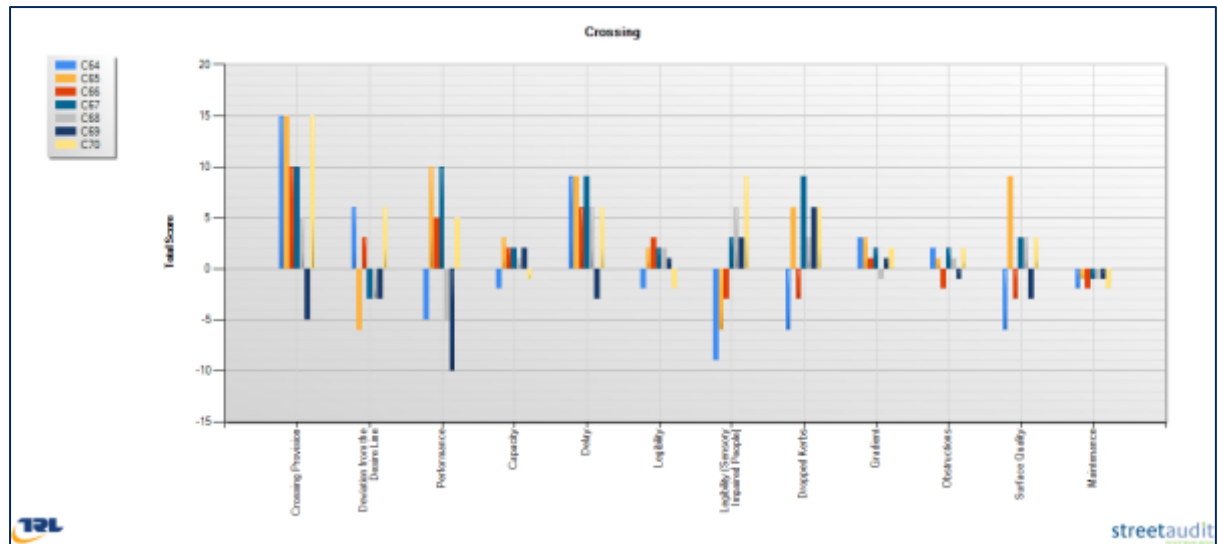
4.5.3 Parameter scoring review

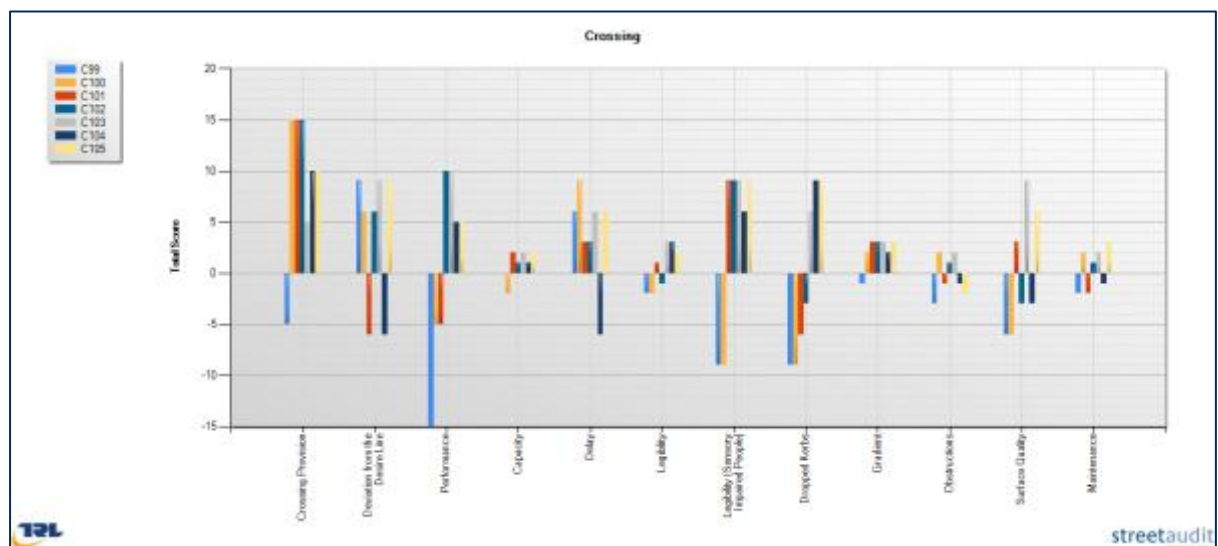
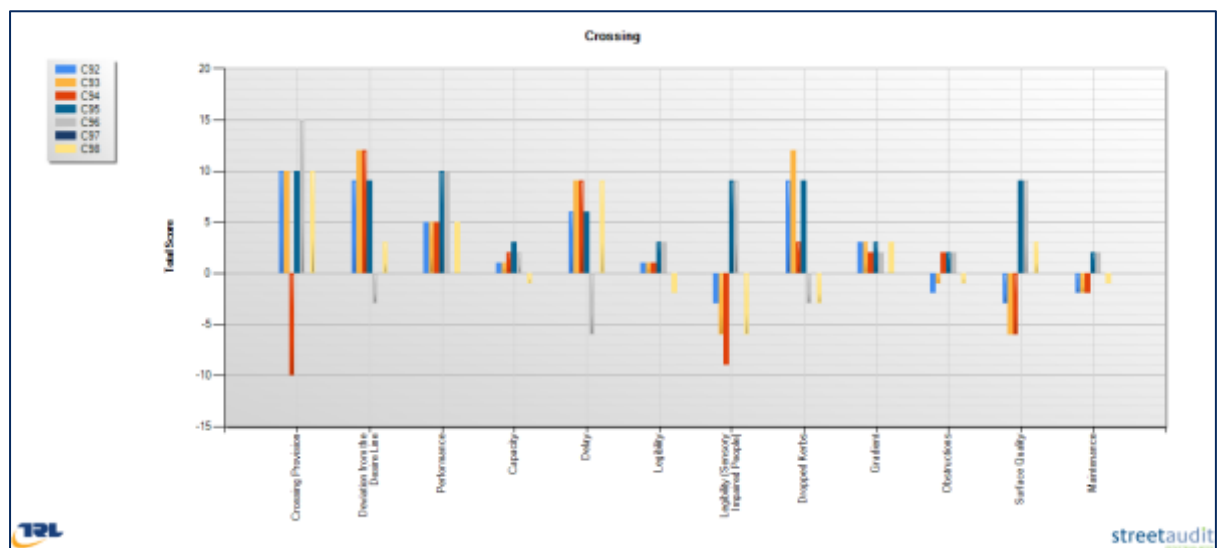
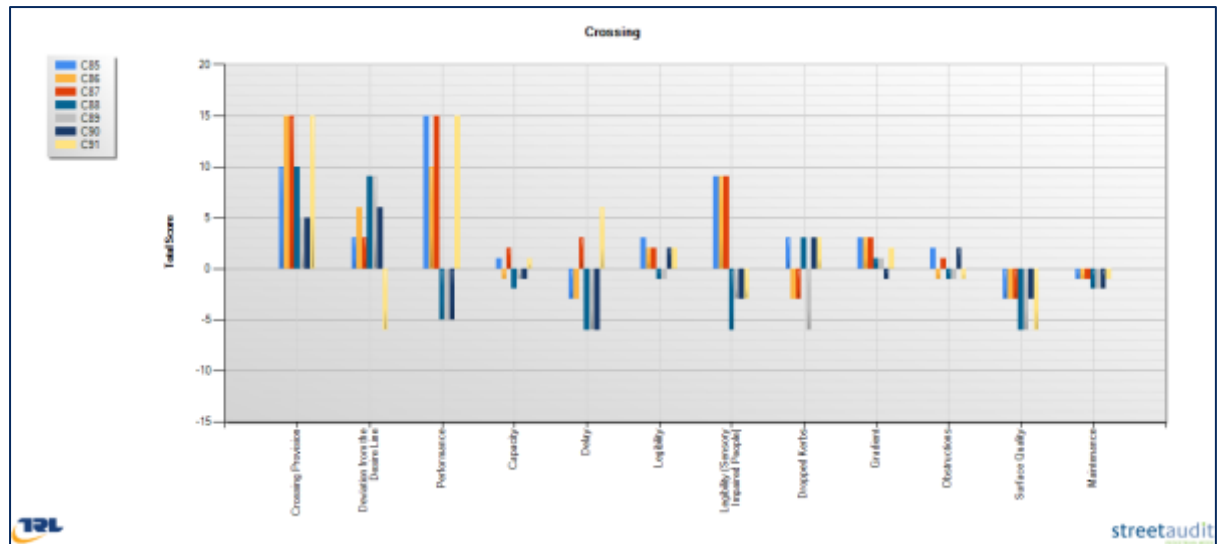
Figure 4.6 provides a comparative breakdown of the parameter scores for each crossing.

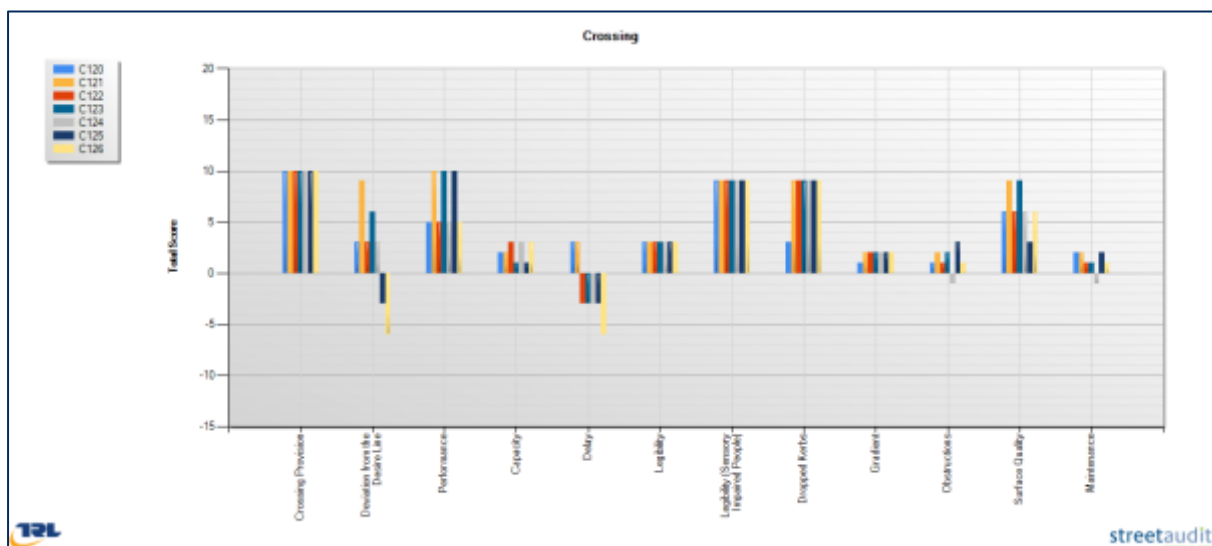
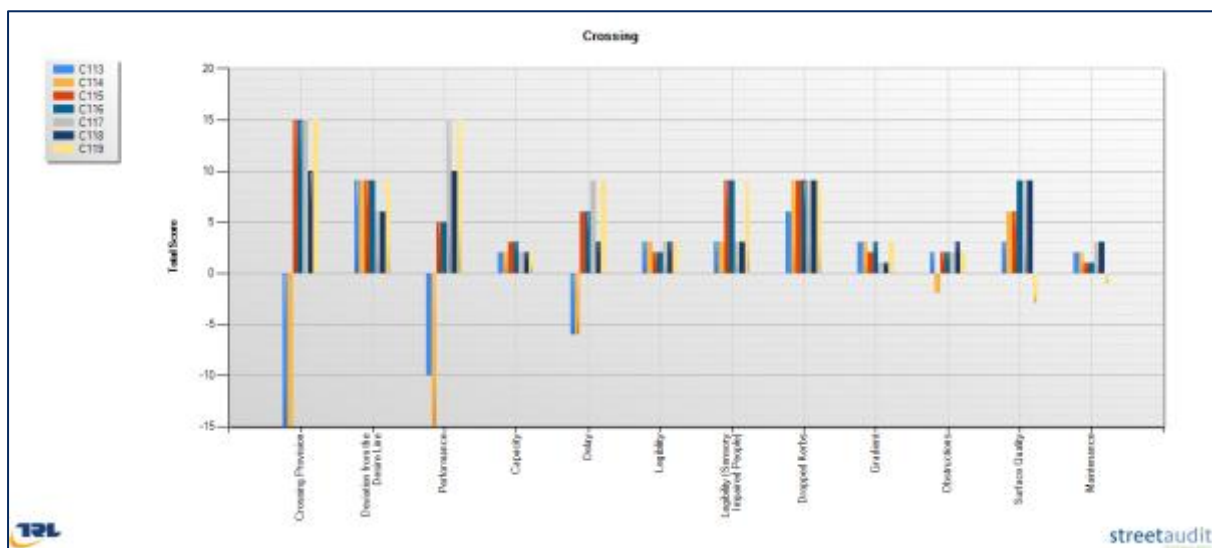
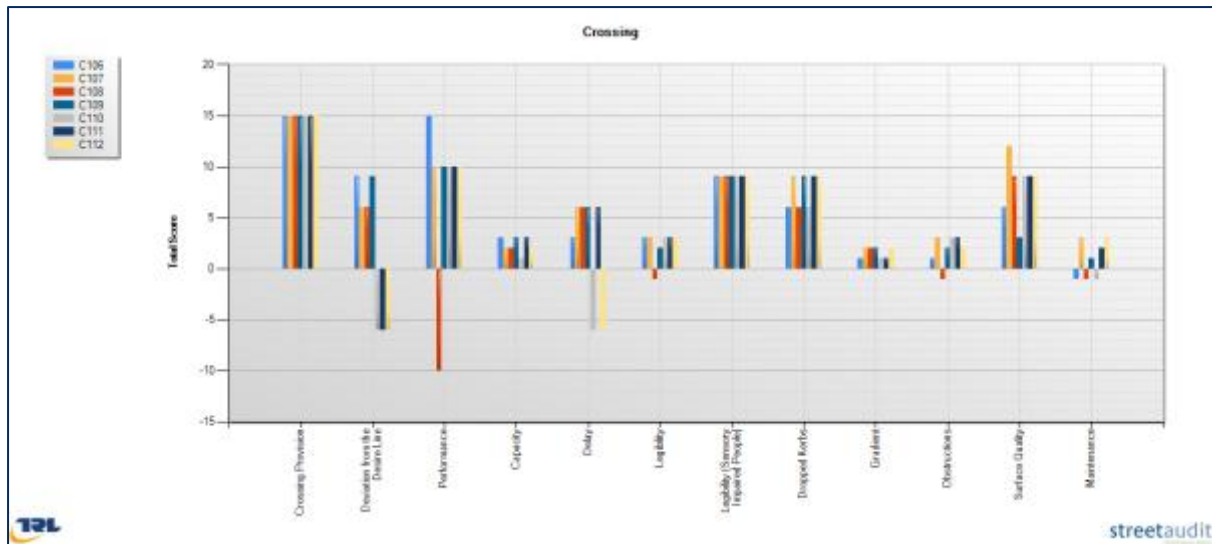












