

Call-In Sub-Committee Agenda

Date: Monday 7 September 2020

Time: 7.30 pm

Venue: Virtual Meeting - Online

Membership (Quorum 3)

Chair: Councillor Angella Murphy-Strachan

Labour Councillors: Natasha Proctor
Chloe Smith

Conservative Councillors: Stephen Greek
Norman Stevenson

Labour Reserve Members:

1. Jeff Anderson
2. James Lee
3. Pamela Fitzpatrick

Conservative Reserve Members:

1. Jean Lammiman
2. Lynda Seymour

Contact: Daksha Ghelani, Senior Democratic Services Officer
Tel: 020 8424 1881 E-mail: daksha.ghelani@harrow.gov.uk

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Useful Information

Meeting details

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The recording will be made available on the Council website following the meeting.

Agenda publication date: Tuesday 1 September 2020

Agenda - Part I

1. Notification of a replacement of a Councillor on the Sub-Committee

In accordance with Council Procedure Rule 1.5, the Sub-Committee is required to note the replacement of Councillor Richard Almond by Councillor Stephen Greek as the main Member of the Call-In Sub-Committee.

2. Attendance by Reserve Members

To note the attendance at this meeting of any duly appointed Reserve Members.

Reserve Members may attend meetings:-

- (i) to take the place of an ordinary Member for whom they are a reserve;
- (ii) where the ordinary Member will be absent for the whole of the meeting; and
- (iii) the meeting notes at the start of the meeting at the item 'Reserves' that the Reserve Member is or will be attending as a reserve;
- (iv) if a Reserve Member whose intention to attend has been noted arrives after the commencement of the meeting, then that Reserve Member can only act as a Member from the start of the next item of business on the agenda after his/her arrival.

3. Declarations of Interest

To receive declarations of disclosable pecuniary or non pecuniary interests, arising from business to be transacted at this meeting, from:

- (a) all Members of the Sub-Committee;
- (b) all other Members present.

4. Minutes (Pages 5 - 12)

That the minutes of the meeting held on 17 June 2019 be taken as read and signed as a correct record.

5. Appointment of Vice-Chair

To appoint a Vice-Chair for the Municipal Year 2020/21.

6. Protocol for the Operation of the Call-In Sub-Committee (Pages 13 - 14)

7. Call-in of Leader Decision Meeting decision held on 19 August 2020 - Harrow Street Spaces Programme - 2020/21 (Pages 15 - 160)

- a) Notice invoking the Call-in;
- b) Minutes of the Portfolio Holder Decision Meeting held on 19 August 2020;
- c) Report submitted to the Portfolio Holder Decision Meeting held on 19 August 2020.

Agenda - Part II - Nil

REASONS FOR LATENESS AND URGENCY

In accordance with the Local Government (Access to Information) Act 1985, this meeting

is being called with less than 5 clear working days' notice by virtue of the special circumstances and grounds for urgency stated below:-

Under Committee Procedure Rule 46.6 a meeting of the Call-in Sub-Committee must be held within 7 clear working days of the receipt of a request for Call-in. This meeting therefore had to be arranged at very short notice and it was not possible for the agenda to be published 5 clear working days prior to the meeting.

CALL-IN SUB-COMMITTEE MINUTES

17 JUNE 2019

Chair: * Councillor Angella Murphy-Strachan

Councillors: * Richard Almond * James Lee (2)
* Jean Lammiman (1) * Natasha Proctor

In attendance: Keith Ferry Minute 6
(Councillors) Paul Osborn Minute 6

* Denotes Member present
(1) and (2) Denote category of Reserve Members

1. Attendance by Reserve Members

RESOLVED: To note the attendance at this meeting of the following appointed reserve members:

Ordinary Member

Councillor Chloe Smith
Councillor Norman Stevenson

Reserve Member

Councillor James Lee
Councillor Jean Lammiman

2. Declarations of Interest

There were no declarations of interest.

3. Minutes

RESOLVED: That the minutes of the meeting held on 5 February 2018 be taken as read and signed as a correct record.

4. Appointment of Vice-Chair

It was moved by Councillor Lee and seconded by Councillor Proctor that Councillor Smith be elected Vice-Chair for the Municipal Year 2019/20. On being put to the vote the motion was declared carried.

5. Protocol for the Operation of the Call-In Sub-Committee

The Chair drew attention to the document 'Protocol for the Operation of the Call-In Sub-Committee'. She outlined the procedure to be followed at the meeting, and the options open to the Sub-Committee at the conclusion of the process.

In accordance with Committee Procedure Rule 46.5, a notice seeking to invoke the call-in procedure must state at least one of the following grounds in support of the request for a call-in of the decision:

- a) inadequate consultation with stakeholders prior to the decision;
- b) the absence of adequate evidence on which to base a decision;
- c) the decision is contrary to the policy framework, or contrary to, or not wholly in accordance with the budget framework;
- d) the action is not proportionate to the desired outcome;
- e) a potential human rights challenge;
- f) insufficient consideration of legal and financial advice.

She informed the Sub-Committee that the grounds a), b), c) and f) had been cited on the Call In notice, and this had been deemed to be valid for the purposes of Call-in.

Referring to paragraph 8 of the Protocol, the Legal Adviser stated that the Sub-Committee, having considered the grounds for the call-in and the information provided at the meeting, may come to **one** of the following conclusions:-

- (i) that the challenge to the decision should be taken no further and the decision be implemented;
- (ii) that the decision is contrary to the policy framework, or contrary to, or not wholly in accordance with the budget framework and should therefore be referred to the Council. In such a case the Call-in Sub-Committee must set out the nature of its concerns for Council; or
- (iii) that the matter should be referred back to the decision taker (i.e the Portfolio Holder or Executive, whichever took the decision) for reconsideration. In such a case the Call-in Sub-Committee must set out the nature of its concerns / reasons for referral for the decision taker/Executive.

RESOLVED: That the Call-In would be determined on the basis of the following grounds:

- a) inadequate consultation with stakeholders prior to the decision;
- b) the absence of adequate evidence on which to base a decision;
- c) the decision is contrary to the policy framework, or contrary to, or not wholly in accordance with the budget framework; and
- d) insufficient consideration of legal and financial advice.

6. Call-in of the Cabinet Decision - (30 May 2019) - Harrow Strategic Development Partnership

The Sub-Committee received the papers in respect of the call-in notice submitted by 11 Members of the Council in relation to a decision made by the Cabinet on 30 May 2019, setting out a process to procure a Strategic Development Partner to assist with the delivery of a number of the Council's core strategic development sites within the Regeneration Programme.

The Chair advised the Sub-Committee on the suggested order of proceedings and reminded members of the timings allowed for submissions and questions. The Chair then invited the representative of the signatories to present his reasons for the call-in.

The representative began by explaining that he was not calling in the decision to develop a Partnership; the call-in was more concerned with the shortcomings in the processes that had been followed to reach this decision as set out in the Call-in notice. The representative went on refer to the specific reasons for the call-in and made a number of points with regard to each of the grounds as follows:

Inadequate consultation with stakeholders prior to the decision

Given that that the proposals were a significant departure from previous plans there was a reasonable expectation that further consultation would take place with residents or stakeholders. The report however only refers to consultation carried out 5 years ago. It was also disappointing that the Opposition had been denied an opportunity to discuss suggestions and concerns so that a cross party consensus to what would be a long term commitment could be secured.

The absence of adequate evidence on which to base a decision

The report includes three sites but specifically excludes the Greenhill Way site. No explanation is provided for this exclusion and no financial assessment is given about the site.

The decision is contrary to the policy framework, or contrary to, or not wholly in accordance with the budget framework

The decision sets the Council on a path that may result in expenditure outside the current budget framework set by Full Council in February 2019. Any changes to this framework would require the approval of Full Council.

Insufficient consideration of legal and financial advice.

The report does not address the financial implications of the three schemes. Nor does it provide financial evidence to support the preferred site for the New Civic Centre.

The representative concluded his presentation by saying that he was disappointed that he had found it necessary to call-in the decision but felt that it was important for the Cabinet to get things right from the beginning given the implications for ratepayers for the next 20/30 years.

Responding to each of the grounds for the call-in the Portfolio Holder for Planning, Regeneration and Employment made the following points:

Inadequate consultation with stakeholders prior to the decision

Further consultation was not appropriate or necessary at this stage as the decision being sought was to agree a framework and commence a procurement exercise. Further consultation would be carried out once the exercise had been completed and the delivery mechanism set up.

The absence of adequate evidence on which to base a decision

There was no need for the report to include a financial assessment of sites, including the Greenhill Way site as, to emphasise the point made above, the decision being sought was to commence a procurement process and not to consult on sites at this stage.

The decision is contrary to the policy framework, or contrary to, or not wholly in accordance with the budget framework

As the report in paragraph 9 - Financial Implications – made clear the cost of the procurement exercise would be contained within the budget agreed by Full Council to fund the revenue elements of the Regeneration Programme. The decision was not therefore contrary to the budget framework.

Insufficient consideration of legal and financial advice.

The business cases for the three schemes and financial evidence to support the preferred site for the New Civic Centre were not relevant in the context of seeking a decision to commence a procurement exercise.

Responding to questions from members of the Sub-Committee the Portfolio Holder made number of points including the following:

- Consultation had not taken place with stakeholders for the reason given earlier but further consultation would take place once the delivery vehicle had been set up;

- The outcome of the procurement exercise would be included in a report due to be submitted to Cabinet in April 2020 and this report would also seek a decision on the appointment of a Strategic Development Partner;
- The advantages of developing a Strategic Development Partnership over other delivery mechanisms were set out in paragraph 2.9 of the report and it would be premature to select a partner until the procurement exercise had been completed and a report submitted to Cabinet;
- Once a partner had been selected and as Section 9 of the report indicated the future costs would be assessed and if any adjustments to the revenue budget or capital programme were required then recommendations would be made to Full Council via Cabinet as required under the Budget Framework;
- As in most ventures there would be risks but these would be identified as part of the due diligence process and the intention was for the Council and selected partner to share them;
- The three sites referred to in the report had been selected following a financial assessment of 58 sites;
- The financial assessments had not been included in the report as they were not relevant to the proposal to start a procurement exercise;
- The Greenhill Way site had been excluded at this stage for the reason stated in paragraph 2.5 of the report but could be included at a later stage;
- The selection of the Peel Road site for the new civic centre would contribute to the wider regeneration of Wealdstone and the decision of the police to build there vindicated this selection;
- As the recommendations in Section 1 and paragraph 2.3 made clear the report was seeking the Cabinet's agreement to procure a Strategic Development Partner and nothing more; and
- A number of key decisions directly relating to the procurement exercise had already been taken as set out in paragraph 3.3 of the report.

On being asked to sum up the representative of the signatories reiterated a number of points:

- That the consultation was inadequate;
- No evidence had been provided to justify the selection of the Peel Road site for the new civic centre over the Greenhill Way site;

- The business cases for the three sites including the Greenhill Way site, should have been included in the report;
- To attract attention to the procurement process as much information as possible needed to be in the brief including the business cases for all four sites obviating the need for bidders to rebid in the event of a decision subsequently being taken to add a site; and
- The budgetary implications had not been assessed let alone included in the Budgetary Framework contrary to the Constitution.

The representative concluded by stressing the importance of getting the process right from the beginning. He estimated that the proposal would add £16m a year to the Council's debt which would double if things went wrong. The shortcomings in the decision taken by the Cabinet to initiate the procurement process were clear to see and he urged the Sub-Committee to uphold the grounds for the Call-in and refer the issue back to Cabinet for reconsideration.

The Portfolio Holder concluded by saying that there were no grounds for upholding the call-in. The report was about the procurement exercise, setting up a Strategic Development Partnership and selecting a partner. It was not about specific sites. No consultation was therefore necessary. The costs could be met from the current budget agreed by Full Council so no decision had been taken contrary to the Budget Framework. The decision had also been made having regard to the legal and finance advice given in the report. He therefore urged the Sub-Committee to take no further action thus allowing the decision to be implemented without further delay.

The Sub-Committee adjourned from 7.55 pm to 9.15 pm for deliberations.

Councillor Jean Lammiman asked for her objection to the Chair leaving the room to be recorded.

RESOLVED: That the decision of Cabinet be referred back in on ground 2) the absence of adequate information on which to base a decision be upheld as there was a reasonable expectation that the financial assessments carried out in 2014 would be updated and the inclusion of these updated assessments would not only have added transparency to the decision making process, it would also have helped to explain why the Greenhill Way site had been excluded.

The following grounds for call-in all not be upheld.

Inadequate consultation with stakeholders prior to the decision.

- 3) The decision is contrary to the policy framework, or contrary to, or not wholly in accordance with the budget framework with the budget framework.
- 4) Insufficient consideration of legal and finance advice.

Reasons: Further consultation not necessary at this stage. The costs are being met from the existing budgetary provision. Legal and financial advice had been provided and considered.

(Note: The meeting, having commenced at 6.30 pm, closed at 9.20 pm).

(Signed) COUNCILLOR ANGELLA MURPHY-STRACHAN
Chair

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Protocol for the operation of the Call-In Sub-Committee

1. Call-in is the process whereby a decision of the Executive, Portfolio Holder or Officer (where the latter is taking a Key Decision) taken but not implemented, may be examined by the Overview and Scrutiny Committee prior to implementation. The Overview and Scrutiny Committee has established the Call-in Sub-Committee to carry out this role. Committee Procedure Rule 46 sets out the rules governing the call-in process.

The process for Call-in

2. Six of the Members of the Council can call in a decision of the Executive which has been taken but not implemented. In relation to Executive decisions on education matters only, the number of Members required to call in a decision which has been made but not implemented shall be six Councillors or, in the alternative, six persons comprising representatives of the voting co-opted members and at least one political group on Overview and Scrutiny Committee. Only decisions relating to Executive functions, whether delegated or not, may be called in.

150 members of the public (defined as anyone registered on the electoral roll of the Borough) can call in a decision of the Executive, which has been taken but not implemented.

3. Decisions of the Executive will not be implemented for 5 clear working days following the publication of the decision and a decision can only be called in within this period (this does not apply to urgent decisions - Committee Procedure Rule 46 refers). The notice of the decision will state the date on which the decisions may be implemented if not called in.
4. Call-in must be by notification to the Monitoring Officer in writing or by fax:
 - (i) signed by all six Members and voting co-optees requesting the call-in. A request for call-in by e-mail will require a separate e-mail from each of the six Members concerned.
 - (ii) signed by all 150 members of the public registered on the electoral roll, and stating their names and addresses.
5. In accordance with Committee Procedure Rule 45.5, a notice seeking to invoke the call-in procedure must state at least one of the following grounds in support of the request for a call-in of the decision:-
 - (a) inadequate consultation with stakeholders prior to the decision;
 - (b) the absence of adequate evidence on which to base a decision;
 - (c) the decision is contrary to the policy framework, or contrary to, or not wholly in accordance with the budget framework;
 - (d) the action is not proportionate to the desired outcome;
 - (e) a potential human rights challenge;
 - (f) insufficient consideration of legal and financial advice.

Referral to the Call-in Sub-Committee

6. Once a notice invoking the call-in procedure has been received, the decision may not be implemented until the Chair and nominated member have considered the guidance outlined in Appendix 1 to the Committee Procedure Rules and, if required, the Call-in Sub-Committee has considered the decision. The Monitoring Officer shall in consultation with the Chair arrange a meeting of the Call-in Sub-Committee to be held within seven clear working days of the receipt of the request for call-in.
7. The Call-in Sub-Committee will consider the decision and the reasons for call-in. The Sub-Committee may invite the Executive decision-taker and a representative of those calling in the decision to provide information at the meeting.
8. The Sub-Committee may come to one of the following conclusions:-
 - (i) that the challenge to the decision should be taken no further and the decision be implemented;
 - (ii) that the decision is contrary to the policy framework or contrary to or not wholly in accordance with the budget framework, and should therefore be referred to the Council. In such a case the Call-in sub-committee must set out the nature of its concerns for Council; or
 - (iii) that the matter should be referred back to the decision taker (i.e the Portfolio Holder or Executive, whichever took the decision) for reconsideration. In such a case the Call-in sub-committee must set out the nature of its concerns for the decision taker/Executive.

Notice of Call-In of Portfolio Holder Decision of 19 August 2020

Call-in: School Streets Decision

I would like to Call-in one of the decisions made by Cllr. Keith Ferry at the Portfolio Holder Decision Meeting that took place on Wednesday 19th August 2020.

Cllr. Ferry made a series of decisions at the Meeting relating to the Harrow Street Spaces Programme - 2020/21. Specifically I would like to call-in the fourth decision.

“(4) the school streets schemes, as shown in the revised Appendix A, table 3, for implementation on an experimental basis by the end of September 2020, be approved;”

I believe this decision should be called-in due to **“inadequate consultation with stakeholders prior to the decision”**

It is my understanding that at least one of the schools where the scheme will apply had not been adequately consulted by the Council. They were not made aware of the implications of the scheme for teachers and other staff members who need to access the school’s car park during the hours the scheme will be in effect. The school assumed that staff would have access to the car park, in the same way that residents would continue to be able to use the road.

Whilst I understand there is no requirement for Statutory Consultation when making an experimental traffic order, I believe there is a reasonable expectation that the Council would consult with key stakeholders prior to the decision to make the traffic order. This consultation obviously would be over a shorter period than the Statutory Consultation that would normally be required but should still take place. Where the impact on the stakeholder would be significant they should be made aware of the impact in order to enable them either to object or to make representations to the Council as to the impact of the scheme and the possible mitigations that could be put in place.

For the avoidance of doubt if it is decided that we are not able to call-in individual decisions of the Portfolio Holder meeting, then I wish to call-in the entire item “Recommendation from the Traffic and Road Safety Advisory Panel - 10 August 2020 - Harrow Street Spaces Programme - 2020/21”.

Signed by Councillors:

1. Paul Osborn
2. John Hinkley
3. Anjana Patel
4. Janet Mote
5. Chris Mote
6. Christopher Baxter

Note: The Monitoring Officer has confirmed that individual decisions of the Portfolio Holder Decision meeting can be called-in. The Call-in Sub-Committee will therefore only be considering fourth decision:

“(4) the school streets schemes, as shown in the revised Appendix A, table 3, for implementation on an experimental basis by the end of September 2020, be approved;”

LEADER DECISION MEETING

MINUTES

19 AUGUST 2020

Chair: * Councillor Keith Ferry (in the absence of the Leader)

Leader: † Graham Henson

In attendance:	* Marilyn Ashton	Minute 48
(Councillors)	* Paul Osborn	Minute 48
	* Varsha Parmar	Minute 48

* Denotes Member present

† Denotes apologies received

44. Declarations of Interest

RESOLVED: That the following declarations made at the meeting by Councillors in relation to agenda item 6 of the published agenda, Recommendation from the Traffic and Road Safety Advisory Panel – 10 August 2020 – Harrow Street Spaces Programme – 2020/21, be noted:

- Councillor Paul Osborn: (Non-Pecuniary Interest) – Lived on Vaughan Road, part of the West Harrow Low Traffic Neighbourhood Scheme.
- Councillor Keith Ferry: (Non-Pecuniary Interest) – Ward Member for Greenhill.
- Councillor Varsha Parmar: (Non-Pecuniary Interest) – Marlborough Ward Councillor where schemes were being proposed.
- Councillor Marilyn Ashton: (Non-Pecuniary Interest) – Ward Member for Stanmore Park and Local Authority appointed Governor of Park High School.

45. Minutes

RESOLVED: That the minutes of the meeting held on 22 July 2020 be taken as read and signed as a correct record.

46. Petitions

RESOLVED: To note that no petitions had been received.

47. Public Questions

RESOLVED: To note that

- (1) with the exception of Question 4 submitted by Ms Veronica Chamberlain in relation to communication on the proposed traffic measures, all other public questions received be responded to in writing following the meeting;
- (2) Question 4 was read and responded to at the meeting by the Deputy Leader of the Council.

RESOLVED ITEMS

48. Recommendation from the Traffic and Road Safety Advisory Panel - 10 August 2020 - Harrow Street Spaces Programme - 2020/21

Members present were permitted to speak about the recommendations from Traffic and Road Safety Advisory Panel (TARSAP). The Portfolio Holder – Environment made representations about the importance of maintaining schemes to support the health of residents.

The Deputy Leader was of the view that three of the recommendations required amendment and shared a version of his proposed amendments with those present in the meeting. The Deputy Leader proposed amendments to:

- recommendation 2 in response to the Portfolio Holder's views on the importance of maintaining a larger pedestrian space in specific areas to allow social distancing;
- recommendation 3 to remove LTN-02 from the approved schemes and to require further consultation on this scheme, delegating authority to the Corporate Director, following consultation with the Portfolio Holder, to determine whether the scheme should continue;
- recommendation 6 in relation to George V cycle scheme to not take forward the proposed scheme and require further consultation on any future scheme.

In addition, the Deputy Leader proposed an additional recommendation 10 requiring a review of the procedure for schemes to be presented to TARSAP.

Members present at the meeting were permitted to make representations about the proposed amendments.

Having regard of procedure rule 3 of the Appendix to the Executive Procedure Rules to the Harrow Council Constitution, in that an urgent key decision was being taken by the Deputy Leader in the absence of the Leader, following consultation with the relevant Portfolio Holder, it was

RESOLVED: That

- (1) the impact of the health crisis on travel and public transport due to social distancing requirements and the measures proposed by the Government and the Mayor of London to address the crisis be noted;
- (2) the pedestrian space schemes implemented, as shown in the revised Appendix A, table 1, be noted, and be prioritised for a review as set out in recommendation 8, such review to be conducted by 15 September 2020 following further footfall survey results;
- (3) the low traffic neighbourhood schemes shown in the revised Appendix A, table 2, for implementation on an experimental basis by the end of September 2020:
 - (a) be approved, with the exception of the following:
 - LTN-02 – Pinner View area, Headstone South
 - LTN-05 – Green Lane area, Stanmore
 - LTN-07 – Byron Road area, Wealdstone
 - LTN-08 – Dennis Lane area, Stanmore
 - LTN-09 – Princes Drive area, Stanmore
 - (b) that the Low Traffic Neighbourhood Scheme – LTN-02, Pinner View area, Headstone South be subject to consultation with ward councillors, TARSAP members and local residents and the Corporate Director of Community, following consultation with the Portfolio Holder for Environment, be delegated authority to determine whether the scheme should be implemented;
- (4) the school streets schemes, as shown in the revised Appendix A, table 3, for implementation on an experimental basis by the end of September 2020, be approved;
- (5) the cycling schemes – SC-01, SC-03 and SC-09 – implemented as shown in the revised Appendix A, table 4, be noted;
- (6) for the George V Avenue (Hatch End) cycle scheme, SC-10:
 - (a) the current scheme was not taken forward as the amendments proposed by TARSAP did not fulfil the required outcomes for the scheme;
 - (b) that a proposed cycle scheme in this area be subject to further consultation with local stakeholders, including ward councillors, local residents, local businesses, local schools and TARSAP members;

- (c) that subject to funding being identified, any future scheme be determined by the Portfolio Holder – Environment, following consideration by TARSAP.
- (7) the making of the experimental traffic orders, where required, to implement the necessary traffic and parking restrictions for the schemes for a minimum of 6 months be approved;
- (8) the Corporate Director of Community, following consultation with the Portfolio Holder for Environment, be delegated authority to undertake a regular review of the schemes and provide a monthly update to members of the Traffic and Road Safety Advisory Panel and Ward Councillors and determined whether any amendments were required for schemes, including ending any experimental scheme;
- (9) a report be submitted to the Traffic and Road Safety Advisory Panel following the initial 6 months of operation of schemes, to feed back the results of consultation and the equality impact assessments and to consider whether schemes should be ended, extended up to a maximum of 18 months or made permanent.
- (10) a review of the procedure for proposing, consulting and determining highway, pedestrian and cycling schemes, be agreed and that such review be presented to the next meeting of the Traffic and Road Safety Advisory Panel.

Reason for Decision: To implement the Street Spaces Schemes in order to address the impact of the Covid-19 health crisis on travel and public transport and to support more active travel by walking and cycling and public health in line with current Department for Transport and Transport for London guidance.

Alternative Options Considered and Rejected: As set out in the report.

Conflict of Interest relating to the matter declared by Cabinet Member/Dispensation Granted: None.

(Note: The meeting, having commenced at 3.00 pm, closed at 3.27 pm).

(Signed) COUNCILLOR KEITH FERRY
Chair

Publication of decisions:	20 August 2020
Deadline for Call-in:	5.00 pm on 27 August 2020 To call-in a decision please contact: Daksha Ghelani on 020 8424 1881, email daksha.ghelani@harrow.gov.uk
Decisions may be implemented if not Called-in on:	28 August 2020

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**REPORT FOR: (SPECIAL) TRAFFIC &
ROAD SAFETY
ADVISORY PANEL**

Date of Meeting:	10 th August 2020
Subject:	Harrow Street Spaces Programme - 2020/21
Key Decision:	No as advisory panel, but the subject matter is a key decision
Responsible Officer:	Paul Walker – Corporate Director, Community
Portfolio Holder:	Varsha Parmar - Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	Yes, following consideration by the Leader
Wards affected:	All
Enclosures:	Appendix A – Harrow Street Spaces Programme Appendix B – Plans of Harrow Street Spaces Schemes Appendix C – TfL briefing to Boroughs Appendix D – Feedback report Appendix E – Dept. of Transport Letter – Cycle Infrastructure Design Guidance

Section 1 – Summary and Recommendations

This report updates members on the delivery of the London Streetspace Programme (LSP) in Harrow as a response to the COVID-19 public health pandemic.

Recommendations:

The Panel is requested to recommend to the Leader of the Council:

1. To note the impact of the health crisis on travel and public transport due to social distancing requirements and the measures proposed by the Government and the Mayor of London to address the crisis.
2. To note the pedestrian space schemes implemented as shown in **Appendix A, table 1**.
3. To approve the low traffic neighbourhood schemes shown in **Appendix A, table 2** for implementation on an experimental basis by the end of September 2020.
4. To approve the school streets schemes as shown in **Appendix A, table 3** for implementation on an experimental basis by the end of September 2020.
5. To note the cycling schemes implemented as shown in **Appendix A, table 4**.
6. To approve the George V Avenue cycle scheme for implementation as shown in **Appendix A, table 4** on an experimental basis by September 2020.
7. To approve the making of experimental traffic orders, where required, to implement the necessary traffic and parking restrictions for the schemes for a minimum of 6 months.
8. To delegate authority to the Corporate Director - Community, following consultation with the Portfolio Holder for Environment, to undertake a regular review of the schemes and to provide a monthly update to members of TARSAP and to determine whether any amendments are required for schemes, including ending any experimental scheme.
9. To bring a report back to TARSAP following the initial 6 months of operation of schemes, to feed back the results of consultation and the equality impact assessments and to consider whether schemes should be ended, extended up to a maximum of 18 months or made

permanent.

Reason:

To implement the Street Spaces schemes in order to address the impact of the Covid 19 health crisis on travel and public transport and to support more active travel by walking and cycling and public health in line with current Department for Transport and Transport for London guidance.

Section 2 – Report

Introductory paragraph

2.1 The current Covid-19 health emergency has significantly affected the way we use public transport, and the ways in which we travel. The social distancing restrictions introduced by the Government to control the spread of the virus and rate of infection had a severe impact on the use of public transport and caused serious financial consequences for Transport for London (TfL) due to the loss of income. As a consequence of this, all the conventional transport Local Implementation Plan (LIP) programmes of work across London are now suspended. In Harrow, this includes an annual £1.3 million programme that includes significant walking, cycling and bus improvements as well as the expected funding contribution of £1.35m for the Wealdstone Town Centre scheme.

2.2 On 9 May 2020 the Secretary of State for Transport issued statutory guidance under Section 18 of the Traffic Management Act 2004 to all highway authorities in England. In the foreword by the Secretary of State he describes the moment as:

“a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities. According to the National Travel Survey, in 2017-18 over 40% of urban journeys were under 2 miles – perfectly suited to walking and cycling.”

The guidance states that local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling to encourage active travel and enable social distancing. Approximately £2 billion of funding will be made available nationally for this initiative with £250 million made available immediately. Public transport has been significantly affected by social distancing requirements, and this has had an impact on our road networks. The guidance will be formally reviewed 3 months after its introduction.

2.3 On 28 July 2020 The Department for Transport Government published revised national guidance for highway authorities and designers on cycle infrastructure. This clearly sets out how schemes should be designed and implemented. A copy of this guidance is shown in Appendix E.

- 2.4 As lockdown eases and more people travel to work, public transport services will be limited to about 20% of normal capacity due to social distancing and there is a significant risk that there will be an increase in the number of car journeys instead. The Government is therefore encouraging people where possible to walk or cycle instead of travel by car.
- 2.5 In response to this the GLA / TfL has developed the London Streetspace Programme and issued interim guidance to the boroughs on how to deliver this initiative. The ambitions of the LSP are to:
- enable social distancing on street,
 - encourage Londoners to avoid unnecessary use of public transport,
 - focus on strategic movement to prioritise walking and cycling.
- 2.6 Transport for London has secured £45 million of this funding for delivering the London Streetspace Programme and London boroughs have subsequently been encouraged to make funding applications. Funds have been allocated to implement proposals to support reallocating more road space on the road network to pedestrians and cyclists while vehicle levels are still relatively low.
- 2.7 These proposals will help address the immediate impact of the health crisis but could also allow the Council to make longer lasting changes in travel to improve the environment by tackling the causes of climate change. Harrow's road network is 500km in length and already we are seeing an increase in the number of people walking or cycling. Measures are now needed to adapt our networks to the changing travel patterns and to further increase the level of walking and cycling.
- 2.8 The evidence indicates that a third of people in Harrow do very little physical activity and two thirds are overweight and both these factors increase the risk of developing diseases such as diabetes and/or cancer. We are hoping that the changes being considered to the roads in Harrow will increase our levels of physical activity and help to improve our health and wellbeing. Harrow's Joint Strategic Needs Assessment highlights that the environment people live and work in significantly influences health inequalities and greater physical activity can have a positive impact on both physical and mental wellbeing.
- 2.9 The public will be encouraged to walk or cycle where previously they may have used the car and these improvements will try to support those that are able to walk where distances are less than 2 km (a 10 minute walk) or cycle if the journey less than 5 km.
- 2.10 TfL's "Healthy streets for London" guidance is a key part of the Mayor's Transport Strategy and highlights the following facts about travel and transport in the capital highlighting the potential for switchable trips.



2.11 Using active ways to travel is often cheaper and sometimes even quicker for the public and helps improve air quality avoiding using the car for short journeys. The pollution is usually worse for the occupants of a car stuck in congestion than for those walkers or cyclists outside.

Options considered

2.12 Over many years the transport programmes in Harrow have used external funding from TFL to deliver the LIP. With the suspension by TFL of the annual LIP funding the only viable option realistically available to the Council to implement transport measures was to apply for funding from the London Streetspace Programme. The proposals have therefore been developed in accordance with the TFL guidance.

London Streetspace Programme

2.13 The Mayor of London launched the London Streetspace Programme with government funding support to transform London's streets to accommodate increases in cycling and walking as government restrictions are eased. Detailed guidance was released to the London boroughs by TfL in mid May and can be found at <http://content.tfl.gov.uk/lsp-interim-borough-guidance-main-doc.pdf>

2.14 A briefing was issued to Boroughs titled "Working together on COVID-19 recovery: The Streetspace for London Plan" shown in **Appendix C** which provides a summary of the background, issues and proposed interventions. The plan intends to achieve the following:

- Providing temporary cycle routes to extend the strategic cycle network, with London's main roads repurposed for temporary cycle lanes and wider footways so that people can safely socially distance.
- Providing additional space for people walking and cycling in town centres and at transport hubs, including widening of footways on local high streets to enable people to queue safely for shops which will help facilitate local economic recovery
- Accelerating delivery of low traffic neighbourhoods and school streets by working with boroughs to reduce through traffic on residential

streets, to further enable more people to walk and cycle safely as part of their daily routine

2.15 Harrow was competing with the other London borough for funding and officers used their experience, expertise and judgement to develop and submit schemes as quickly as possible and have tried to include as many initiatives discussed by TARSAP or within current programmes as possible. Due to the late issue of the guidance, this work was turned around within 1-2 weeks.

2.16 The Council submitted its proposals for the London Streetspace Programme on 22nd May to TfL. Proposals were submitted against defined programme types that included pedestrian space, low traffic neighbourhoods, strategic cycling and school streets. A total of £683,000.00 has been allocated to Harrow as shown in the table below. **Appendix A** provides more details on those schemes that were approved and rejected.

Type of scheme	Scheme applications	Schemes approved	Total allocated
Pedestrian Space Measures	13	9	£248k
Low Traffic Neighbourhoods	9	9	£300k
School Streets	4	4	£135k
Strategic Cycling Measures	8	0	£0k
	34	22	£683k

2.17 The funding has been provided for delivering the measures quickly to meet the demands of the health emergency and will cover the period up to the end of September 2020. This will require an ambitious delivery programme and use of experimental orders and amended procedures as set out below.

2.18 The programme aims to support the changes in the way the public travel during the health crisis by:

- Making more pedestrian space available to allow effective social distancing as the local economy opens up,
- Introducing more cycle routes to encourage more cycling and less use of private car and public transport,
- Introducing measures to minimise travel by car and maximise local walking and cycling such as low traffic neighbourhoods and school streets,
- Maximise the public health and wellbeing benefits of active travel.

2.19 In addition, the Department for Transport provided funding in two phases for emergency active travel. Phase 1 provided funding for temporary arrangements to encourage cycling and walking, with Phase 2 providing funding for more permanent schemes. The Council was allocated £100,000 under this fund for cycle routes set out in **Appendix A, Table 4**. Further detail on this is provided below. The Department for Transport reserves the right to claw back or reduce any funding if works have not started within 4

weeks of the grant decision or completed within 8 weeks of the work starting. Therefore works should be completed by 21 September 2020.

- 2.20 A detailed list of all the schemes and their status can be seen in **Appendix A**.

Pedestrian space measures (TfL)

- 2.21 A review of town centres, local high streets, shopping parades and transport hubs was undertaken to identify footway widths that are 3 metres or less in potentially high footfall areas where social distancing could become difficult. Schemes were identified on this basis.
- 2.22 Schemes consisted of introducing temporary measures to reallocate carriageway to pedestrians by suspending sections of parking and erecting barriers to extend pedestrian space.
- 2.23 All of the schemes have been implemented and these measures will remain in place as long as the social distancing requirements are in force. The government guidance on social distancing is adapting as the health crisis evolves and medical and scientific research can advise changes to the requirements. Currently the advice is to keep 2 metres apart but relaxations to 1 metre plus other mitigations is permitted where 2 metres is not possible. The use of masks / face coverings is now compulsory in shops. The government guidance is to be reviewed after 3 months and pedestrian space measures will be reviewed periodically to ensure they are still relevant to current government guidance. A formal review will be undertaken after 6 months.
- 2.24 These measures have been implemented in 9 locations in the borough and the list of schemes is shown in the table below:

PS-01	Station Road, Harrow - Civic Centre, shops & Mosque
PS-02	Harrow and Wealdstone Station
PS-07	Streatfield Road, Queensbury - shops
PS-08	Honeypot Lane, Canons Park - shops
PS-09	Northolt Road, Northolt - shops
PS-10	Kenton Road, Kenton - shops
PS-11	Kenton Lane, Belmont - shops
PS-12	High Road, Harrow Weald – shops / bus stop
PS-13	Porlock Avenue, West Harrow – shops // school / bus stop

- 2.25 Plans of the schemes can be seen in **Appendix B**.