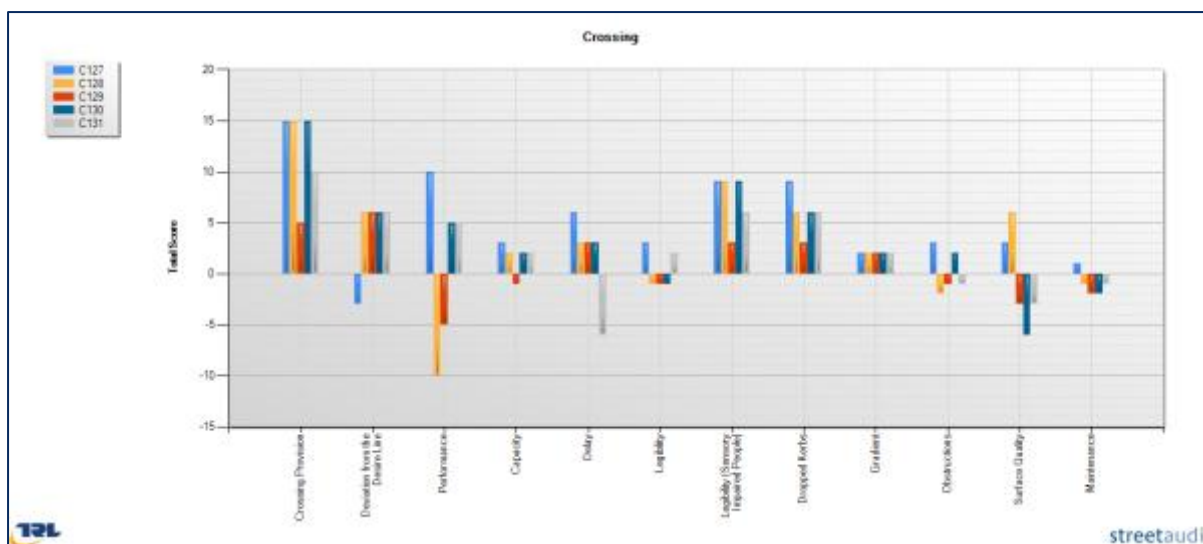


Figure 4.6 - Parameter scores for each Crossing

Table 4.9 - Component RAG Ratings for Crossings

Parameters	Overall Weighted RAG		
	Red	Amber	Green
Crossing provision	4	14	108
Deviation from the desire line	9	29	88
Performance	9	55	62
Crossing capacity	11	40	74
Delay	22	41	63
Legibility	13	34	79
Legibility for sensory impaired people	24	31	71
Dropped kerbs	20	40	66
Gradient	0	32	94
Obstructions	9	54	63
Surface quality	23	56	47
Maintenance	24	71	31
TOTAL	168	497	846

The above table shows that the majority of parameters (846) were rated Green, and a significant number (497) achieved an Amber rating which indicates a good overall level of crossing provision. The best scoring parameters included **crossing provision**, **gradient** and **deviation from the desire line**. The reasons for this included the appropriate crossing type being used, gradients not being too steep to provide suitable access for a wheelchair or pushchair user and the crossings being located where there is a desire line.

The worst scoring parameters (those which scored the most Red ratings) were **legibility for sensory impaired people, maintenance, surface quality, delay** and **dropped kerbs**. These are discussed below.

- A high number of crossings provided no **legibility for sensory impaired people**, and this was particularly the case across side roads away from the High Road. The lack of tactile paving presents a considerable hazard to those who are visually impaired and trying to cross the road.
- **Maintenance** and cleanliness was considered to be low in some areas. This is mostly due to evidence of litter, seasonal foliage and gum stains which could easily be remedied.
- **Surface quality** was poor in some locations, particularly across side roads away from the High Road. There was evidence of uneven cracked surfaces, an inconsistency of materials used which varied in quality and also instances of poor reinstatements and poor drainage which resulted in ponding. Providing and maintaining a good surface quality is required so that potential trip and slip hazards are minimised.
- There was a considerable amount of **delay** at some of the crossings. In some locations this was due to unsignalised crossings over busy main roads, where high traffic speed and volumes combined with long crossing distances (up to four traffic lanes) made crossing difficult and unsafe. In these cases, the crossing type should be re-assessed.
- At some signalised crossings, delay occurred due to a very short green time and associated blackout phase which did not provide enough time for pedestrians to cross safely. Delay should be minimised where possible so that pedestrians are not encouraged to cross the road before the pedestrian phase where the likelihood of conflict is



much higher.

- **Dropped kerbs** scored poorly at some crossings. In some places, there was a lack of dropped kerb provision and high kerb upstands which can cause accessibility issues for wheelchair or pushchair users. Some existing dropped kerbs were not flush with the carriageway which can present a trip hazard. It is recommended that improvements are made so that the dropped kerbs are flush, aligned and have adequate capacity to cope with pedestrian flows.



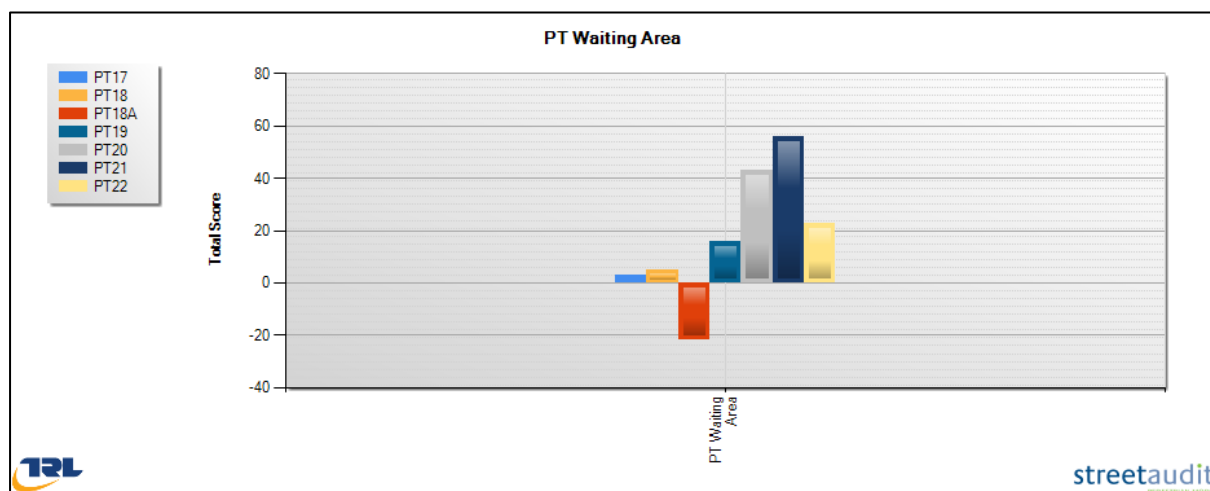
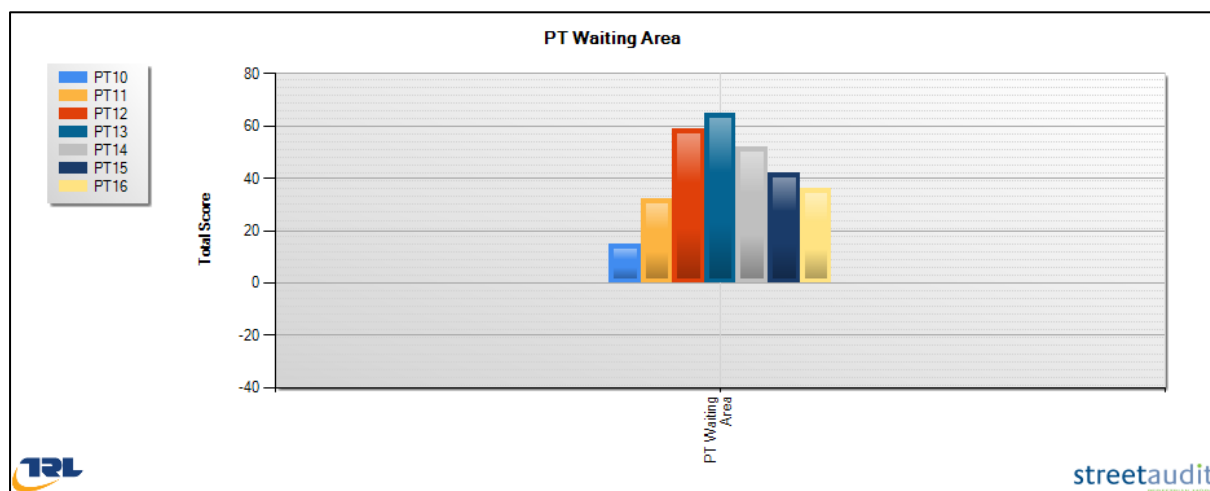
The table in Appendix C details all the 'quick wins' that could be easily and cost effectively applied to the assessed crossings to improve their ratings.

4.6 Public Transport Waiting Areas (PTWA)

4.6.1 Overall Scores

A total of 29 bus stops were audited within the study area (one bus stop, PT5, was unable to be audited due to on-site works). Reference codes are used in this report and a full list of the codes can be found in Appendix A.

Figure 4.7 shows the total scores for the PTWAs which were audited while Table 4.10 provides the numeric scores and associated RAG ratings.



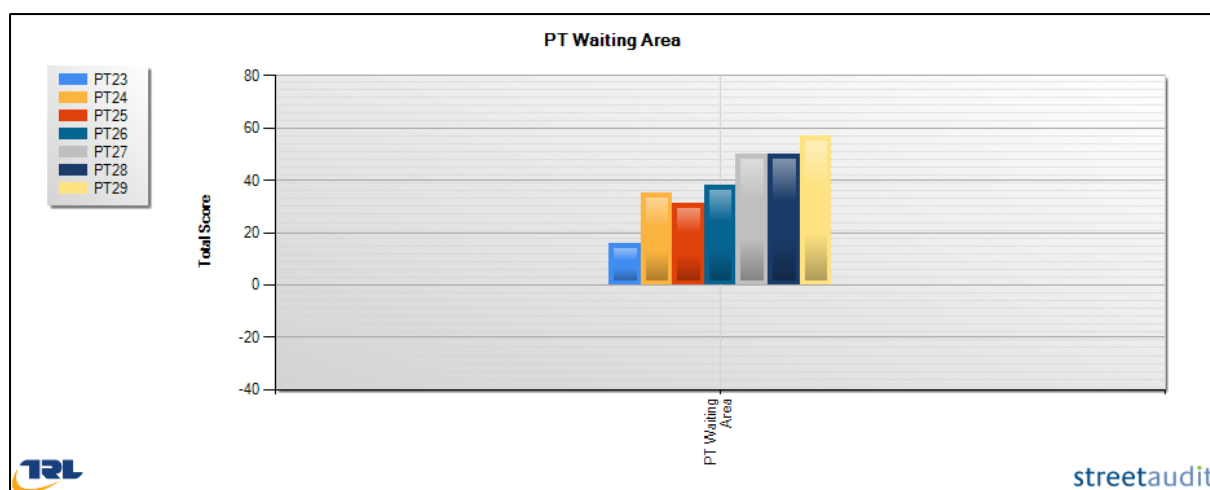


Figure 4.7 - Total scores for audited PTWAs

Table 4.10 - PTWAs overall score and RAG ratings

Ref	Name	Score & RAG
PT18A	Bus Stop H - Tottenham High Road	-22
PT7	Bus Stop B - White Hart Lane Station	-11
PT17	Bus Stop J - Bruce Grove Station	+3
PT18	Bus Stop C - Tottenham High Road	+5
PT10	Bus Stop T - Tottenham Hotspur Football Club	+15
PT19	Bus Stop G - South of St Loys Road	+16
PT23	Bus Stop W - north of Colsterworth Road	+16
PT22	Bus Stop V - south of Philip Lane	+23
PT8	Bus Stop G - White Hart Lane Station	+24
PT25	Bus Stop J - College of North East London	+31
PT11	Bus Stop N - Tottenham Hotspur Football Club	+32
PT24	Bus Stop U - opp. Colsterworth Road	+35
PT16	Bus Stop B - Scotland Green	+36
PT26	Bus Stop H - opp. Tesco	+38
PT1	Bus Stop L - Colyton Way	+42
PT2	Bus Stop K - opp. Colyton Way	+42
PT15	Bus Stop R - opp. Rheola Close	+42

Ref	Name	Score & RAG
PT20	Bus Stop D - Tottenham Police Station	+43
PT27	Bus Stop G - opp. Tesco	+50
PT28	Bus Stop D - Seven Sisters Underground Station	+50
PT14	Bus Stop A - Hampden Lane	+52
PT9	Bus Stop U - White Hart Lane Station	+53
PT21	Bus Stop F - Tottenham Police Station	+56
PT29	Bus Stop K - Earlsmead Road	+57
PT6	Bus Stop M - White Hart Lane Station	+57
PT12	Bus Stop S - Tottenham Sports Centre	+59
PT3	Bus Stop W - opp. Nutfield Close	+62
PT13	Bus Stop P - Tottenham Sports Centre	+65
PT4	Bus Stop L - south of Nutfield Close	+70

The majority of bus stops (17 of the 29 audited) received a Green rating, with the remainder receiving an Amber rating. The total weighted scores for the PTWAs ranged between +70 for PT4 -22 for PT18A.

The Overall Scores for the PTWAs are shown in Appendix B and the worst scoring PTWAs are discussed in detail in Table 4.11.