Strategic Cycling (TfL)

- 2.26 Cycling scheme proposals were developed based on the Council's aspirational cycle network set out in the Transport Local Implementation Plan and Walking, Cycling & Sustainable Transport strategy documents.

- 2.27 TfL subsequently took a London wide strategic approach to cycling schemes across London and did not support any schemes being promoted by London boroughs. Therefore no schemes in Harrow were approved by TfL as a consequence.
- 2.28 Additional funding was subsequently provided by the Department for Transport directly to the borough to support walking and cycling and this has therefore been used to support the delivery of strategic cycling measures. Please refer to the section below regarding the Emergency Active Travel Fund.

Low traffic neighbourhoods (TfL)

- 2.29 These proposals were developed by identifying neighbourhoods with established problems with vehicular traffic cutting through estates and causing environmental and road safety problems for local residents. These are locations where vehicle traffic levels maybe be artificially low at the current time due to the impact of the health crisis but where there is a significant risk of traffic levels increasing and causing detrimental impacts on road safety and health. Creating reduced traffic levels is extremely important to making cycling and walking more pleasant, more safe and attractive locally.
- 2.30 All the schemes propose strategically placed modal filters within the residential estates to restrict vehicles which will permit pedestrians and cyclists only to pass through. This will remove any through traffic and reduce traffic volumes to a lower level by local residents and visitors only.
- 2.31 The proposed method for implementing these schemes is to use an experimental traffic order to introduce the restrictions and to operate the schemes as a trial for 6 months. There is no statutory consultation required in advance of introducing the measures with this method and the first 6 months of operation would be the statutory consultation period when representations can be made by the public.
- 2.32 The Modal filters would be implemented using temporary materials such as planters to physically introduce the restrictions on vehicles. This would make them be easy to install and remove as necessary.
- 2.33 It is suggested that any trials of low traffic neighbourhoods would be regularly reviewed to test the impact of schemes on the movement of traffic and the Corporate Director - Community would have delegated authority to review the schemes and make amendments or end them if required. A report will come back to TARSAP following the 6 month representation period to enable this committee to provide advice to the Portfolio holder – Environment. The options available to the Portfolio Holder – Environment would be to remove, extend to a maximum of 18 months or make permanent the schemes on an individual basis.

- 2.34 These measures are being proposed in 9 locations in the borough and the list of schemes is shown in the table below:

LTN-01	Kingshill Avenue area, Kenton West (scheme suspended)
LTN-02	Pinner View area, Headstone South
LTN-03	Francis Road area, Greenhill
LTN-04	Vaughan Road area, West Harrow
LTN-05	Green Lane area, Stanmore
LTN-06	Southfield Park area, North Harrow
LTN-07	Byron Road area, Wealdstone
LTN-08	Dennis Lane area, Stanmore
LTN-09	Princes Drive area, Wealdstone

- 2.35 An additional scheme in the Kingshill Avenue area (LTN-01) was one of the approved proposals, however officers have reconsidered this in light of representations made and it has been decided to suspend implementation of this scheme.
- 2.36 In respect of the Pinner View area scheme (LTN-02) this has already been subject to some prior public engagement for a low traffic neighbourhood undertaken last year. Members will recall that a petition was received by TARSAP in February 2019 from residents in the Headstone South area requesting that a low traffic neighbourhood scheme be implemented and that TARSAP agreed that some funding from the 2019/20 local transport funding budget was assigned to develop proposals and do initial engagement with the public. The proposed scheme is therefore based on that work already undertaken last year.
- 2.37 If successful these schemes have good potential for being made permanent and bringing long lasting change to active travel, less pollution and noise, improved road safety and quality of life for local residents. The schemes would potentially make a significant contribution to tackling the effects of climate change by reducing vehicle emissions if made permanent.
- 2.38 None of these schemes have been implemented yet. Plans of the schemes can be seen in **Appendix B**.

School streets (TfL)

- 2.39 The proposals for school streets measures were developed taking account of the severity of congestion and access problems at schools, impact on road safety, active travel and air pollution and also the receptiveness of the schools to work with the Council to implement and operate these types of schemes.
- 2.40 School streets are a new type of intervention where the streets surrounding a school are restricted to traffic at opening and closing times except for local residents living in the street. They improve air quality, reduce congestion and improve safety and encourage more active travel.

- 2.41 Under normal conditions the school run accounts for up to 30% of all traffic in the peak hours and so the phased reopening of schools can potentially generate a lot of traffic and needs to be mitigated.
- 2.42 The proposed method for implementing these schemes is to use an experimental traffic order to introduce the restrictions and to operate the schemes as a trial for 6 months. There is no statutory consultation required in advance of introducing the measures with this method and the first 6 months of operation would be the statutory consultation period when representations can be made by the public.
- 2.43 The restrictions would be implemented either by using temporary barriers to restrict access or CCTV cameras with automatic number plate recognition systems.
- 2.44 It is suggested that the Corporate Director has delegated authority to review the schemes and make amendments or end them if required. A report will come back to TARSAP following the 6 month representation period to enable this committee to provide advice to the Portfolio holder – Environment. The options available to the Portfolio Holder – Environment would be to remove, extend to a maximum of 18 months or make permanent the schemes on an individual basis.
- 2.45 Three primary schools and one secondary school have been proposed as shown in the list below.

SS-01	Grimsdyke School, Hatch End
SS-02	Newton Farm School, Rayners Lane
SS-03	Marlborough School, Wealdstone
SS-04	Park High School, Stanmore, Middx.

- 2.46 If successful, these measures have the greatest potential for being made permanent and bringing long lasting change to active travel and quality of life for local communities. The schemes would potentially make a significant contribution to tackling the effects of climate change by reducing vehicle emissions if made permanent.
- 2.47 None of these schemes have been implemented yet. Plans of the schemes can be seen in **Appendix B**.

Cycling - Emergency Active Travel Fund (DfT)

- 2.48 Whilst there is no award on cycling from TfL the Department for Transport (DfT) has released Emergency Active Travel Funding directly to the London boroughs which Harrow is using for cycling. A funding allocation of £100k is available and works need to be started within 4 weeks of the funding allocation and completed within 8 weeks of the works starting. As the grant decision was issued on the 29 June 2020, the schemes should be implemented by 21 September 2020. The guidance indicates that these need to be meaningful measures that reallocate road space from vehicles to

cycles and provide physical segregation. Dft have advised that anything that does not meaningfully alter the status quo on the road will not be funded.

- 2.49 The proposals developed therefore focus on strategic cycling routes on busy important routes with wider roads or dual carriageways in order to connect with existing strategic cycle routes. The routes have multiple traffic lanes so that one lane can be dedicated to cyclists and the other to vehicles in each direction and also provide a buffer zone to separate vehicles from cycles and keep cyclists safe.
- 2.50 The measures will be implemented experimentally using temporary or low cost interventions that can be made quickly. Mandatory cycle lane road markings will be laid and traffic cones used to provide physical segregation.
- 2.51 Some traffic and parking restrictions are required in parts of the cycle schemes where speed limits need to be reduced for safety, to allow cyclists to use bus lanes to allow segregation from traffic and to prohibit parking that could block cycle lanes. The speed restrictions and bus lane amendments have been implemented using experimental traffic regulation orders. Parking restrictions will require a further experimental order to be made.
- 2.52 It is proposed that authority is delegated to the Corporate Director to review the schemes and make amendments or end them if required. A report will come back to TARSAP following the 6 month representation period to enable this committee to provide advice to the Portfolio holder – Environment. The options available to the Portfolio Holder – Environment would be to remove, extend to a maximum of 18 months or make permanent the schemes on an individual basis.
- 2.53 These routes will be much more direct and convenient and re-allocate the road space to cyclists as required by the DfT. The locations are as follows:

SC-01	Honeypot Lane, Queensbury
SC-03	Sheepcote Road, Greenhill
SC-09	Uxbridge Road, Harrow Weald
SC-10	George V Avenue, Hatch End

- 2.54 The first three schemes have been implemented. The George V Avenue scheme is awaiting a planned resurfacing scheme to be completed before proceeding. Plans of the schemes can be seen in **Appendix B**.
- 2.55 In respect of the George V Avenue cycle scheme Nower Hill Secondary School has raised concerns about the proposed waiting restrictions on parking along the length of the dual carriageway which is used for workplace parking by teachers during term time. There are typically 50 vehicles parked in this location which currently has no parking controls.
- 2.56 Mandatory cycle lanes only prohibit vehicles driving in the lanes but do not prohibit parking in the lanes. Therefore implementing waiting restrictions is essential for the effective operation of the cycle lanes.

- 2.57 A review of the surrounding residential streets that do not have parking controls indicates that there is sufficient capacity for 50 vehicles to park within a 5-10 minute walk of the school and there are alternative parking options, albeit walking and cycling should also be encouraged where practicable. With regard to coaches being able to drop off and pick up passengers for school trips outside the school the proposed measures will not prevent that activity from happening as that is permitted on waiting restrictions.
- 2.58 During the first 6 months of the experimental order, members of the public and stakeholders can make representations and objections on the order. In addition, officers will contact the school to discuss measures for supporting increased walking and cycling by both staff and students.
- 2.59 If successful, these measures have good potential for being made permanent and bringing long lasting change to active travel and accessibility for cyclists. The schemes would potentially make a significant contribution to tackling the effects of climate change by reducing vehicle emissions if made permanent.

Public Engagement

- 2.60 An online information and engagement portal was set up on 9th June 2020 to be a focal point for residents and businesses with regard to the Harrow Street Spaces Programme. The link is <https://harrowstreetspaces.commonplace.is/>
- 2.61 One section of the portal was developed to seek community feedback about any areas with problems that could be suitable for interventions. This was in the form of a heatmap page with comment form. Although initial proposals had already been submitted to TfL in May due to the short timescales for submitting proposals TfL had indicated that applications could continue to be submitted and this feedback would be used to consider making further applications. The link is <https://harrowstreetspacesmap.commonplace.is/>
- 2.62 An analysis of feedback received to date can be seen in **Appendix D**.
- 2.63 Another section of the portal provided details of the schemes developed and ready for implementation and allowed the public to provide comments via a comment form. The intention of this section of the portal was to provide a way of giving feedback on schemes as they are implemented and during their operational phase.
- 2.64 Detailed plans of all our proposals including, pedestrian space, cycling, low traffic neighbourhoods and school streets schemes have been available on the portal since mid June 2020 and have been regularly updated. The link is: <https://harrowstreetspacesproposals.commonplace.is/>

- 2.65 The intention for delivering the higher impact schemes such as low traffic neighbourhoods and school streets is to introduce the schemes experimentally as a trial. The engagement portal serves as a means of providing information about the schemes and monitoring the public views. The schemes can then be evaluated after a period of time in operation to decide whether they should be made permanent, extended or removed.
- 2.66 It is the case that any scheme involving road closures or vehicle restrictions on traffic is divisive and there will be groups for and against. The short time scales for delivery mean that there is insufficient time for a full engagement and public consultation to resolve issues beforehand in the usual way.
- 2.67 Where the schemes are being implemented via the use of experimental traffic regulation orders, members of the public and other interested parties can make representations and objections within the first 6 months of operation. All orders are published on the Council's website – <https://www.harrow.gov.uk/road-maintenance-travel/traffic-management-orders>
- 2.68 All feedback, whether in the form of formal representations to the experimental orders or via the portal will be reviewed during the operational period of the schemes and it is proposed that the Corporate Director, following consultation with the Portfolio Holder – Environment, has delegated authority to review each scheme and make amendments or end it during the initial 6 month period. After 6 months it is proposed for a further report to come to TARSAP, to enable the committee to give further advice on the individual schemes to inform a decision by the Portfolio Holder – Environment. For experimental schemes, the decision can be to end the scheme, extend it to a maximum of 18 months or make it permanent.
- 2.69 A summary of the comments on schemes received to date can be seen in **Appendix D**.
- 2.70 This method of engagement has been used successfully in other London boroughs and will allow the Council to communicate with the public about changes to travel and the environment.

Next steps

- 2.71 The time remaining to deliver the programme is now extremely challenging as there will be 14 TfL/GLA/DfT approved schemes to deliver by the end of September. **Appendix B, Table 6** provides an indicative timetable for delivery should TARSAP recommend the schemes proceed.
- 2.72 A condition of receiving the funding from TfL is that projects should be delivered quickly or if they are at risk these should be declared to TfL quickly so that funding can be reallocated within London. TfL is required by government as a condition of receiving grant to fully utilise the funds to support the health crisis and deliver all schemes on the ground by the end of September. For the DfT funded cycle schemes, there is a risk that DfT will

claw back funding or reduce any Phase 2 funding if the schemes are not implemented by 21 September 2020.

2.73 Any decision to delay, suspend or stop the programme would ultimately, mean that the funding approval from TfL is reduced. Currently only partial allocations have been confirmed for the Low Traffic Neighbourhoods and School Streets programmes because it is recognised that some proposals are more difficult to implement. TfL have requested weekly updates to help them establish the viability of the programme and to consider whether full funding allocations need to be confirmed. Details are shown under the “Financial Implications” section of this report.

2.74 In order to take forward the programme it is recommended that:

- The proposed programme and use of experimental traffic orders and trials is agreed,
- That general communications reinforce the purpose of the measures to support the health crisis and in advance of implementation of measures with directly affected residents,
- That the schemes are regularly reviewed during the period of operation and a monthly progress update provided to TARSAP members.

Staffing/workforce

2.75 The delivery of the programme will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants as necessary.

Ward Councillors’ comments

2.76 All members are receiving a weekly update on progress with the programme.

2.77 Officers have offered and held virtual meetings with all ward councillors where schemes are scheduled to be introduced to discuss and enhance the officers understanding of the issues and ambitions for the schemes in their wards, all these comments will be provided in advance of the meeting.

2.78 Where comments have been previously received about specific schemes in the programme for Kingshill Avenue low traffic neighbourhood and George V Avenue cycle scheme and these matters are explained in this report.

Performance Issues

2.79 The implementation of schemes in the programme will be monitored for traffic levels of different travel modes, operational performance of the road network and public opinion.

2.80 The Portfolio holder – Environment will be consulted before any decisions are made to end or amend schemes during the first 6 months. TARSAP will receive a further report following 6 months of operation of the schemes.

Environmental Implications

- 2.81 There are environmental and health benefits from delivering the street space programme. The main benefits are in improving air quality and public health.
- 2.82 Key air quality benefits identified were from reducing car travel, encouraging greener vehicles and reducing congestion.
- 2.83 Key population and human health benefits identified were from reducing casualties, encouraging active travel, health walks and as a result of improving air quality. The benefits associated with increased active travel and health walks are reduced diabetes and obesity levels.

Risk Management Implications

- 2.84 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.
- 2.85 The delivery of each scheme in the programme will be subject to separate risk assessments.

Legal implications

- 2.86 With the exception of the pedestrian schemes, all schemes require a formal traffic order to make amendments to the road usage, although specific elements of some schemes do not need to be covered by the statutory order. **Appendix A** gives details of the orders that have been made or are proposed to be made.
- 2.87 Under sections 9 and 10 of the Road Traffic Regulation Act 2004 (“RTRA 2004”) the Council (as traffic authority) is authorised to make an order (“experimental traffic order”) for the purpose of carrying out an experimental scheme for traffic control. Such experimental traffic orders may be made in relation to those matters provided under sections 6 (Orders similar to traffic regulation orders), 45 (Designation of paying parking places on highways), 46 (Charges at, and regulation of, designated parking places), 49 (Supplementary provisions as to designation orders and designated parking places) or 83(2) (directions in relation to restricted roads) or 84(1)(a) (speed limits on roads other than restricted roads) of the RTRA 1984.
- 2.88 Once made, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (“Procedure Regulations 1996”) specify the notice and publicity requirements to be satisfied to give effect to the order. The Procedure Regulations 1996 have been subject to amending legislation, namely, the Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020 which came into effect on 23 May 2020 (“the Amending Regulations 2020”). The Amending Regulations 2020 are temporary and will remain in force until 30 April 2021.

- 2.89 The Procedure Regulations 1996 provide that, within 14 days of the date of making of the order, the Council shall publish “a notice of making” the order in a newspaper circulating in the related area. Such notice should include a statement that the order has been made, give the date it was made, and give the particulars of the order (reg. 17(2)(a)) with a similar notice to be published in the London Gazette (reg. 17(2)(b)). In relation to making the “deposited documents” (to include a copy of the order, map of the relevant area and statement of reasons) available for public inspection, the Procedure Regulations 1996 require this to be at the Council’s principal offices during normal office hours and at any other such places as the Council thinks fit (reg. 22(3) and Schedule 2).
- 2.90 In recognition of the challenges posed by the coronavirus crisis to traffic authorities in complying with the requirements to give notice and make documents available for public inspection, the Amending Regulations 2020 have modified the requirements so that, where the Council considers it is not reasonably practicable for reasons connected to the effects of the coronavirus to comply with these, it must still publish a notice and make the deposited documents available for public inspection but may do so through “alternative arrangements”. The Amending Regulations 2020 provide that such alternative arrangements may include (but are not restricted to) online, websites, online newspapers, email or social media, leafletting or by letter as the Council thinks are appropriate to inform those likely to be affected by the order (reg.27 (Alternative publication and notification requirements) inserted by the Amending Regulations 2020).
- 2.91 Notice of the making of an experimental traffic order must be published for not less than seven days before the order can come into force (reg. 22(2)). An experimental traffic order can stay in force for a maximum of eighteen months. An experimental traffic order may include a provision permitting a specified officer of the Council to modify or suspend any provision in the order if it appears essential to them to do so for certain specified reasons, e.g. convenient and safe movement of traffic and provision of adequate on-street parking facilities. This power is exercisable subject to consultation with the relevant head of police and the Secretary of State.
- 2.92 There is no formal right of objection to an experimental traffic order until it is in force (reg. 8 (objections) is expressly excluded by reg. 22(1)). Once the order is in force, objections may be made to the order being made permanent and these must be made within six months of the day that the order comes into force (Schedule 5, Procedure Regulations 1996). An experimental order can be reproduced and continue in force indefinitely (i.e. made permanent) subject to the specified requirements being satisfied which include, amongst others, that the order has not been amended after the period of twelve months from the date it was made.
- 2.93 Whilst individual schemes are unlikely to be considered key decisions, the programme as a whole is expected to have a significant impact across Council wards. For this reason, the decisions taken collectively constitute a

key decision. Cabinet is not due to meet until September 2020 and due to the tight timescale for implementation of the schemes, it is proposed that the Leader of the Council takes this decision in accordance with Paragraph 3 of the Appendix to the Executive Procedure Rules set out in the Council's constitution. To wait until the next scheduled meeting of Cabinet would prejudice the interests of the Council, in that the schemes may not be able to be fully implemented within the timeframe set out by TfL or the DfT and this may risk funding being clawed back, re-allocated elsewhere or restrict access to future funding for these schemes. It will also be difficult to convene a special meeting of Cabinet during August, due to holiday commitments.

Financial Implications

- 2.94 TfL have confirmed funding for the London Streetspace programme up to a maximum of £683k but has only confirmed a partial allocation of £327.6K to date. This is because confirmation of the delivery of the higher risk projects such as low traffic neighbourhoods and school streets needs to be provided in order to drawdown on the full allocation. Sufficient funding has been provided to develop the projects, confirm detailed costings and a delivery programme. TfL is reviewing the situation with delivery on a weekly basis and adjusting allocations based on progress.
- 2.95 The emergency active travel fund of £100k provided by DfT is split into £25k capital and £75k revenue due to the temporary / experimental nature of the measures involved.
- 2.96 The table below provides funding details:

Type of scheme	Maximum allocation	Partial allocation approved
TfL Pedestrian Space Measures	£248k	N/A
TfL Low Traffic Neighbourhoods	£300k	£49.5k
TfL School Streets	£135k	£30.1k
TfL Total	£683k	
DfT Emergency Active Travel Fund	£100k	N/A
Dft TOTAL	£100k	

Equalities Implications / Public Sector Equality Duty

- 2.97 The measures proposed in the programme accord with the Council's Transport Local Implementation Plan 3 (LIP). The LIP underwent an Equalities Impact Assessment and had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.

- 2.98 All schemes will be subject to a design risk assessment which will incorporate a review of equality issues to assess the impacts of the interventions. TfL have highlighted the need to assess these impacts on all protected characteristics and expect these impacts to be generally positive. As part of the formal review of schemes, equality impact assessments will be undertaken, taking account of any feedback received from the public and other interested parties. The results of these assessments will be included in the report to TARSAP following the schemes being operational for 6 months.
- 2.99 It is considered that the proposed programme will be of particular benefit to the groups in the table below:

Protected characteristic	Benefit
Sex	Parents with young children will generally benefit most from schemes that prioritise walking and cycling because improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities. Mothers are more likely to have full time care of young children and are therefore more likely to be positively impacted by these proposals.
Disability	People with physical and visual impairment generally benefit most from schemes that prioritise walking because improved road layouts and public realm provide ease of access with fewer obstructions, improved safety, security and convenience to access the town centre and facilities. The wider benefits of active travel and more healthy lifestyles can reduce or prevent the affects of health conditions that affect mobility such as diabetes or heart disease and these proposals could in the long term reduce people developing disabilities.
Age	Young children and elderly people generally benefit most from schemes that prioritise walking and cycling because improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities. A reduction in the influx of traffic into an area will reduce particulate emissions and air pollution, to which children are particularly sensitive. Older children may benefit from enhanced cycling schemes as they provide a safer means of cycling to school and other activities. A number of the schemes are targeted around

	school areas and form part of wider school travel planning, which should see longer term health impacts for children and young people.
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Council Priorities

2.100 The proposed programme detailed in the report supports the Harrow Ambition Plan and will contribute to achieving the administration's priorities:

Corporate priority	Impact
Building a Better Harrow	Measures to control the level of traffic will reduce pollution from vehicle emissions and encourage a greater uptake of walking and cycling with wider public health benefits.
Supporting Those Most in Need	Measures to control the level of traffic will benefit more vulnerable residents in residential estates by reducing air pollution and improving road safety and accessibility.
Protecting Vital Public Services	An improvement in public health will reduce pressure on health services particularly during the current health crisis.
Delivering a Strong local Economy for All	Measures to support social distancing will help to reduce fear of the risk of infection and encourage more people to shop locally and thereby support the local economy.
Modernising Harrow	The use of ANPR camera systems for school streets schemes will reduce operating costs compared and provide more effective enforcement than with manual enforcement

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 29 July 2020		
Name: Patrick Kelly	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 29 July 2020		

Name: Paul Walker	<input checked="" type="checkbox"/>	Corporate Director
Date: 31 July 2020		

Ward Councillors notified:	NO, as it impacts on all Wards
EqIA carried out:	YES,
EqIA cleared by:	Dave Corby, Community - Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact:

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Background Papers:

TfL Streetspace funding information - <https://tfl.gov.uk/info-for/boroughs-and-communities/streetspace-funding>

TfL Streetspace for London guidance - <http://content.tfl.gov.uk/lsp-interim-borough-guidance-main-doc.pdf>

TfL Healthy Streets for London - <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

Transport Local Implementation Plan 3 –
<https://www.harrow.gov.uk/downloads/file/26428/harrow-transport-local-implementation-plan>

Walking, Cycling & Sustainable Transport Strategy -
<https://www.harrow.gov.uk/downloads/file/26432/harrow-walking-cycling-and-sustainable-transport-strategy>

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Appendix A

Table 1 - Pedestrian Space Measures (funded by TfL)

Ref. No.	Scheme	Measures implemented	Traffic orders	Status	Notes
PS-01	Station Road, Harrow - Civic Centre, shops & Mosque	Pedestrian barriers, tarmac ramps adjacent to shops	None	Completed	Measures implemented by 17/05/20 at shops only
PS-02	Harrow and Wealdstone Station	Pedestrian barriers, tarmac ramps adjacent to station	None	Completed	Measures fully implemented by 17/05/20
PS-07	Streatfield Road, Queensbury - shops	Pedestrian barriers, tarmac ramps adjacent to shops	Disabled bay (relocation)	Completed	Measures fully implemented by 02/07/20
PS-08	Honeypot Lane, Canons Park - shops	Pedestrian barriers, tarmac ramps adjacent to shops	None	Completed	Measures fully implemented by 01/07/20
PS-09	Northolt Road, Northolt - shops	Pedestrian barriers, tarmac ramps adjacent to shops	None	Completed	Measures fully implemented by 01/07/20
PS-10	Kenton Road, Kenton - shops	Pedestrian barriers, tarmac ramps adjacent to shops	None	Completed	Measures fully implemented by 29/06/20
PS-11	Kenton Lane, Belmont - shops	Pedestrian barriers, tarmac ramps adjacent to shops	None	Completed	Measures fully implemented by 29/06/20
PS-12	High Road, Harrow Weald – shops - relocate bus stop	Pedestrian barriers, tarmac ramps adjacent to bus stop and shops, bus stop relocated	None	Completed	Measures fully implemented by 18/05/20
PS-13	Porlock Avenue, West Harrow – shops - relocate bus stop	Pedestrian barriers, tarmac ramps adjacent to bus stop and school, bus stop relocated	None	Completed	Measures fully implemented by 17/05/20

The exact details of the schemes are shown in **Appendix C**. In all schemes sections of carriageway adjacent to potential pedestrian crowding areas have been cordoned off using barriers to increase the effective width of footway for pedestrians. Where there are existing parking bays in these locations these have been suspended by covering over the signs and providing advisory street notices. No traffic regulation orders are required to do this. All measures are temporary and will be removed when government social distancing restrictions are ended.

Table 2 – Low Traffic Neighbourhoods (funded by TfL)

Ref. No.	Scheme	Measures proposed	Traffic orders	Status	Notes
LTN-01	Kingshill Avenue area, Kenton	2 modal filters	2 closures except cycles	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-02	Pinner View area, Headstone South	5 modal filters, 20mph speed limit	5 closures except cycles, 20mph limit	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-03	Francis Road area, Greenhill	1 modal filter, 20mph speed limit	1 closure except cycles, 20mph limit	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-04	Vaughan Road area, West Harrow	2 modal filters	2 closures except cycles	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-05	Green Lane area, Stanmore	1 modal filter	1 closure except cycles	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-06	Southfield Park area, North Harrow	1 modal filter, 20mph speed limit	1 closure except cycles, 20mph limit	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-07	Byron Road area, Wealdstone	1 modal filter, 20mph speed limit	1 closure except cycles, 20mph limit	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-08	Dennis Lane area, Stanmore	1 modal filter	1 closure except cycles	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-09	Princes Drive area, Wealdstone	1 modal filter	1 closure except cycles	On hold	Subject to consideration by TARSAP on 10/08/20

The exact details of the schemes are shown in **Appendix C**. The modal filters will be created by placing large planters at specific points in roads within the areas to restrict vehicles passing through. Cyclists would be able to pass through the gaps between the planters provided to allow cycle permeability. Experimental traffic regulation orders will be made to prohibit vehicles at modal filters and for creating 20mph speed limits on the roads in the areas. The schemes will be experimental and the decision to remove or retain them will be determined based on statutory consultation during the trial in the first 6 months of operation.

Table 3 – School streets (funded by TfL)

Ref. No.	Scheme	Measures proposed	Traffic orders	Status	Notes
SS-01	Grimsdyke School, Hatch End	Prohibition of vehicles in sections of roads around the school (Mon –Fri, 8:15am-9:15am & 2:30pm-4:00pm)	Prohibition of vehicles	On hold	Subject to consideration by TARSAP on 10/08/20
SS-02	Newton Farm School, Rayners Lane	Prohibition of vehicles in sections of roads around the school (Mon –Fri, 8:15am-9:15am & 2:30pm-4:00pm)	Prohibition of vehicles	On hold	Subject to consideration by TARSAP on 10/08/20
SS-03	Marlborough School, Wealdstone	Prohibition of vehicles in sections of roads around the school (Mon –Fri, 8:15am-9:15am & 2:30pm-4:00pm)	Prohibition of vehicles	On hold	Subject to consideration by TARSAP on 10/08/20
SS-04	Park High School, Stanmore, Middx.	Prohibition of vehicles in sections of roads around the school (Mon –Fri, 8:15am-9:15am & 2:30pm-4:00pm)	Prohibition of vehicles	On hold	Subject to consideration by TARSAP on 10/08/20

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The exact details of the schemes are shown in **Appendix C**. The schemes involve placing restrictions on vehicles entering sections of roads within the area around the school during week day school opening and closing times. The roads permit access by pedestrians and cyclists only and identified vehicles that require access within the area such as residents. Experimental traffic regulation orders will be made to prohibit vehicles at the restricted times on the roads in the areas. The schemes will be experimental and the decision to remove or retain them will be determined based on statutory consultation during the trial in the first 6 months of operation.

Table 4 – Strategic Cycling (funded by DfT)

Ref. No.	Scheme	Measures proposed	Traffic orders	Status	Notes
SC-01	Honeypot Lane, Queensbury	Mandatory cycle lanes (nearside lanes), 30mph speed limit	30mph speed limit	Completed	Measures fully implemented by 10/07/20
SC-03	Sheepcote Road, Greenhill	Mandatory cycle lanes (nearside lanes), permit cycles to use bus lane	Bus lane use amendment	Completed	Measures fully Implementation by 17/07/20
SC-09	Uxbridge Road, Harrow Weald	Mandatory cycle lanes (nearside lanes), 30mph speed limit	30mph speed limit	Completed	Measures fully Implementation by 24/07/20
SC-10	George V Avenue, Hatch End	Mandatory cycle lanes (nearside lanes), 30mph speed limit, waiting restrictions (at any time)	30mph speed limit, waiting restrictions	On hold	Subject to consideration by TARSAP on 10/08/20

The exact details of the schemes are shown in **Appendix C**. The schemes involve installing mandatory cycle lanes in the nearside traffic lanes and including a buffer zone marked in hatching that separates it from the offside vehicle lane to reduce conflict between vehicles and cycles. Traffic cones further reinforce the segregation. On dual carriageways the 40mph speed limit is reduced to 30mph for improved road safety. Existing bus lanes will be amended to permit cyclist to use them. Waiting restrictions will be implemented in sections of road to prevent parking in the cycle lanes where there may be demand to do so in order to ensure the safety of cyclists. Experimental traffic regulation orders will be made to introduce waiting restrictions, reduce speed limits and amend usage of bus lanes on these roads. The restrictions in the traffic regulation orders will be experimental and the decision to remove or retain them will be determined based on statutory consultation during the trial in the first 6 months of operation.

Further consideration will be given to reinforcing segregation between vehicles and cyclists as suggested by cycle lobby groups by using more bollards or wands in the hatching buffer zone. This will be determined after a period of review of the schemes in operation.