4.6.2 Worst scoring PTWAs review

Table 4.11 - Worst scoring PTWAs review

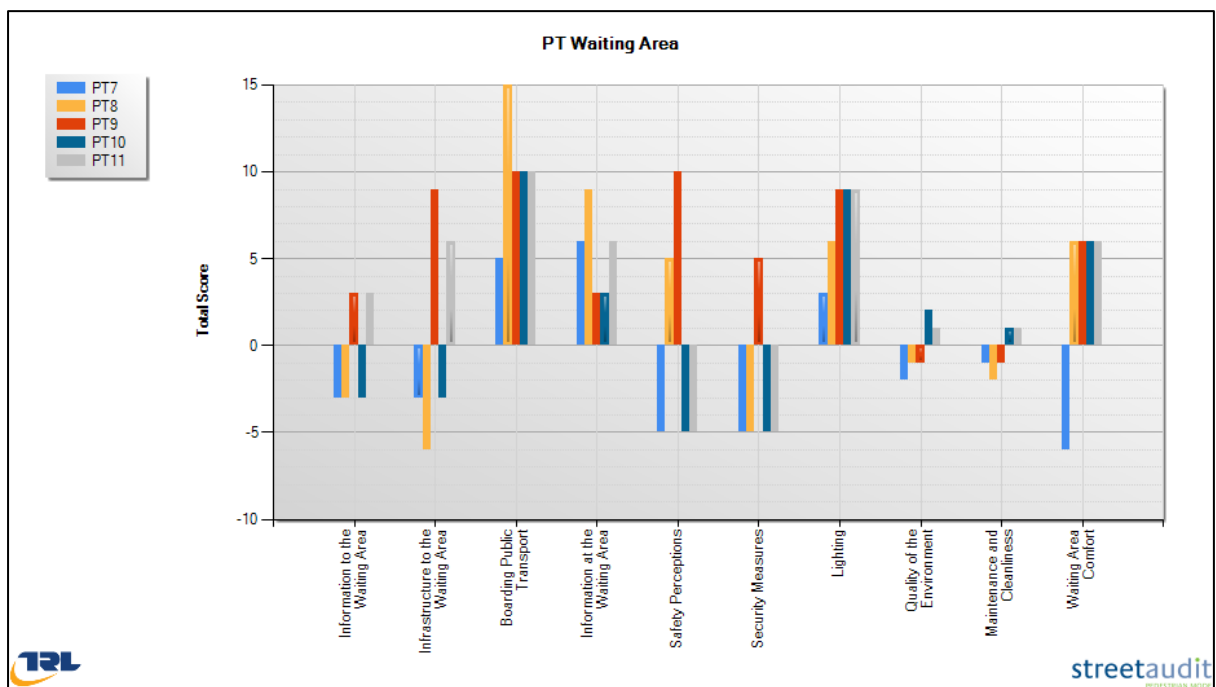
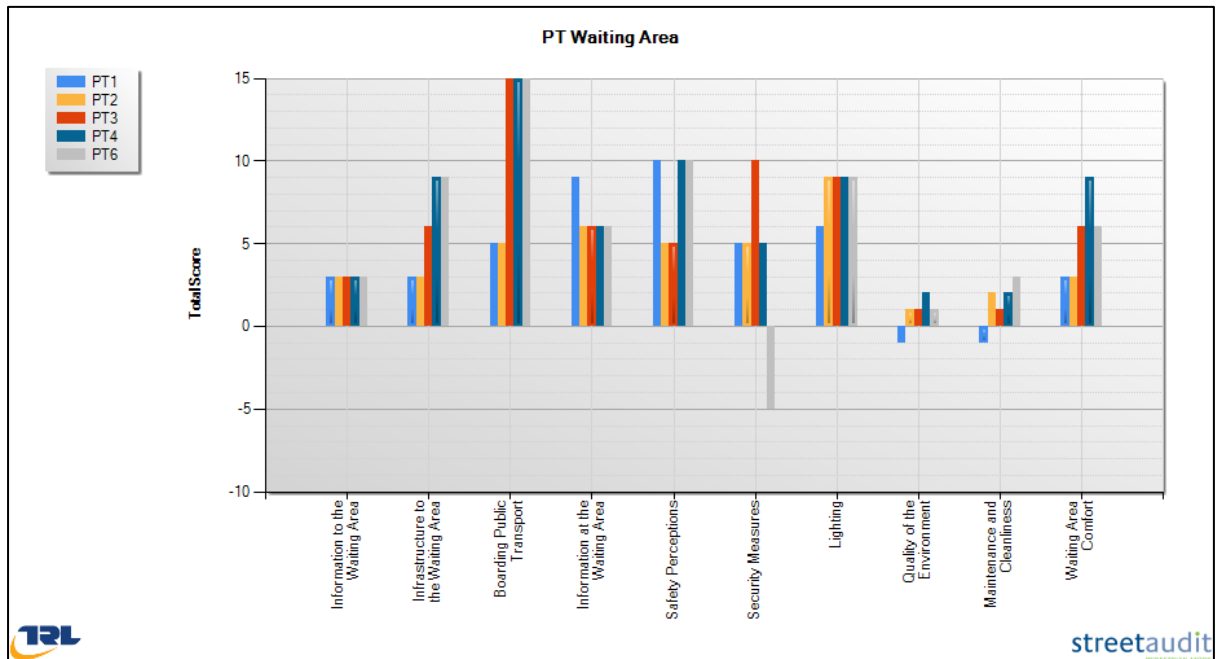
Descriptor	Ref	RAG	Comments	Photographs
Bus Stop H - Tottenham High Road	PT18A	-22	This bus stop scored poorly with regards to waiting area comfort, infrastructure to the waiting area, quality of the environment and maintenance and cleanliness. Waiting area comfort scored poorly since the lack of a bus shelter means that waiting passengers have to congregate around the flag pole on the footway, and there is no protection from adverse weather conditions. The available space for waiting is very small and is limited further by commercial goods on the footway and resultant user conflict. There is a poor provision of infrastructure to the waiting area via local crossings, with the nearest crossing being approximately 25 metres walking distance to the south. The footway surfacing on approach to the bus stop is of poor quality and in need of repair, and there are some uneven surfaces which present trip hazards. The area around the bus stop is fairly unpleasant to wait in, with traffic noise and fumes from the busy High Road which impacts on the quality of the environment. The aesthetics of the area surrounding the bus stop are poor, with poor quality private frontages. The bus stop scored poorly for maintenance and cleanliness because the area feels neglected with evidence of ponding, collections of debris, litter on the footway and no provision of a bin.	 

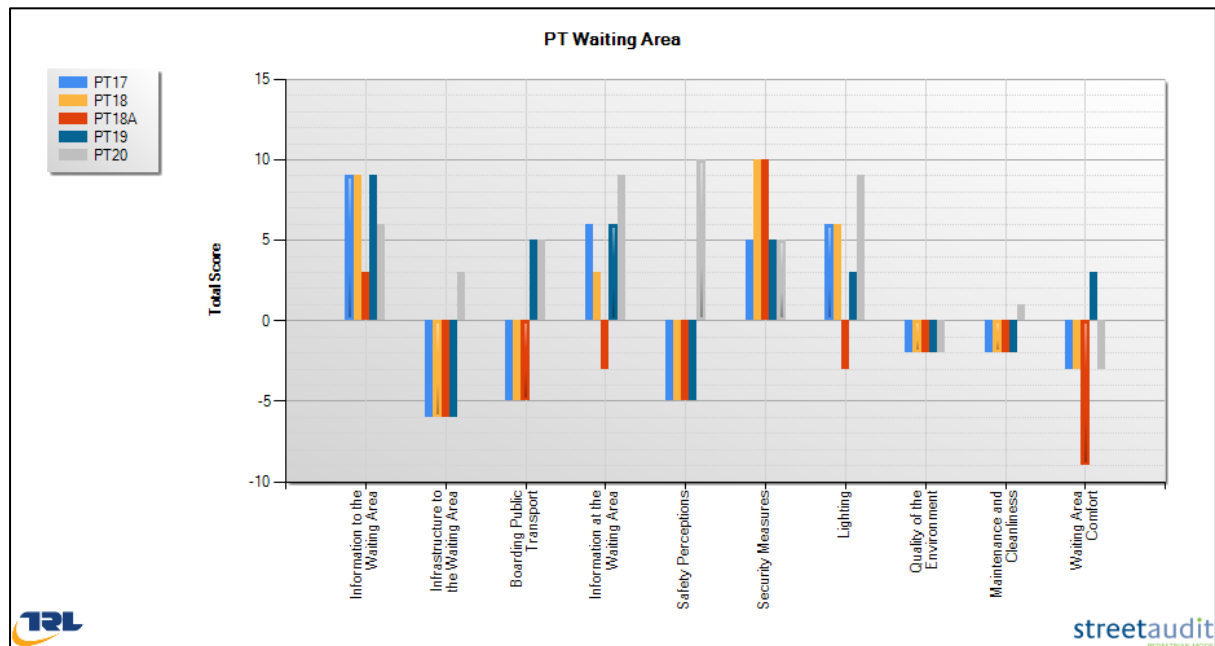
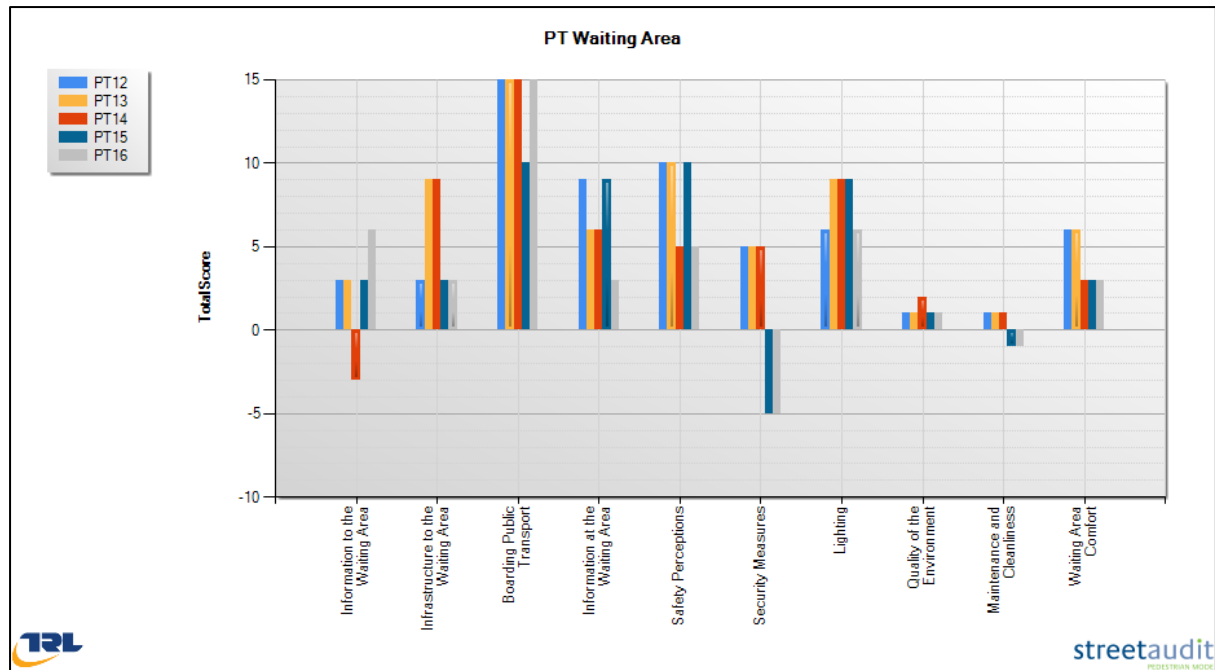
Descriptor	Ref	RAG	Comments	Photographs
Bus Stop B - White Hart Lane Station	PT7	-11	This bus stop scored particularly poorly in relation to quality of the environment and waiting area comfort. The quality of the environment is low because of significant amounts of litter, poor quality frontages and due to the adjacent road which has traffic noise and there are fumes from queuing traffic. In addition, the footway is of poor quality and is uneven in places. The waiting area comfort scored poorly since there is no provision of a shelter and the bus stop is exposed to the elements. The adjacent footway is narrow and there is a high flow of pedestrians, which acts to limit the capacity of the waiting area and increase user conflict.	 
Bus Stop J - Bruce Grove Station	PT17	+3	This bus stop scored particularly poorly in relation to infrastructure to the waiting area, quality of the environment and maintenance and cleanliness. Infrastructure to the waiting area scored poorly because of the lack of any convenient crossing provision to access the bus stop. The nearest formal crossing point is approximately 25 metres to the north of the bus stop. The footway quality is generally poor with unevenness and trip hazards. Quality of the environment is reduced by the poor aesthetics of the frontages, poor quality of materials surrounding the waiting area and the traffic noise and fumes nearby. There is also a poor level of maintenance and cleanliness as the shelters are in a poor state of repair and are dirty and scratched with graffiti. The area around the shelters also has lots of litter present, despite the bin provided.	

Descriptor	Ref	RAG	Comments	Photographs
Bus Stop C - Tottenham High Road	PT18	+5	This bus stop also scored particularly poorly in relation to infrastructure to the waiting area, quality of the environment and maintenance and cleanliness. The infrastructure to the waiting area parameter scored poorly because of the lack of adequate access to the bus stop via pedestrian crossings, the nearest of which is approximately 30 metres walking distance to the south. The footway quality is generally poor with unevenness and trip hazards. Quality of the environment and maintenance and cleanliness are inadequate for very similar reasons to PT17 above. Traffic noise and fumes, in addition to poor frontages reduce the environmental quality. The poor maintenance of the shelters and the lack of cleanliness of the surrounding area reduce these parameter scores.	
Bus Stop T – Tottenham Hotspur Football Club	PT10	+15	This bus stop achieved slightly negative scores in relation to information to the waiting area, infrastructure to the waiting area, safety perceptions and security measures. Information to the waiting area was marked down because the bus stop identification letter (T) was missing from the pole and no local area map was provided within the shelter. Infrastructure to the waiting area received a negative score due to uneven footways in places which represent trip hazards and a narrow footway near the bus shelter which leads to conflict with other pedestrians. There was a small amount of graffiti observed and no provision of a public telephone nearby which led to a negative score for safety perceptions and security measures picked up a negative score due to a non-operational surveillance camera on a lighting column and the lack of a telephone nearby.	

4.6.3 Parameter scoring review

Figure 4.8 provides a comparative breakdown of the parameter scores for each PTWA.