Table 5 - Schemes not approved by TfL

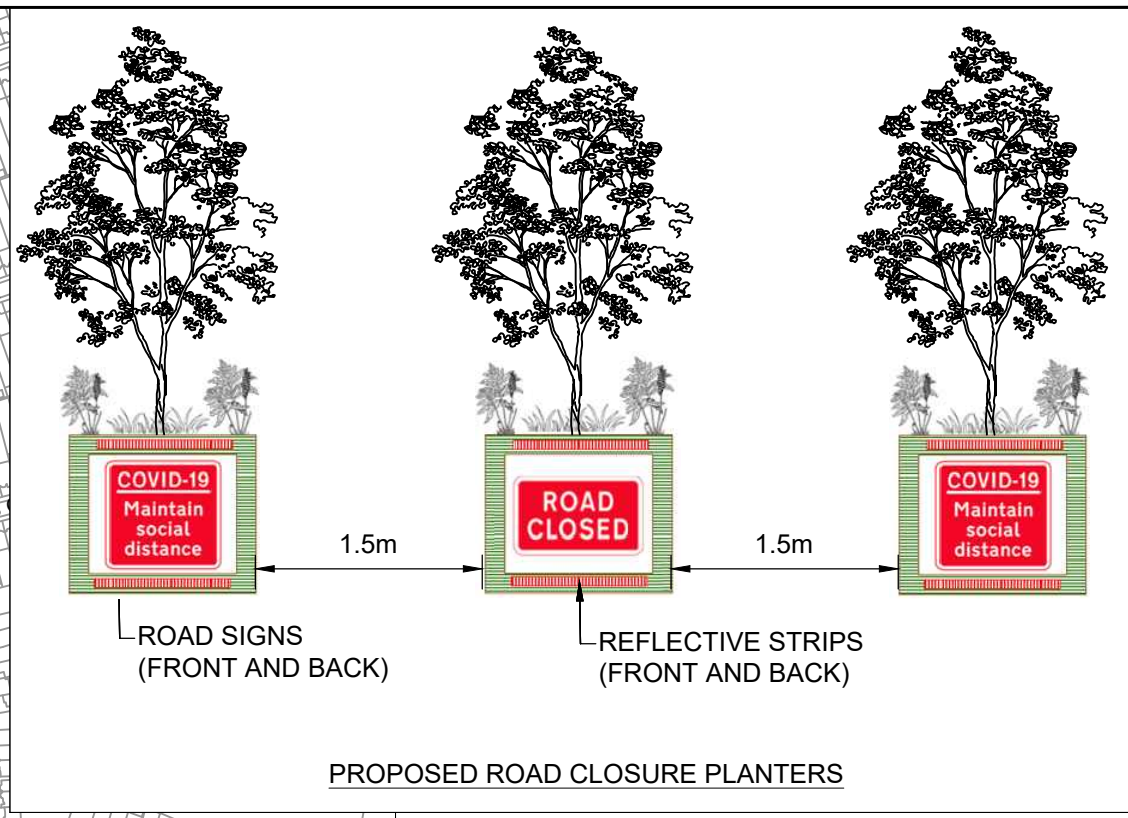
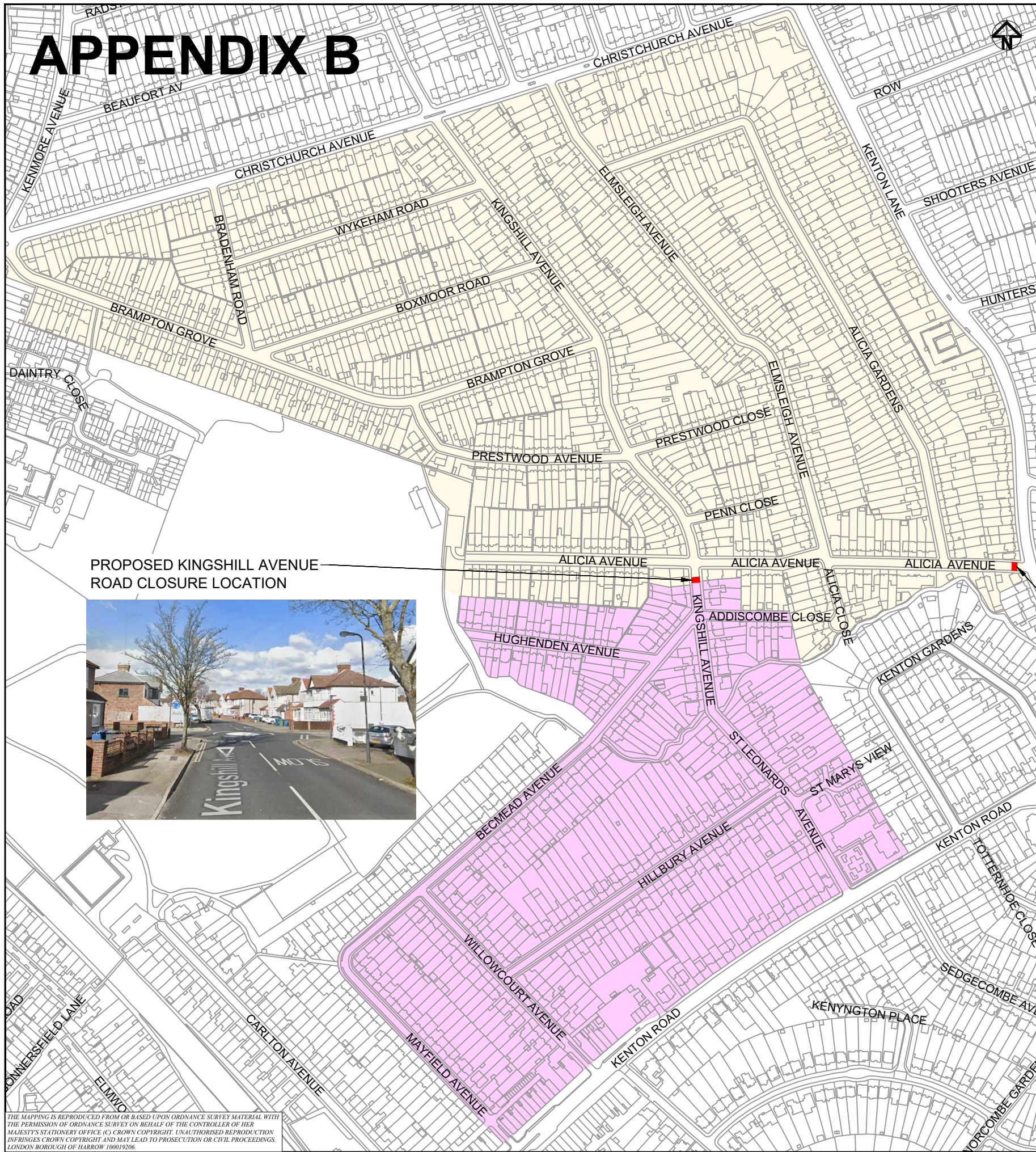
Ref. No.	Programme type	Scheme	Status
PS-03	Pedestrian Space	The Broadway, Hatch End - shops	Not approved
PS-04	Pedestrian Space	Stanmore Broadway - shops	Not approved
PS-05	Pedestrian Space	Pedestrian signals timing review - Boroughwide	Not approved
PS-06	Pedestrian Space	Wealdstone Town Centre improvement scheme	Not approved
PS-14	Pedestrian Space	Wealdstone, High street shops (bus stop opposite Mir Foods) relocate bus stop	Not approved
SC-04	Strategic Cycling	Cycle Way, Bonnersfield Lane / Sheepcote Road, Greenhill	Not approved
SC-05	Strategic Cycling	Cycle Way, Harrow Weald - Kenton	Not approved
SC-06	Strategic Cycling	Bakerloo cycle route	Not approved
SC-07	Strategic Cycling	Cross Harrow cycle route	Not approved
SC-08	Strategic Cycling	Borough wide cycle lanes	Not approved

Table 6 – Revised indicative implementation schedule (subject to approval)

Ref. No.	Scheme type	Scheme	Revised implementation dates (from week commencing)
SC-10	Strategic Cycling	George V Avenue, Hatch End	24 August 2020
SS-01	School Streets	Grimsdyke School, Hatch End	31 August 2020
SS-02	School Streets	Newton Farm School, Rayners Lane	31 August 2020
SS-03	School Streets	Marlborough School, Wealdstone	31 August 2020
SS-04	School Streets	Park High School, Stanmore, Middx.	31 August 2020
LTN-06	Low Traffic Neighbourhood	Southfield Park area, North Harrow	07 September 2020
LTN-09	Low Traffic Neighbourhood	Princes Drive area, Wealdstone	07 September 2020
LTN-02	Low Traffic Neighbourhood	Pinner View area, Headstone South	14 September 2020
LTN-03	Low Traffic Neighbourhood	Francis Road area, Greenhill	14 September 2020
LTN-04	Low Traffic Neighbourhood	Vaughan Road area, West Harrow	21 September 2020
LTN-07	Low Traffic Neighbourhood	Byron Road area, Wealdstone	21 September 2020
LTN-01	Low Traffic Neighbourhood	Kingshill Avenue area, Kenton	28 September 2020
LTN-05	Low Traffic Neighbourhood	Green Lane area, Stanmore	28 September 2020
LTN-08	Low Traffic Neighbourhood	Dennis Lane area, Stanmore	28 September 2020

This indicative programme indicates an extremely tight delivery time line for the remaining schemes in the programme to be delivered by the end of September. This assumes that approval for the schemes is granted.

APPENDIX B



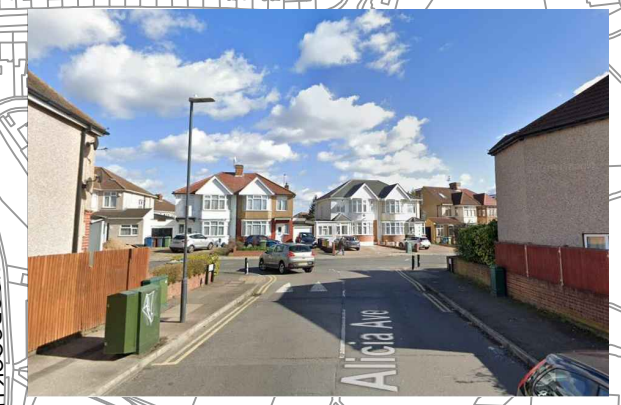
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- DRIVER ACCESS FROM CHRISTCHURCH AVENUE

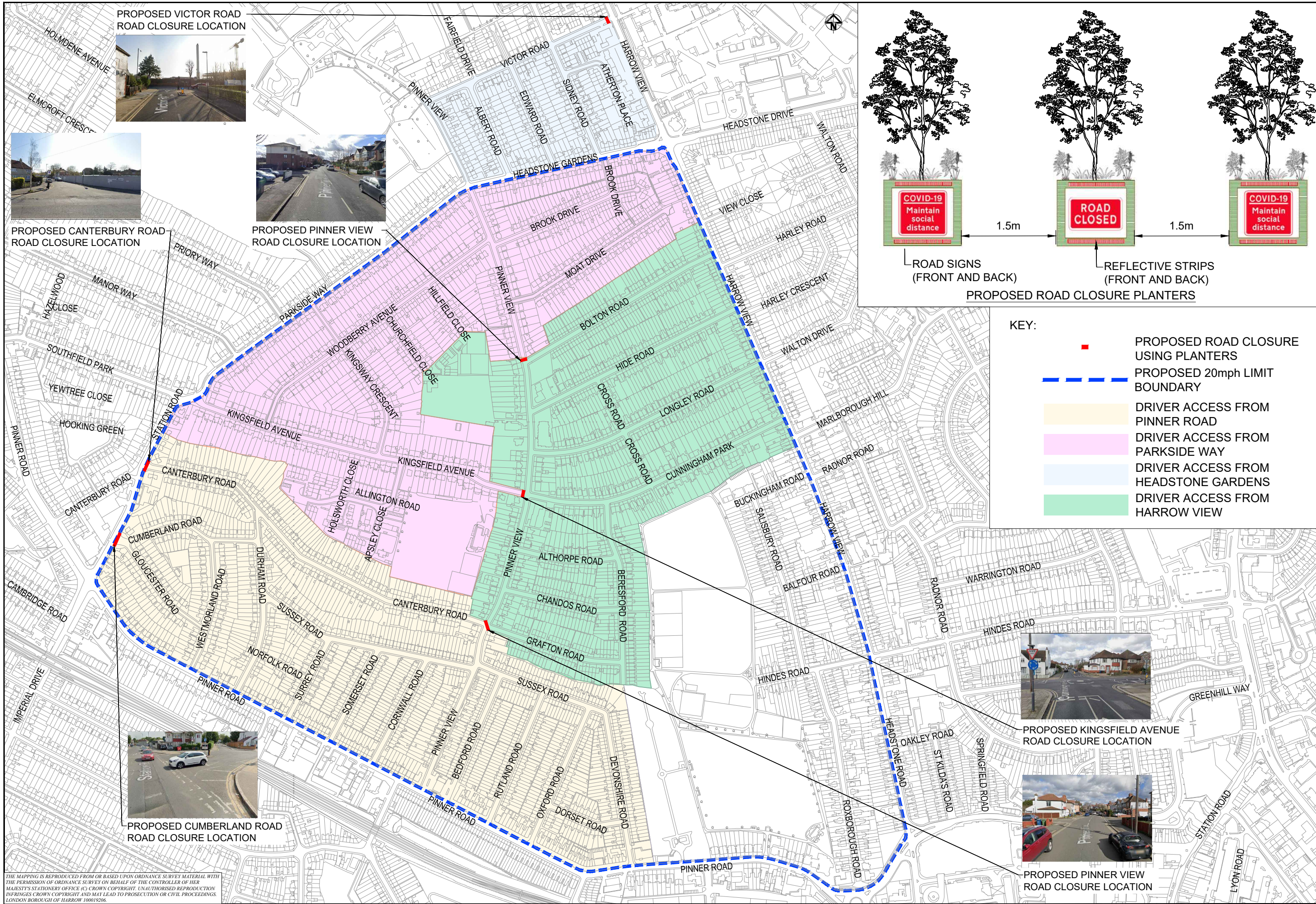
PROPOSED KINGSHILL AVENUE ROAD CLOSURE LOCATION



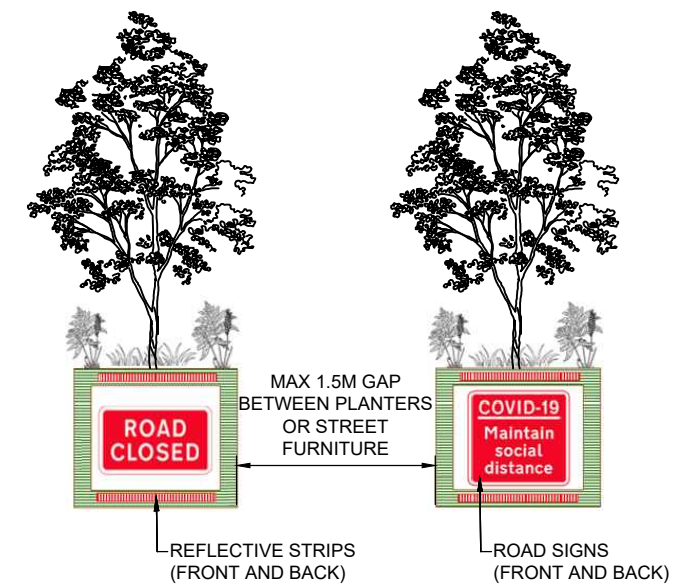
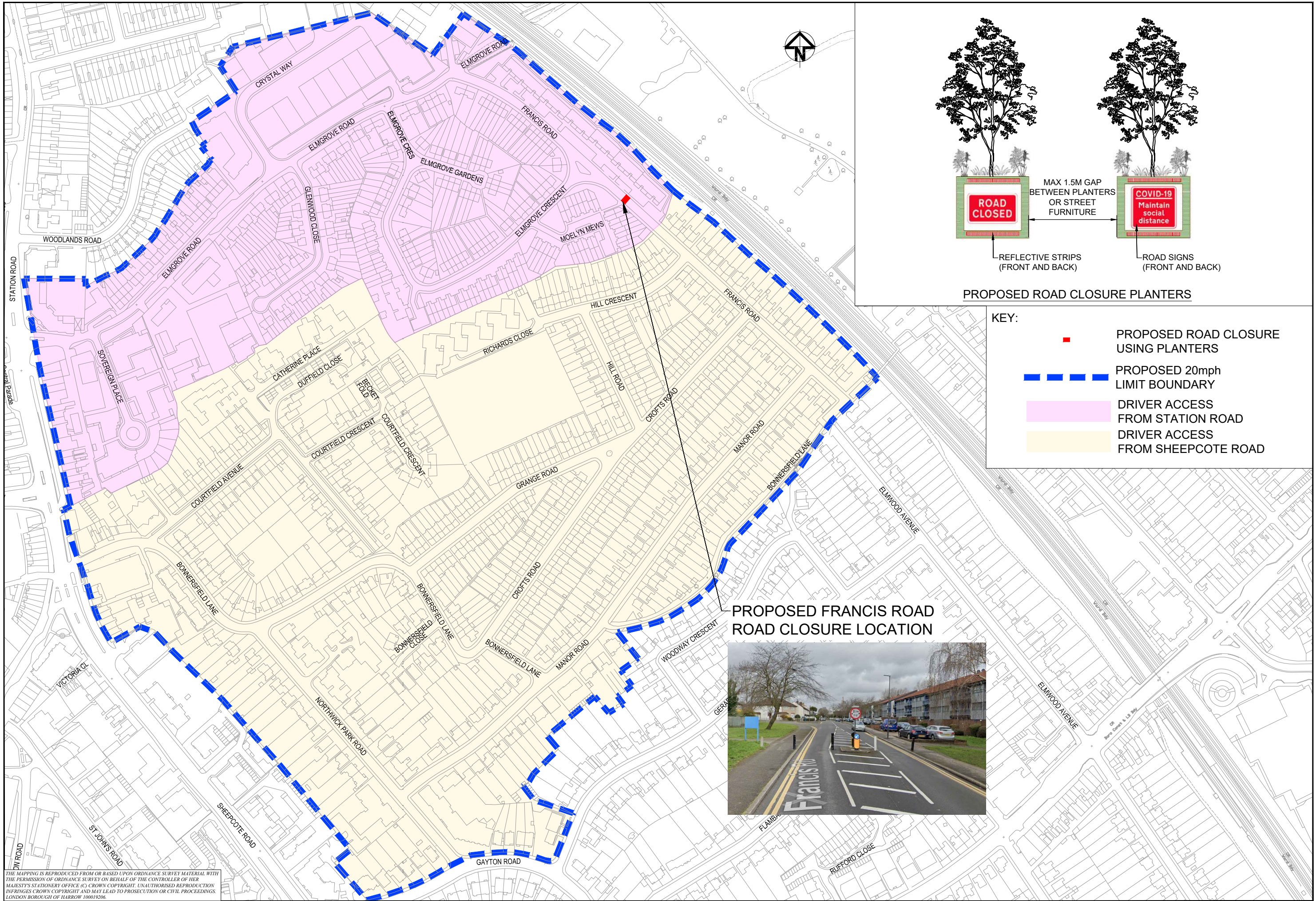
PROPOSED ALICIA AVENUE ROAD CLOSURE LOCATION



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PROPOSED ROAD CLOSURE PLANTERS

- KEY:
- PROPOSED ROAD CLOSURE USING PLANTERS
 - - - PROPOSED 20mph LIMIT BOUNDARY
 - DRIVER ACCESS FROM STATION ROAD
 - DRIVER ACCESS FROM SHEEPCOTE ROAD

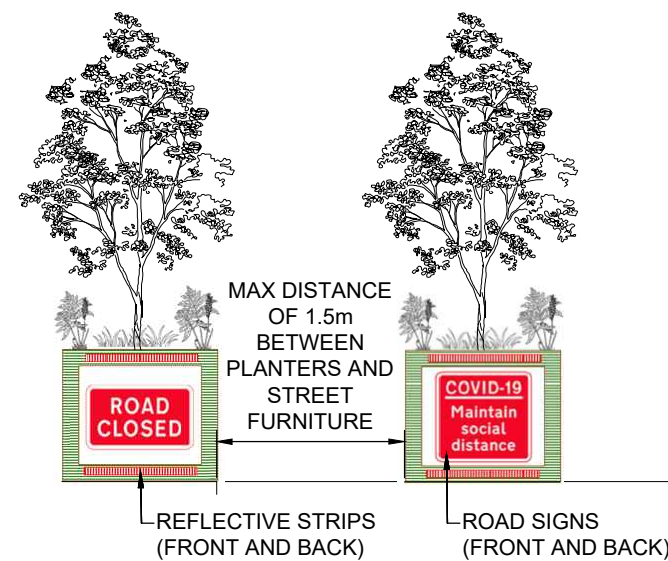
PROPOSED FRANCIS ROAD ROAD CLOSURE LOCATION



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PROPOSED GREEN LANE ROAD CLOSURE LOCATION



PROPOSED ROAD CLOSURE PLANTERS

55

- KEY:
- PROPOSED ROAD CLOSURE USING PLANTERS
 - DRIVER ACCESS FROM UXBRIDGE ROAD

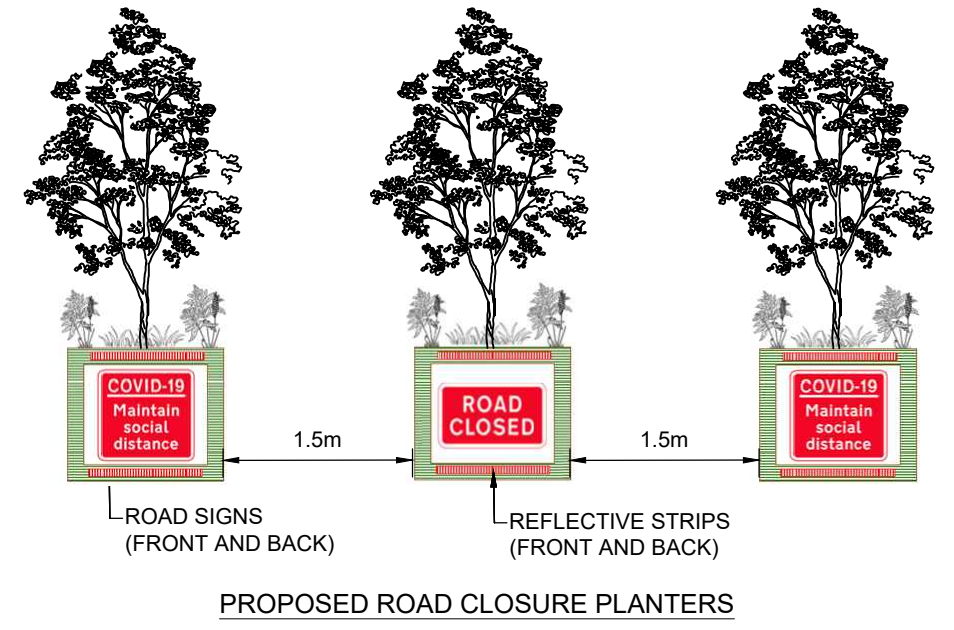
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GREEN LANE LOW TRAFFIC NEIGHBOURHOOD - PUBLIC CONSULTATION PLAN (NTS)

OVERVIEW

KEY:

- PROPOSED ROAD CLOSURE USING PLANTERS
- - - PROPOSED 20mph LIMIT BOUNDARY
- DRIVER ACCESS FROM STATION ROAD / PARKSIDE WAY



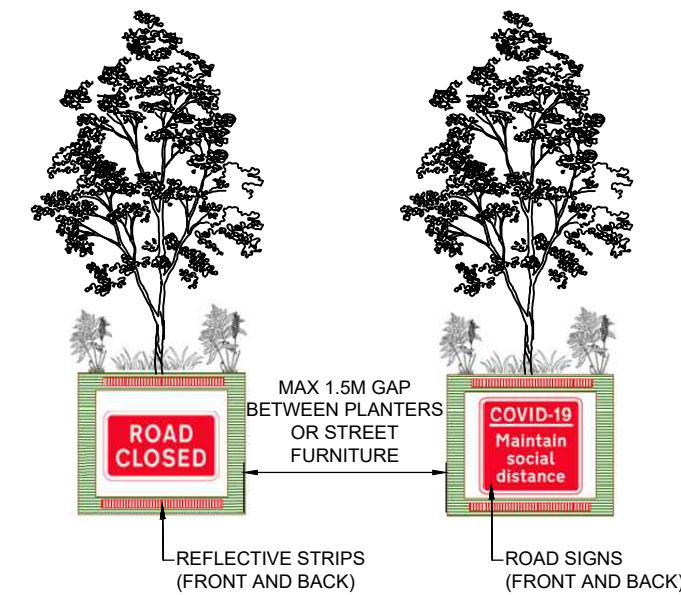
PROPOSED SOUTHFIELD PARK ROAD CLOSURE LOCATION



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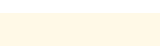
PROPOSED DENNIS LANE ROAD CLOSURE LOCATION



PROPOSED ROAD CLOSURE PLANTERS



KEY:

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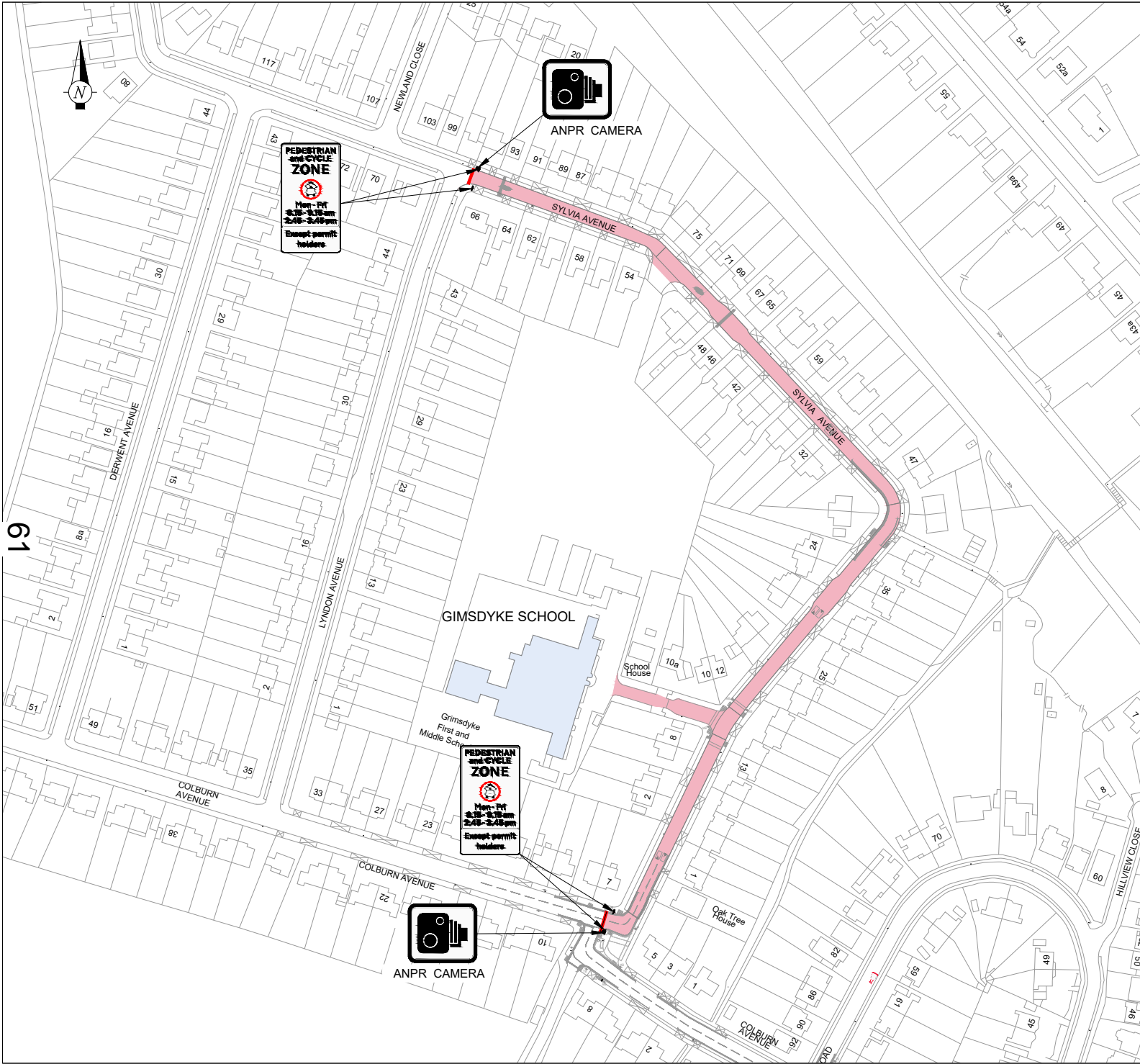
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 - DRIVER ACCESS FROM MARLBOROUGH HILL

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GENERAL KEY

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- PROPOSED SCHOOL STREET
- PROPOSED TEMPORARY ROAD CLOSURE DURING THE PERIOD OF RESTRICTION

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B	FOR INFORMATION	25/06/20	VK

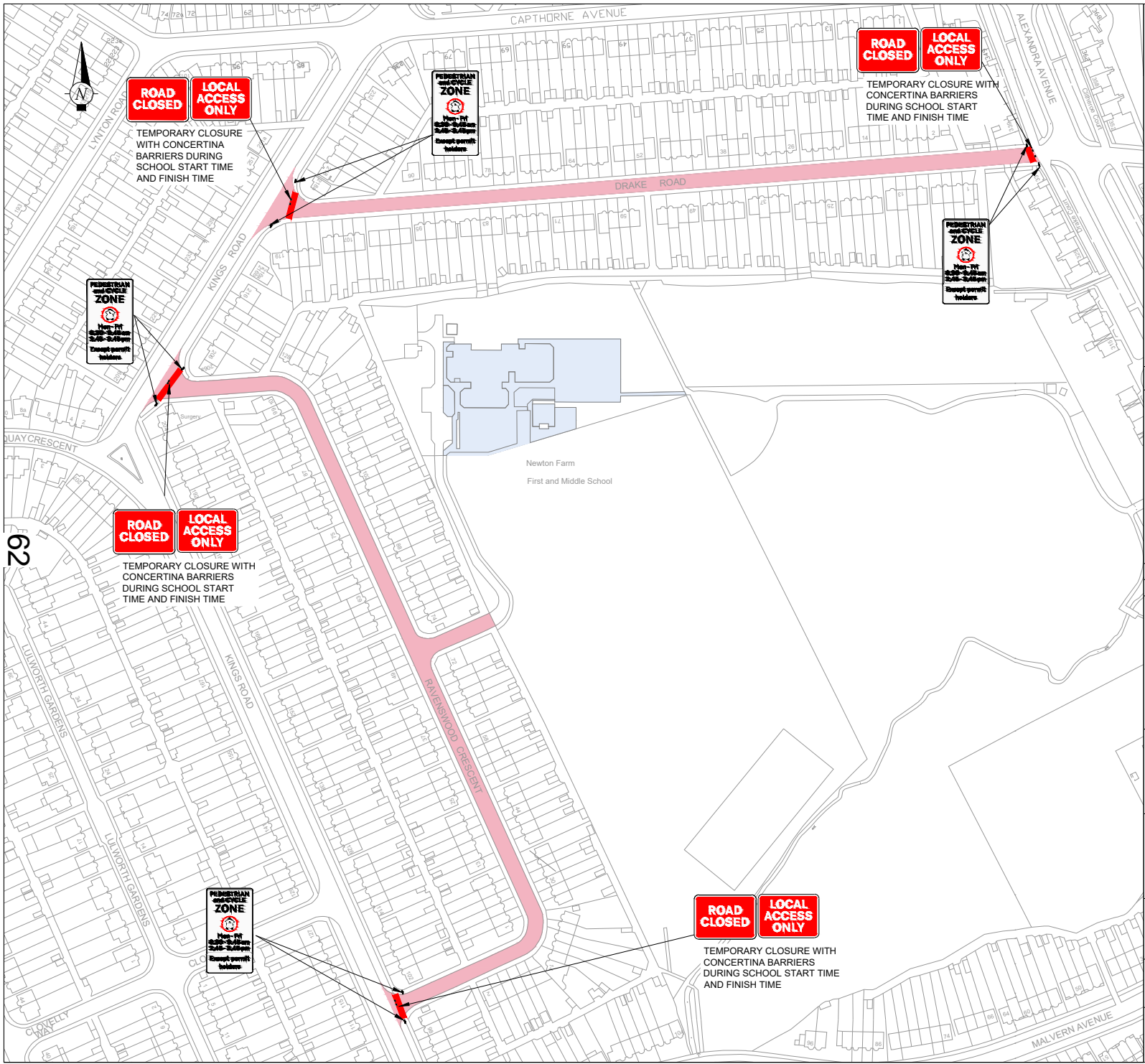
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**LONDON STREETSPACE PROGRAMME
 SCHOOL STREET**

Drawing Title
**GIMSDYKE SCHOOL, HATCH END
 TEMPORARY ROAD CLOSURE**

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	Date 19/06/2020	

Drawing No. T/DWG/GIMSDYKE SCHOOL_SS-01	Revision B
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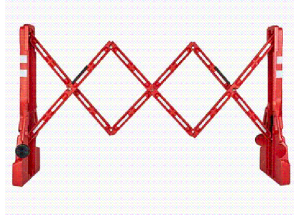
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- PROPOSED SCHOOL STREET
- PROPOSED CONCERTINA BARRIER

FIGURE 1: CONCERTINA BARRIER



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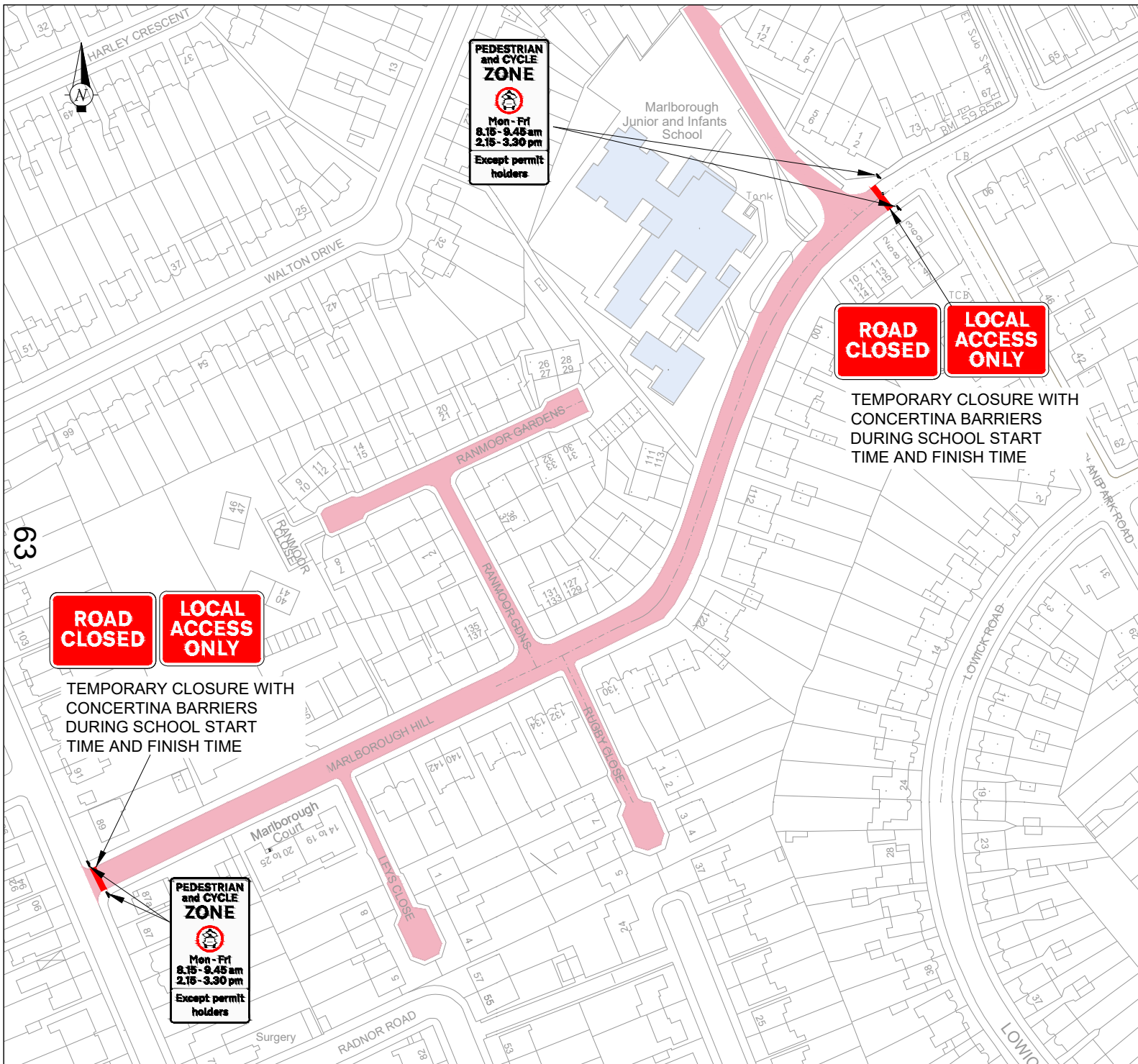
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 SCHOOL STREET**

Drawing Title
**NEWTON FARM NURSERY, INFANT AND
 JUNIOR SCHOOL,
 TEMPORARY ROAD CLOSURE**

Scale NTS	Drawn VK	Checked JA
	Date 16/06/2020	

Drawing No. T/DWG/NEWTON FARM SCHOOL_SS-02	Revision B
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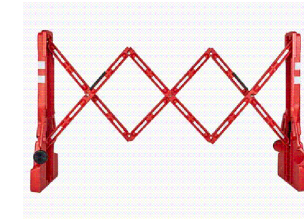
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- BLACK REPRESENTS PROPOSED
-  PROPOSED SCHOOL STREET
-  PROPOSED CONCERTINA BARRIER