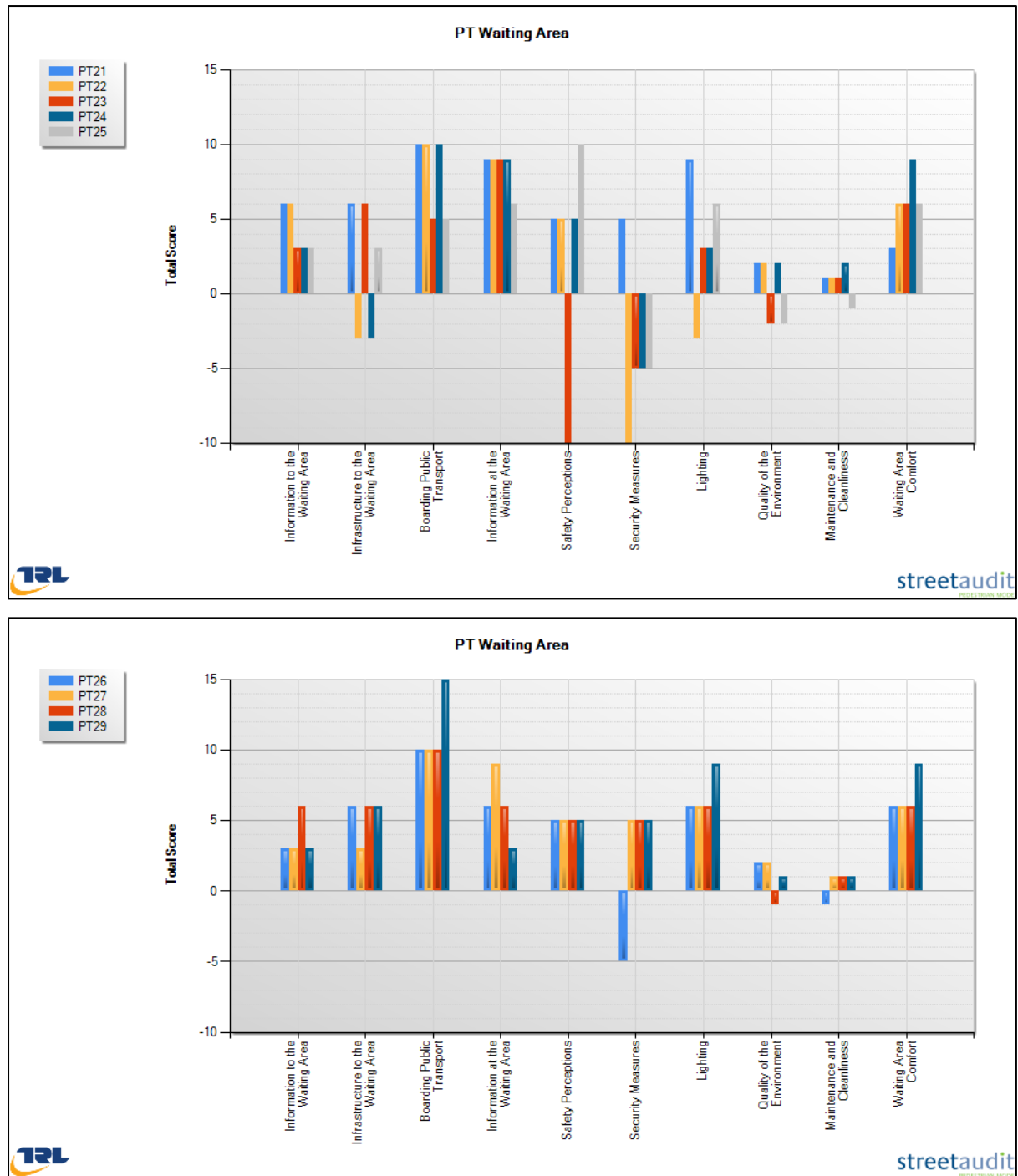


Figure 4.8 - Parameter scores for each PTWA

Table 4.12 - Component RAG Ratings for PTWAs

Parameters	Overall Weighted RAG		
	Red	Amber	Green
Information to the waiting area	0	21	8
Infrastructure to the waiting area	5	12	12
Boarding public transport	0	10	19
Information at the waiting area	0	6	23
Safety perceptions	1	19	9
Security measures	1	25	3
Lighting	0	6	23
Quality of the environment	8	13	8
Maintenance and cleanliness	5	20	4
Waiting area comfort	2	10	17
TOTAL	22	142	126

The above table shows that the majority of parameters were rated either Amber (142) or Green (126) which indicates a good overall level of PTWA provision.

The best scoring parameters included **information at the waiting area**, **lighting** and **boarding public transport**. This was mostly due to instances of modern provision of bus stop infrastructure and good lighting within the vicinity of the bus stop.

The worst scoring parameters (those which scored the most Red ratings) were **quality of the environment**, **infrastructure to the waiting area** and **maintenance and cleanliness**. These are discussed below.

- **Quality of the environment** was inadequate at some locations due to poor quality frontages and traffic fumes and noise from the main road.
- **Infrastructure to the waiting area** scored poorly for some bus stops due to a lack of available convenient crossing points over busy roads. Pedestrians may therefore have to detour to reach a formal crossing point in order to access the bus stop. These issues are exacerbated where the footways are narrow and in a poor state of repair.
- **Maintenance and cleanliness** scored poorly since some of the bus shelters were dirty and not properly



maintained. Despite there being bins present, there was often litter surrounding the bus stops.

4.7 Interchange

Tottenham Hale Station was audited as an interchange because it is a multi-modal transport hub with National Rail and London Underground services as well as a new bus station and an adjacent taxi rank.

The interchange scored very well against all parameters and achieved a total score of +47 and a Green RAG rating. A summary of each parameter is discussed as follows with scores detailed in Figure 4.9:

- **Moving between modes** in the interchange is easy due to the close proximity of the rail services, the bus station, the taxi ranks as well as cycle parking and local footways. Users can access a variety of transport modes in a short time. Some use of crossings is required to access some of the bus stops, and these all have tactile paving provision. The steps near the station exit also have corduroy tactile paving to warn sensory impaired users.
- **Identifying where to go** is made easy by the presence of information boards with local area maps and information on other modes of travel and bus routes. Tactile paving is provided but there is no other aid for navigation by visually impaired users. The signage internal to the interchange is good and aids navigation between transport modes within the space. The Underground and National Rail stations are also visually prominent.
- **Personal security** scored well as there is widespread CCTV coverage which covers the majority of the space. During the day, pedestrian flows are high and therefore there is a high level of informal surveillance. Feelings of safety are improved further by the clear lines of sight along the interchange space and the good provision of lighting. Station staff were not observed patrolling the area, but are present inside the stations themselves.
- The parameter of **feeling comfortable** did not score quite as well as the other parameters because there is a lack of shelter from adverse weather conditions in the large public space. However, the bus stops and taxi rank do provide some shelter from adverse weather if required. Lots of seating is provided and this was observed to be well used. It was also noted that there was no apparent provision of toilet facilities which could improve the comfort of interchange users.
- **Quality of the environment** scored well due to the pleasant aesthetics, good quality modern materials used and the small amount of soft landscaping in the form of trees. However, there is some noise pollution from the adjacent bus station, local access roads, and the road to the north and south of Tottenham Hale.
- The interchange appeared to be well maintained and so the **maintenance** parameter scored well. The footway surfaces are good quality and there is a good level of seating provision. There are no obvious issues with neglect or drainage, as the area appears to be relatively recently installed. There was a small amount

of litter on the interchange, despite provision of bins and a partial lack of vagrant proof seating.

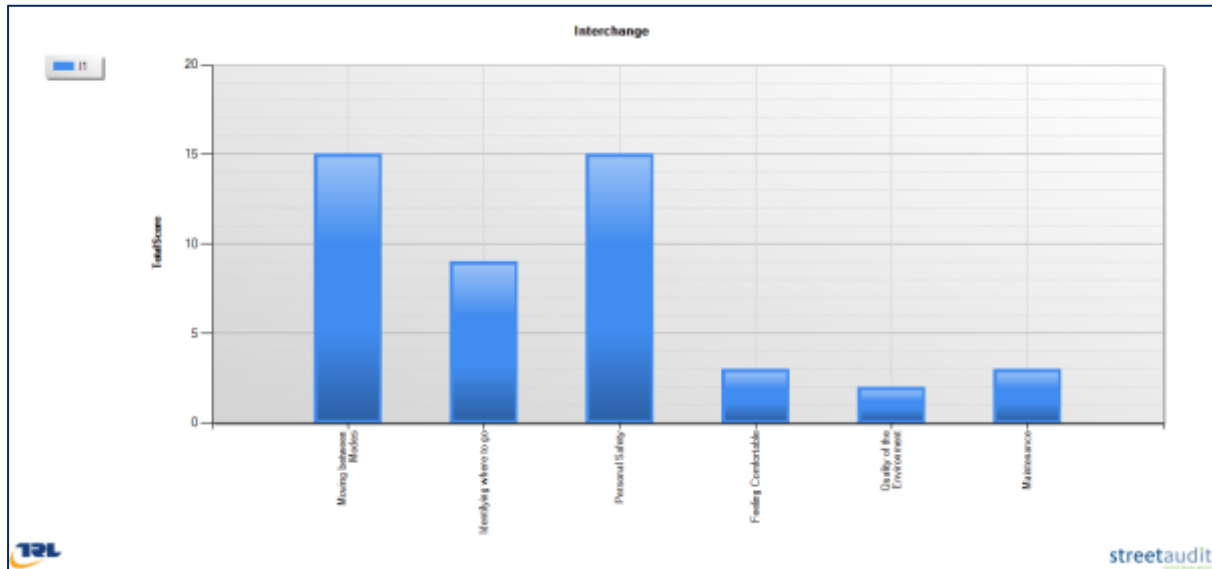


Figure 4.9 - Parameter scores for the Interchange

5 Conclusion and Recommendations

The PERS study has audited 70 links, 126 crossings, six routes, 29 PTWAs and one interchange in order to establish a baseline of existing pedestrian provision within the study area of the Tottenham Hotspur Stadium Development site.

The study has identified some key themes that should be addressed to improve the safety, legibility and comfort of the street environment for all pedestrians. These are outlined as follows, along with some recommendations.

Legibility

Legibility was the worst scoring parameter for the Routes because pedestrian signage and wayfinding is currently non-existent or inconsistent around the audit area. As suggested in the previous 2010 study, it is recommended that a coherent wayfinding system is installed along the key walking routes. To ensure that the system is coherent and easy to use it is suggested that it is designed in line with the Legible London wayfinding systems (see <https://tfl.gov.uk/info-for/boroughs/legible-london> for more information). These wayfinding systems use a network of information boards (called monoliths) and finger posts with detailed walking maps that are orientated to the user's point of view and walking time radii. Monoliths and finger posts are designed to guide crowds and encourage walking. Installing Legible London boards at the key arrival nodes in particular would considerably improve the PERS scores.

Rest points

There is a lack of seating provision along some of the routes. At the southern end of the audit area, near to Seven Sisters Station, there was generally a good level of seating provision adjacent to High Road. There was also a good level of seating provision towards the northern end of the audit area around Florence Hayes Recreation Ground. However, there was a lack of viable rest points around the central section of the audit area, particularly around the stadium development site. It is recommended that suitable rest points are regularly provided along each route so that those with mobility impairments or those unable to walk for long distances are provided with opportunities to rest.

Effective width

The effective width of some of the footways is substandard due to a lack of suitable provision or obstructions such as bollards and street furniture. Footway width is a pertinent issue when considering the potential increase in pedestrian footfall as a result of the increased capacity of the new stadium. It is recommended that footways are cleared of any unnecessary obstructions such as advertising boards along the key walking routes, and that other obstructions are aligned where appropriate in order to provide a greater width of area for pedestrian movements. The widening of existing pedestrian provision should be investigated, particularly at possible pinch points around the stadium exits, as part of the stadium redevelopment plans. It is also recommended that the placement of bollards is reviewed in some locations (such as at the south-east corner of the stadium) in order to provide greater effective footway width, although it is noted that such bollards may be provided for security reasons. The temporary road closures and parking suspensions that already take place on match-days as part of the Event Management Plan should continue to place a heavy emphasis on ensuring pedestrian safety.

Maintenance / Quality of the environment

Observations were made along various links of litter, gum stains and evidence of ponding. It is recommended that increased street cleaning takes place to clear the footways of litter and that resurfacing takes place to deal with ponding issues. Some areas showed a feeling of neglect, with poor quality surface materials and poor / old street furniture which combined to provide a poor visual appeal and results in an area where pedestrians may not want to linger. Enhancement of the public realm, including the refitting of street furniture and the addition of landscaping, would aid in creating a more aesthetically pleasing environment.

Colour Contrast

The lack of colour or tonal contrast was identified along a number of links, with no differentiation between the tactile paving and the surrounding paving. The use of strong colour contrasts is important for partially sighted pedestrians to make the surrounding environment more legible. Where colour contrast is not provided, hazards to partially sighted pedestrians can be exacerbated and represent a potentially dangerous obstruction, rather than a simple inconvenience. When developing proposals for the area, the provision of colour contrasting materials should be considered.

Legibility for sensory impaired people

Legibility for sensory impaired pedestrians scored poorly in some areas due to a lack of tactile paving provision or instances when its provision was incorrect, inconsistent or misaligned. In some locations, there was poor colour contrast and no delineation between the footway and the carriageway. It is recommended that tactile provision is installed or improved where necessary and that a consistent approach to the use of tactile paving is adopted.

In addition to the above recommendations, a number of 'quick wins' have been identified to enable the local area to score more highly. These are outlined in Appendix C.

General area observations

Overall, the area has scored much better in comparison to the previous study which was undertaken. In the 2010 study, eight Links attained a Red rating (compared to five in the 2015 study) and nine crossings attained a Red rating (compared to just one in the 2015 study). This is largely due to the number of highway and junction improvements that have been made locally.

Whilst the links and crossings along the High Road (A1010 / A10) tend to show improvement with regards to pedestrian provision, it is the side roads that currently have the worst level of provision. This in itself is not unexpected as priority tends to be given to the most travelled areas but, in terms of improvements, providing better facilities could be prioritised in these areas.

Planned improvements

There are a number of planned improvements within the area which are likely to further improve the existing level of pedestrian provision. These include the following:

- **Tottenham Hale Interchange** – The rail / tube interchange is set to be improved significantly in the future.

- **Bruce Grove Station improvements** - TfL and Haringey Council are working together to improve the bus stops in the A10 Tottenham High Road and Bruce Grove area and it is also understood that the links to the south of Bruce Grove are subject to a possible TfL improvement scheme.
- **The Love Lane Estate** – There are redevelopment proposals for the Love Lane Estate which incorporates White Hart Lane / Love Lane and Whitehall Street. A new station is proposed along with a new stadium approach which will provide a more direct pedestrian route to the new stadium.

Appendix A – Component List

Component Code	Component Name
ROUTES	
R1A	Stadium to White Hart Lane Rail Station (via White Hart Lane)
R1B	Stadium to White Hart Lane Rail Station (via Love Lane)
R2	Stadium to Northumberland Park Rail Station
R3	Stadium to Tottenham Hale Underground Station
R4	Stadium to Seven Sisters Rail Station
R5	Stadium to A406 North Circular Road
LINKS	
L1	S-Side of White Hart Lane, between Penshurst Road and Love Lane
L2	N-Side of White Hart Lane, between opp. Penshurst Road and opp. Love Lane
L3	S-Side of White Hart Lane, between Love Lane and William Street
L4	N-Side of White Hart Lane, between opp. Love Lane and A1010
L5	S-Side of White Hart Lane, between William Street and A1010
L6	W-Side of Love Lane, between White Hart Lane and Whitehall Street
L7	E-Side of Love Lane, between White Hart Lane and Whitehall Street
L8	N-Side of Whitehall Street, between Love Lane and A1010
L9	S-Side of Whitehall Street, between Love Lane and A1010
L10	W-Side of A1010 (Fore Street), between Sterling Way and College Gardens
L11	E-Side of A1010 (Fore Street), between Sterling Way and Leeds Street
L12	W-Side of A1010 (Fore Street), between College Gardens and Colyton Way
L13	E-Side of A1010 (Fore Street), between Leeds Street and Cowper Road
L14	W-Side of A1010 (Fore Street), between Colyton Way and Grove Street
L15	E-Side of A1010 (Fore Street), between Cowper Road and Claremont Street
L16	W-Side of A1010 (Fore Street), between Grove Street and Langhedge Lane
L17	E-Side of A1010 (Fore Street), between Claremont Street and opp. Langhedge Lane
L18	W-Side of A1010 (High Road), between Langhedge Lane and opp.