FIGURE 1: CONCERTINA BARRIER



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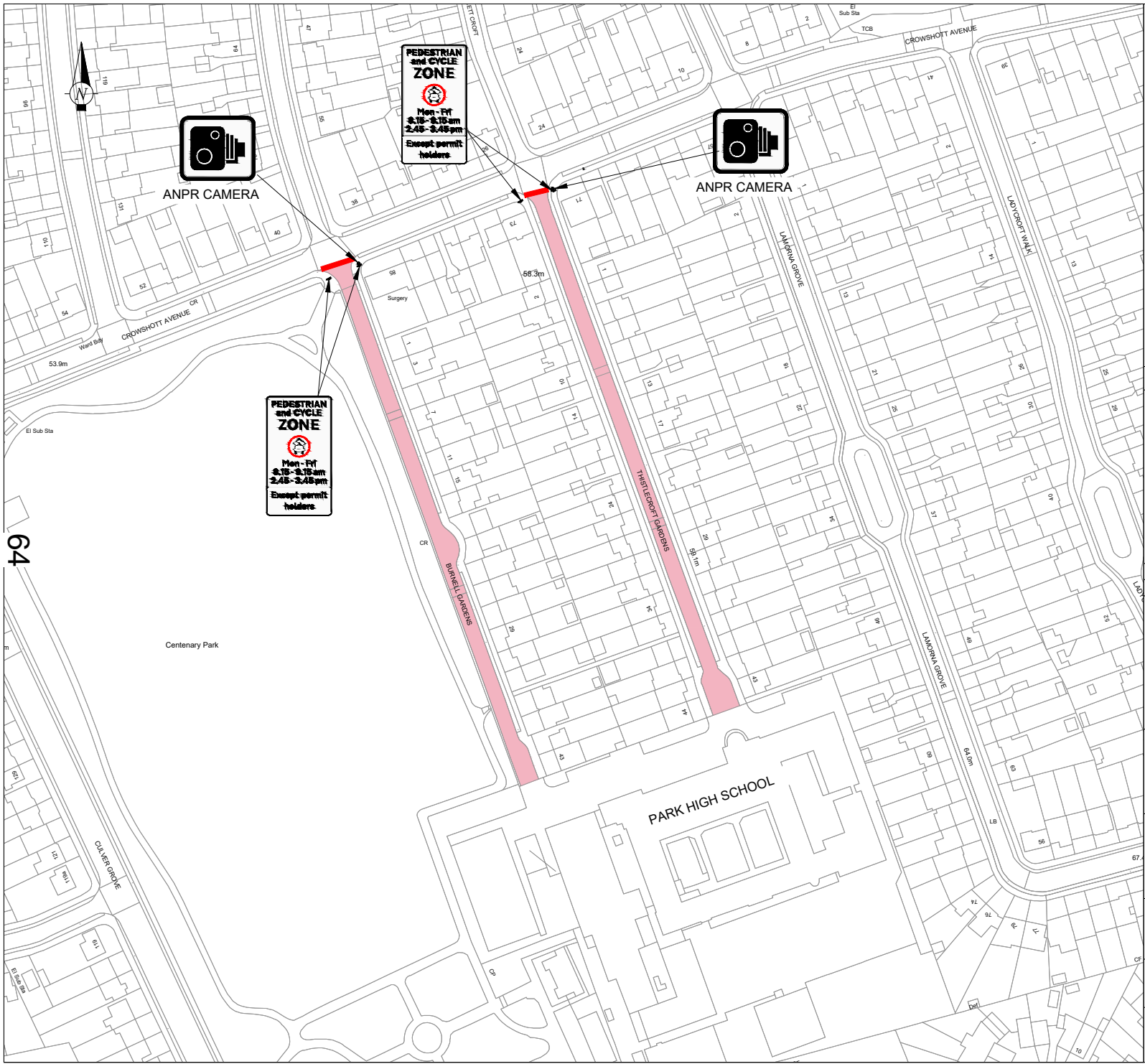
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**LONDON STREETSPACE PROGRAMME
SCHOOL STREET**

Drawing Title
**MARLBOROUGH PRIMARY SCHOOL,
MARLBOROUGH HILL
TEMPORARY ROAD CLOSURE**

Scale	Drawn	Checked
NTS	VK	JA
	Date	16/06/2020

Drawing No. T/DWG/MARLBOROUGH PRIMARY SCHOOL_SS-03	Revision B
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Acad file Location
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- PROPOSED SCHOOL STREET
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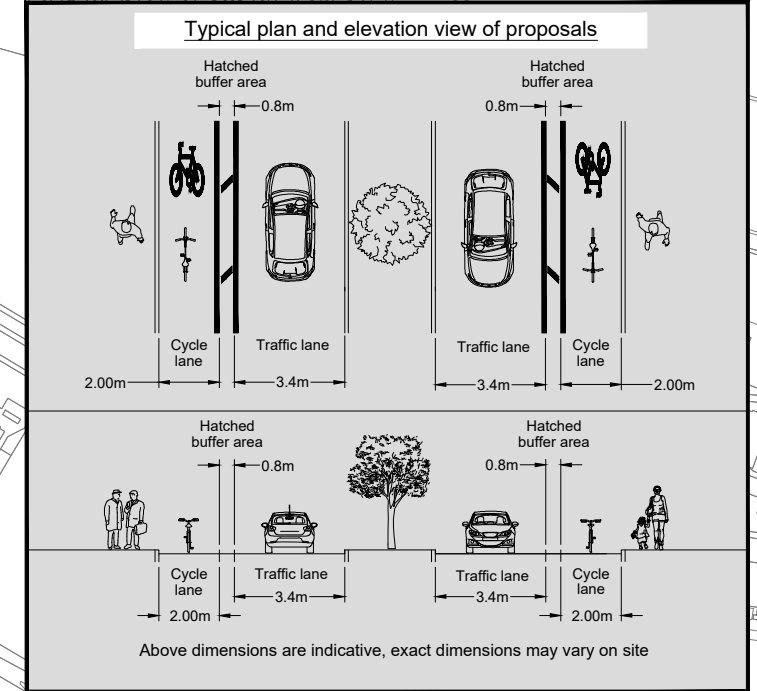
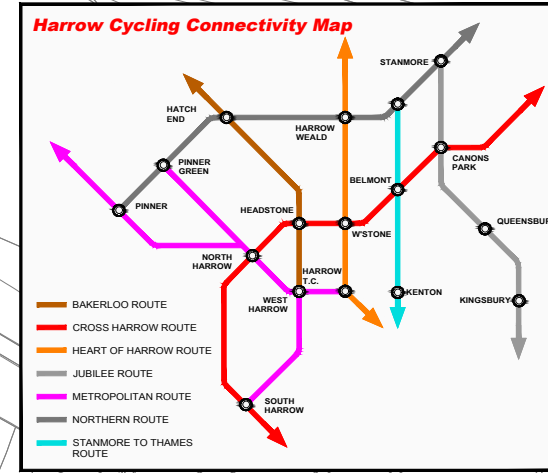
Project Title
**LONDON STREETSPACE PROGRAMME
 SCHOOL STREET**

Drawing Title
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 TEMPORARY ROAD CLOSURE**

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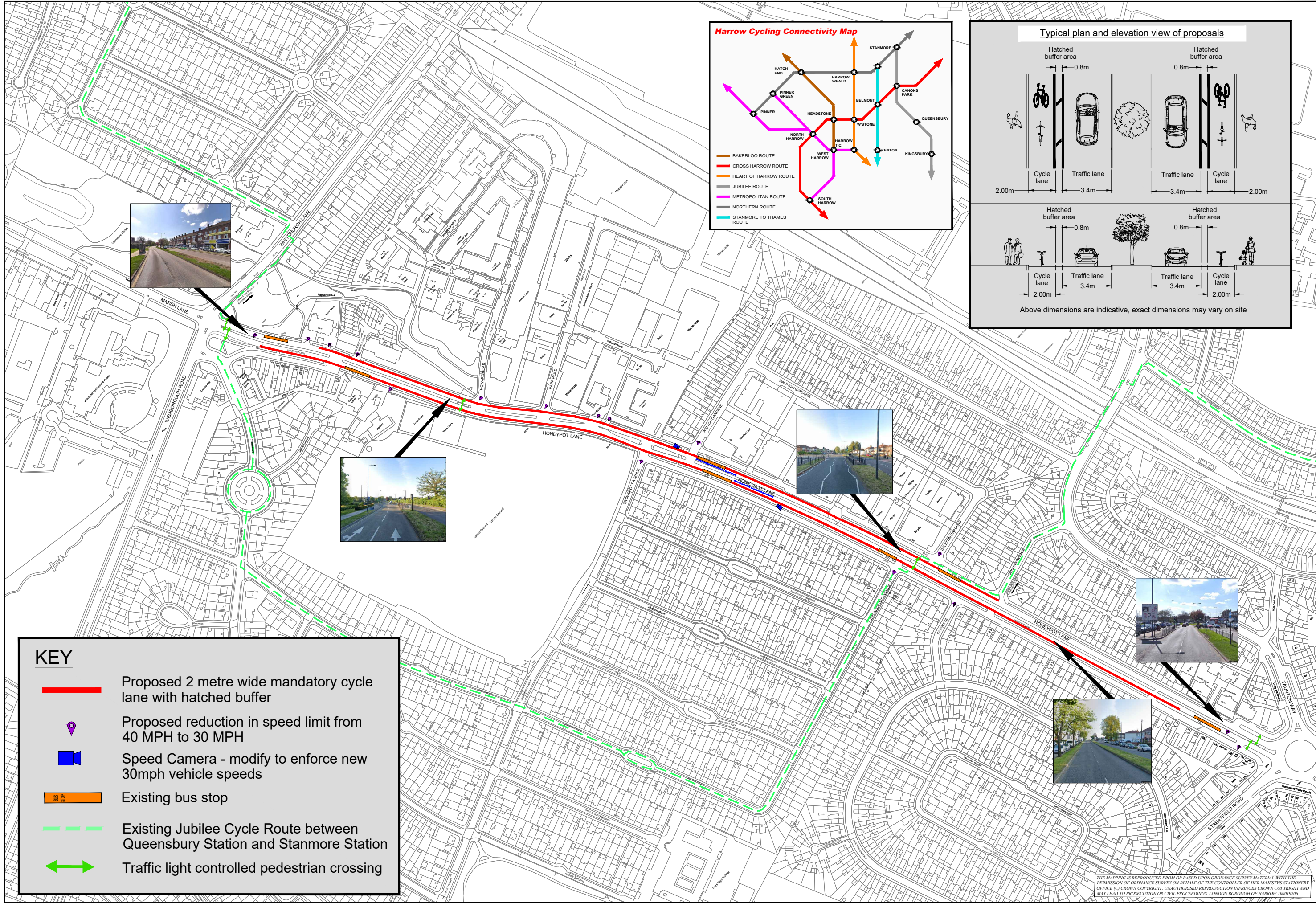
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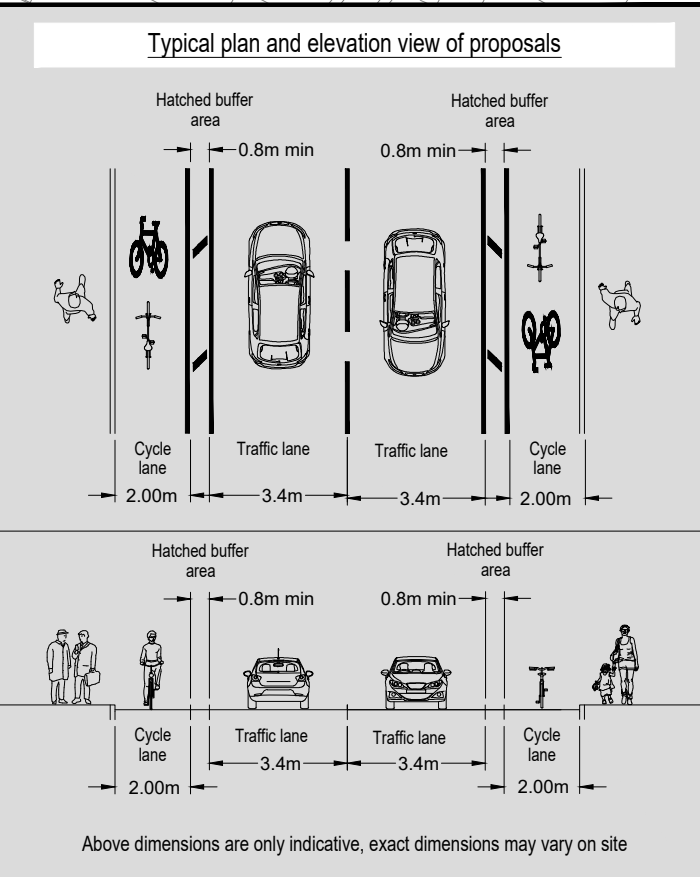
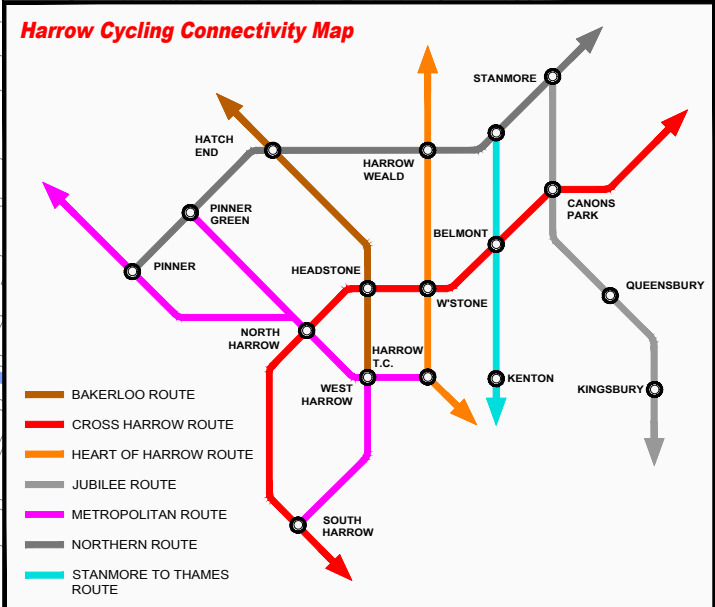
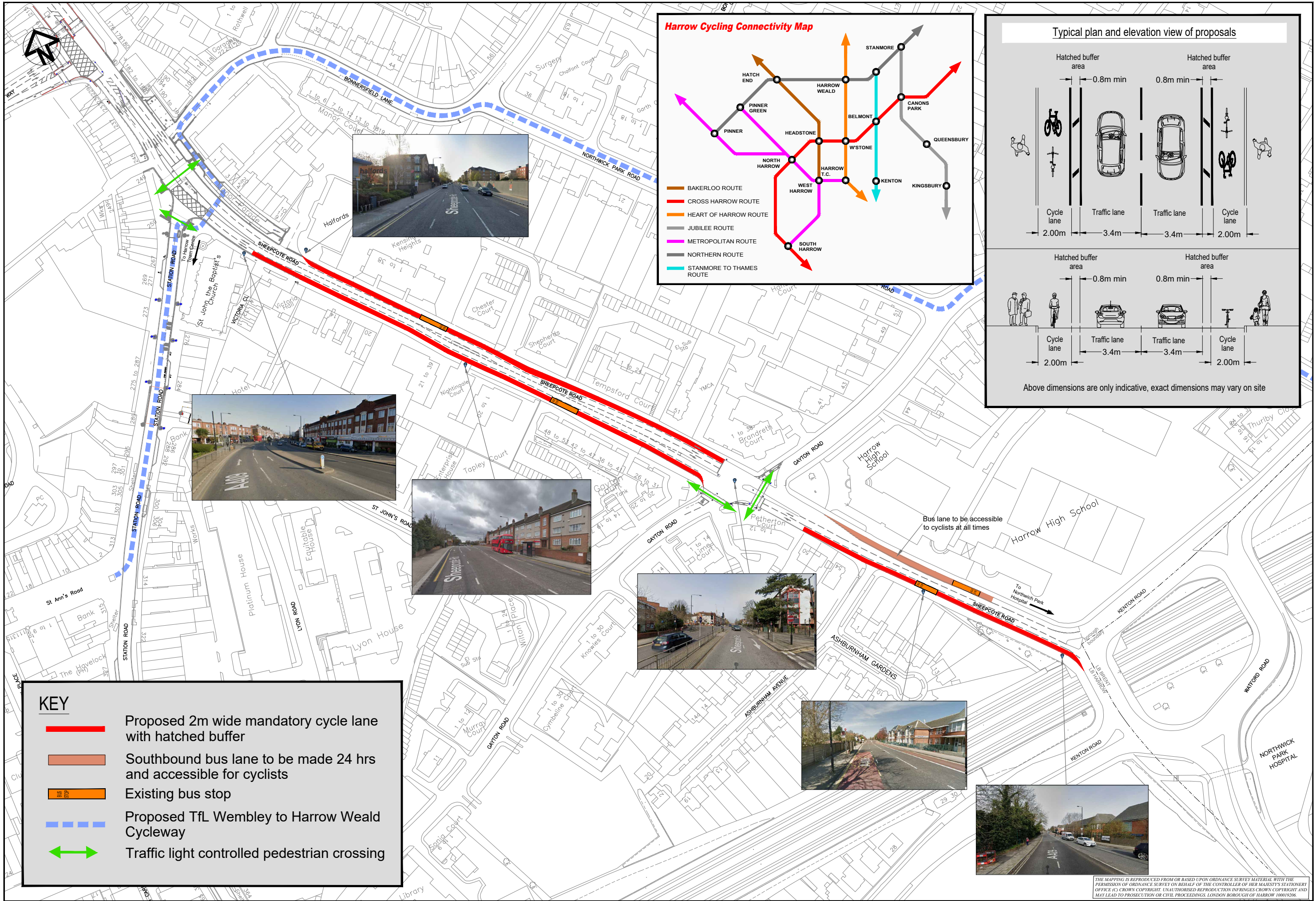


KEY

- Proposed 2 metre wide mandatory cycle lane with hatched buffer
- Proposed reduction in speed limit from 40 MPH to 30 MPH
- Speed Camera - modify to enforce new 30mph vehicle speeds
- Existing bus stop
- Existing Jubilee Cycle Route between Queensbury Station and Stanmore Station
- Traffic light controlled pedestrian crossing



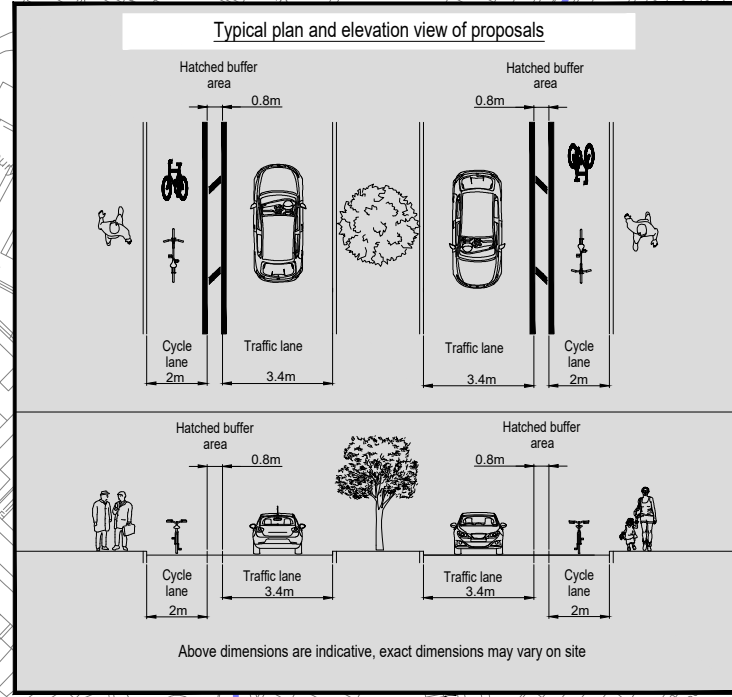
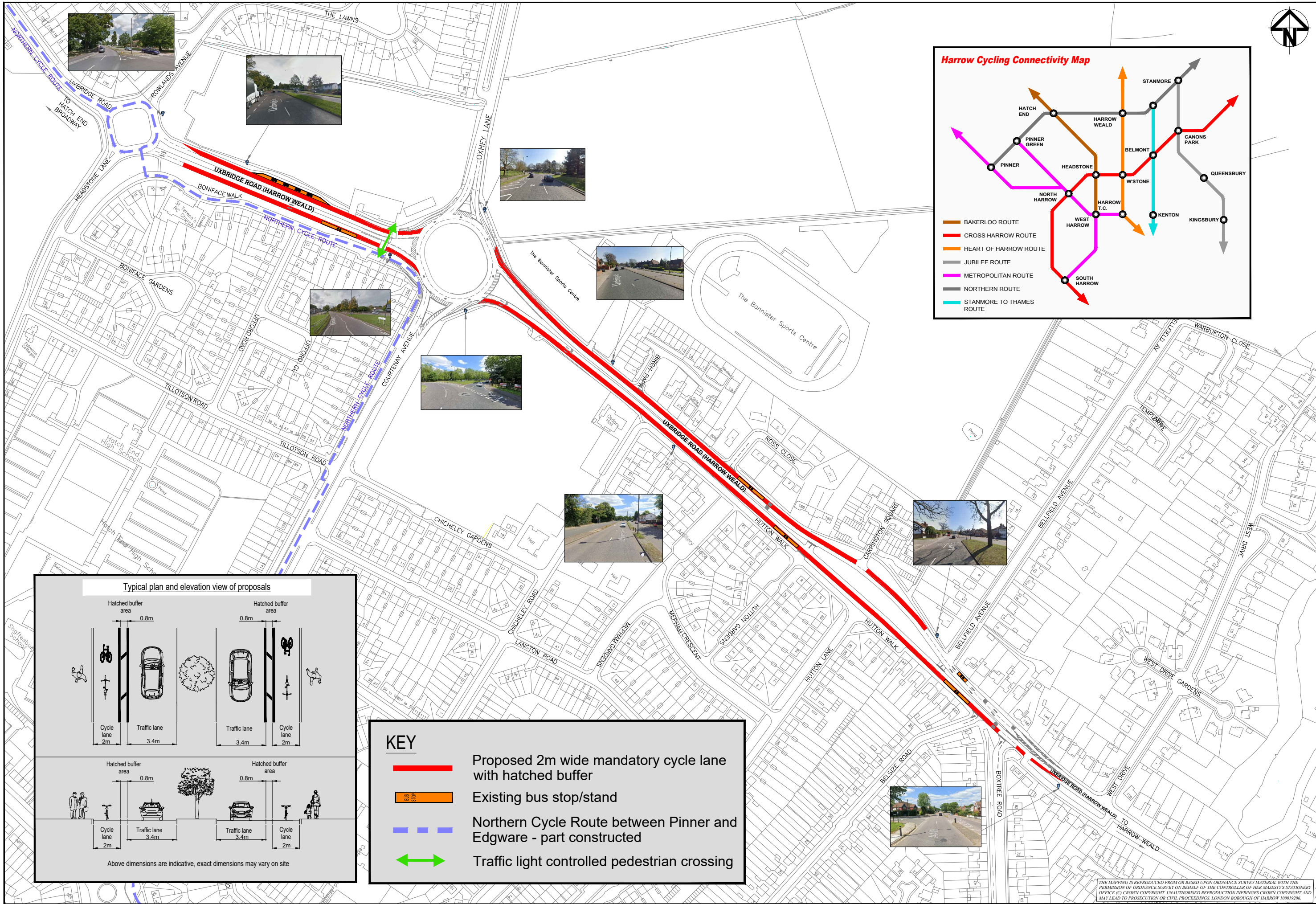
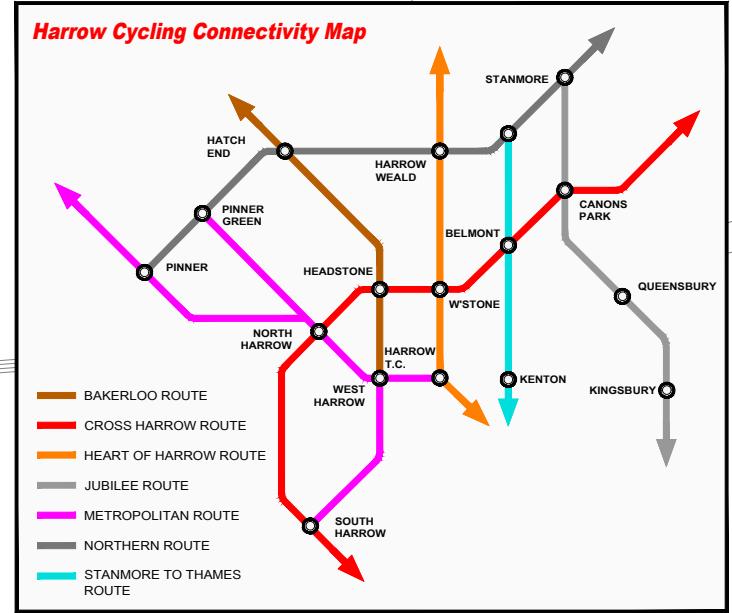
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KEY

- Proposed 2m wide mandatory cycle lane with hatched buffer
- Southbound bus lane to be made 24 hrs and accessible for cyclists
- Existing bus stop
- Proposed TfL Wembley to Harrow Weald Cycleway
- Traffic light controlled pedestrian crossing

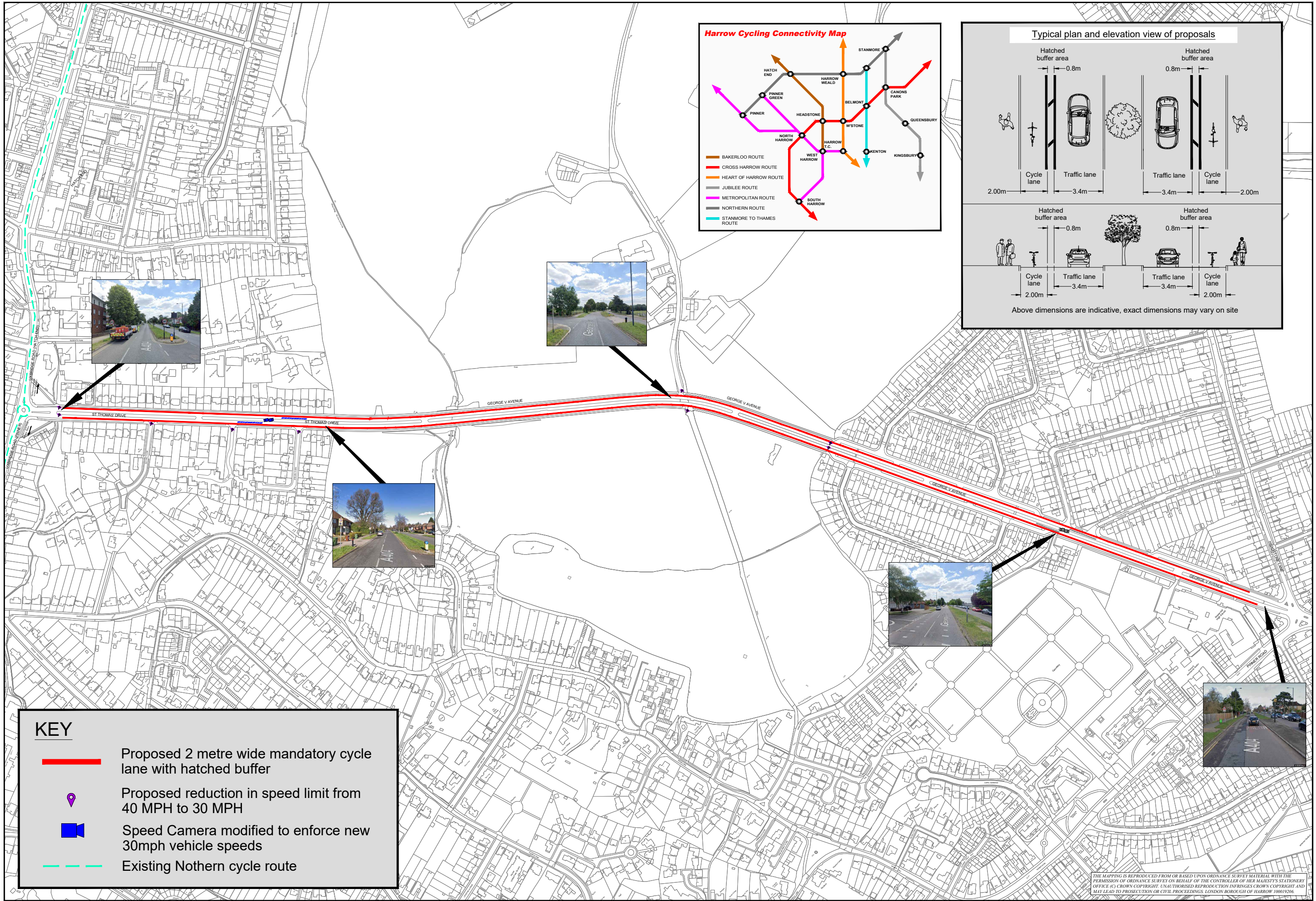
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KEY

- Proposed 2m wide mandatory cycle lane with hatched buffer
- Existing bus stop/stand
- Northern Cycle Route between Pinner and Edgware - part constructed
- Traffic light controlled pedestrian crossing

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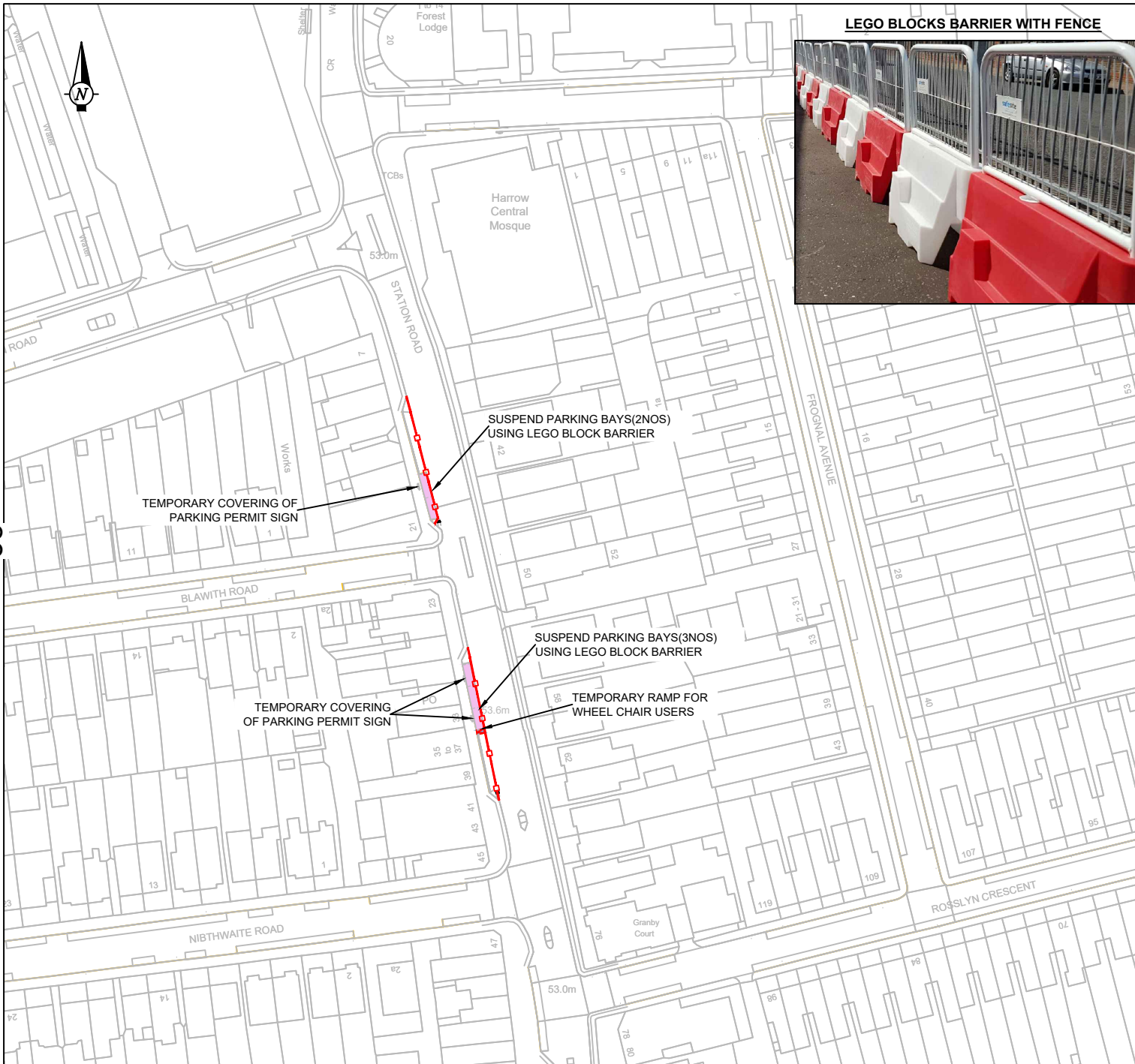


KEY

- Proposed 2 metre wide mandatory cycle lane with hatched buffer
- Proposed reduction in speed limit from 40 MPH to 30 MPH
- Speed Camera modified to enforce new 30mph vehicle speeds
- Existing Nothern cycle route

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LEGO BLOCKS BARRIER WITH FENCE

GENERAL KEY

GREY REPRESENTS EXISTING
BLACK REPRESENTS PROPOSED

PARKING BAY TO BE SUSPENDED

TEMPORARY WATER FILLED LEGO BLOCKS BARRIER WITH FENCE TOP

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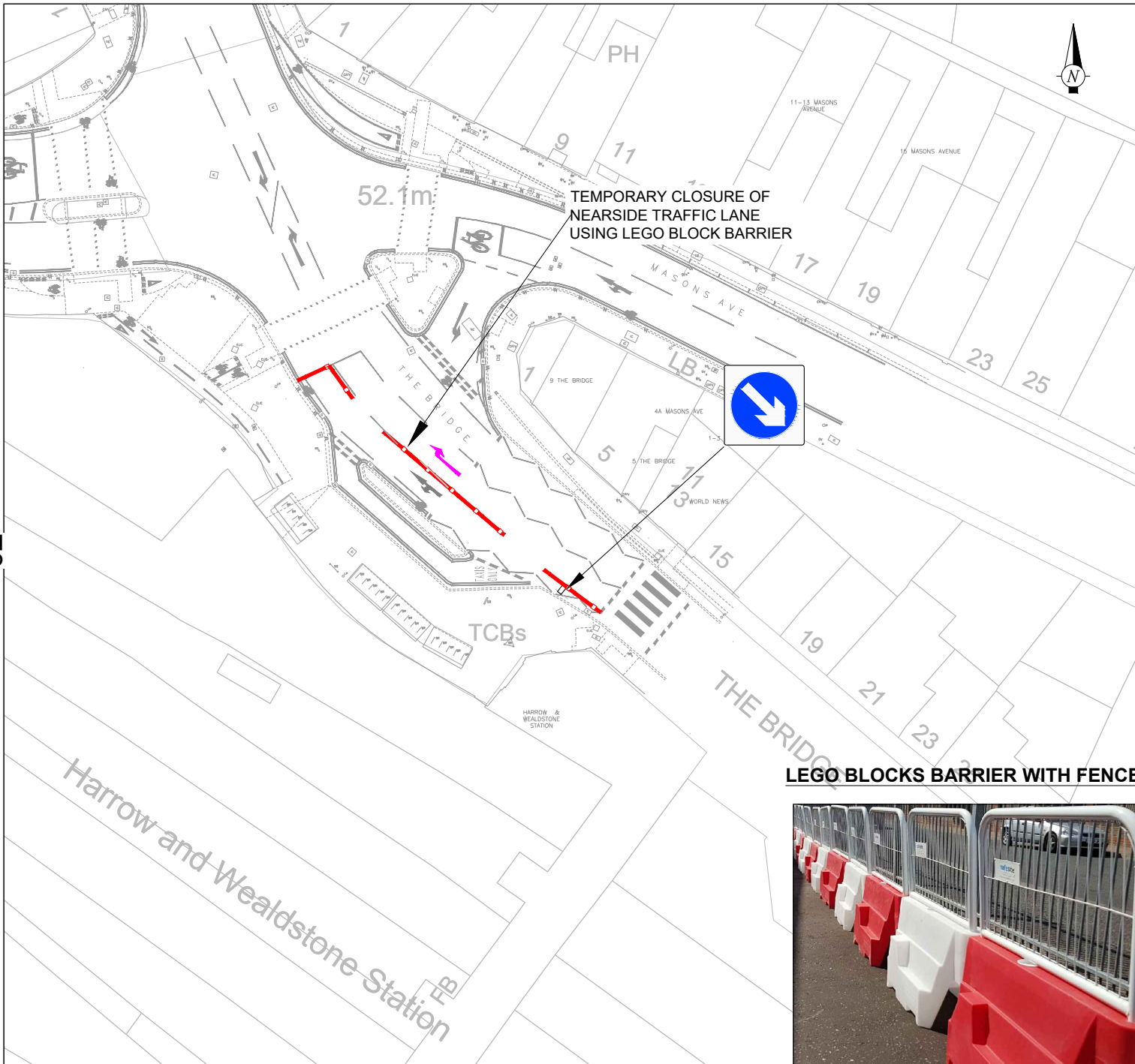
Project Title
**LONDON STREETSPACE PROGRAMME
SPACE AT TOWN CENTRE**

Drawing Title
**STATION ROAD, HARROW
SHOPPING PARADE AND MOSQUE
TEMPORARY FOOTWAY WIDENING**

Scale NTS	Drawn VK	Checked JA
	Date 09/06/2020	

Drawing No. T/DWG/STATION ROAD	Revision B
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Acad file Location
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GENERAL KEY

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- BLACK REPRESENTS PROPOSED
- MAGENTA REPRESENTS REMOVAL

TEMPORARY WATER FILLED LEGO BLOCKS BARRIER WITH FENCE TOP

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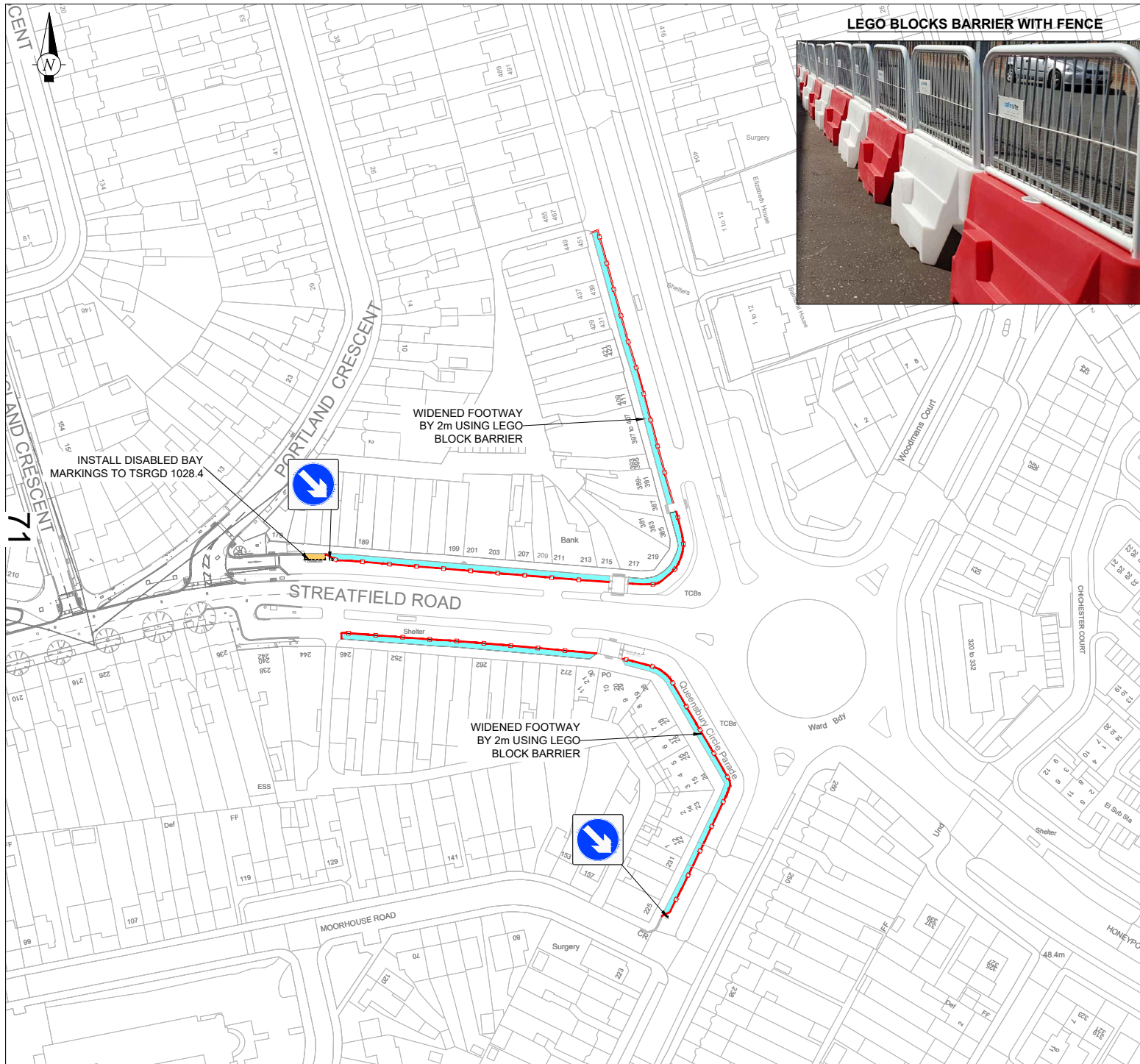
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TRAFFIC LANE CLOSURE
TEMPORARY FOOTWAY WIDENING**

Scale NTS	Drawn VK	Checked JA
	Date 09/06/2020	

Drawing No.
T/DWG/HARROW & WEALD STATION

Revision
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Acad file Location
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LEGO BLOCKS BARRIER WITH FENCE



GENERAL KEY

- GREY REPRESENTS EXISTING
- BLACK REPRESENTS PROPOSED
- TEMPORARY FOOTWAY WIDENING AREA
- TEMPORARY WATER FILLED LEGO BLOCKS BARRIER WITH FENCE TOP

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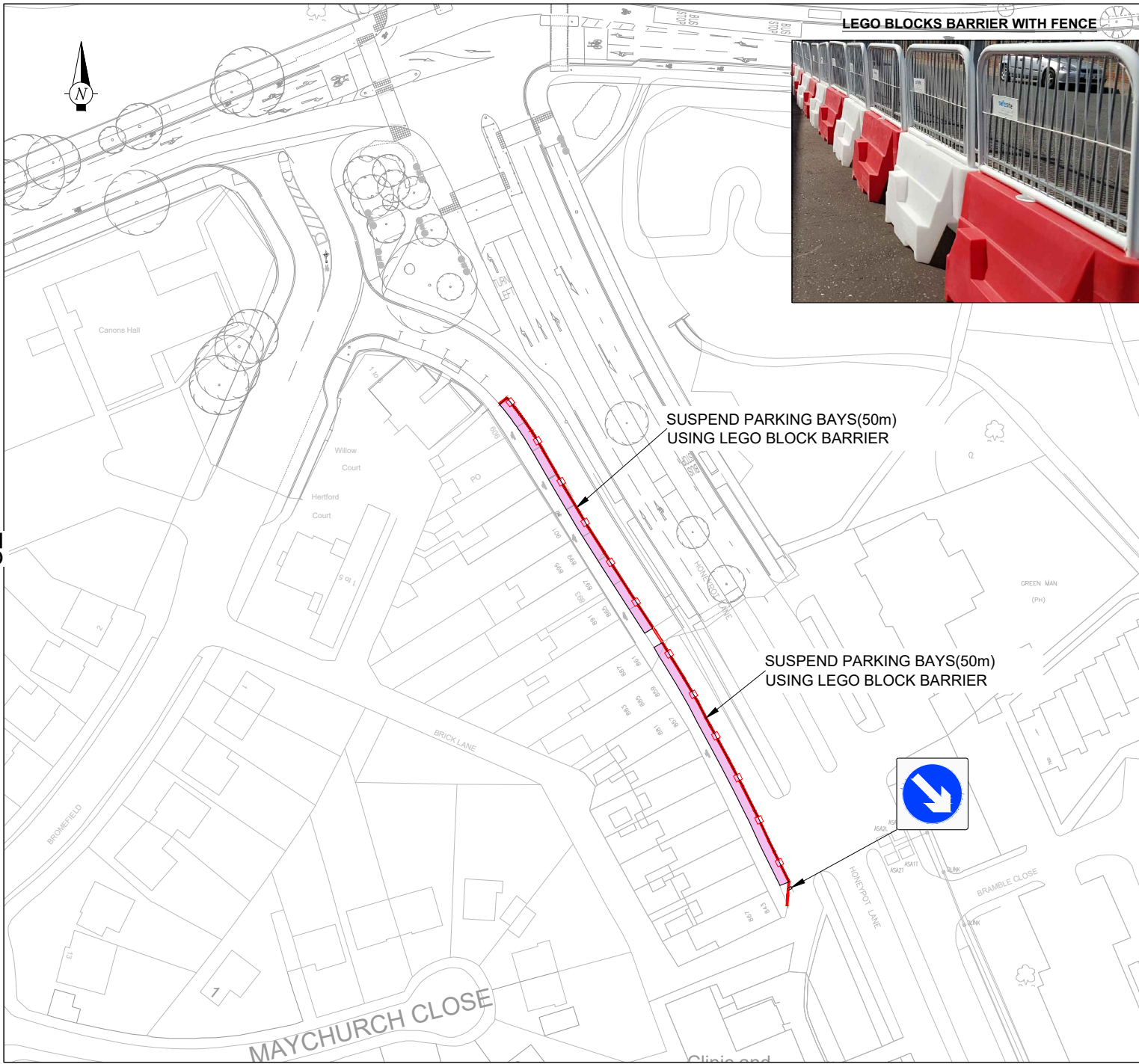
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 TOWN CENTRE PEDESTRIAN SPACE**

Drawing Title
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 SERVICE ROADS - SHOPPING PARADE
 TEMPORARY FOOTWAY WIDENING**

Scale NTS	Drawn VK	Checked JA
	Date 19/06/2020	

Drawing No. T/DWG/STREATFIELD ROAD PS-07	Revision A
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Acad file Location
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GENERAL KEY

- GREY REPRESENTS EXISTING
- BLACK REPRESENTS PROPOSED
- PARKING BAY TO BE SUSPENDED
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 TOWN CENTRE PEDESTRIAN SPACE**

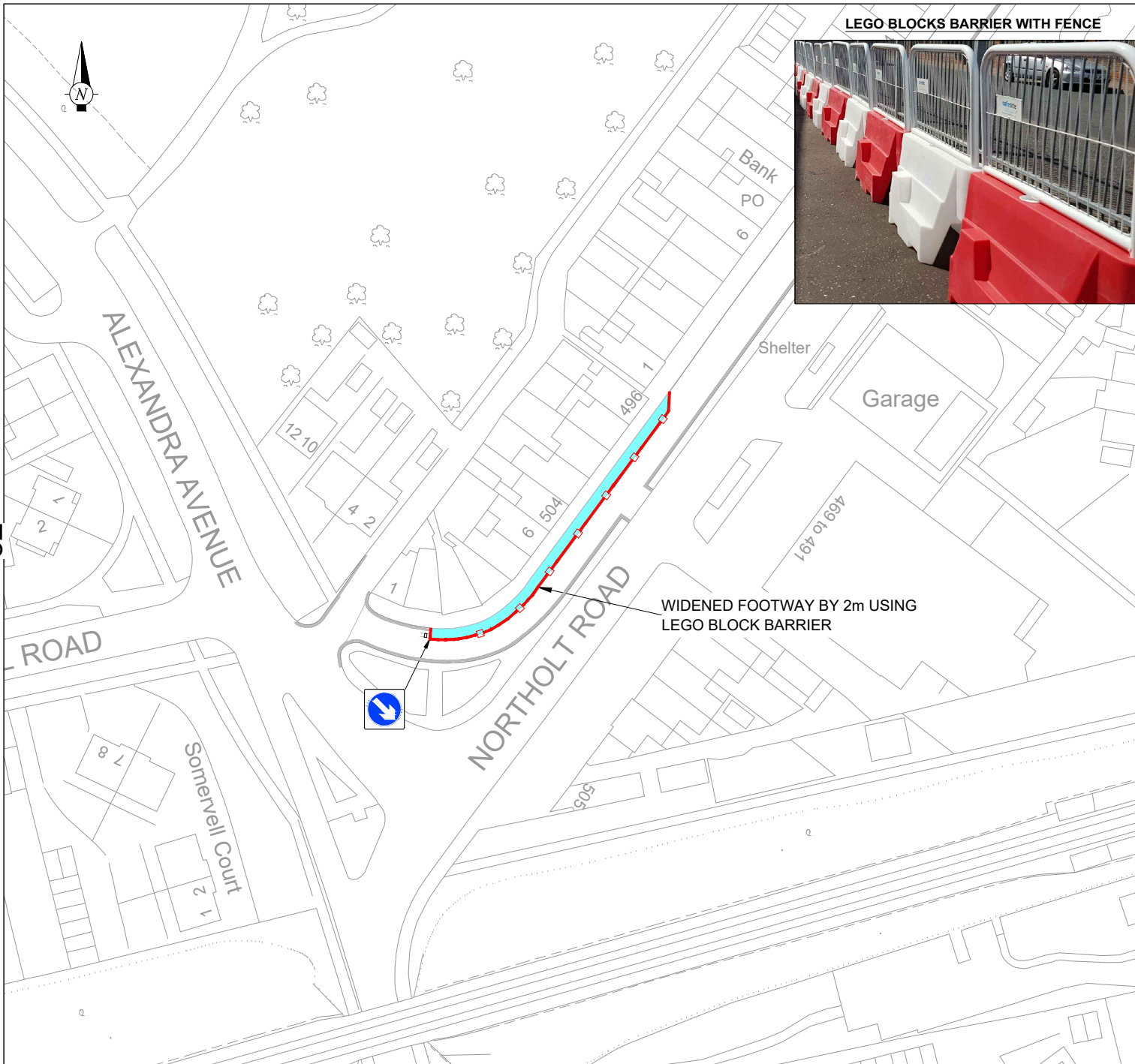
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 NEAR WEMBOROUGH ROAD SHOPPING PARADE
 TEMPORARY FOOTWAY WIDENING**

Scale NTS	Drawn VK	Checked JA
	Date 19/06/2020	



Drawing No.
T/DWG/HONEYPOT LANE SERVICE ROAD

Revision
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GENERAL KEY

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-  TEMPORARY FOOTWAY WIDENING AREA
-  TEMPORARY WATER FILLED LEGO BLOCKS BARRIER WITH FENCE TOP

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TOWN CENTRE PEDESTRIAN SPACE

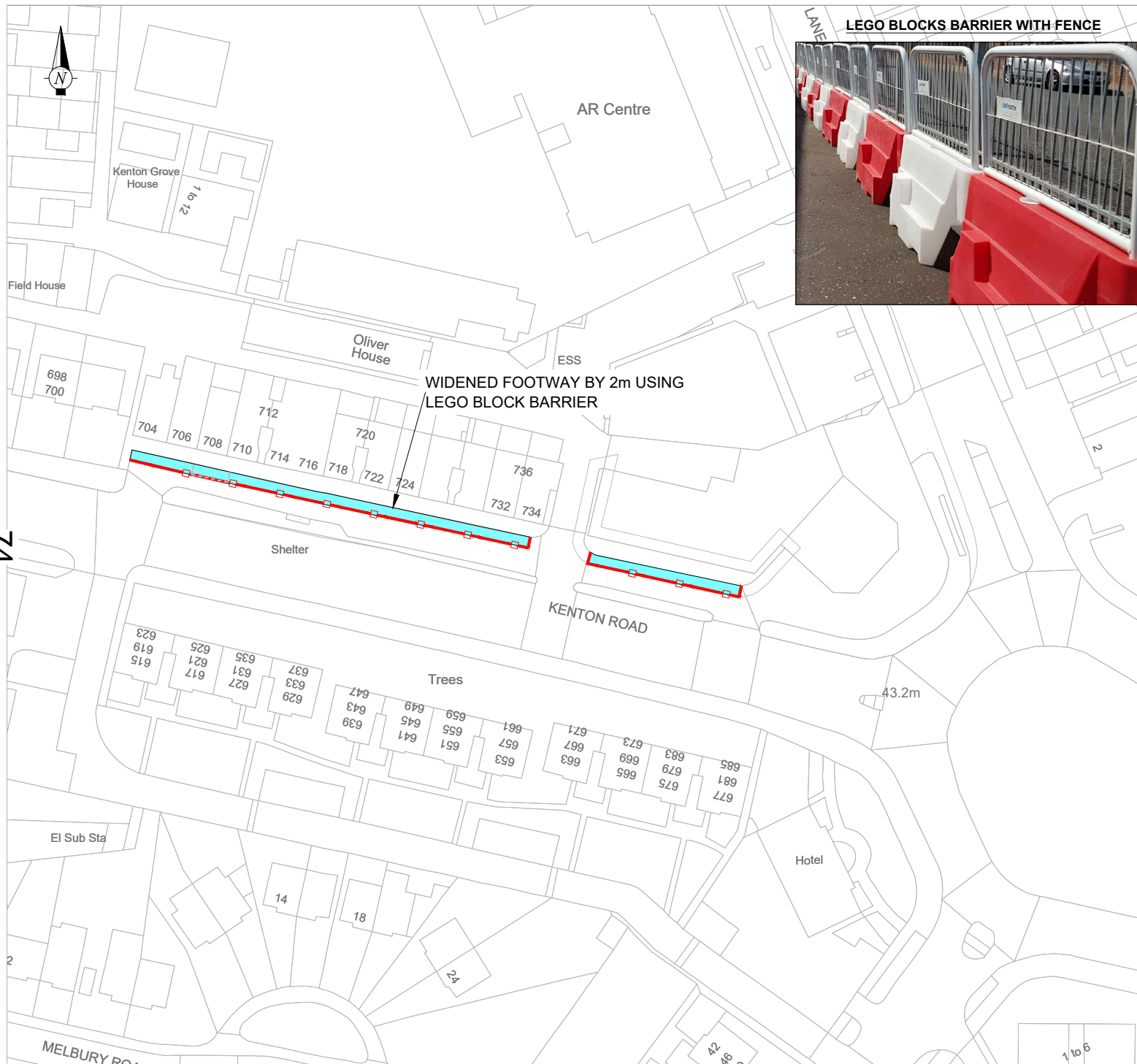
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NORTHOLT ROAD SERVICE ROAD
(NEAR PETTS HILL) SHOPPING PARADE
TEMPORARY FOOTWAY WIDENING

Scale NTS	Drawn VK	Checked JA
	Date 19/06/2020	

Drawing No. T/DWG/PS-09	Revision B
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Acad file Location
 C:\Harrow Traffic Scheme 2020\Transition programme\TPR0240_PSDWG\PS-09.dwg

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GENERAL KEY

GREY REPRESENTS EXISTING
BLACK REPRESENTS PROPOSED

 TEMPORARY FOOTWAY WIDENING AREA
 TEMPORARY WATER FILLED LEGO BLOCKS BARRIER WITH FENCE TOP

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TOWN CENTRE PEDESTRIAN SPACE**

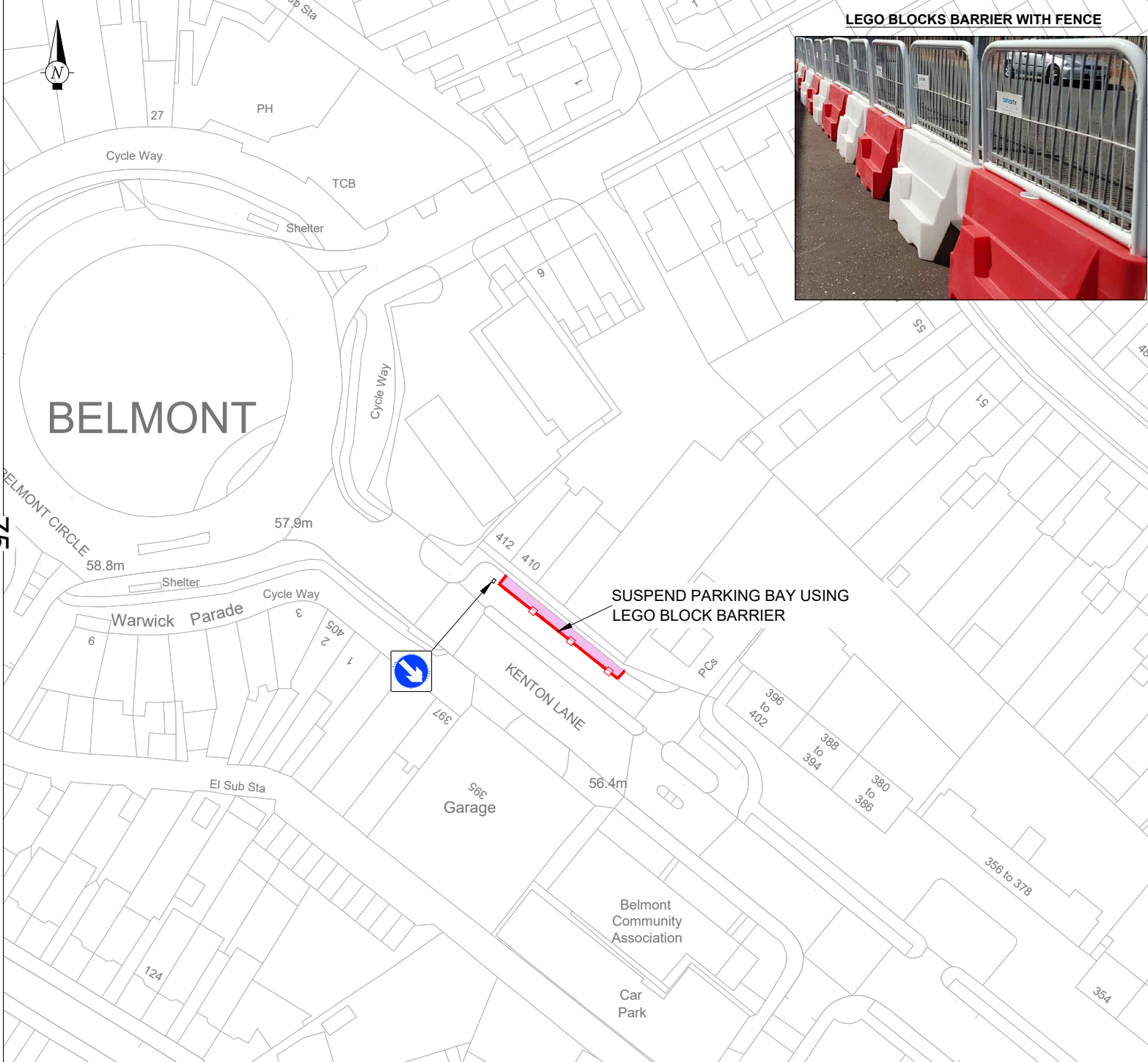
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NEAR KINGSBURY CIRCLE SHOPPING PARADE
TEMPORARY FOOTWAY WIDENING**

Scale NTS	Drawn VK	Checked JA
	Date 19/06/2020	

Drawing No.
T/DWG/KENTON ROAD PS-10

Revision
A

Acad file Location
C:\Harrow Traffic Scheme 2020\Transition programme\TPR0240_PS10\DWG\PS10_Kenton Road.DWG



LEGO BLOCKS BARRIER WITH FENCE



GENERAL KEY

GREY REPRESENTS EXISTING
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SUSPEND PARKING BAYS
 TEMPORARY WATER FILLED LEGO BLOCKS BARRIER WITH FENCE TOP

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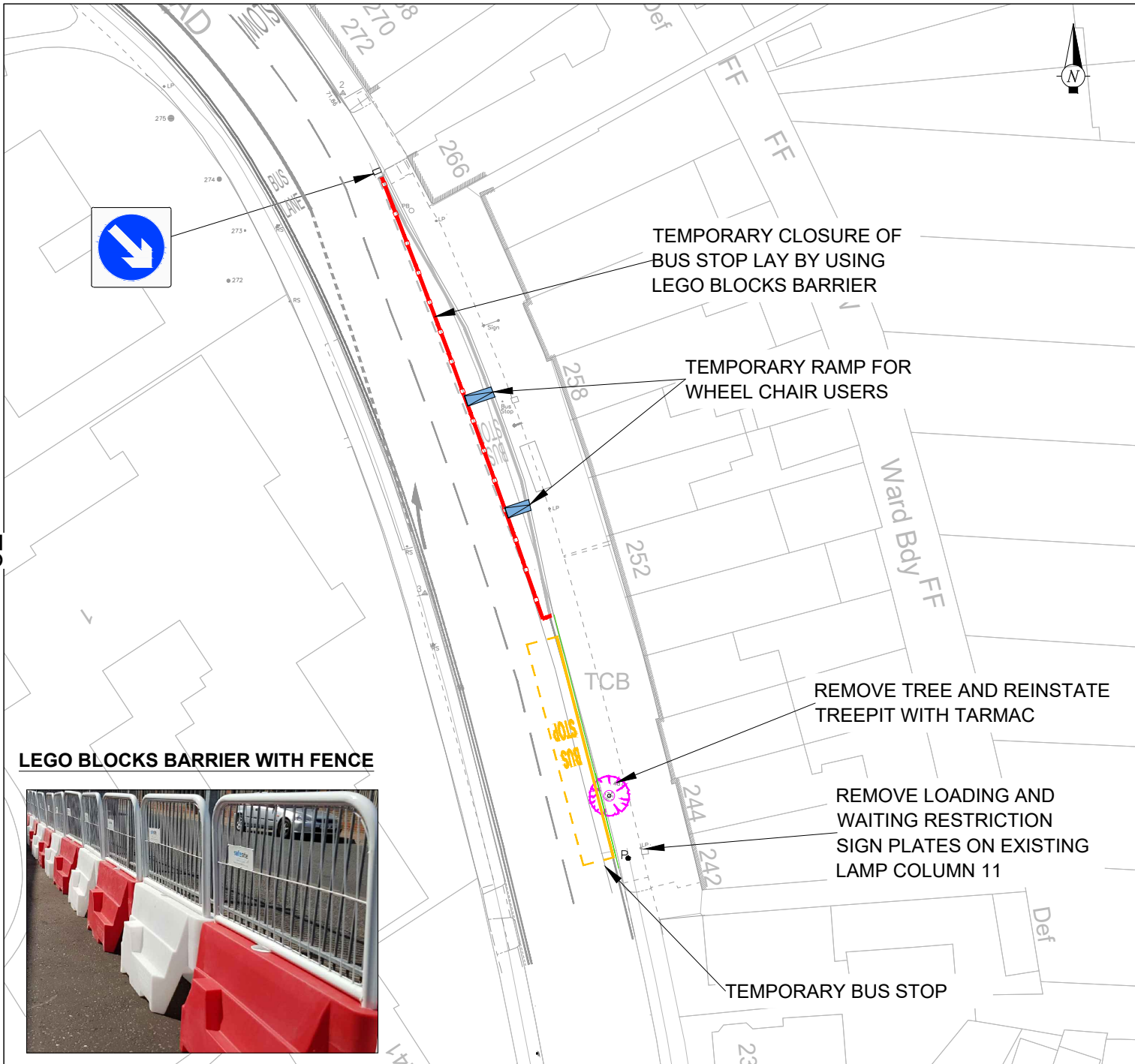
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 TOWN CENTRE PEDESTRIAN SPACE**

Drawing Title
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 NEAR BELMONT CIRCLE SHOPPING PARADE
 TEMPORARY FOOTWAY WIDENING**

Scale NTS	Drawn VK	Checked JA
	Date 19/06/2020	

Drawing No. T/DWG/KENTON LANE PS-11	Revision A
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Acad file Location
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TEMPORARY CLOSURE OF BUS STOP LAY BY USING LEGO BLOCKS BARRIER

TEMPORARY RAMP FOR WHEEL CHAIR USERS

REMOVE TREE AND REINSTATE TREEPIT WITH TARMAC


REMOVE LOADING AND WAITING RESTRICTION SIGN PLATES ON EXISTING LAMP COLUMN 11

TEMPORARY BUS STOP

LEGO BLOCKS BARRIER WITH FENCE



GENERAL KEY
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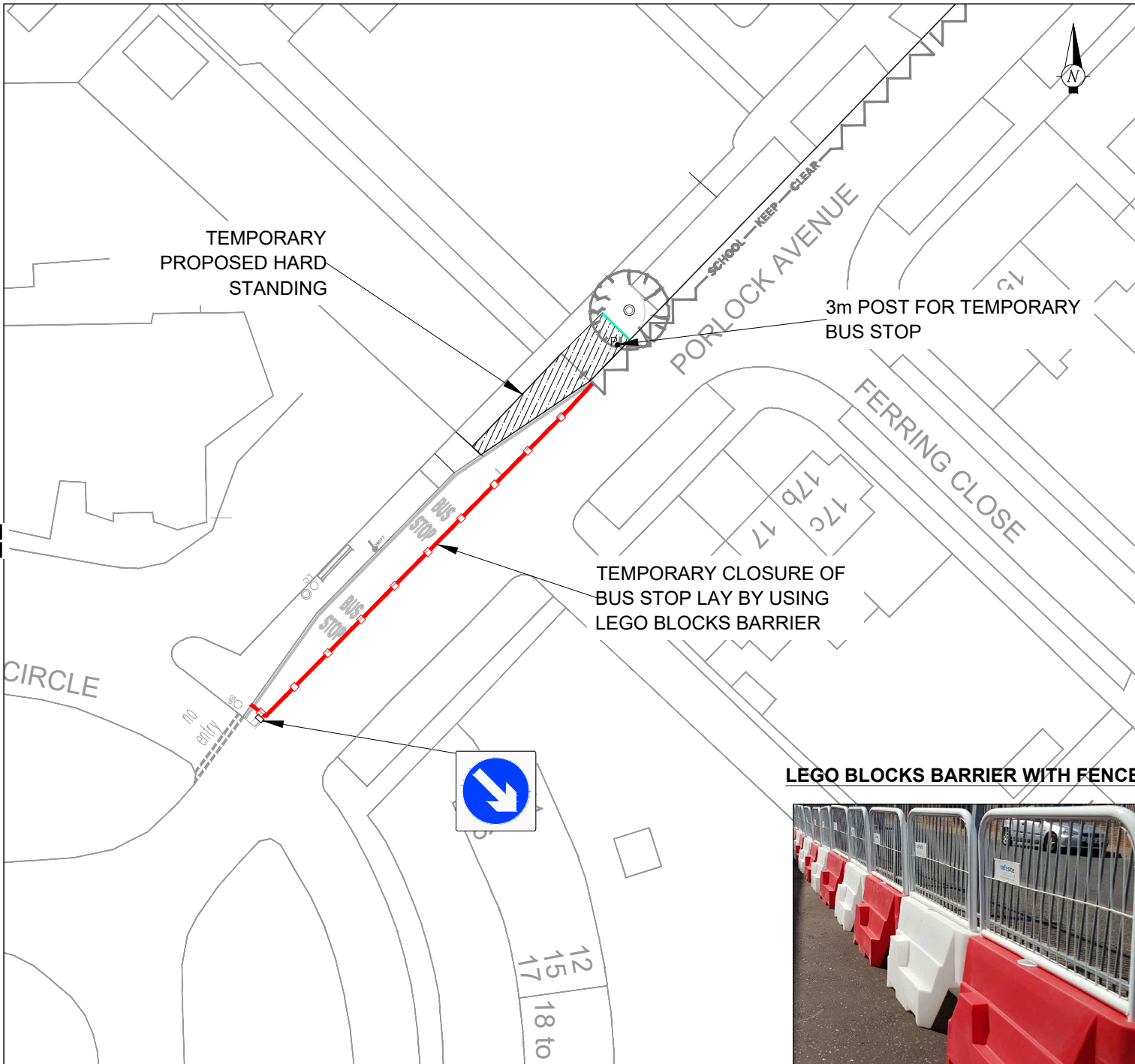
Project Title
LONDON STREETSPACE PROGRAMME SPACE AT TOWN CENTRE

Drawing Title
HIGH ROAD -WL WEALD LANE BUS STOP CLOSURE TEMPORARY FOOTWAY WIDENING

Scale NTS	Drawn VK	Checked JA
	Date 09/06/2020	


Drawing No.
T/DWG/HIGH ROAD Revision
B

Acad file Location
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GENERAL KEY

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**LONDON STREETSPACE PROGRAMME
 SPACE AT TOWN CENTRE**

Drawing Title
**PORLOCK AVENUE
 BUS STOP CLOSURE
 TEMPORARY FOOTWAY WIDENING**

Scale NTS	Drawn VK	Checked JA
	Date 09/06/2020	

Drawing No.
T/DWG/PORLOCK ROAD

Revision
B

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STREETSPACE FOR LONDON

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Working together on COVID-19 recovery:
The Streetspace for London Plan

May 2020





Contents

1. Background
2. The Streetspace for London plan
3. Interventions
4. Working together
5. Case-making appendices

08



Background





Background

As lockdown lifts, demand for travel will increase. This is likely to be phased and incremental and will pose a series of challenges:

- **TfL will need to run public transport at much lower levels of capacity** than pre-coronavirus in order to provide space for social distancing
- Travel by car is likely to become more attractive however a **car-based recovery poses significant risks to:**
 - road safety
 - public health and health inequalities
 - economic recovery
 - the environment
 - the Mayor's Transport Strategy

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We therefore need to **urgently reconsider use of street space to provide safe and appealing spaces to walk and cycle** as an alternative to car use in the context of reduced capacity on the public transport network. Suppressing motorised traffic while allowing essential journeys to take place is key to ensuring we manage our road and public transport networks to maximise our ability to keep people moving safely.