Component Code	Component Name
	Roebuck Close
L19	E-Side of A1010 (High Road), between opp. Langhedge Lane and Roebuck Close
L20	W-Side of A1010 (High Road), between opp. Roebuck Close and White Hart Lane
L21	E-Side of A1010 (High Road), between Roebuck Close and White Hart Lane
L22	W-Side of A1010 (High Road), between White Hart Lane and Whitehall Street
L23	E-Side of A1010 (High Road), between White Hart Lane and Paxton Road
L24	W-Side of A1010 (High Road), between Whitehall Street and Church Road
L25	E-Side of A1010 (High Road), between Paxton Road and Bill Nicholson Way
L26	E-Side of A1010 (High Road), between Bill Nicholson Way and Park Lane
L27	W-Side of A1010 (High Road), between Church Road and Ruskin Road
L28	E-Side of A1010 (High Road), between Park Lane and Bromley Road
L29	E-Side of A1010 (High Road), between Bromley Road and opp. Ruskin Road
L30	W-Side of A1010 (High Road), between Ruskin Road and Lordship Lane
L31	E-Side of A1010 (High Road), between opp. Ruskin Road and Lansdowne Road
L32	W-Side High Road, between Lordship Lane and Pembury Road
L33	E-Side of High Road, between Lansdowne Road and Scotland Green
L34	W-Side High Road, between Pembury Road and opp. Reform Row
L35	E-Side of High Road, between Scotland Green and Reform Row
L36	W-Side High Road, between opp. Reform Row and Bruce Grove Rail Station
L37	E-Side of High Road, between Reform Row and opp. Bruce Grove Rail Station
L38	W-Side High Road, between Bruce Grove Rail Station and St Loys Road
L39	E-Side of High Road, between Bruce Grove Rail Station and Stoneleigh Road
L40	W-Side High Road, between St Loys Road and Drapers Road
L41	E-Side of High Road, between Stoneleigh Road and Chesnut Road

Component Code	Component Name
L42	W-Side High Road, between Drapers Road and opp. Monument Way
L43	E-Side of High Road, between Chesnut Road and Monument Way
L44	W-Side High Road, between opp. Monument Way and B153
L45	E-Side of High Road, between Monument Way and Colsterworth Road
L46	W-Side High Road, between B153 and opp. Colsterworth Road
L47	W-Side High Road, between opp. Colsterworth Road and Town Hall Approach Road
L48	E-Side of High Road, between Colsterworth Road and Tynemouth Road
L49	W-Side High Road, between Town Hall Approach Road and southwards to a mid-point along A10, towards A504
L50	E-Side of High Road, between Tynemouth Road and Broad Lane
L51	W-Side High Road, between A504 and northwards to a mid-point along A10, towards Town Hall Approach Road
L52	W-Side High Road, between Broad Lane and Seven Sisters Underground Station
L53	E-Side of High Road, between Broad Lane and Page Green Terrace
L54	Subway under High Street (Seven Sisters Station)
L55	N-Side of A503, between Seven Sisters Rail Station and A10 High Road
L56	S-Side of A503, between A10 High Road and Seven Sisters Rail Station
L58	N-side of A1055, between L57 and opp. The Hale
L59	S-side of A1055, between L57 and The Hale
L60	N-side of Chesnut Road, between opp. The Hale and opp. Hamilton Close
L61	S-side of Chesnut Road between The Hale and Hamilton Close
L62	Section of Tamar Way between Hamilton Close and Chesnut Grove
L63	Section of Chesnut Road between A10 (High Road) and opp. Chesnut Grove
L64	S-Side of Park Lane, between Northumberland Park Station and Chalgrove Road
L65	N-Side of Park Lane, between Northumberland Park Station and Northumberland Grove
L66	S-Side of Park Lane, between Chalgrove Road and St Paul's Road
L67	N-Side of Park Lane, between Northumberland Grove and opp. St Paul's Road
L68	S-Side of Park Lane, between St Paul's Road and Vicarage Road

Component Code	Component Name
L69	N-Side of Park Lane, between opp. St Paul's Road and Worcester Avenue
L70	S-Side of Park Lane, between Vicarage Road and A1010 (High Road)
L71	N-Side of Park Lane, between Worcester Avenue and A1010 (High Road)
CROSSINGS	
C1	Crossing A406 and Sterling Way, west of junction with Fore Street
C2	Crossing Fore Street, north of junction with A406 and Sterling Way
C3	Crossing A406 and Sterling Way, east of junction with Fore Street
C4	Crossing Fore Street, south of junction with A406 and Sterling Way
C5	Crossing Raynham Road, east of junction with Fore Street
C6	Crossing College Gardens, west of College Gardens / Fore Street / Leeds Street junction
C7	Crossing Leeds Street, east of College Gardens / Fore Street / Leeds Street junction
C8	Crossing Fore Street, south of College Gardens / Fore Street / Leeds Street junction
C9	Crossing Smart's Place, east of junction with Fore Street
C10	Crossing Colyton Way, west of junction with Fore Street
C11	Crossing Fore Street, north of junction with Cowper Road
C12	Crossing Cowper Road, east of junction with Fore Street
C13	Crossing Alpha Road, east of junction with Fore Street
C14	Crossing Grove Street, west of junction with Fore Street
C15	Crossing Fore Street, south of junction with Alpha Road
C16	Crossing Claremont Street, east of Roundabout with Fore Street
C17	Crossing Fore Street (adjacent to Petrol Station), south of Roundabout with Claremont Street
C18	Crossing Nutfield Close, east of junction with Fore Street
C19	Crossing Fore Street (adjacent to Recreation Ground)
C22	Crossing Access Road (to Sainsburys?), west of High Road / Brantwood Road junction
C23	Crossing High Road, north of junction with Brantwood Road
C24	Crossing Brantwood Road, east of junction with High Road
C25	Crossing High Road, south of junction with Brantwood Road
C26	Crossing Roebuck Close, east of junction with High Road

Component Code	Component Name
C27	Crossing Brunswick Square, west of junction with High Road
C28	Crossing High Road, north of junction with Northumberland Park
C29	Crossing Northumberland Park, east of junction with High Road
C30	Crossing High Road, south of junction with Northumberland Park
C31	Crossing White Hart Lane, west of junction with A1010
C32	Crossing A1010, north of junction with White Hart Lane
C33	Crossing A1010, south of junction with White Hart Lane
C34	Crossing William Street (access road), south of junction with White Hart Lane
C35	Crossing William Street, south of junction with White Hart Lane
C36	Crossing Love Lane, south of junction with White Hart Lane
C37	Crossing Pretoria Road, north of junction with White Hart Lane
C38	Crossing White Hart Lane, between junctions with Penshurst Road and Pretoria Road
C39	Crossing Moselle Street, east of junction with Love Lane
C40	Crossing Whitehall Street, west of junction with Love Lane
C41	Crossing Love Lane, north of junction with Whitehall Street
C42	Crossing Whitehall Street, east of junction with Love Lane
C43	Crossing Whitehall Street, west of junction with A1010
C44	Crossing A1010, north of junction with Whitehall Street
C45	Crossing A1010, south of junction with Whitehall Street
C46	Crossing Paxton Road, east of junction with A1010
C47	Crossing Brereton Road, west of junction with A1010 (High Road)
C48	Crossing A1010 (High Road), south of junction with Brereton Road
C49	Crossing Bill Nicholson Way, east of junction with A1010 (High Road)
C50	Crossing Church Road, west of junction with High Road
C51	Crossing High Road, north of junctions with Church Road and Park Lane
C52	Crossing Park Lane, east of junction with High Road
C53	Crossing Bromley Road, south of junction with Park Lane
C54	Crossing Worcester Avenue, north of junction with Park Lane
C55	Crossing Park Lane, east of junction with Park Lane
C56	Crossing Vicarage Road, south of junction with Park Lane

Component Code	Component Name
C57	Crossing Sutherland Road, south of junction with Park Lane
C58	Crossing Park Lane Close, north of junction with Park Lane
C59	Crossing St Paul's Road, south of junction with Park Lane
C60	Crossing Somerford Grove, north of junction with Park Lane
C61	Crossing Denmark Street, south of junction with Park Lane
C63	Crossing Northumberland Grove, north of junction with Park Lane
C64	Crossing Anglia Close, north of junction with Park Lane
C65	Crossing Northumberland Park, north of junction with Park Lane
C66	Crossing Park Lane, west of junction with Willoughby Lane
C67	Crossing Willoughby Lane, north of junction with Park Lane / Park Avenue Road
C68	Crossing Park Avenue Road, east of junction with Park Lane / Willoughby Lane
C69	Crossing Willoughby Lane, south of junction with Park Lane / Park Avenue Road
C70	Crossing Park Avenue Road, north of junction with Park Avenue Road
C71	Crossing Bromley Road, east of junction with High Road
C72	Crossing A1010 (High Road), north of junction with Ruskin Road
C73	Crossing Ruskin Road, west of junction with A1010 (High Road)
C74	Crossing Cedar Road, west of junction with A1010 (High Road)
C75	Crossing Hampden Lane, east of junction with A1010 (High Road)
C76	Crossing Lordship Lane, west of junction with A1010 (High Road) / Lansdowne Road
C77	Crossing A1010 (High Road), north of junction with Lordship Lane / Lansdowne Road
C78	Crossing Lansdowne Road, east of junction with Lordship Lane / A1010 (High Road)
C79	Crossing A1010 (High Road), south of junction with Lordship Lane / Lansdowne Road
C80	Crossing Scotland Green, east of junction with A1010 (High Road)
C82	Crossing A1010 (High Road), south of junction with Pembury Road
C83	Crossing A1010 (High Road), south of vehicular access to Aldi Supermarket
C84	Crossing Reform Row, east of junction with A1010 (High Road)

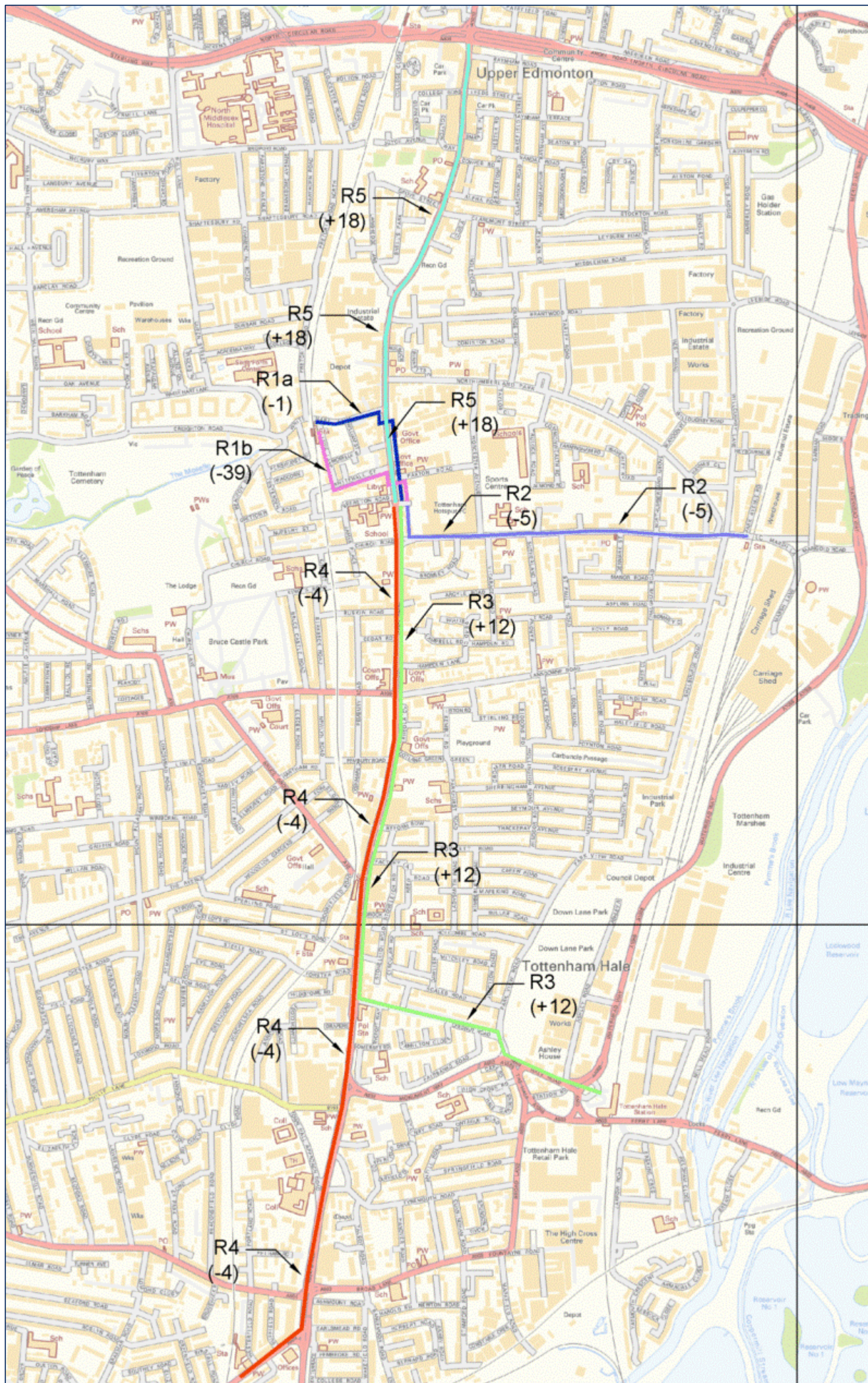
Component Code	Component Name
C85	Crossing A1010 (High Road), north of junction with Dowsett Road
C86	Crossing Dowsett Road, east of junction with A1010 (High Road)
C87	Crossing A1010 (High Road), south of junction with Dowsett Road
C88	Crossing Bruce Grove, west of junction with A1010 (High Road)
C89	Crossing A1010 (High Road), north of junction with Bruce Grove
C90	Crossing A1010 (High Road), south of junction with Bruce Grove
C91	Crossing A1010 (High Road), south of Brook Street
C92	Crossing St Loys Road, west of junction with A1010 (High Road)
C93	Crossing Stoneleigh Road, east of junction with A1010 (High Road)
C94	Crossing Forster Road, west of junction with A1010 (High Road)
C95	Crossing Chesnut Road, east of junction with A1010 (High Road)
C96	Crossing A1010 (High Road), south of junction with Chesnut Road
C98	Crossing Hamilton Close, south of junction with Tamar Way
C99	Crossing Fairbanks Road, south of junction with Chesnut Road
C100	Crossing Tamar Way, north of junction with Chesnut Road
C101	Crossing Chesnut Road, west of junction with Park View Road
C102	Crossing Park View Road, north of junction with Chesnut Road
C103	Crossing Park View Road, north of junction with Monument Way
C104	Crossing Hale Road (A503), east of junction with The Hale / Monument Way
C105	Crossing Ashley Road, north of junction with Hale Road
C106	Crossing Hale Road, east of junction with Station Road
C107	Crossing Station Road, south of junction with Hale Road
C108	Crossing Drapers Road, west of junction with A10 High Road
C109	Crossing Somerset Road, east of junction with A10 High Road
C110	Crossing A10 High Road, west of junction with Monument Way
C111	Crossing Monument Way, east of junction with A10 High Road
C112	Crossing Monument Way, east of A10 High Road
C113	Crossing Philip Lane, west of A10 High Road
C114	Crossing A10 High Road, south of junction with Philip Lane
C115	Crossing Colsterworth Road, east of junction with A10 High Road
C116	Crossing Tottenham Green East, east of junction with A10 High Road