The Streetspace for London plan





The Streetspace for London Plan



STREETSPACE
FOR LONDON

The Streetspace for London plan will transform London's streets by:

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Providing temporary cycle routes to extend the strategic cycle network, with London's main roads repurposed for temporary cycle lanes and wider footways

Providing additional space for people walking and cycling in town centres and at transport hubs, including widening of footways on local high streets to enable people to queue safely

Accelerating delivery of low traffic neighbourhoods and school streets by working with boroughs to reduce through traffic on residential streets





Benefits of the Streetspace plan



STREETSPACE
FOR LONDON

Realising London's recovery ambitions will have a range of benefits for London and Londoners:

- **Restored confidence in public transport**, by providing sufficient space for social distancing, **prioritising use for the groups who need to travel** (e.g. key workers who cannot work from home) and those who are unable to travel by alternative modes (e.g. those with reduced mobility)



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- **Economic regeneration of local high streets and town centres**, by supporting Londoners to shop locally
- **Improved health and wellbeing**, by enabling all Londoners to achieve the 20 minutes of walking or cycling each day recommended for good health and wellbeing (which will reduce risks of diabetes and heart disease, both of which are risk factors for severe COVID-19 disease) as well as by reducing exposure to air pollution





The ambition of the Streetspace plan

The Streetspace for London plan aims to make it **easy** and **safe** for Londoners to **choose to walk or cycle as an alternative to public transport use**. It has been developed in order to help respond to the immediate imperatives around:

- Enabling **social distancing** on street;
- Encouraging Londoners to avoid **unnecessary use of public transport**
- Focusing on strategic movement to prioritise walking and cycling

However, the strategy also has benefits into the medium term recovery phase and into the longer term benefits for London, including:

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- Support the health and wellbeing of Londoners, by providing space for active travel, good air quality and safe roads, to reduce susceptibility to severe COVID-19 and relieve pressure on the NHS from other conditions and injuries
- Improving the public transport offer into the longer term, as capacity can be increased and people become ready to use our network again.
- Enable London's economic regeneration by facilitating more walking and cycling to local high streets and town centres; supporting local businesses by maintaining freight access and encouraging clean 'last-mile' freight solutions





The scale of the Streetspace Plan



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- In order to achieve the objectives set out in the Streetspace for London plan, London will need to be ambitious and make change on a significant scale.
- It is estimated there will need to be around an **80% reduction** in public transport capacity in order to support social distancing.
- If all 80% of public transport journeys were switched to active modes instead, **some boroughs would need to accommodate almost double the pre-coronavirus levels of walking and cycling** by their residents (see scale of opportunity map).
- Conversely, if all car-owning households switched their usual public transport journeys to car, **some boroughs would see a near doubling in the number of private transport journeys, causing massive congestion issues** (see scale of challenge map).

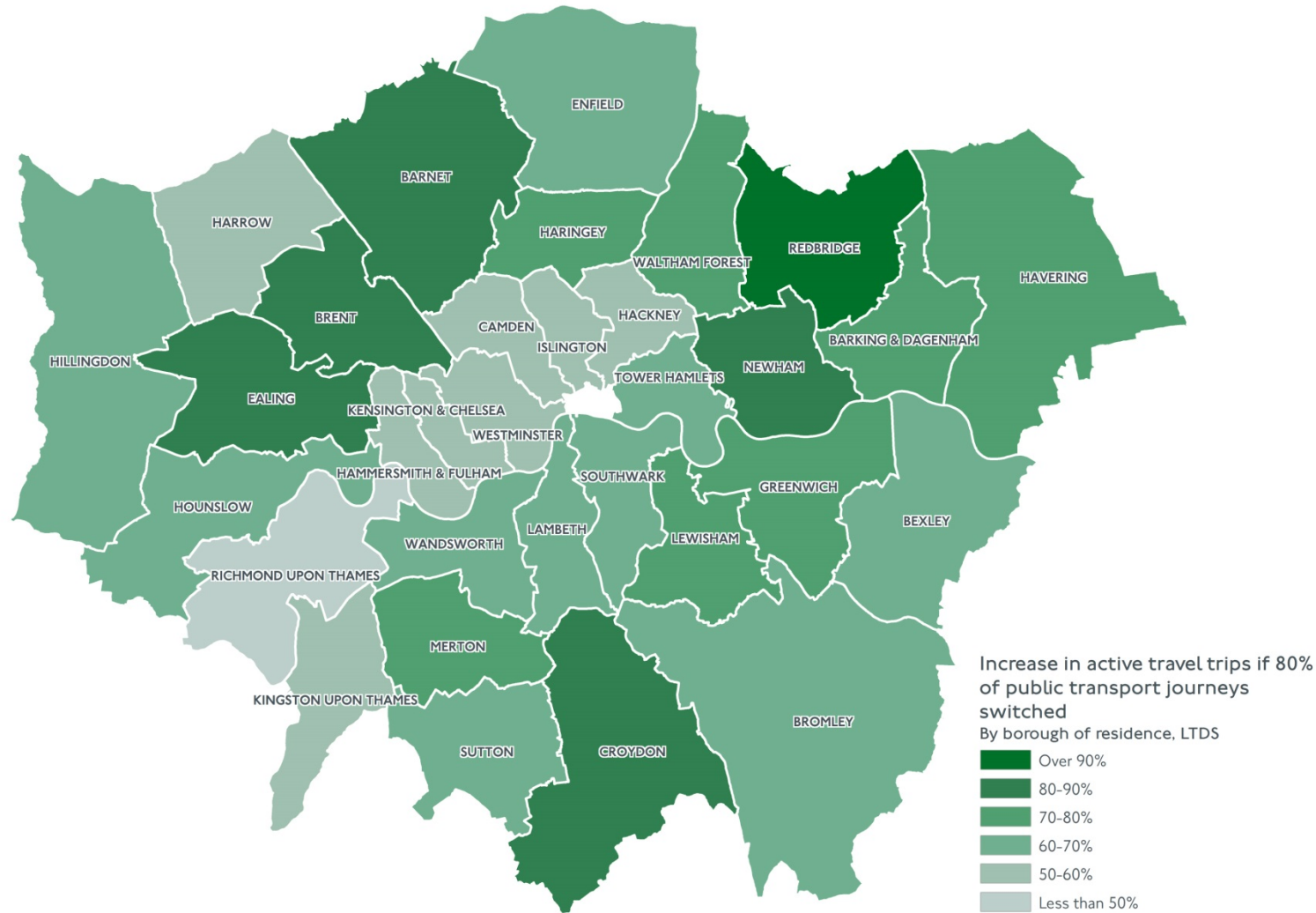




Scale of opportunity: active travel



It is estimated there will be around an 80% reduction in public transport capacity.



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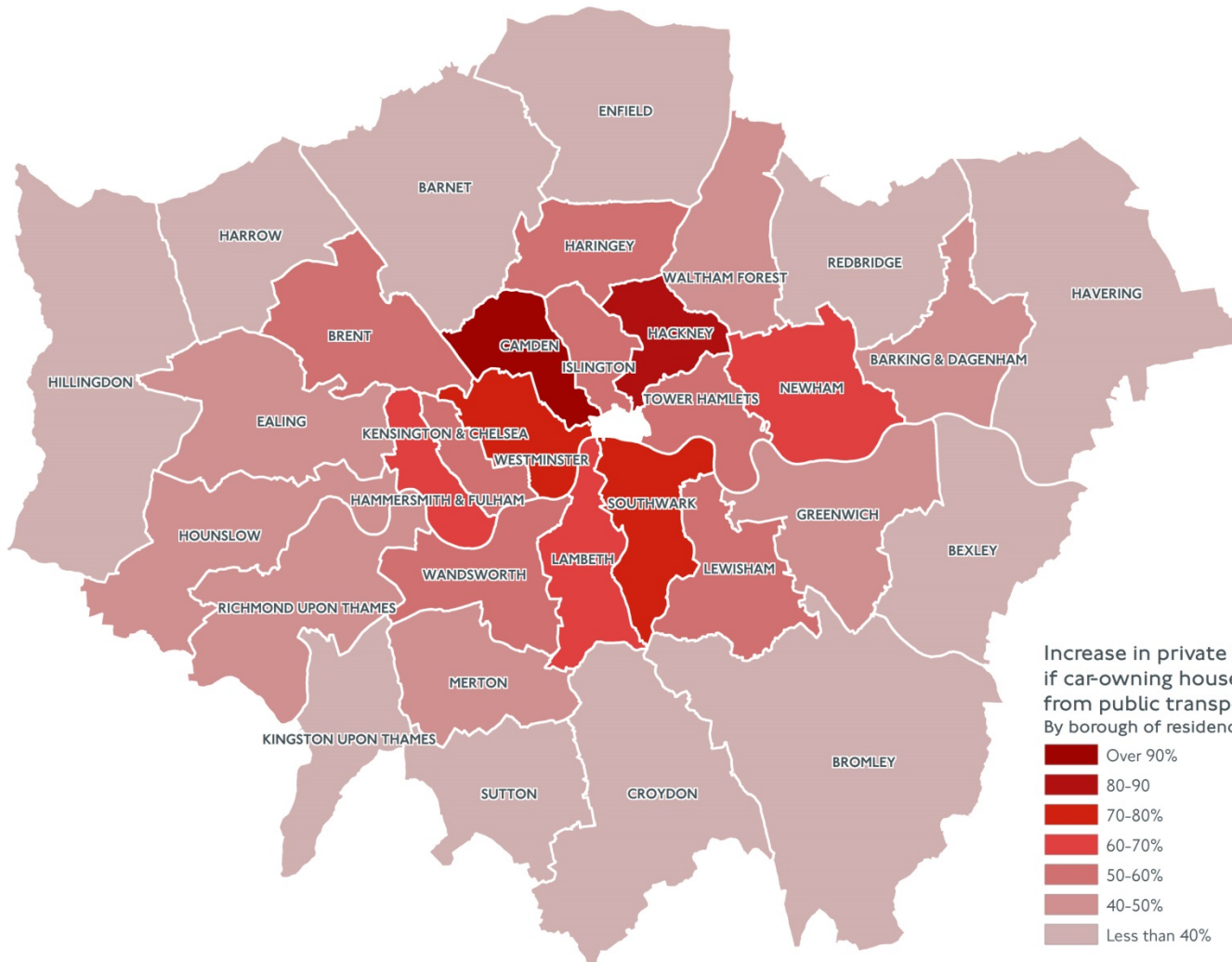




Scale of challenge: car trips



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06 Interventions





Temporary strategic cycle network

Case for intervention: Extensive evidence from TfL and boroughs has shown that a network of safe, attractive cycle routes is required to make cycling a viable alternative form of transport for most Londoners.

Key principles are that the network should:

- Provide a coherent, useable and comprehensive network for Londoners to use during the recovery period
- Serve the corridors of highest demand during the recovery period, including routes that parallel crowded Underground and bus corridors
- Be attractive and safe for everyone to use
- Be planned jointly with other Streetspace for London plan measures
- Support the requirements of buses and freight during the recovery period, reflecting the important role these modes will play in London's social and economic recovery

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Interchanges, stations and town centres

Case for intervention: In order to enable Londoners to make sustainable local journeys and reduce their need to use public transport and the private car we need to make London's town centres and high streets safe and attractive places to visit and shop. For the remaining public transport journeys these will all start or finish on foot or by cycle, which means the areas around stations and/or bus stops are very busy pedestrian environments.

Key principles are that interventions should:

- Provide additional space for people to access goods, services and public transport while socially distancing
- Encourage people to walk or cycle to town centres and stations
- Supporting businesses in the town centres by maintaining local delivery and servicing.
- Support the requirements of buses and freight during the recovery period, reflecting the important role these modes will play in London's social and economic recovery.

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Low Traffic Neighbourhoods

Case for intervention: During London's lockdown period residents have been able to experience the benefits of lower traffic volumes on residential streets, using them for daily exercise by active travel means. Safe outdoor space to effectively social distance will be essential to support health and wellbeing of Londoners. Low Traffic Neighbourhoods will form a key part of this.

Key principles are that interventions should ensure:

- Reduced road danger and preventing rat-running
- Links to the temporary and permanent cycle networks
- Offer outdoor space in locations of limited public and private green space
- Focus on health and inequality outcomes
- Spaces and designs that reduce crime and anti-social behaviour, that are attractive and safe for everyone to use
- Severance reduction measures
- Accurate wayfinding
- Improved access to cycling





School Streets

Case for intervention: As lockdown is eased, social distancing will remain, so we urgently need to prevent crowding outside school gates. It is likely that when schools reopen, start/finish times will be staggered and/or year groups will return incrementally. This will reduce the volume of students and parents outside the school gates at any one time. However, even with these strategies additional space will be needed to facilitate social distancing and to prevent the need for vulnerable road users being forced onto the carriageway with traffic.

Key principles are:

- School Streets (timed road closures at the start and end of the school day) should be considered outside of all primary schools in London. Where schools are located on main roads or public transport corridors, and it is not possible for School Streets measures to be introduced then alternative, pavement widening may be required.
- Effective enforcement is necessary
- Access should be maintained for residents living within the zone as well as blue badge holders
- School Streets schemes should be included as part of all proposals for Low Traffic Neighbourhoods



Working together





Urgency of the challenge

While traffic levels have been low during lockdown, they have already started to rise. The **opportunity** to trial temporary measures and achieve the levels of active travel that will be necessary to keep London moving when public transport capacity is reduced will become more difficult as congestion rises.

This is a considerable challenge and **we want to work with boroughs and other stakeholders to find the solutions that work for their local areas** as well as for London as a whole. We will continue to work with you to identify options for improvements, overcome barriers and ultimately deliver for our communities. Temporary measures can enable interventions to be reconfigured or even removed if necessary.

Given the urgency of the crisis, TfL are looking to work with Boroughs on implementing measures as quickly as possible, which, in some instances, will mean the use of cheap or readily available materials.

All projects that form part of this programme must demonstrate an urgent and swift response to the crisis and should be implemented as soon as possible.



King St temp. widening in Hammersmith and Fulham



London borough of Ealing





Funding

As part of our negotiations with Government TfL are seeking emergency funding for investment in projects on borough roads that support social distancing. We now have a settlement from the DfT for the next four months and will be able to confirm shortly the budget for borough expenditure on the Streetspace for London plan (including sunk costs). This funding would be used for the following:

- Delivery of strategic cycle routes using temporary materials
- Reallocation of road space where crowding is an issue, such as town centres, interchanges and key hubs
- 96, 97 • Low traffic neighbourhoods on borough roads to give space and security for local walking and cycling, and an enhanced ability to maintain social distancing. This also reflects views about enhanced local quality of life from reduced motor traffic during the lock down.

Full details on how to apply for funding and the considerations that will be taken into allocation of funding can be found in the Streetspace for London plan Borough Guidance





Value of joint working

We need to work with local authorities and other stakeholders to:

- Ensure ambitions for the TLRN are supported by and coordinated with ambitions for local authority roads. **TfL will support local authorities in delivering infrastructure changes needed on borough networks.**
- Harness local knowledge and intelligence to direct interventions to where they are most needed. **TfL will work with boroughs to support knowledge sharing and decision-making.**
- 86
- Ensure that local residents and community stakeholders are informed, brought into the recovery approach, and contribute knowledge and feedback. **TfL will work with local authorities to develop behaviour change and communications messaging for local residents and stakeholders.**
- Monitor progress of temporary interventions and keep changes under review





STREETSPACE FOR LONDON

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Further guidance, tools and resources are available on the Streetspace for London website:

<https://tfl.gov.uk/travel-information/improvements-and-projects/streetspace-for-london>



Case-making appendices





Appendix 1: Case making

Londoners have already shown an incredible ability to adapt their behaviours to protect their own health and wellbeing, as well as to keep others safe. The lockdown period has given Londoners the chance to experience many of these ‘rewards’ in the forms of:

- Cleaner air
 - Quieter streets
 - Less time spent commuting
 - Convenience of on-line ordering and home deliveries
 - More time spent exploring local neighbourhoods
- 101
- Significantly more Londoners have reported walking more in the early stages of lockdown compared to the previous 12 months, as well as reporting expecting to walk more in the coming year. In a recent YouGov poll, 85% of people reported wanting to see some of the personal and social changes they have experienced during lockdown to continue, with only 9% wanting things to revert to life as before.
 - There is greater awareness and understanding of the impact of personal choices and behaviour on health, with Londoners potentially more likely to change their travel behaviour for personal health reasons, as well as to protect the health of others. A recent YouGov poll found around 40% of Londoners say they will use public transport less once lockdown measures are relaxed, with 50% of those saying they will walk instead, 17% saying they will cycle instead and 41% saying they plan to drive instead.





Appendix 2: Health benefits

In the short term, the Streetspace for London Plan will:

- Enable Londoner's to maintain the social distancing that is required to prevent an increase in COVID-19 infections.
- Enable more Londoners to get the 20 minutes of physical activity each day that is recommended for good health and wellbeing. Average public transport trips involve between 8-15 minutes of active travel (compared with less than 1 minute for average car trips) so it is important that those who were previously travelling by public transport are supported to choose a more active mode (walking or cycling) as an alternative where possible.
- Ensure Londoners are protected from injuries due to road danger, and from poor air quality.

NO1 In the longer-term, streets that encourage Londoners to switch to active travel and reduce the number of vehicles contributing to air and noise pollution will lead to:

- A reduction in the number of people with health conditions such as heart and lung disease and cancers that are associated with physical inactivity and exposure to poor air quality and excess noise
- Improving the health of Londoners is important in order to reduce the proportion of Londoners who are susceptible to more severe COVID-19 (those with underlying heart and lung conditions) as well as reducing the burden on the NHS from non-COVID-19 related conditions (such as injuries from traffic collisions).

Further information on the health impacts of transport can be found here:

<https://tfl.gov.uk/corporate/about-tfl/corporate-and-social-responsibility/transport-and-health>





Appendix 3: Equity benefits



- COVID-19 has disproportionately affected vulnerable populations, including those living in more deprived areas. Londoners living in more deprived areas are already more likely to be impacted by exposure to air pollution and road danger. Low-income Londoners are also more likely to work in frontline key-worker roles, which mean they cannot work from home and are less likely to be car-owners, so will be most affected by the reduced capacity on public transport.
- The Streetspace for London plan, which provides safe space for walking and cycling and enables social distancing on public transport for those who need to use it most, is therefore an essential part of protecting vulnerable Londoners. Providing additional space for walking and cycling will therefore help support the most vulnerable, including those who are less mobile and those who may be new to cycling.
- Walking is one of the easiest forms of physical activity that is suitable for Londoners of all ages and abilities. Our plans - which provide space for people to exercise in areas where there is less access to public or private outdoor space such as parks and gardens - are an important part of supporting the health and wellbeing of the most vulnerable.
- It is important that any interventions to support walking and cycling are designed holistically to ensure that all Londoners can move around in safety. When making any changes to street layouts, boroughs must adhere to existing guidance and legislation to ensure that these changes don't detract from current accessibility levels and enhance them where possible.

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Appendix 4: Economic benefits

- Ensuring reliable travel times for businesses is an essential part of economic recovery. In addition, by encouraging Londoners to make fewer longer journeys and more frequent shorter journeys, there is the opportunity to encourage increased use of small businesses on local highstreets.
- Supporting Londoners to visit high streets and town centres on foot or by bike will bring additional benefits, as evidence shows that on average those who walk to a high street spend 40 per cent more than those who drive, and that high street walking, cycling and public realm improvements can help to increase retail sales by up to 30 per cent.
- In addition there will be economic benefits from increasing people's ability to comply with public health social distancing, thereby reducing numbers of new infections and the resultant impact on the economy from sickness absence.

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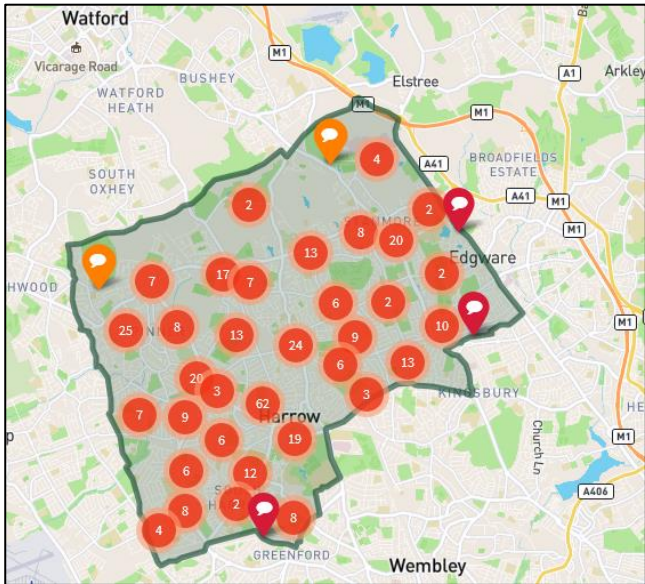
Further information on the economic case for walking and cycling can be found here: <https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling>



Appendix D Public Engagement Portal Feedback

Harrow Street Spaces Map

The Harrow Street Spaces Map asked visitors to identify areas on a map that were a problem, to explain the issues and to indicate possible solutions. Comments were received widely across the borough as shown in the map below. The following question was asked. Chart 1 shows the results.



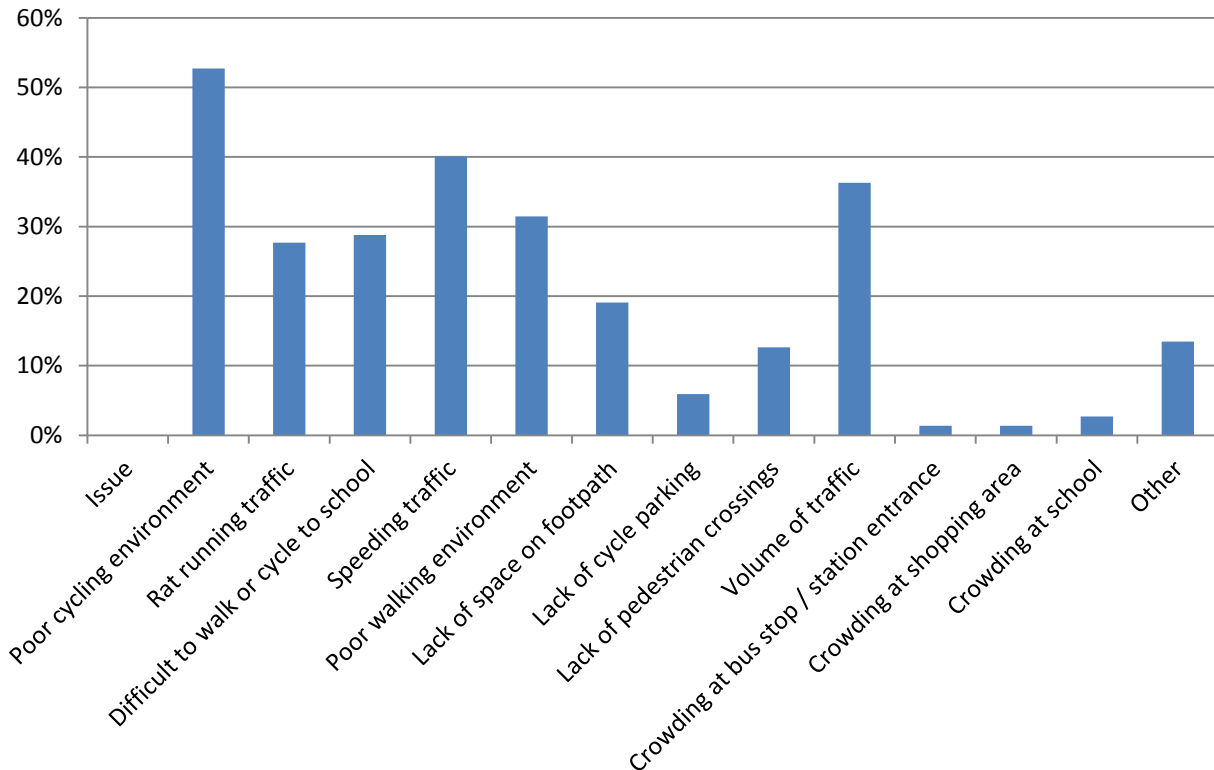
Describe the location you have marked on the map

e.g: home, street address, town centre, school, shop

What issue(s) have you identified at this location?

- Poor walking environment
- Poor cycling environment
- Crowding at bus stop / station entrance
- Lack of pedestrian crossings
- Difficult to walk or cycle to school
- Volume of traffic
- Lack of space on footpath
- Crowding at school
- Crowding at shopping area
- Lack of cycle parking
- Speeding traffic
- Rat running traffic
- Other

Chart 1 - Issues



The following questions were asked about possible solutions and views about making solutions permanent. Charts 2 and 3 shows the results.

What measure(s) could help promote active travel and safe social distancing here?

Cycle parking
 School Street measures
 Less vehicle parking
 Pedestrian crossing point(s)
 Cycle Route / Lanes
 Road closure(s) / modal filter(s)
 Low Traffic Neighbourhood measures
 Wider pavements
 Reduction in motor traffic
 Other

Would you support these changes being made permanent?

Please select...

Chart 2 - Solutions

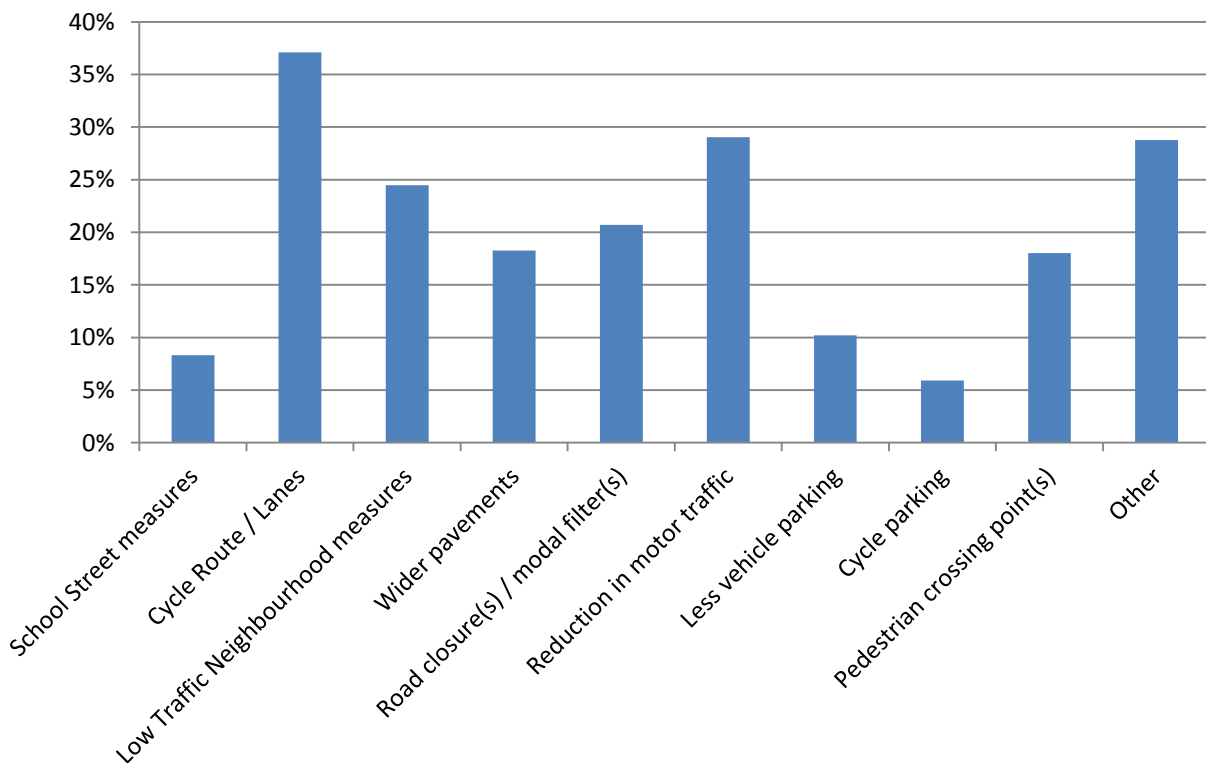
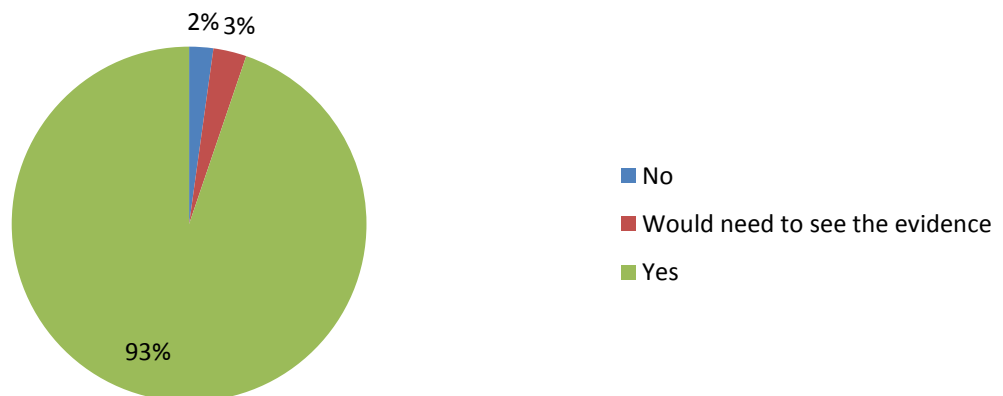


Chart 3 - Would you support these measures being made permanent?



Questions were also asked about how comfortable people felt about walking and cycling. Charts 4 and 5 provide the results.

How comfortable do you currently feel walking in the area?

Please select...

How comfortable do you currently feel cycling in the area?

Please select...

Chart 4 - How comfortable do you feel walking?

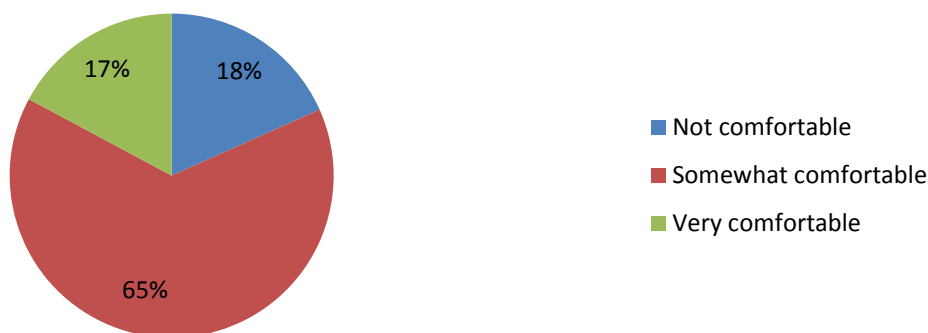


Chart 5 - How comfortable do you feel cycling?



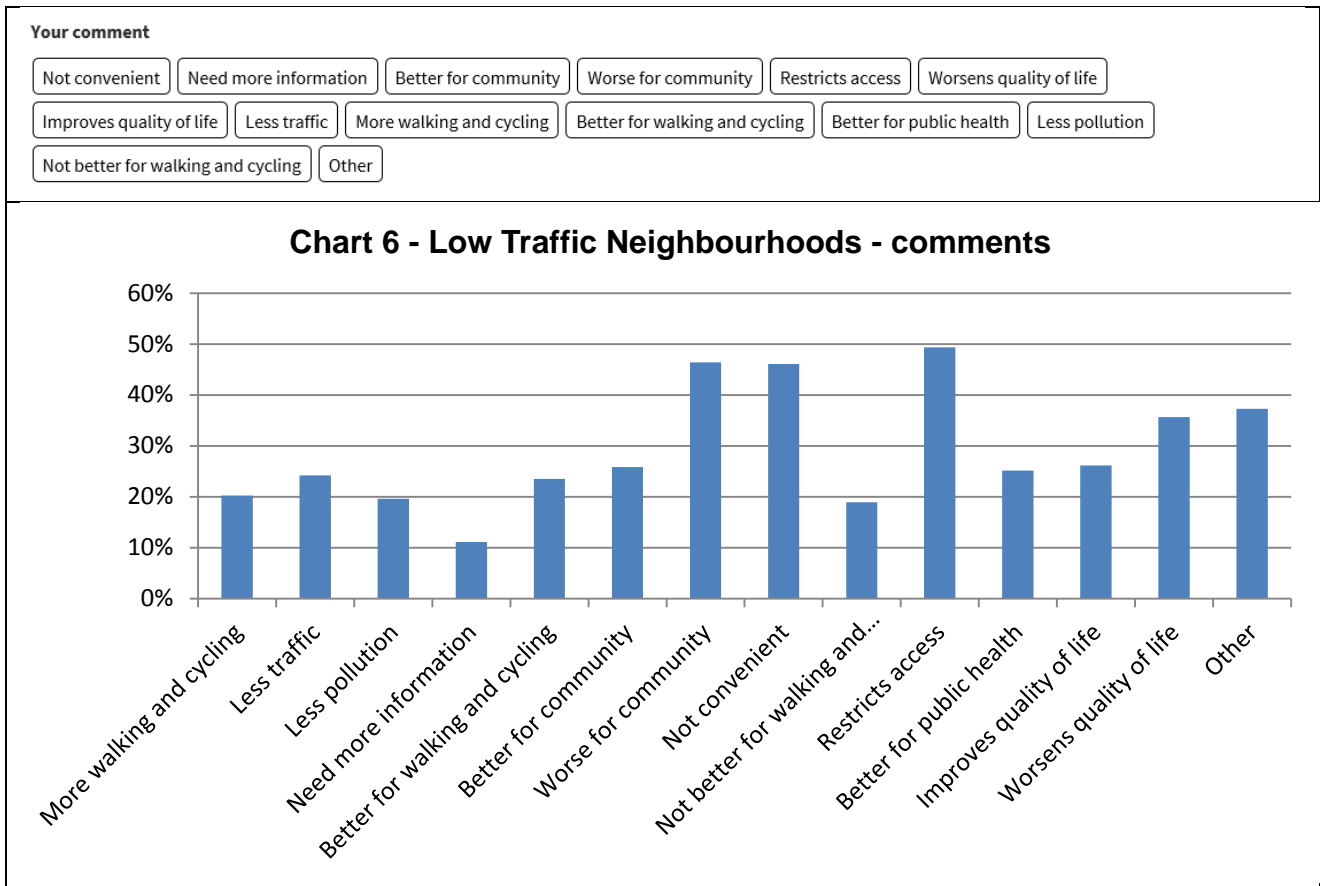
Harrow Street Spaces Proposals

The Harrow Street Spaces Proposals website provided information and detailed plans about the specific schemes developed in four different categories and gave a option to provide comments. The categories are:

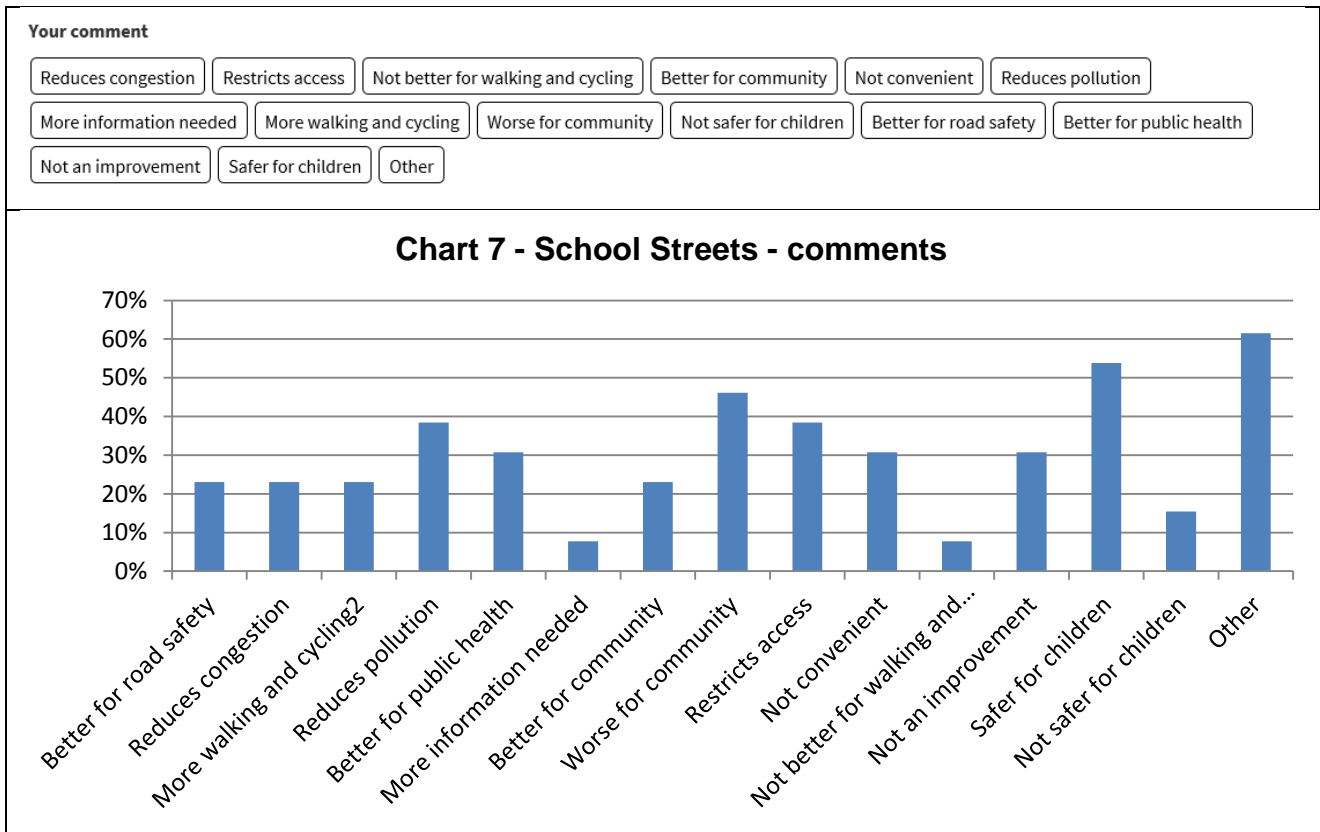
- Low traffic neighbourhoods
- Pedestrian space measures
- School Streets
- Strategic Cycling

The responses have been assessed based on people living in the directly affected areas via their postcode and where responses have been confirmed.

For low traffic neighbourhoods the following options were available on the form. The responses are shown in chart 6.



For school streets the following options were available on the form. The responses are shown in chart 7.



For strategic cycling schemes the following options were available on the form. The responses are shown in chart 8.

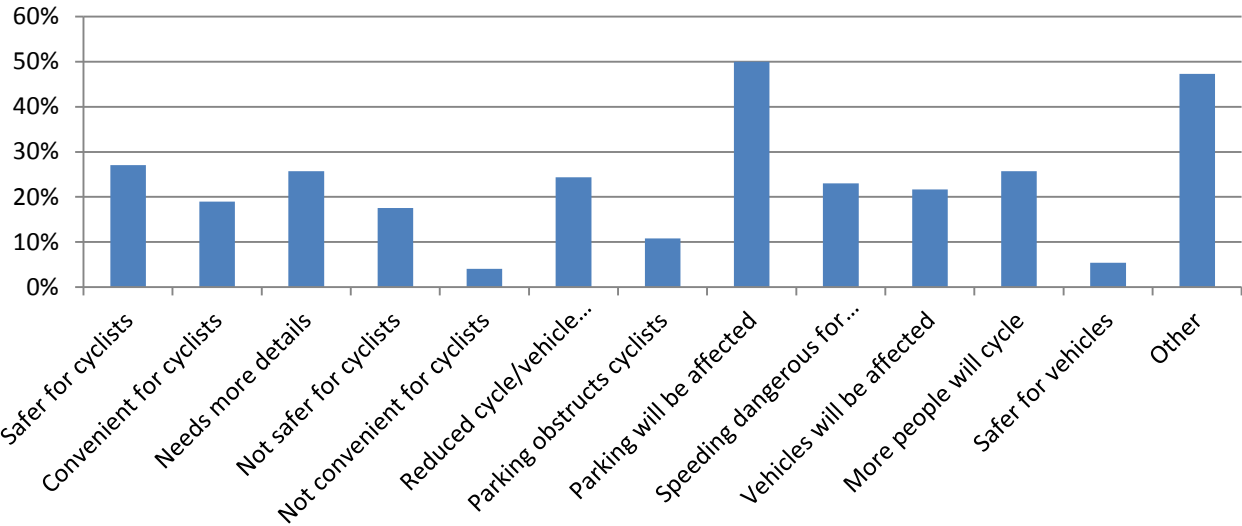
Your comment

Speeding dangerous for cyclists Not safer for cyclists Not convenient for cyclists Safer for cyclists Convenient for cyclists

Parking obstructs cyclists Reduced cycle/vehicle conflict Safer for vehicles More people will cycle Vehicles will be affected Needs more details

Parking will be affected Other

Chart 8 - Strategic Cycling - comments



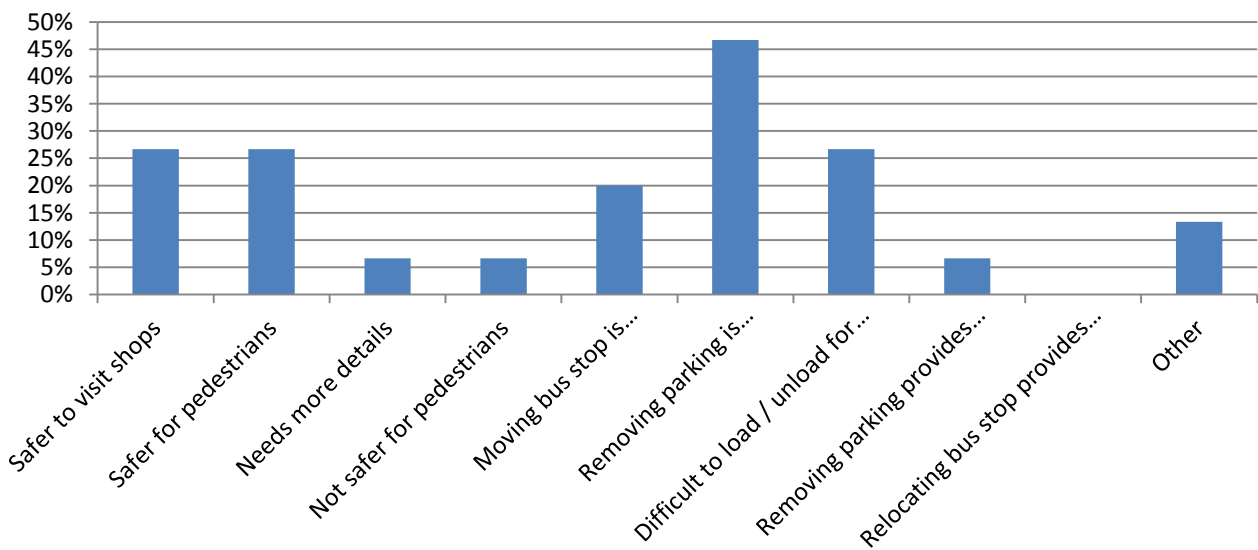
For pedestrian space measures the following options were available on the form. The responses are shown in chart 9.

Why do you feel this way?

Safer to visit shops Difficult to load / unload for shops Relocating bus stop provides more space Removing parking is inconvenient

Needs more details Moving bus stop is inconvenient Not safer for pedestrians Safer for pedestrians Removing parking provides more space Other

Chart 9 - Pedestrian Space - comments



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Department
for Transport

From the Minister of State
Chris Heaton-Harris MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: chris.heatonharris@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref:
Your Ref:

28 July 2020

To: Local Authority Leaders in England

Local Transport Note (LTN) 1/20: Cycle Infrastructure Design Guidance published

The Department for Transport yesterday published revised national guidance for highway authorities and designers on cycle infrastructure design. LTN 1/20 can be viewed here:

<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

It updates and replaces guidance previously contained in LTN 2/08.

As set out in the Prime Minister's Cycling and Walking Plan also published yesterday, the core principle behind this guidance is that cycling will become mass transit in far more places. Cycling must be placed at the heart of the transport network, with capital spending, road space and traffic planners' attention befitting that role. Cycling must no longer be treated as marginal, or an afterthought. It must not be seen as mainly part of the leisure industry, but as a means of everyday transport. It is of the utmost importance that local authorities follow this guidance closely in designing any cycle infrastructure scheme in future.

As I explain in my foreword, most current cycle provision is squeezed into spare space or on the margins of roads. It reflects a belief, conscious or otherwise, that hardly anyone cycles, that cycling is unimportant and that cycling provision must not affect more important road users, such as motor vehicles and pedestrians. However in some places, even without much special provision, cycling is already mass transit.

It will be a condition of any future Government funding for new cycle infrastructure that it is designed in a way that is consistent with the guidance. Local authorities will have to demonstrate that they have given due consideration to it when designing new cycling schemes and, in particular, when applying for Government funding for any local highway schemes that include cycle infrastructure. The Department for Transport will also reserve the right to ask for appropriate funding to be returned for any schemes built in a way which is not consistent with the guidance. In short, schemes which do not follow this guidance will not be funded.

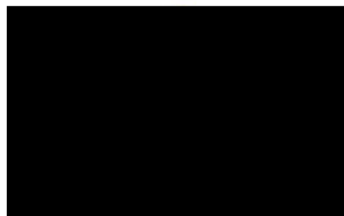
The Department will say more in due course about the further steps it will take to drive up the standards of cycling infrastructure, including the role of an inspectorate to deliver and enforce this.

LTN 1/20 also updates the advice given in LTN 1/12: Shared Use Routes for Pedestrians and Cyclists, and accordingly, LTN 1/12 is now withdrawn.

If you have any questions about the guidance please contact:
cwinfrastructure@dft.gov.uk

I am ensuring that local authority Chief Executives also receive a copy of this letter.

Yours sincerely,



Chris Heaton-Harris MP

Minister of State for Transport

Appendix A

Table 1 - Pedestrian Space Measures (funded by TfL)

Ref. No.	Scheme	Measures implemented	Traffic orders	Status	Notes
PS-01	Station Road, Harrow - Civic Centre, shops & Mosque	Pedestrian barriers, tarmac ramps adjacent to shops	None	Completed	Measures implemented by 17/05/20 at shops only
PS-02	Harrow and Wealdstone Station	Pedestrian barriers, tarmac ramps adjacent to station	None	Completed	Measures fully implemented by 17/05/20
PS-07	Streatfield Road, Queensbury - shops	Pedestrian barriers, tarmac ramps adjacent to shops	Disabled bay (relocation)	Completed	Measures fully implemented by 02/07/20
PS-08	Honeypot Lane, Canons Park - shops	Pedestrian barriers, tarmac ramps adjacent to shops	None	Completed	Measures fully implemented by 01/07/20
PS-09	Northolt Road, Northolt - shops	Pedestrian barriers, tarmac ramps adjacent to shops	None	Completed	Measures fully implemented by 01/07/20
PS-10	Kenton Road, Kenton - shops	Pedestrian barriers, tarmac ramps adjacent to shops	None	Completed	Measures fully implemented by 29/06/20
PS-11	Kenton Lane, Belmont - shops	Pedestrian barriers, tarmac ramps adjacent to shops	None	Completed	Measures fully implemented by 29/06/20
PS-12	High Road, Harrow Weald – shops - relocate bus stop	Pedestrian barriers, tarmac ramps adjacent to bus stop and shops, bus stop relocated	None	Completed	Measures fully implemented by 18/05/20
PS-13	Porlock Avenue, West Harrow – shops - relocate bus stop	Pedestrian barriers, tarmac ramps adjacent to bus stop and school, bus stop relocated	None	Completed	Measures fully implemented by 17/05/20

The exact details of the schemes are shown in **Appendix BC**. In all schemes sections of carriageway adjacent to potential pedestrian crowding areas have been cordoned off using barriers to increase the effective width of footway for pedestrians. Where there are existing parking bays in these locations these have been suspended by covering over the signs and providing advisory street notices. No traffic regulation orders are required to do this. All measures are temporary and will be removed when government social distancing restrictions are ended.

Table 2 – Low Traffic Neighbourhoods (funded by TfL)

Ref. No.	Scheme	Measures proposed	Traffic orders	Status	Notes
LTN-01	Kingshill Avenue area, Kenton	2 modal filters	2 closures except cycles	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-02	Pinner View area, Headstone South	5 modal filters, 20mph speed limit	5 closures except cycles, 20mph limit	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-03	Francis Road area, Greenhill	1 modal filter, 20mph speed limit	1 closure except cycles, 20mph limit	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-04	Vaughan Road area, West Harrow	2 modal filters	2 closures except cycles	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-05	Green Lane area, Stanmore	1 modal filter	1 closure except cycles	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-06	Southfield Park area, North Harrow	1 modal filter, 20mph speed limit	1 closure except cycles, 20mph limit	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-07	Byron Road area, Wealdstone	1 modal filter, 20mph speed limit	1 closure except cycles, 20mph limit	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-08	Dennis Lane area, Stanmore	1 modal filter	1 closure except cycles	On hold	Subject to consideration by TARSAP on 10/08/20
LTN-09	Princes Drive area, Wealdstone	1 modal filter	1 closure except cycles	On hold	Subject to consideration by TARSAP on 10/08/20

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The exact details of the schemes are shown in **Appendix BC**. There was an application for LTN-01 in the Kingshill Avenue area, Kenton, however officers have reviewed that scheme and decided not to put it forward as a proposal. The modal filters will be created by placing large planters at specific points in roads within the areas to restrict vehicles passing through. Cyclists would be able to pass through the gaps between the planters provided to allow cycle permeability. Experimental traffic regulation orders will be made to prohibit vehicles at modal filters and for creating 20mph speed limits on the roads in the areas. The schemes will be experimental and the decision to remove or retain them will be determined based on statutory consultation during the trial in the first 6 months of operation.

Table 3 – School streets (funded by TfL)

Ref. No.	Scheme	Measures proposed	Traffic orders	Status	Notes
SS-01	Grimsdyke School, Hatch End	Prohibition of vehicles in sections of roads around the school (Mon –Fri, 8:15am-9:15am & 2:4530pm-4:003:45pm)	Prohibition of vehicles	On hold	Subject to consideration by TARSAP on 10/08/20
SS-02	Newton Farm School, Rayners Lane	Prohibition of vehicles in sections of roads around the school (Mon –Fri, 8:15am30am-9:15am-45am & 2:4530pm-34:4500pm)	Prohibition of vehicles	On hold	Subject to consideration by TARSAP on 10/08/20
SS-03	Marlborough School, Wealdstone	Prohibition of vehicles in sections of roads around the school (Mon –Fri, 8:15am-9:445am & 2:1530pm-3:4:030pm)	Prohibition of vehicles	On hold	Subject to consideration by TARSAP on 10/08/20
SS-04	Park High School, Stanmore, Middx.	Prohibition of vehicles in sections of roads around the school (Mon –Fri, 8:15am-9:15am & 2:4530pm-34:4500pm)	Prohibition of vehicles	On hold	Subject to consideration by TARSAP on 10/08/20

The exact details of the schemes are shown in **Appendix BC**. The schemes involve placing restrictions on vehicles entering sections of roads within the area around the school during week day school opening and closing times. The roads permit access by pedestrians and cyclists only and identified vehicles that require access within the area such as residents. Experimental traffic regulation orders will be made to prohibit vehicles at the restricted times on the roads in the areas. The schemes will be experimental and the decision to remove or retain them will be determined based on statutory consultation during the trial in the first 6 months of operation.

Table 4 – Strategic Cycling (funded by DfT)

Ref. No.	Scheme	Measures proposed	Traffic orders	Status	Notes
SC-01	Honeypot Lane, Queensbury	Mandatory cycle lanes (nearside lanes), 30mph speed limit	30mph speed limit	Completed	Measures fully implemented by 10/07/20
SC-03	Sheepcote Road, Greenhill	Mandatory cycle lanes (nearside lanes), permit cycles to use bus lane	Bus lane use amendment	Completed	Measures fully Implementation by 17/07/20
SC-09	Uxbridge Road, Harrow Weald	Mandatory cycle lanes (nearside lanes), 30mph speed limit	30mph speed limit	Completed	Measures fully Implementation by 24/07/20
SC-10	George V Avenue, Hatch End	Mandatory cycle lanes (nearside lanes), 30mph speed limit, waiting restrictions (at any time)	30mph speed limit, waiting restrictions	On hold	Subject to consideration by TARSAP on 10/08/20

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The exact details of the schemes are shown in **Appendix BC**. The schemes involve installing mandatory cycle lanes in the nearside traffic lanes and including a buffer zone marked in hatching that separates it from the offside vehicle lane to reduce conflict between vehicles and cycles. Traffic cones further reinforce the segregation. On dual carriageways the 40mph speed limit is reduced to 30mph for improved road safety. Existing bus lanes will be amended to permit cyclist to use them. Waiting restrictions will be implemented in sections of road to prevent parking in the cycle lanes where there may be demand to do so in order to ensure the safety of cyclists. Experimental traffic regulation orders will be made to introduce waiting restrictions, reduce speed limits and amend usage of bus lanes on these roads. The restrictions in the traffic regulation orders will be experimental and the decision to remove or retain them will be determined based on statutory consultation during the trial in the first 6 months of operation.

Further consideration will be given to reinforcing segregation between vehicles and cyclists as suggested by cycle lobby groups by using more bollards or wands in the hatching buffer zone. This will be determined after a period of review of the schemes in operation.

Table 5 - Schemes not approved by TfL

Ref. No.	Programme type	Scheme	Status
PS-03	Pedestrian Space	The Broadway, Hatch End - shops	Not approved
PS-04	Pedestrian Space	Stanmore Broadway - shops	Not approved
PS-05	Pedestrian Space	Pedestrian signals timing review - Boroughwide	Not approved
PS-06	Pedestrian Space	Wealdstone Town Centre improvement scheme	Not approved
PS-14	Pedestrian Space	Wealdstone, High street shops (bus stop opposite Mir Foods) relocate bus stop	Not approved
SC-04	Strategic Cycling	Cycle Way, Bonnersfield Lane / Sheepcote Road, Greenhill	Not approved
SC-05	Strategic Cycling	Cycle Way, Harrow Weald - Kenton	Not approved
SC-06	Strategic Cycling	Bakerloo cycle route	Not approved
SC-07	Strategic Cycling	Cross Harrow cycle route	Not approved
SC-08	Strategic Cycling	Borough wide cycle lanes	Not approved

Table 6 – Revised indicative implementation schedule (subject to approval)

Ref. No.	Scheme type	Scheme	Revised implementation dates (from week commencing)
SC-10	Strategic Cycling	George V Avenue, Hatch End	24 August 2020
SS-01	School Streets	Grimsdyke School, Hatch End	31 August 2020
SS-02	School Streets	Newton Farm School, Rayners Lane	31 August 2020
SS-03	School Streets	Marlborough School, Wealdstone	31 August 2020
SS-04	School Streets	Park High School, Stanmore, Middx.	31 August 2020
LTN-06	Low Traffic Neighbourhood	Southfield Park area, North Harrow	07 September 2020
LTN-09	Low Traffic Neighbourhood	Princes Drive area, Wealdstone	07 September 2020
LTN-02	Low Traffic Neighbourhood	Pinner View area, Headstone South	14 September 2020
LTN-03	Low Traffic Neighbourhood	Francis Road area, Greenhill	14 September 2020
LTN-04	Low Traffic Neighbourhood	Vaughan Road area, West Harrow	21 September 2020
LTN-07	Low Traffic Neighbourhood	Byron Road area, Wealdstone	21 September 2020
LTN-01	Low Traffic Neighbourhood	Kingshill Avenue area, Kenton	28 September 2020
LTN-05	Low Traffic Neighbourhood	Green Lane area, Stanmore	28 September 2020
LTN-08	Low Traffic Neighbourhood	Dennis Lane area, Stanmore	28 September 2020

This indicative programme indicates an extremely tight delivery time line for the remaining schemes in the programme to be delivered by the end of September. This assumes that approval for the schemes is granted.

TARSAP

10 August 2020

Supplementary report

1) There is a statement in the TARSAP report which requires clarification:

We want to encourage people to walk or cycle where previously they may have used the car. So these improvements will try to support those that are able to walk where distances are less than 2 km (a 10 minute walk) or cycle if the journey is under 5 km.

10 minutes is the average time for a person to walk 1 km, therefore the report should have stated 10 minutes for a 1km walk. Obviously different people will walk at different speeds and some will not be able to walk this distance. This paragraph should have read:

We want to encourage people to walk or cycle where previously they may have used the car. So these improvements will try to support those that are able to walk where distances are less than 2 km (average time to walk 1km is 10 minutes) or cycle if the journey is under 5 km.

- 2) We have received several emails relating to the schemes and these are included in Appendix 1 of this supplementary report.
- 3) Over the last few weeks, officers have held meetings with ward councillors to seek their comments in respect of the schemes in their wards. Table 1 provides the Panel with the comments officers have gathered.
- 4) There were some important themes expressed by councillors throughout the engagement process.
- a. Consultation- the programme hasn't provided suitable levels of consultation and this has caused difficulties with residents.
 - b. Councillors welcomed the opportunity to discuss the details of the schemes with officers but felt the process should have commenced before the schemes were applied for, they recognised this wasn't possible on this occasion but would like to see a different approach used in future.
 - c. Communication- the portal doesn't provide enough opportunity for communication, a much wider programme with more channels should be provided.
 - d. Purpose- councillors were not always persuaded as to the overall aim of the scheme and better clarity of the aims should be provided.

- e. Cycling schemes- local schemes in the context of the whole borough were not easily understood, greater clarity is required as a significant number of councillors don't see the current cyclist traffic requiring such schemes.
- f. Cycling Schemes- concern expressed that existing and proposed cycle routes join up and do not create unintended pressure on highway network.
- g. Pedestrians- councillors not persuaded on the benefits for the increases in pavement space when removing parking for local shops.
- h. Business- a number of councillors expressed concerns over the impact from the schemes on the business community so soon after COVID19.
- i. Honeypot Lane- across ward concerns over the design benefits of Honeypot Lane and an urgent request to review the scheme.
- j. Review period- widespread support for a post implementation review process for schemes that don't meet the design expectation.

Officer response to the themes: The use of residential roads as short cuts by vehicles and the high volume of vehicles on main roads acts as a significant deterrent to cyclists. The exposure of risk to a collision with a vehicle is one of the main barriers to people taking up cycling. Reducing the amount of through traffic or providing segregation between cyclists and vehicles will remove this barrier and encourage more cycling. Currently the level of traffic on the roads is still below the levels seen prior to the coronavirus pandemic and so there is still capacity in the road network to accommodate the proposed changes from road closures, restrictions and cycle lanes. This situation would be monitored very carefully during any of the trials because traffic conditions are currently hard to forecast due to the variability of the health and economic impacts of the crisis on travel.

The main impact to businesses is the economic impact of the health crisis and the government social distancing requirements and this has had the greatest affect on trade. The provision of parking has been shown over many years to be a less important factor in influencing trade.

The fast track nature of the development of schemes and consultation process has been driven by the requirements from Government and Transport for London to meet challenging timescales to provide an emergency response to the health crisis. Funding awards were only confirmed in June and delivery of all schemes is required to be completed by the end of September. The normally high standard of engagement and consultation that councillors and the public have become accustomed to could not be provided within this 4 months window. Officers recognise the difficulties the funding process has caused and will ensure that all the themes are accounted for in any future programmes and will undertake reviews on schemes at the earliest opportunity in line with the report recommendations.

- 5) Summary of ward councillor consultation
 - a. Low Traffic Neighbourhood schemes
 - i. Supported = 4

- ii. Not supported = 3
 - 1. LTN01 Kingshill Avenue
 - 2. LTN 05 Green Lane
 - 3. LTN 08 Dennis Lane
- iii. Conditional support = 2
 - 1. LTN 07 Byron Road
 - 2. LTN 09 Princess Drive
- b. Strategic Cycling
 - i. SC10 George V Avenue is a scheme across two wards one supporting and one not supporting but may if changes can be made
- c. School Streets
 - i. Four schemes all supported with a conditional support on SS03 Marlborough School

Table 1

Scheme	Ward	For	Against	Overarching view.
LTN01 – Kingshill Avenue	Kenton West	none	Similar scheme had been rejected by the community. The local business impact is considered to be negative.	Not supportive of the scheme
LTN02 – Pinner View area	Headstone South	Supportive of the scheme and were keen to ensure emergency services had been advised		Supportive of the scheme
LTN03 – Francis Road area	Greenhill	Supportive of safer streets, reduced speeding, several requests over the years for traffic calming Would like to see the scheme made permanent if possible	Not overly keen on increases in traffic.	Supportive of the scheme
LTN 04 – Vaughan Road area	West Harrow	Very comfortable with the approach, especially with a clear review after 6 months.		Supportive of the scheme
LTN05 – Green Lane area	Stanmore Park	Councillor expressed a preference for this scheme if having to choose either Green Lane or Dennis Lane, but don't support both together	Traffic impacts on Wood Lane/ Stanmore Hill, councillors are reporting a 2,000+ petition against scheme, negative impact on Green Lane, restricting access to school.	Not supportive of the scheme

Scheme	Ward	For	Against	Overarching view.
LTN06 – Southfield Park area	Headstone South	Supportive of the scheme and were keen to ensure emergency services had been advised		Supportive of the scheme
LTN07 – Byron Road area	Marlborough	Support for scheme subject to review and impact assessment	Concerns over the possible impact on the regeneration programme Would require clarity on all three schemes and don't support all three together. LTN07, LTN 09 and SS 03	Conditional support.
LTN08 – Dennis Lane area	Stanmore Park Canons		Traffic impacts on Stanmore Hill, councillors are reporting a 2000+ petition against scheme, no additional benefit as cyclists don't use route, it's a steep hill so wont aid walking.	Not supportive of the scheme
LTN09 – Princes Drive area	Marlborough	Conditional support for the scheme subject to post implementation review.	Concerns about the wider impact on the network Would require clarity on all three schemes and don't support all three together. LTN07, LTN 09 and SS 03 Too much change at once.	Conditional support. Would require clarity on all three schemes and don't support all three together.
SC 10 – George V Avenue	Hatch End Headstone North	Consider the scheme to be a good idea and will further reduce the impact of traffic on the area		Supportive of the scheme Not supportive of
			The impact on the local school just as they are	

Scheme	Ward	For	Against	Overarching view.
		Could see a possible solution if the scheme could be modified (shortened)	returning to school, impact on local businesses and amenities, displacing the commuter parking into other residential streets, concerns raised by residents about additional parking pressures and no real need for the scheme as no real numbers of cyclists using it.	the scheme unless changes are made.
SS-01 – Grimsdyke School	Hatch End	In favour of the scheme as part of the overall development of traffic calming in the area	Not supportive of any future CPZ scheme	Supportive of the scheme
SS-02 – Newton Farm School	Rayners Lane Roxbourne	View the schemes as being a great idea, too many drivers blocking streets Councillors on holiday but supportive of scheme	None	Supportive of the scheme Supportive of the scheme
SS-03 – Marlborough School	Marlborough	Supportive of scheme in general	Concerned over the overall collective impact of the three schemes in the ward.	Conditional support and would require clarity on all three schemes and don't support all three together.
SS-04 – Park High School	Belmont	See the scheme as a positive to reduce the daily traffic issues in both roads and well as sponsoring more walking		Supportive of the scheme

Appendix 1

Summary of correspondence received in relation to the schemes

LTN 05 Dennis Lane

4 submissions from residents of Dennis Lane in support of the scheme:

- Traffic using the road as a cut through, increased high speeds, pollution, rubbish and other environmental damage.
- Previous request to make top end of road one way out of the lane with no entry in.
- Support for either a full closure at one end or changing the top end to be no entry will improve life substantially
- Proposed change would assist residents despite some inconvenience
- Support on the basis the proposal is for a trial period with the aim of reducing traffic and increasing use of bikes

Officer response: A full closure will remove all through traffic from Dennis Lane and significantly reduce the overall volume of traffic which will be beneficial to pedestrians and cyclists by reducing their exposure to collisions. Local traffic would be restricted to access via the southern end of the road by Stanmore Broadway. A partial closure (from Wood Lane) will only remove southbound through traffic. As Dennis Lane has a tidal range of movement with higher flows in one direction in the morning and in the other direction due to a commuting pattern of travel the northbound through traffic will still pose some risk to pedestrians and cyclists. This risk would be reduced relative to normal traffic conditions.

LTN 08 Green Lane

1 resident not in support:

- Children will still be brought in cars to the school, concern that road will become blocked leading to serious risk to safety of pedestrians, including school children and cyclists
- Delivery trucks and refuse vehicles also need to use the road
- Concern that ambulance will be unable to turn around easily
- On previous consideration by the Council to close one end of Green Lane, council officers stated that a turning area would be required, as insufficient room for larger vehicles to turn around and no consultation with emergency services, who may object to the scheme

Officer response: Consultation has been undertaken with the emergency services on the proposed closure and no objections have been raised. Currently the emergency services gain access to Green Lane from the southern end (Uxbridge Road) and that would continue unchanged with the proposed road closure. Larger vehicles would be

required to turn around in order to leave the road by the southern end and there are side roads in Green Lane where these manoeuvres can be undertaken. The removal of thorough traffic would reduce any conflicts and allow such manoeuvres to occur safely. Where children are being dropped off / picked up for school the same would apply although the Council would continue to work with the school on its travel plan to try to encourage a reduction in the use of private cars. In respect of refuse services these would be adjusted to accommodate route changes caused by the closure and would also need to avoid school opening and closing times.

LTN 05 Dennis Lane and LTN 08 Green Lane

2 residents not supporting either scheme:

- Policy to increase cycling is unlikely to lead to cyclists choosing to struggle uphill or lose control downhill
- Higher level of older and retired residents will affect level of residents taking up cycling
- Support principle of encouraging walking and cycling, but road alterations should be made on new housing estates and in town centres where there are present dangers
- Cyclists rarely seen in Green Lane or Dennis Lane except at weekends
- Proposals will lead to congestion on Uxbridge Road and London Road, increasing pollution
- Additional congestion at Green Lane / Uxbridge Road junction
- Access to school will be more difficult and increase parking on Stanmore Hill
- Proposal would be a waste of resources and would not benefit the environment and would cause inconvenience.

Officer response: The narrow width of Green Lane / Dennis Lane in conjunction with the use of roads as short cuts by vehicles acts as a deterrent to cyclists. The exposure of risk to a collision with a vehicle is one of the main barriers to people taking up cycling. Reducing the amount of through traffic will remove this barrier. Cyclists have to negotiate hills in the same way as any other road user but these routes can act as convenient short cuts for cyclists in the same way that they currently do for cars. Currently the level of traffic on the roads is still below the levels seen prior to the coronavirus pandemic and so there is still capacity in the road network to accommodate changes due to the closure. This situation would be monitored very carefully during any trial because traffic conditions are currently hard to forecast due to the variability of the health and economic impacts of the crisis on travel.



HOUSE OF COMMONS

LONDON SW1A 0AA

Mr Sean Harriss
Chief Executive
Harrow Council
PO Box 57
Civic Centre
Station Road
Harrow
Middx.
HA1 2XF

6 August 2020

Our Ref: GT41258

Dear Mr Harriss,

Re: Special TARSAP Meeting 10th August 2020

I am writing to you with further urgent correspondence regarding the proposed changes to George V Avenue, Harrow, which I understand will be considered during a special meeting of TARSAP next week.

As you will be aware, I have previously raised concerns the Headteacher, teaching staff and Chair of Governors of Nower Hill High School have informed me of in relation to the Council's plans to make alterations to George V Avenue. The school staff are concerned that the changes planned using Transport for London's (TfL) London Streetspace Programme, will have a negative impact on the provision of parking, which school staff and parents are reliant on. Indeed, I understand the school community would like to formally oppose any restrictions on parking along George V Avenue, which I would like the meeting to be fully aware of and take into careful consideration whilst deliberating on this matter next week. I would be grateful, therefore, if you would ensure that the contents of this letter are formally taken into account at this imminent meeting.

I understand that the current proposal entails the introduction of a 24 hour no waiting restriction along the length of George V Avenue, which will prevent road parking along the road concerned. With 2000 pupils and 250 staff, with access to only limited on-site parking, changes to George V Avenue will result in the loss of the current parking provision that many members of the school community rely on. The school fears this loss will inevitably force those needing to park close to the school into utilising neighbouring residential roads, causing congestion and reducing the availability of parking for local residents.

I also understand the school community expects the removal of road parking along George V Avenue will create issues beyond the school day, during parents' evenings, concerts and other such events when parents and carers will again be required to park on neighbouring residential roads. This could lead to difficulties for local residents, but the school also fears this will adversely affect parental attendance at such events, which could negatively impact the school's current high levels of parental engagement, which the school has worked very hard to achieve.