Component Code	Component Name
C117	Crossing Town Hall Approach Road, west of junction with A10 High Road
C118	Crossing A10 High Road, north of junction with Town Hall Approach Road
C119	Crossing Tottenham Green East South Side, east of A10 High Road
C120	Crossing A10 High Road, north of Tesco
C121	Crossing A504, west of junction with A10 High Road
C122	Crossing A10 High Road, north of junction with A504 / Broad Lane
C123	Crossing Broad Lane, east of junction with A10 High Road
C124	Crossing A10 High Road, south of junction with A504 / Broad Lane
C125	Crossing A503, west of junction with A10 High Road
C126	Crossing A10 High Road, east of junction with A503
C127	Crossing A10 High Road, south-west of junction with A503
C128	Crossing Suffield Road, north of junction with A503
C129	Crossing Stonebridge Road, south of junction with A503
C130	Crossing Westerfield Road, north of junction with A503
C131	Crossing A503, outside Seven Sisters Rail Station
PTWAs	
PT1	Bus Stop L - Colyton Way
PT2	Bus Stop K - opp. Colyton Way
PT3	Bus Stop W - opp. Nutfield Close
PT4	Bus Stop L - south of Nutfield Close
PT6	Bus Stop M - White Hart Lane Station
PT7	Bus Stop B - White Hart Lane Station
PT8	Bus Stop G - White Hart Lane Station
PT9	Bus Stop U - White Hart Lane Station
PT10	Bus Stop T - Tottenham Hotspur Football Club
PT11	Bus Stop N - Tottenham Hotspur Football Club
PT12	Bus Stop S - Tottenham Sports Centre
PT13	Bus Stop P - Tottenham Sports Centre
PT14	Bus Stop A - Hampden Lane
PT15	Bus Stop R - opp. Rheola Close
PT16	Bus Stop B - Scotland Green

Component Code	Component Name
PT17	Bus Stop J - Bruce Grove Station
PT18	Bus Stop C - Tottenham High Road
PT18A	Bus Stop H - West side of High Road
PT19	Bus Stop G - South of St Loys Road
PT20	Bus Stop D - Tottenham Police Station
PT21	Bus Stop F - Tottenham Police Station
PT22	Bus Stop V - south of Philip Lane
PT23	Bus Stop W - north of Colsterworth Road
PT24	Bus Stop U - opp. Colsterworth Road
PT25	Bus Stop J - College of North East London
PT26	Bus Stop H - opp. Tesco
PT27	Bus Stop G - opp. Tesco
PT28	Bus Stop D - Seven Sisters Underground Station
PT29	Bus Stop K - Earlsmead Road
PT30	Bus Stops outside Tottenham Hale Station
INTERCHANGE	
I1	Tottenham Hale Interchange

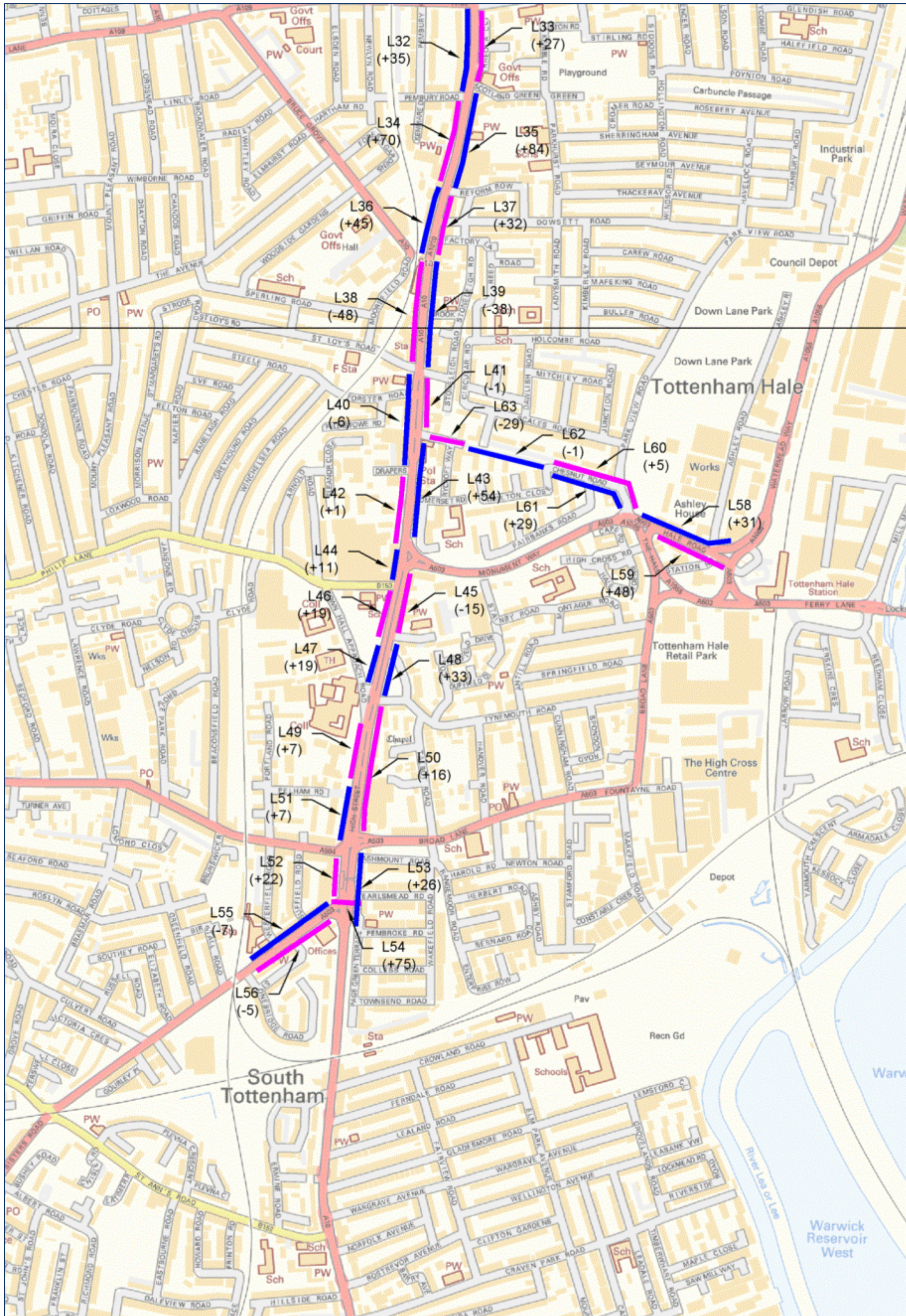
Appendix B – Unique Component Identifier and Location Plans

B1. Route locations and scores (note RAG status not shown)

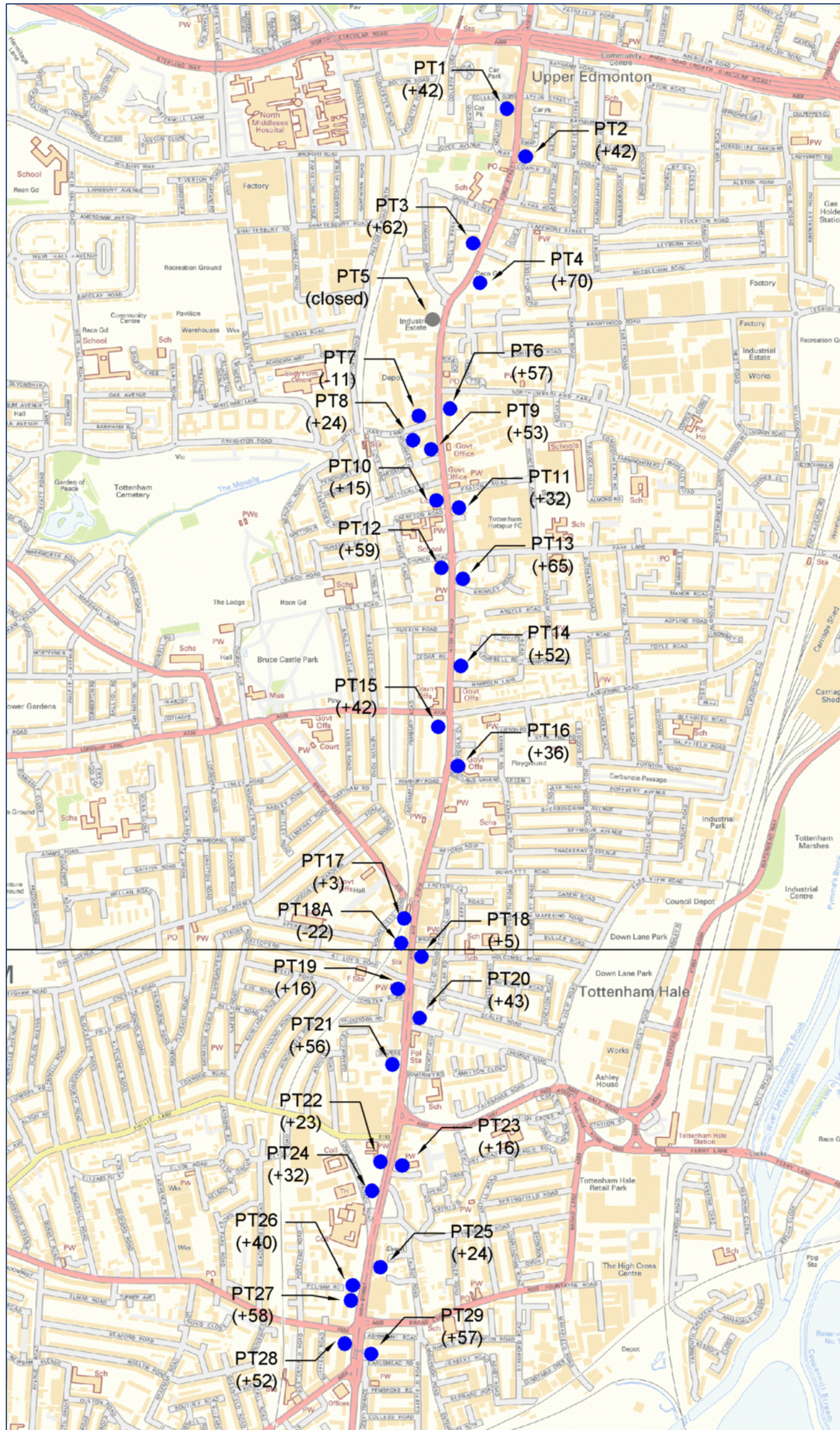


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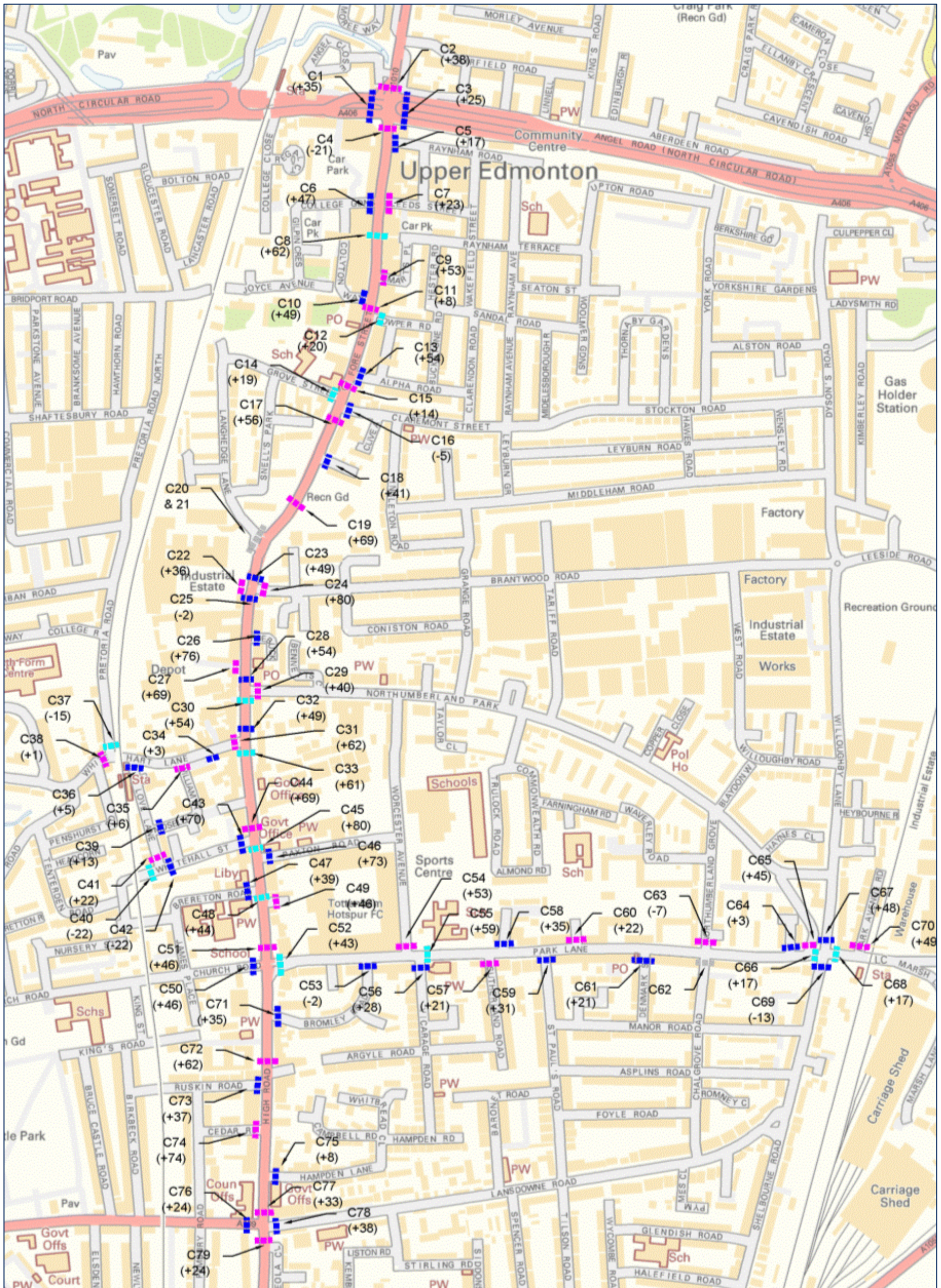
B2. Link locations and scores (note RAG status not shown)



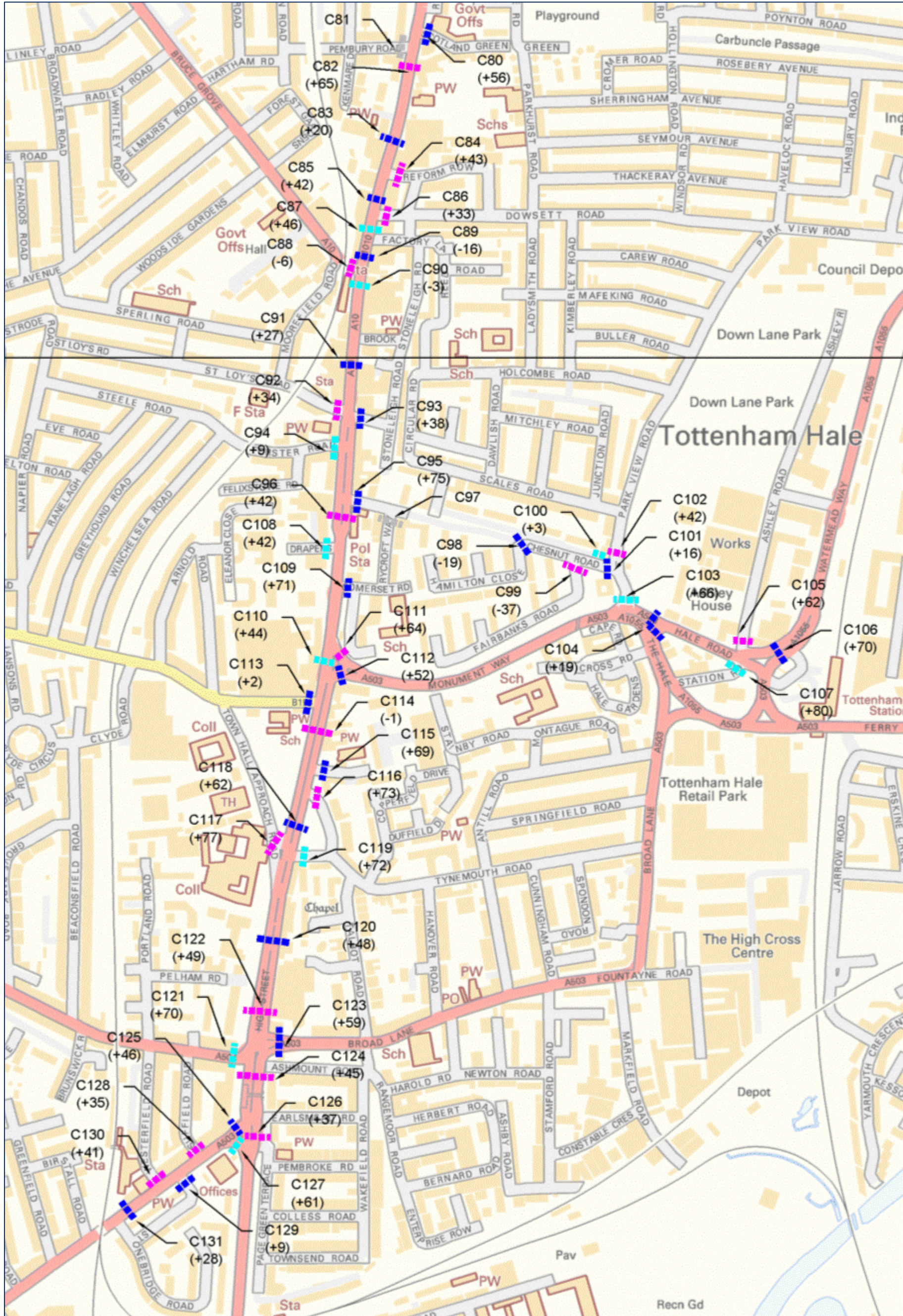
B3. Public Transport Waiting Area locations and scores (note RAG status not shown)



B4. Crossing locations and scores (note RAG status not shown)



B4. Crossing locations and scores (note RAG status not shown)



Appendix C – Quick Wins

Route Quick Wins

ID	Route Name	Quick Wins
R1a	Stadium to White Hart Lane Station (via White Hart Lane)	Remove litter and gum stains from the route
R1b	Stadium to White Hart Lane Station (via Love Lane)	- Remove litter and gum stains from the route - Remove graffiti from infrastructure along the route - Enhanced street cleaning along the route
R2	Stadium to Northumberland Park Station	- Remove litter and gum stains from the route - Enhanced street cleaning along the route
R3	Stadium to Tottenham Hale Station	- Remove litter and gum stains from the route - Enhanced street cleaning along the route
R4	Stadium to Seven Sisters Station	- Remove litter and gum stains from the route - Enhanced street cleaning along the route
R5	Stadium to A406 North Circular Road	- Remove litter and gum stains from the route - Enhanced street cleaning along the route

Link Quick Wins

ID	Link Name	Quick Wins
L1	S-Side of White Hart Lane, between Penshurst Road and Love Lane	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Improve existing dropped kerbs at side/access roads so that they are flush and aligned - Install new tactile paving at side/access roads - correct colour and layout
L2	N-Side of White Hart Lane, between opp. Penshurst Road and opp. Love Lane	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Improve existing dropped kerbs at side/access roads so that they are flush and aligned - Install new tactile paving at side/access roads - correct colour and layout
L3	S-Side of White Hart Lane, between Love Lane and William Street	- Enhanced street cleaning along the link - Clear foliage and overhanging branches on footways and paths - Improve existing dropped kerbs at side/access roads so that they are flush and aligned - Install new dropped kerbs at side/access roads that are flush and aligned - Install new tactile paving at side/access roads - correct colour and layout
L4	N-Side of White Hart Lane, between opp. Love Lane and A1010	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Install new dropped kerbs at side/access roads that are flush and aligned - Install new tactile paving at side/access roads - correct colour and layout
L5	S-Side of White Hart Lane,	- Enhanced street cleaning along the link - Clear foliage and overhanging branches on footways and paths

ID	Link Name	Quick Wins
	between William Street and A1010	- Improve existing dropped kerbs at side/access roads so that they are flush and aligned - Install new dropped kerbs at side/access roads that are flush and aligned - Install new tactile paving at side/access roads - correct colour and layout
L6	W-Side of Love Lane, between White Hart Lane and Whitehall Street	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Install new dropped kerbs at side/access roads that are flush and aligned - Install new tactile paving at side/access roads - correct colour and layout
L7	E-Side of Love Lane, between White Hart Lane and Whitehall Street	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Install new dropped kerbs at side/access roads that are flush and aligned - Install new tactile paving at side/access roads - correct colour and layout
L8	N-Side of Whitehall Street, between Love Lane and A1010	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Install new dropped kerbs at side/access roads that are flush and aligned - Install new tactile paving at side/access roads - correct colour and layout
L9	S-Side of Whitehall Street, between Love Lane and A1010	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Resurface footway along sections with trip hazards - Install new dropped kerbs at side/access roads that are flush and aligned - Install new tactile paving at side/access roads - correct colour and layout
L10	W-Side of A1010 (Fore Street), between Sterling Way and College Gardens	- Enhanced street cleaning along the link - Remove litter and gum stains from the link
L11	E-Side of A1010 (Fore Street), between Sterling Way and Leeds Street	- Enhanced street cleaning along the link - Resurface footway along sections with trip hazards
L12	W-Side of A1010 (Fore Street), between College Gardens and Colyton Way	Enhanced street cleaning along the link
L13	E-Side of A1010 (Fore Street), between Leeds Street and Cowper Road	- Enhanced street cleaning along the link - Install new dropped kerbs at side/access roads that are flush and aligned
L14	W-Side of A1010 (Fore Street), between Colyton Way and Grove Street	Enhanced street cleaning along the link
L15	E-Side of A1010 (Fore Street), between Cowper Road and Claremont Street	Enhanced street cleaning along the link

ID	Link Name	Quick Wins
L16	W-Side of A1010 (Fore Street), between Grove Street and Langhedge Lane	- Enhanced street cleaning along the link - Remove litter and gum stains from the link
L17	E-Side of A1010 (Fore Street), between Claremont Street and opp. Langhedge Lane	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Clear foliage and overhanging branches on footways and paths
L18	W-Side of A1010 (High Road), between Langhedge Lane and opp. Roebuck Close	- Enhanced street cleaning along the link - Remove litter and gum stains from the link
L19	E-Side of A1010 (High Road), between opp. Langhedge Lane and Roebuck Close	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Resurface footway along sections with trip hazards - Clear foliage and overhanging branches on footways and paths
L20	W-Side of A1010 (High Road), between opp. Roebuck Close and White Hart Lane	Enhanced street cleaning along the link
L21	E-Side of A1010 (High Road), between Roebuck Close and White Hart Lane	Enhanced street cleaning along the link
L22	W-Side of A1010 (High Road), between White Hart Lane and Whitehall Street	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - A-board and goods-on-footway enforcement to reduce obstructions - Remove redundant signage poles / lighting columns
L23	E-Side of A1010 (High Road), between White Hart Lane and Paxton Road	- Enhanced street cleaning along the link - Remove litter and gum stains from the link
L24	W-Side of A1010 (High Road), between Whitehall Street and Church Road	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - A-board and goods-on-footway enforcement to reduce obstructions
L25	E-Side of A1010 (High Road), between Paxton Road and Bill Nicholson Way	- Enhanced street cleaning along the link - Remove litter and gum stains from the link
L26	E-Side of A1010 (High Road), between Bill Nicholson Way and Park Lane	- Enhanced street cleaning along the link - Remove litter and gum stains from the link
L27	W-Side of A1010 (High Road), between Church Road and Ruskin Road	- Remove litter and gum stains from the link - A-board and goods-on-footway enforcement to reduce obstructions - Clear foliage and overhanging branches on footways and paths
L28	E-Side of A1010 (High Road), between Park Lane and Bromley Road	- Enhanced street cleaning along the link - Remove litter and gum stains from the link
L29	E-Side of A1010 (High Road), between Bromley Road and	- Enhanced street cleaning along the link - Remove litter and gum stains from the link

ID	Link Name	Quick Wins
	opp. Ruskin Road	A-board and goods-on-footway enforcement to reduce obstructions
L30	W-Side of A1010 (High Road), between Ruskin Road and Lordship Lane	- Enhanced street cleaning along the link - Remove litter and gum stains from the link
L31	E-Side of A1010 (High Road), between opp. Ruskin Road and Lansdowne Road	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Clear foliage and overhanging branches on footways and paths
L32	W-Side High Road, between Lordship Lane and Pembury Road	Enhanced street cleaning along the link
L33	E-Side of High Road, between Lansdowne Road and Scotland Green	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Clear foliage and overhanging branches on footways and paths
L34	W-Side High Road, between Pembury Road and opp. Reform Row	Enhanced street cleaning along the link
L35	E-Side of High Road, between Scotland Green and Reform Row	Enhanced street cleaning along the link
L36	W-Side High Road, between opp. Reform Row and Bruce Grove Rail Station	- Enhanced street cleaning along the link - Improve existing dropped kerbs at side/access roads so that they are flush and aligned
L37	E-Side of High Road, between Reform Row and opp. Bruce Grove Rail Station	- Enhanced street cleaning along the link - Resurface footway along sections with trip hazards
L40	W-Side High Road, between St Loys Road and Drapers Road	- Enhanced street cleaning along the link - A-board and goods-on-footway enforcement to reduce obstructions
L41	E-Side of High Road, between Stoneleigh Road and Chesnut Road	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - A-board and goods-on-footway enforcement to reduce obstructions
L42	W-Side High Road, between Drapers Road and opp. Monument Way	- Enhanced street cleaning along the link - Remove litter and gum stains from the link
L43	E-Side of High Road, between Chesnut Road and Monument Way	Enhanced street cleaning along the link
L44	W-Side High Road, between opp. Monument Way and B153	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - A-board and goods-on-footway enforcement to reduce obstructions
L45	E-Side of High Road, between Monument Way and	- Enhanced street cleaning along the link - Remove litter and gum stains from the link

ID	Link Name	Quick Wins
	Colsterworth Road	- A-board and goods-on-footway enforcement to reduce obstructions - Remove redundant signage poles / lighting columns
L46	W-Side High Road, between B153 and opp. Colsterworth Road	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Clear foliage and overhanging branches on footways and paths
L47	W-Side High Road, between opp. Colsterworth Road and Town Hall Approach Road	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Clear foliage and overhanging branches on footways and paths
L48	E-Side of High Road, between Colsterworth Road and Tynemouth Road	- Enhanced street cleaning along the link - Remove litter and gum stains from the link
L50	E-Side of High Road, between Tynemouth Road and Broad Lane	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - A-board and goods-on-footway enforcement to reduce obstructions
L52	W-Side High Road, between Broad Lane and Seven Sisters Underground Station	- Enhanced street cleaning along the link - Remove litter and gum stains from the link
L53	E-Side of High Road, between Broad Lane and Page Green Terrace	- Enhanced street cleaning along the link - Remove litter and gum stains from the link
L55	N-Side of A503, between Seven Sisters Rail Station and A10 High Road	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - A-board and goods-on-footway enforcement to reduce obstructions
L56	S-Side of A503, between A10 High Road and Seven Sisters Rail Station	Remove litter and gum stains from the link
L58	N-side of A1055, between L57 and opp. The Hale	- Enhanced street cleaning along the link - Remove fly-tipped refuse from link
L59	S-side of A1055, between L57 and The Hale	- Enhanced street cleaning along the link - Remove redundant signage poles / lighting columns
L60	N-side of Chesnut Road, between opp. The Hale and opp. Hamilton Close	- Enhanced street cleaning along the link - Improve existing tactile paving at side/access roads - correct colour and layout - Install new tactile paving at side/access roads - correct colour and layout
L61	S-side of Chesnut Road between The Hale and Hamilton Close	- Enhanced street cleaning along the link - Install new dropped kerbs at side/access roads that are flush and aligned - Install new tactile paving at side/access roads - correct colour and layout
L62	Section of Tamar Way between Hamilton Close and Chesnut Grove	Enhanced street cleaning along the link

ID	Link Name	Quick Wins
L63	Section of Chesnut Road between A10 (High Road) and opp. Chesnut Grove	- Enhanced street cleaning along the link - Install new dropped kerbs at side/access roads that are flush and aligned - Install new tactile paving at side/access roads - correct colour and layout
L64	S-Side of Park Lane, between Northumberland Park Station and Chalgrove Road	- Enhanced street cleaning along the link - Install new dropped kerbs at side/access roads that are flush and aligned - Install new tactile paving at side/access roads - correct colour and layout
L65	N-Side of Park Lane, between Northumberland Park Station and Northumberland Grove	- Enhanced street cleaning along the link - Resurface footway along sections with trip hazards - Improve existing dropped kerbs at side/access roads so that they are flush and aligned - Improve existing tactile paving at side/access roads - correct colour and layout
L66	S-Side of Park Lane, between Chalgrove Road and St Paul's Road	- Enhanced street cleaning along the link - Resurface footway along sections with trip hazards - Improve existing dropped kerbs at side/access roads so that they are flush and aligned
L67	N-Side of Park Lane, between Northumberland Grove and opp. St Paul's Road	- Enhanced street cleaning along the link - Remove graffiti from infrastructure along the link - Improve existing dropped kerbs at side/access roads so that they are flush and aligned
L68	S-Side of Park Lane, between St Paul's Road and Vicarage Road	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Resurface footway along sections with trip hazards - Remove redundant signage poles / lighting columns - Improve existing dropped kerbs at side/access roads so that they are flush and aligned - Improve existing tactile paving at side/access roads - correct colour and layout
L69	N-Side of Park Lane, between opp. St Paul's Road and Worcester Avenue	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Resurface footway along sections with trip hazards - Clear foliage and overhanging branches on footways and paths - Improve existing dropped kerbs at side/access roads so that they are flush and aligned - Install new tactile paving at side/access roads - correct colour and layout
L70	S-Side of Park Lane, between Vicarage Road and A1010 (High Road)	- Enhanced street cleaning along the link - Remove litter and gum stains from the link - Resurface footway along sections with trip hazards - Improve existing dropped kerbs at side/access roads so that they are flush and aligned - Improve existing tactile paving at side/access roads - correct colour and layout
L71	N-Side of Park Lane, between Worcester Avenue and A1010 (High Road)	- Enhanced street cleaning along the link - Resurface footway along sections with trip hazards

Crossing Quick Wins

ID	Crossing Name	Quick Wins
C1	Crossing A406 and Sterling Way, west of junction with Fore Street	Remove litter and gum stains from the crossing
C3	Crossing A406 and Sterling Way, east of junction with Fore Street	- Remove litter and gum stains from the crossing - Highlight crossing area and markings
C4	Crossing Fore Street, south of junction with A406 and Sterling Way	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Improve existing tactile paving so that it has correct colour and layout
C5	Crossing Raynham Road, east of junction with Fore Street	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Resurface crossing on carriageway with trip hazards
C7	Crossing Leeds Street, east of College Gardens / Fore Street / Leeds Street junction	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Install new tactile paving - correct colour and layout
C9	Crossing Smart's Place, east of junction with Fore Street	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Install new tactile paving - correct colour and layout
C11	Crossing Fore Street, north of junction with Cowper Road	- Remove litter and gum stains from the crossing - Improve existing dropped kerbs so that they are flush and aligned - Improve existing tactile paving so that it has correct colour and layout
C12	Crossing Cowper Road, east of junction with Fore Street	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Improve existing dropped kerbs so that they are flush and aligned
C13	Crossing Alpha Road, east of junction with Fore Street	Remove litter and gum stains from the crossing
C14	Crossing Grove Street, west of junction with Fore Street	- Resurface crossing waiting areas with remove trip hazards - Improve existing dropped kerbs so that they are flush and aligned
C15	Crossing Fore Street, south of junction with Alpha Road	- Remove litter and gum stains from the crossing - Improve existing dropped kerbs so that they are flush and aligned - Install new tactile paving - correct colour and layout
C16	Crossing Claremont Street, east of Roundabout with Fore Street	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Install new tactile paving - correct colour and layout
C22	Crossing Access Road (to Sainsburys?), west of High Road / Brantwood Road junction	Highlight crossing area and markings
C25	Crossing High Road, south of junction with Brantwood Road	- Remove litter and gum stains from the crossing - Remove graffiti from infrastructure at the crossing - Improve existing dropped kerbs so that they are flush and aligned

ID	Crossing Name	Quick Wins
C34	Crossing William Street (access road), south of junction with White Hart Lane	- Remove litter and gum stains from the crossing - Remove graffiti from infrastructure at the crossing - Highlight crossing area and markings - Improve existing dropped kerbs so that they are flush and aligned - Install new dropped kerbs that are flush and aligned - Install new tactile paving - correct colour and layout
C35	Crossing William Street, south of junction with White Hart Lane	- Remove litter and gum stains from the crossing - Clear foliage and overhanging branches at crossing - Highlight crossing area and markings - Improve existing dropped kerbs so that they are flush and aligned - Install new dropped kerbs that are flush and aligned - Install new tactile paving - correct colour and layout
C36	Crossing Love Lane, south of junction with White Hart Lane	- Remove litter and gum stains from the crossing - Clear foliage and overhanging branches at crossing - Resurface crossing on carriageway with trip hazards
C37	Crossing Pretoria Road, north of junction with White Hart Lane	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Improve existing tactile paving so that it has correct colour and layout
C38	Crossing White Hart Lane, between junctions with Penshurst Road and Pretoria Road	- Remove litter and gum stains from the crossing - Highlight crossing area and markings
C39	Crossing Moselle Street, east of junction with Love Lane	- Install new dropped kerbs that are flush and aligned - Install new tactile paving - correct colour and layout
C40	Crossing Whitehall Street, west of junction with Love Lane	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Install new dropped kerbs that are flush and aligned - Install new tactile paving - correct colour and layout
C41	Crossing Love Lane, north of junction with Whitehall Street	- Highlight crossing area and markings - Install new dropped kerbs that are flush and aligned - Install new tactile paving - correct colour and layout
C42	Crossing Whitehall Street, east of junction with Love Lane	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Install new dropped kerbs that are flush and aligned - Install new tactile paving - correct colour and layout
C43	Crossing Whitehall Street, west of junction with A1010	Remove litter and gum stains from the crossing
C47	Crossing Brereton Road, west of junction with A1010 (High Road)	Improve existing tactile paving so that it has correct colour and layout
C52	Crossing Park Lane, east of junction with High Road	Remove litter and gum stains from the crossing
C56	Crossing Vicarage Road, south of junction with Park Lane	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Install new tactile paving - correct colour and layout

ID	Crossing Name	Quick Wins
C57	Crossing Sutherland Road, south of junction with Park Lane	- Remove litter and gum stains from the crossing - Clear foliage and overhanging branches at crossing - Resurface crossing on carriageway with trip hazards - Resurface crossing waiting areas with remove trip hazards - Improve existing dropped kerbs so that they are flush and aligned - Improve existing tactile paving so that it has correct colour and layout - Install new tactile paving - correct colour and layout
C59	Crossing St Paul's Road, south of junction with Park Lane	- Remove litter and gum stains from the crossing - Resurface crossing waiting areas with remove trip hazards - Improve existing dropped kerbs so that they are flush and aligned
C61	Crossing Denmark Street, south of junction with Park Lane	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Improve existing dropped kerbs so that they are flush and aligned
C63	Crossing Northumberland Grove, north of junction with Park Lane	- Install new dropped kerbs that are flush and aligned - Install new tactile paving - correct colour and layout
C66	Crossing Park Lane, west of junction with Willoughby Lane	- Remove litter and gum stains from the crossing - Resurface crossing waiting areas with remove trip hazards - Improve existing tactile paving so that it has correct colour and layout
C67	Crossing Willoughby Lane, north of junction with Park Lane / Park Avenue Road	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Improve existing tactile paving so that it has correct colour and layout
C68	Crossing Park Avenue Road, east of junction with Park Lane / Willoughby Lane	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Improve existing dropped kerbs so that they are flush and aligned
C69	Crossing Willoughby Lane, south of junction with Park Lane / Park Avenue Road	Remove litter and gum stains from the crossing
C71	Crossing Bromley Road, east of junction with High Road	- Remove litter and gum stains from the crossing - Improve existing dropped kerbs so that they are flush and aligned
C72	Crossing A1010 (High Road), north of junction with Ruskin Road	Remove litter and gum stains from the crossing
C76	Crossing Lordship Lane, west of junction with A1010 (High Road) / Lansdowne Road	- Remove litter and gum stains from the crossing - Remove graffiti from infrastructure at the crossing - Resurface crossing on carriageway with trip hazards - Resurface crossing waiting areas with remove trip hazards - Improve existing dropped kerbs so that they are flush and aligned
C78	Crossing Lansdowne Road, east of junction with Lordship Lane / A1010 (High Road)	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Improve existing tactile paving so that it has correct colour and layout
C79	Crossing A1010 (High Road), south of junction	- Remove litter and gum stains from the crossing - Improve existing dropped kerbs so that they are flush and aligned

ID	Crossing Name	Quick Wins
	with Lordship Lane / Lansdowne Road	
C80	Crossing Scotland Green, east of junction with A1010 (High Road)	Resurface crossing waiting areas with remove trip hazards
C83	Crossing A1010 (High Road), south of vehicular access to Aldi Supermarket	- Remove litter and gum stains from the crossing - Improve existing dropped kerbs so that they are flush and aligned
C84	Crossing Reform Row, east of junction with A1010 (High Road)	- Remove litter and gum stains from the crossing - Improve existing tactile paving so that it has correct colour and layout
C98	Crossing Hamilton Close, south of junction with Tamar Way	- Remove litter and gum stains from the crossing - Improve existing dropped kerbs so that they are flush and aligned - Install new tactile paving - correct colour and layout
C99	Crossing Fairbanks Road, south of junction with Chesnut Road	- Install new dropped kerbs that are flush and aligned - Install new tactile paving - correct colour and layout
C101	Crossing Chesnut Road, west of junction with Park View Road	Remove litter and gum stains from the crossing
C104	Crossing Hale Road (A503), east of junction with The Hale / Monument Way	- Remove litter and gum stains from the crossing - Resurface crossing on carriageway with trip hazards
C106	Crossing Hale Road, east of junction with Station Road	- Remove litter and gum stains from the crossing - Remove graffiti from infrastructure at the crossing
C118	Crossing A10 High Road, north of junction with Town Hall Approach Road	Remove litter and gum stains from the crossing
C119	Crossing Tottenham Green East South Side, east of A10 High Road	Remove litter and gum stains from the crossing
C128	Crossing Suffield Road, north of junction with A503	Remove litter and gum stains from the crossing
C130	Crossing Westerfield Road, north of junction with A503	- Remove litter and gum stains from the crossing - Improve existing tactile paving so that it has correct colour and layout
C131	Crossing A503, outside Seven Sisters Rail Station	- Remove litter and gum stains from the crossing - Highlight crossing area and markings - Resurface crossing on carriageway with trip hazards

PTWA Quick Wins

ID	PTWA Name	Quick Wins
PT1	Bus Stop L - Colyton Way	- Enhanced street cleaning around the waiting area - Provide local area walking maps at waiting area
PT2	Bus Stop K - opp. Colyton Way	Provide up-to-date bus timetable information at waiting area
PT3	Bus Stop W - opp. Nutfield Close	Provide up-to-date bus timetable information at waiting area
PT4	Bus Stop L - south of Nutfield Close	Provide local area walking maps at waiting area
PT6	Bus Stop M - White Hart Lane Station	Provide local area walking maps at waiting area
PT7	Bus Stop B - White Hart Lane Station	- Remove graffiti from infrastructure at waiting area - Provide up-to-date bus timetable information at waiting area
PT8	Bus Stop G - White Hart Lane Station	- Enhanced street cleaning around the waiting area - Remove graffiti from infrastructure at waiting area - Provide up-to-date bus timetable information at waiting area
PT9	Bus Stop U - White Hart Lane Station	- Enhanced street cleaning around the waiting area - Provide local area walking maps at waiting area
PT10	Bus Stop T - Tottenham Hotspur Football Club	- Enhanced street cleaning around the waiting area - Provide local area walking maps at waiting area
PT12	Bus Stop S - Tottenham Sports Centre	- Enhanced street cleaning around the waiting area - Provide local area walking maps at waiting area
PT13	Bus Stop P - Tottenham Sports Centre	Remove graffiti from infrastructure at waiting area
PT14	Bus Stop A - Hampden Lane	- Remove graffiti from infrastructure at waiting area - Provide local area walking maps at waiting area
PT15	Bus Stop R - opp. Rheola Close	- Remove graffiti from infrastructure at waiting area - Provide local area walking maps at waiting area
PT16	Bus Stop B - Scotland Green	- Remove graffiti from infrastructure at waiting area - Provide local area walking maps at waiting area
PT20	Bus Stop D - Tottenham Police Station	- Remove graffiti from infrastructure at waiting area - Provide local area walking maps at waiting area
PT21	Bus Stop F - Tottenham Police Station	- Enhanced street cleaning around the waiting area - Provide local area walking maps at waiting area
PT22	Bus Stop V - south of Philip Lane	- Enhanced street cleaning around the waiting area - Provide local area walking maps at waiting area
PT23	Bus Stop W - north of Colsterworth Road	Enhanced street cleaning around the waiting area
PT24	Bus Stop U - opp. Colsterworth Road	- Enhanced street cleaning around the waiting area - Provide up-to-date bus timetable information at waiting area
PT26	Bus Stop H - opp. Tesco	Remove graffiti from infrastructure at waiting area

ID	PTWA Name	Quick Wins
PT27	Bus Stop G - opp. Tesco	• Enhanced street cleaning around the waiting area • Remove graffiti from infrastructure at waiting area
PT28	Bus Stop D - Seven Sisters Underground Station	• Remove graffiti from infrastructure at waiting area
PT29	Bus Stop K - Earlsmead Road	• Remove graffiti from infrastructure at waiting area • Provide local area walking maps at waiting area