I am also of the understanding that the Council hope that the issues caused by the planned changes can be negated by staff, pupils and parents utilising public transport and reducing their reliance on personal vehicles. In light of the ongoing Covid-19 risks from shared spaces like public transport, and the need for parking in close proximity to the school for disabled school staff and pupils, I would also like the committee to take into consideration that such an expectation is not feasible for everyone to meet. The loss of the current parking will place further pressures on the school, at a time when schools are already facing exceptional

difficulties returning to operating as normal. Indeed, the school understands the Government's Covid-19 guidance actively discourages staff from using public transport on their return to work in September. Thus, although some staff live close enough to the school to take up walking, cycling or using public transport, for the vast majority this would simply not be feasible. Headteacher, Louise Voden has informed me that she is also concerned about the effect the parking issue will have on the school's ability to recruit and retain staff who need to drive to school. I would appreciate the committee giving particular consideration to this situation - the crux of this issue.

I welcome the funding from TfL, and like the Council, am in favour of improving and increasing the cycling provision in our Borough, as well as encouraging the public to shift towards greener and shared modes of transport. However, I also recognise and sympathise with the understandable issues and reasonable points raised by the school. As such, I would like to see the Council utilise the funding and implement their plans for increasing cycling provision, but whilst finding a parking solution that mitigates the likely difficulties that the current plans would cause the school and its community.

I would be grateful for the committee's careful consideration of the objections to the current plans from the school community, as well as the possible future issues for local residents, should the school's parking issues spread into the neighbouring roads. I would welcome their efforts finding a solution to this issue that meets the needs of the school community, neighbouring residents, cyclists and the wider public.

I would be grateful for your assistance ensuring the above is taken into account by the committee. I would also appreciate if you would provide me with an update on the outcome of the meeting, which I could also pass on to Ms Voden.

Please could you also include my reference number on all correspondence.

Thank you for your continued assistance with this urgent matter.

Yours sincerely



Gareth Thomas MP
Harrow West

To the TARSAP Committee, for the meeting to be held on Monday August 10th 2020

I am writing to you as Port Folio Holder with responsibility for Education and Children's Social Services.

I believe that this statement is relevant to Appendix A.

I am writing to the Committee to register my concern at the proposed timetable for the implementation of the changes to the Public Space on George V Avenue.

These works have been put on hold since July following concerns expressed by Nower Hill School.

I am grateful for the action taken by the Council to delay implementation and I am requesting that serious consideration is given to a further delay.

Everyone now recognises that it is imperative that schools fully reopen in September but it is not generally recognised that this will in fact be a tremendous undertaking.

Returning to school will I believe be quite a step for many children, young people and families after such a long time.

There are many things for families to worry about who want safety and protection for their children, who will themselves have been affected by so many months at home; so that returning to school will feel more like a step into the unknown rather than a simple return to familiar surroundings.

This will be a particularly stressful time for young people leaving primary school and going to high school for the first time.

In order to protect their children, many families will want to take them to school by car, perhaps many more than would usually do so, and this will be made much more difficult with the proposed changes.

Schools will have themselves to adjust to changes and new responsibilities in "The New Normal" and they want to make return to school as easy as possible for children and young people.

We need to support them, to prioritise the return to school and offer support where we can.

I think we can help by implementing as long a delay as possible before the works are done.

This will allow the School and families to settle into the new term and adjust to the many changes which they, as part of society are going to face.

Thank you for your consideration.

Christine Robson

Port Folio Holder for Children, Young People and Education.

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TRAFFIC AND ROAD SAFETY ADVISORY PANEL (SPECIAL) MINUTES

MONDAY 10 AUGUST 2020

Chair: * Councillor Jerry Miles

Councillors: * Peymana Assad * James Lee
* John Hinkley * Anjana Patel
* Ameet Jogia * David Perry

Advisers: * Mr J Leach * Dr A Shah
Mr N Long * Mr A Wood

In attendance: (Councillors)	Marilyn Ashton	Minutes 77 and 80
	Philip Benjamin	Minutes 77 and 80
	Simon Brown	Minutes 77 and 80
	Stephen Greek	Minute 80
	Vina Mithani	Minute 77
	Paul Osborn	Minutes 77 and 80
	Varsha Parmar	Minute 77
	Kanti Rabadia	Minute 80
	Sachin Shah	Minute 80

* Denotes Member present

Recording

The recording of this meeting was available by following the link below:
<https://www.harrow.gov.uk/virtualmeeting>

75. Welcome

On behalf of the Panel, the Chair welcomed Councillor Anjana Patel to the Panel and thanked Councillor Baxter, a former Member of the Panel, for his contribution to the work of the Panel.

76. Attendance by Reserve Members

RESOLVED: To note that there were no Reserve Members in attendance.

77. Declarations of Interest

RESOLVED: To note that

- (1) the Declarations of Interests published in advance of the meeting on the Council's website were taken as read and the following further declarations made at the meeting by Councillors under this item in relation to agenda item 5 and during consideration of the same item, Harrow Street Spaces Programme – 2020/21, be also noted:

Councillor Marilyn Ashton: (Non-Pecuniary Interest) – Local Authority appointed Governor of Park High School

Councillor James Lee: (Non-Pecuniary Interest) – Lived in Canons Park

Councillor Vina Mithani: (Non-Pecuniary Interest) – Ward Councillor for Kenton West where Kenton Park Shopping Parade was situated

Councillor Paul Osborn: (Non-Pecuniary Interest) – Lived on Vaughan Road, part of the West Harrow Low Traffic Neighbourhood Scheme.

Councillor Varsha Parmar: (Non-Pecuniary Interest) – Marlborough Ward Councillor where schemes were being proposed

- (2) Members and Advisers who had declared interests remained in the virtual meeting whilst the matters were considered and voted upon.

RESOLVED ITEMS

78. Appointment of Vice-Chair and Non-Voting Advisers

RESOLVED: To defer the appointment of Vice Chair and Non-Voting Advisers to the next ordinary meeting of the Panel and to suspend Executive Procedure Rule 35.4 to allow the following Advisers appointed in 2019/20 to participate in the meeting pending their formal appointment at the next ordinary meeting of the Panel:

Mr J Leach	- London Living Streets
Mr N Long	- Harrow Association of Disabled People
Dr A Shah	- Harrow Cyclists
Mr A Wood	- Harrow Public Transport Users' Association

79. Deputations

RESOLVED: That, in accordance with Executive Procedure Rules 43.2 and 48, the following deputations be received in respect of agenda item 5 – Harrow Street Spaces Programme – 2020/21:

1.

Title of Deputation	Residents concerned about proposed Low Traffic Neighbourhoods Green Lane Area and Dennis Lane Area
Reason for Deputation [12 Signatories]	There is sufficient local unhappiness with Schemes LTN-05 and LTN-08 per harrowstreetspaces.commonplace.is The schemes should not go ahead. The Deputation wants to argue why those Schemes should not proceed.

2.

Title of Deputation	Residents of Stanmore Hall
Reason for Deputation [32 Signatories]	To object to the closure of Dennis Lane, Stanmore.

3.

Title of Deputation	Honeypot Lane – Barrier
Reason for Deputation [14 Signatories]	As a shopkeeper greatly affected adversely by the barrier and we are in great danger of losing our businesses.

4.

Title of Deputation	Objection to Low Traffic Neighbourhood LTN-02 Pinner View, Headstone Scheme GC021238-R1
Reason for Deputation [12 Signatories]	Scheme will adversely impact on residents, residents do not want the changes, residents have not seen any evidence of benefits or alternatives options.

5.

Title of Deputation	The Hillview Community against the imposition of School Streets Grimsdyke Primary School Scheme SS-01
Reason for Deputation [18 Signatories]	We, the undersigned, representing over 70 residents in the above community feel strongly that the above scheme is badly conceived and instead of achieving its aims, it will provide greater congestion and pollution, increased traffic flows and lead to issues of road safety.

Full details in relation to the deputations, including questions asked and answers given, were set out in the audio recording and referenced, in brief, at Minute 79 and at Appendix 1 to these minutes. The recording of this item/minute can be found by following the link below:

<https://www.harrow.gov.uk/virtualmeeting>

RECOMMENDED ITEMS

80. Harrow Street Spaces Programme - 2020/21

Prior to the consideration of the report of the Corporate Director of Community, the Panel heard from the five deputees present at the meeting (Minute 78 also refers), full details of which were available by following the link at Minute 78 and listening to the audio recording.

In summary, the deputees urged the Panel to reject the schemes that they were speaking on and that they were vehemently opposed to proposals because of the adverse impact they would have on their communities. Their submissions are also set out at Appendix 1 to these minutes.

The deputees responded to questions from Members of the Panel and stated that:

- the proposed schemes for Dennis Lane and Green Lane areas were counter productive and would not increase the use of public transport or walking;
- the pedestrian barriers in the Honeypot Lane area had not encouraged people to walk to their local shops and there was evidence that the foot fall had dropped considerably which was crippling businesses in the area. The situation had been exacerbated by the lack of parking, including the provision of parking for people with disabilities;
- the proposals for the Pinner View area (Scheme LTN-02 at revised Appendix A to the report referred) would lead to traffic congestion in the surrounding roads. A Member cited the proposals previously rejected by the Panel for the Goodwill to All junction and asked officers how the two proposals were related. An officer responded that there

were plans to consult on the Goodwill to All junction which had had to be delayed due to Covid-19. Another Panel Member stated that in light of the officer response it was best that both the schemes were held in abeyance and was of the view that the response given appeared to give an impression of silo working mentality;

- the School Streets Grimsdyke Primary School Scheme SS-01 was poor and would increase traffic flows and congestion and did not interact with other schemes in the area. The consultation was poor and a 20mph zone was required in Hillview if the scheme were to proceed. An officer replied that funding was only available for SS-01 but that he would ascertain if a 20mph could be incorporated but he was not certain that the parking issue (Grimsdyke Road) could be resolved.

The Chair thanked the deputees for their presentations.

Prior to the consideration of the report of the Corporate Director of Community, the Panel also heard from a number of back-benching Members who, in brief, were opposed to the implementation of a number of schemes, as follows:

- Green Lane/Dennis Lane – the proposals were unrealistic and partial closures would impact on the surrounding area and would result in traffic gridlocks. Both Green Lane and Dennis Lane had steep gradients and would not encourage cycling. The problems would be exacerbated when children returned to schools in September 2020. The existing width restriction at Dennis Lane would need to be removed and were the proposed scheme to fail, it would result in a greater volume of traffic, particularly heavy traffic traversing through this road. It too would benefit from a 20mph zone;
- Streatfield Road, Queensbury (PS-07) and Cycle lanes at Honeypot Lane (SC-01) – had had an adverse impact on businesses and restaurants which relied on night time trade as there was no parking available. The cycle lane had been badly designed, it also included a bus stop, and would endanger cyclists and lead to rat-running traffic. A 20mph zone was required for the area which might help improve the cycle lane;
- there had been an overall lack of consultation and good decision-making had been compromised, particularly when the proposals could have been presented at programmed meetings of the Panel, including the Cabinet. Additionally, the lack of available detail for a number of schemes and how they would operate was lacking. The approach taken had had reputational damage and it would have been better to have fewer schemes in place supported by residents instead of imposing schemes that had been ill-conceived in order to deliver a better street scape and a better Harrow;
- Pinner View area, Headstone South (LTN-02) and Southfield Park area, North Harrow (LTN-06) – the schemes would split Headstone Ward into two and would lead to congestion and impact upon children

and parents travelling to Vaughan School. The schemes should only proceed if supported by the emergency services, particularly the Fire Brigade, and if they were reviewed on a monthly basis. Perhaps only one scheme ought to be implemented and that the barrier in Pinner View could be installed at a latter date;

- Streatfield Road, Queensbury - shops (PS-07), Kenton Road –shops (PS-10) and Kenton Lane – Belmont shops (PS-11) – the barriers and traffic cones were unwelcoming and the proposals were impacting adversely on independent businesses and giving priority to supermarkets. Deliveries to some of the shops was being compromised due to lack of parking and all the schemes ought to be rejected;
- Uxbridge Road, Harrow Weald – cycle lane – the scheme was poor and not safe. A joined up approach was lacking. The scheme should be removed or not made permanent.

The Panel received a report of the Corporate Director of Community in respect of the delivery of the London Streetspace Programme (LSP) in Harrow as a response to the COVID-19 public health pandemic. The Panel also received the following:

- a Supplemental Agenda, which included a Revised Appendix A, setting out the Pedestrian Space Measures, Low Traffic Neighbourhoods, School Streets, Strategic Cycling, Schemes not approved and Revised Indicative Implementation Schedule, on the grounds of special circumstances and urgency set out in the Supplemental Agenda;
- a Second Supplemental Agenda, which included additional appendices setting out the outcomes of consultations with Ward Councillor, including representations received from a local MP and other Members to the report of the Corporate Director of Community, on the grounds of special circumstances and urgency set out therein.

The Director of Environment introduced the report and informed the Panel that

- the Covid-19 health emergency had significantly affected the way in which people worked and travelled;
- the government was providing £2 billion to support areas with high levels of public transport such as London to take measures to reallocate road space to people walking and cycling to encourage active travel, enable social distancing and prevent an increase in private car use that could detrimentally affect the road network;
- currently the bus and rail systems could only take up to fraction of the normal capacity. Therefore, there was a significant potential for many journeys to convert to private car instead, as the economy opened up and more journeys were made;

- Harrow Council, along with the other London Local Authorities, had applied to Transport for London (TfL) for funding for pedestrian space, low traffic neighbourhood and school streets schemes as a part of the Street Spaces Programme. Separate funding had also been made available from the Department for Transport directly to be used on strategic cycling schemes;
- the schemes had been developed in accordance with the applicable criteria and publicised online via an engagement portal and, more recently, officers had met with Ward Councillors in relation to schemes in their Wards. There were two supplementary reports to the main report which provided additional information in this regard;
- the report collated all the comments, feedback and contributions on the schemes for the Panel, including feedback from Ward Councillors to allow the Panel to consider which schemes should be recommended and proceed to implementation;
- the duration of the schemes was as follows:
 - the pedestrian space schemes that had already been implemented at an earlier stage in the programme were temporary only and would be removed when no longer required;
 - all other schemes were experimental using temporary or low cost measures that could be easily removed at a later date following a detailed review after approximately 6 months.

The Director informed the Panel that the report also indicated an additional regular review process for schemes so that the impact could be regularly monitored and adjustments made quickly as and when they were necessary. He added that the funding available was of a short term nature and any schemes recommended for implementation needed to be completed by the end of September 2020 to comply with the funding requirements. The 7-8 weeks remaining period represented the minimum length of time to successfully deliver these.

The Chair stated that he was conscious of the time and wanted to ensure that sufficient time was allowed for debate on those schemes that were contentious and he listed them as LTN-05, LTN-07/08/09 and SC-10 and referred to a proposed draft recommendation in relation to George V Avenue scheme which was read out at the meeting. Panel Members expressed concerns and were of the view that decisions ought not to be left to officers only and that the Panel ought not to be by-passed and that, as elected Councillors, they were accountable to residents.

A couple of the advisers to the Panel stated as follows:

- the proposals ought to be supported in order to improve the general health of people living and working in Harrow, as diabetes was prevalent amongst the residents of Harrow;

- road space needed to be re-organised and changes needed to be put in places now and before the schools re-opened in September 2020;
- consultations had been put in place and true consultations would effectively commence during the trial period;
- low traffic neighbourhood schemes would improve road safety and increase walking. It was important that the schemes were in place now and, in time, residents would appreciate their benefits. Harrow had the lowest cycling rates in London and this needed to be improved. The use of electric bikes would help negotiate gradients;
- the Honeypot Lane schemes could be improved further but it was not a busy route for buses;
- the scheme proposed for George V Avenue should be implemented and would help protect children cycling to school;
- the scheme proposed for Uxbridge Road ought to be extended;
- the proposals were bold and appropriate and showed that Harrow was committed to dealing with the issues it faced in public health and encourage active travel. Children (1 in 5) in Year 6 in Harrow were obese, car ownership was the second highest in London and Harrow was in the fifth lowest quartile of frequent walkers. The Council needed to address all these aspect for a better and healthy Harrow.

Members of the Panel commented as follows:

- they needed to listen to the deputees and residents who had made representations to them;
- consideration needed to be given to the adverse impact on Harrow's communities, such as places of worship and businesses. The barriers installed in certain areas needed to be removed;
- some schemes need to be removed with immediate effect;
- Ward Councillors ought to be fully involved and consulted.

Members of the Panel moved and seconded a number of changes to the recommendations/proposals set out in the report of the Corporate Director of Community and indicative votes were taken in respect of PS-07, PS-08, PS-10 and PS-11 details of which were set out in the Revised Appendix A to the report of the Corporate Director of Community. It was also recommended that schemes LTN-04/05/08 be removed.

A Panel Member stated that Members had been put in a difficult position and the Panel would generally support walking and other health benefits that would ensue. He acknowledged the passionate comments from the advisers who spoke in support of the proposals. However, as elected officials, Members needed to balance and consider the impact of the schemes on

Harrow's residents, schools and businesses. He was of the view that local residents and businesses were best placed to realise how schemes would impact on them and this factor could not be ignored. He stated that the discussions he had had with officers in respect of his Ward had not been captured in the appendix circulated with the Second Supplemental Agenda.

The same Member suggested that the Leader of the Council and the Leader of the Opposition make representations to the government/TfL in order to negotiate the best deal for Harrow.

Prior to moving to a formal vote on the recommendations set out in the report, the Chair stated that he had read all the comments, including those set out in the Portal as part of the consultation process. He reminded Members of the Panel that no other funding would be available as part of the Local Implementation Plan (LIP).

The Panel was of the view that they could not support all the recommendations/proposals before them and amended some of the recommendations/proposals to those set out in the report of the Corporate Director of Community and these were moved and duly seconded and it was

Resolved to RECOMMEND: (to the Leader of the Council)

That

(1) the impact of the health crisis on travel and public transport due to social distancing requirements and the measures proposed by the Government and the Mayor of London to address the crisis be noted;

(2) the pedestrian space schemes implemented, as shown in the revised Appendix A, table 1, be noted, except that the following Pedestrian Space Measures be withdrawn:

PS-07 – Streatfield Road, Queensbury – shops
PS-08 – Honeypot Lane, Canons Park – shops
PS-10 – Kenton Road, Kenton – shops
PS-11 – Kenton Lane, Belmont – shops

(3) the low traffic neighbourhood schemes shown in the revised Appendix A, table 2, for implementation on an experimental basis by the end of September 2020, be approved, with the exception of the following:

LTN-05 – Green Lane area, Stanmore
LTN-07 – Byron Road area, Wealdstone
LTN-08 – Dennis Lane area, Stanmore
LTN-09 – Princes Drive area, Stanmore

and on the basis that the Low Traffic Neighbourhoods Scheme – LTN-02, Pinner View area, Headstone South, be subject to consultation with Ward Councillors

[Note: Councillors Hinkley, Jogia and Patel wished to be recorded as having voted against the implementation of LTN-04 – Vaughan Road area, West Harrow. Councillors Assad, Lee, Perry and Miles voted in favour of the implementation of LTN-04. Therefore the Recommendation to the Leader of the Council to approve the implementation of LTN-04 was carried.]

- (4) the school streets schemes, as shown in the revised Appendix A, table 3, for implementation on an experimental basis by the end of September 2020, be approved;

[Note: Councillors Assad, Hinkley, Jogia, Lee, Patel, Perry and Miles wished to be recorded as having voted for the implementation of School Streets, SS-01 to SS-04. Members voted unanimously for the Recommendation.]

- (5) the cycling schemes – SC-01, SC-03 and SC-09 – implemented as shown in the revised Appendix A, table 4, be noted;
- (6) the George V Avenue (Hatch End) cycle scheme, SC-10, be approved for implementation as shown in the revised Appendix A, table 4, on an experimental basis by September 2020, subject to the Corporate Director of Community amending the scheme to reduce the length of the scheme to avoid it continuing past Nower Hill High School or to incorporate dedicated cycle lanes without the need to utilise a lane either side of the road;
- (7) the making of the experimental traffic orders, where required, to implement the necessary traffic and parking restrictions for the schemes for a minimum of 6 months be approved;
- (8) the Corporate Director of Community, following consultation with the Portfolio Holder for Environment, be delegated authority to undertake a regular review of the schemes and provide a monthly update to members of the Traffic and Road Safety Advisory Panel and Ward Councillors and determine whether any amendments were required for schemes, including ending any experimental scheme;
- (9) a report be submitted to the Traffic and Road Safety Advisory Panel following the initial 6 months of operation of schemes, to feed back the results of consultation and the equality impact assessments and to consider whether schemes should be ended, extended up to a maximum of 18 months or made permanent.

Reason for Recommendation: To implement the Street Spaces Schemes in order to address the impact of the Covid-19 health crisis on travel and public transport and to support more active travel by walking and cycling and public health in line with current Department for Transport and Transport for London guidance.

(Note: The meeting, having commenced at 6.00 pm, closed at 9.13 pm).

(Signed) COUNCILLOR JERRY MILES
Chair

Proposed Road Closures – Citizens Deputation

Introduction

Thank you, Chair, for hearing our citizens' deputation this evening concerning the proposed Low Traffic Neighbourhoods for Green Lane and Dennis Lane.

We are representing the residents of the Green Lane and the Dennis Lane areas and are speaking on behalf of thousands of Harrow residents and stakeholders who are seriously concerned about the effect of these proposed road closures in Stanmore for two main reasons:

1. It is unclear if the Health & Safety and Equalities impacts have properly been thought through
2. The demography and topography of this area means that a Low Traffic Neighbourhood will provide very limited benefit

The council state that road closures are "divisive". In fact, these proposals have united all ages and sections of our community because of the negative impacts they will have. 94% of feedback to the commonplace website on the Green Lane and Dennis Lane proposals is against it. In addition a petition has already reached over 2,000 signatures and will therefore trigger a full council debate on this matter in due course.

Many of us already walk and cycle, and our issue with the proposed closures of Green Lane and Dennis Lane is that there is no identifiable problem that requires this "low traffic neighbourhood" solution.

Health & Safety and Equality issues

The council's own report to this Panel acknowledges that there were only 1 – 2 weeks in which to prepare these proposals. That report covers those issues inadequately and confirms that no risk assessment has been performed and the safety implications need further consideration.

The Harrow Transport LIP notes The Broadway, Uxbridge Road and Church Road as a strategic E-W route to the M1, A1, A41 and M25 which are not roads for cycling or walking. It further identifies The Broadway having emissions exceeding the EU annual mean limit value for NO₂, and also for having high human exposure. Closing Green Lane and Dennis Lane would funnel more traffic through The Broadway, exacerbating the pollution problem.

The Green Lane / Uxbridge Road junction is already over capacity with a dangerous right turn. It is made worse by many driving on the wrong side of Uxbridge Road to get into Old Church Lane. Diverting additional traffic onto this junction will cause more accidents and additional risk to the very cyclists and pedestrians this proposal is seeking to help.

Access for large vehicles including delivery lorries, refuse trucks and emergency vehicles will become difficult. There is nowhere for these vehicles to turn should these roads be closed which will cause safety issues for passing cyclists and pedestrians whilst they manoeuvre.

The proposed road closures will risk gridlock across key junctions on a major N-S / E-W route and also have serious implications for the emergency services, in particular response times for the Ambulance Service and Fire Brigade, both of which are already under pressure.

The Harrow Transport Bus is the council's own service to carry children with high needs as used by the daughter of one of our deputees. These children can suffer from claustrophobia if trapped in standing traffic; they cannot sit still on a bus for prolonged periods. The proposals will significantly increase their time on the bus, worsening their experience and health, and placing a greater strain on the borough's staff looking after them.

A number of religious and other institutions will be negatively impacted by the proposed road closures. These are:

St John's Church of England Primary School, a faith based school. It has a wide catchment and children travel long distances to it from across the borough.

The mosque and temple in Wood Lane have large and active communities drawn from the North-West London area and beyond that rely on access via Green Lane and Dennis Lane.

The temple has written a letter to the council setting out their concerns in which they state "this will very much inconvenience community members who attend our temple and the mosque next door and we cannot begin to imagine the chaos it will bring during our festive seasons".

The Orthopaedic Hospital's own transport service will be negatively impacted as it uses Dennis Lane as its preferred route for hospital staff and patients to get to it from Stanmore Tube station.

Demography and topography of the area

TfL's definition of an area suitable for a Low Traffic Neighbourhood fails when applied to Green Lane and Dennis Lane. In addition, the Implementation Plan does not list Stanmore as an area with high potential for switching from using cars. This is because the geography, average journey distances and demographics are too great a barrier to encourage journeys to be undertaken by bike or on foot.

Green Lane and Dennis Lane are both incredibly long and steep hills. Cycling up these hills is extremely challenging and many people especially the elderly find it difficult to walk up these roads. The proportion of older people in Stanmore is a third higher than the national average, which means many residents rely on their cars for access to amenities.

Both these roads are already very safe for walkers and cyclists who do use them. They benefit from traffic calming measures including speed bumps, width restrictions and Green Lane being a 20 mph zone. TfL's Strategic Neighbourhood Analysis lists the area in the safest category across the whole of London.

There are plenty of open green spaces such as Stanmore Country Park and Bentley Priory in close proximity to these roads. This is where people walk for exercise rather than on the street!

The proposed closures would also impact the Little Common and Stanmore Hill conservation areas.

Conclusion

We can only conclude that the council chose not to do a formal consultation into proposed road closures since they were concerned they might not get a positive response. Most residents have only found out about these proposals by chance. The Department for Transport's statutory guidance

says, "Authorities should seek input from stakeholders during the design phase." Residents are stakeholders! We should have been consulted.

The council's own report from 2006 that led to the traffic calming measures on Green Lane clearly states that a full road closure would require a turning area at the top of Green Lane, that it would impact emergency response times, cause inconvenience to residents, overload the junctions on the Uxbridge Road and would be unacceptable, and Dennis Lane is subject to similar considerations. What has changed between then and now?

If the council is looking for problems to solve to encourage Stanmore residents to be more active we would suggest fixing the broken play equipment in our local park and the broken zebra crossing on Stanmore Hill for starters.

All of the data available from Harrow and TfL shows that the proposals, which are deeply unpopular, will actually cause problems for numerous people with protected characteristics while producing no material benefit.

We thank you for your time this evening and would be grateful if the council would take on board the views represented here this evening and agree not to proceed with the proposed LTNs for Green Lane and Dennis Lane.

DEPUTATION 2

Proposed Closure of Dennis Lane

My name is RG, I live in and represent the residents of Stanmore Hall which for those who may not know is in Wood Lane close to the junction with Stanmore Hill. We comprise 23 flats. 35 people reside here and 32 have signed the request for this deputation. I have also been asked to represent the interests of the Little Common Residents Association which I am happy to do. The association has written directly to yourself, Chair and to Cllr Henson, leader of the Council. We all oppose the closure of Dennis Lane.

Initially I would like to thank the chair for allowing us to send this deputation.

Secondly, I would like to complement the officers on a comprehensive and clear report. However, we are sorry not to see current traffic flow reports together with anticipated flows after the closure. How can considered decisions be made without them? Also, although chart 6 clearly shows 'Worse for the Community', and 'restricts access' as the leading views of those answering the questionnaire it would have been helpful to have seen individual site by site responses. Stanmore Hall & Little Common residents are surprised not to have been circulated individually by the Council about these proposals which we found out about totally by accident.

We do support the aims of the report in encouraging cycling and walking particularly for short journeys.

There are currently three roads which service Wood Lane running south to north. Brockley Hill, Dennis Lane and Stanmore Hill

Paragraph 2.29 of the report states that these proposals 'were developed by identifying neighbourhoods with established problems with vehicular traffic cutting through estates and causing environmental and road safety problems'.

I would like to take issue here with the report because any past traffic problems have been effectively eliminated by the installation of a width restriction and by three chicanes along Dennis Lane.

People do currently walk along Dennis Lane mainly as the most convenient and shortest route from the Wood Lane area to Stanmore Station. The pavements are wide enough to avoid too close a distance between walkers. People do not use Dennis Lane for recreational walks and never will. Why should they when much more picturesque walks are available, with an access 200 yards further along Wood Lane to the Stanmore Country Park or another 200 yards to Pear Wood or through Stanmore Common? And for a spectacular walk how about further up Stanmore Hill to the Bentley Priory Nature Reserve. I don't wish to upset our neighbours in Dennis Lane but a walk up and down their street is not a patch on the other 4 options.

Cyclist do use Dennis Lane now and will continue to do so
closure or no closure

So, the closure of Dennis Lane is unlikely to attract more
Walkers or more cyclist but what is likely to be the impact if
the closure does go ahead?

Residents beyond the width restriction in Dennis Lane will
encounter delays in emergency vehicles reaching them and
will be unable to receive deliveries particularly from
Supermarkets, due to the position of the current width
restriction.

Now what happens to those drivers who currently use Dennis
Lane in a northerly direction?

Those coming from Marsh Lane will probably turn left onto
an already congested Stanmore Broadway joining those
wishing to turn up Stanmore Hill at the lights. Those coming
from London Road will join the melee at the Dennis Lane
lights.

Heavens knows how many extra miles would be done by
these vehicles. Not very environmentally friendly is it?

So far we have managed to cause traffic jams at traffic lights
and pumped unnecessary exhaust fumes to be breathed in
by the toddlers at the Cottrell Nursey and the Stanmore
shoppers.

Now what happens to the current users of Dennis Lane who want to drive in a Southerly direction ?

Unable to drive down Dennis Lane the traffic will go mainly in one of two directions:

- 1) East along Wood Lane to the junction with Brockley Hill. At rush hours there is already a build-up of traffic wishing to turn into Brockley Hill so the build-up will get worse with idle traffic pumping fumes into the grounds of the RNOH and the Aspire Leisure Centre which is used for patient rehabilitation. OR
- 2) West along Wood Lane until its junction with Stanmore Hill. Again, during rush hours there is a build-up of traffic, often blocking our exit gate.

At this stage I would remind you that Wood Lane is a country lane not built as a through road but here you are wishing to pump more traffic into it!

The relatively recent housing developments off The Grove were given planning permission based on an ease of traffic dispersal which included Dennis Lane. Without that option the traffic will now be shunted along Wood Lane to either Brockley Hill or Stanmore Hill.

Users of the Hindu Temple currently having three options available to them when leaving. That option will be reduced to two.

Users of the Muslim Centre park their cars mainly in the Rugby Club car park. Again, their options with dispersal will be reduced by a third.

Planning permission for conversion of both of these sites was given on the assumption of some traffic flow down Dennis Lane. Both sites are operated responsibly and relationship with their neighbours are currently convivial. Will they remain convivial when through no fault of their own the users of these centres exacerbate traffic jams?

Should recovering patients at one of the country's leading Orthopaedic hospitals suffer increased traffic fumes?

During rush hour with the kids at school, here at Stanmore Hall we often have to wait for the traffic outside our exit gate to dissipate in order for us to drive out.

With the extra traffic forced to exit Wood Lane at the Stanmore Hill end there is a very good chance that our entry gate here at Stanmore Hall will be blocked in. Vehicles (unfortunately sometimes including ambulances) wishing to turn right from Wood Lane into Stanmore Hall may find their paths blocked. As they wait for the traffic to clear they will undoubtedly hold up cars behind them wishing to drive further along Wood Lane, thus causing major traffic jams possibly stretching into Stanmore Hill.

Stanmore Hall and Little Common are both part of Conservation Areas. On page 20 of Harrow's Conservation Policy document you will see that one of the key issues in this

area is 'Traffic along Wood Lane'. So, the proposal for closure of Dennis Lane which will undoubtedly increase traffic flow through our Conservation areas, is clearly contrary to your own policy. So, if you voluntarily break one of your own rules will you be able to uphold the others?

One of our residents, 88 years young S, potters around in the greenhouse which is against the wall flanking the road. Do we want him to be subject to increased car fumes?

One of our more senior citizens aged 93, for anonymity we will call her J, who still drives but sadly can't walk very well has emailed me with the following message. 'they are crazy changing a system that works well...go for it... and if you need my help let me know.'

The proposals in front of you will cause increased traffic jams, are environmentally unfriendly and break your own rules for conservation areas.

For the sake of the residents in Stanmore Hall and Little Common, the users of the Muslim Centre, the users of the Hindu Temple, the patients at the RNOH, the residents off The Grove but particularly for Stuart and Jane, please remove Dennis Lane from your list of road closures.

I am happy to take any questions from the panel.

DEPUTATION 3

TARSAP - Deputations
Service road petition GC021337-R

I have set out below the main point of my deputation:

The scheme was not thought out properly as businesses are really suffering through lack of parking for customers. There is virtually no footfall to the shops. People attending Honeypot Lane clinic have nowhere to park. The thought that the barriers will increase footfall is sheer ludicrous and cyclists do not visit the shops.

All the shops are suffering and some are thinking of closing permanently. The restaurants have no business as customers cannot find anywhere to park. Residents who live above the shops and have parking permits can only park on the east side of the service road therefore using up what places there are.

Cars are using the slip road to avoid queuing at the traffic lights and speeding through the service road thus being a danger to other road users. I had previously asked the council if they can put a road hump at the beginning of the service road to slow the traffic but was told that the flat residents would object because of the noise created.

Why was Honeypot Lane shops and Queensbury roundabout shops chosen for these barriers and not Stanmore? This is totally unfair to the shops involved. Whilst supermarkets have their own car park facilities, this is leaving the small shops at a total disadvantage as the barriers are closing car parking bays.

DEPUTATION 4

Thank you for the opportunity to present this deputation to Harrow council.

I object to the proposals for the Low Traffic Neighbourhood LTN02 scheme Pinner View area and Headstone South.

I live on Chandos Rd in the middle of LTN-02 where there are plans to implement a scheme which will place physical vehicular blockades, or planters, on Pinner View, thus leaving residents stranded on one side of the road or the other and having to drive in various directions to get to the nearest main road and onwards.

When I first heard there were proposals to improve the local environment, encourage walking etc I looked forward to seeing the proposals. To learn that the proposals amount to planters blocking resident's main access road was disappointing and there was frustration at what is a wasted opportunity.

Normally one would expect that when a public scheme is tabled that a number of options would be discussed and assessed in terms of impact on the environment, impact on crime, impact on other forms of transport, impact on the public realm, impact on health and safety, impact on residents. From the responses I have received from Harrow Council, either none of these impacts are known or else are not being disclosed.

For any scheme to get the green light, the benefits must be clear, otherwise the default option is do nothing. Going ahead with a scheme which has no benefits is playing with residents' lives and is reckless. If the proposer cannot articulate the benefits and back up the proposals with evidence or data, then it must be questioned whether the benefits exist or are achievable.

Residents that managed to hear about the proposals have been given no data, reports, impact assessments or modelling that suggest the scheme will benefit residents; Residents will actually be worse off after the scheme is implemented in terms of traffic, air pollution and additional travel time; Residents are being penalised for the driving habits and behaviours of non-residents; No alternative options have been presented, e.g. ANPR; The so called "problem" has been overstated and the council has been disingenuous about this now being a reaction to covid. If there ever was a real problem there would be data to support it.

The additional traffic on Pinner View from traffic cutting through from Parkside to Pinner Road during rush hour is negligible, it is certainly not a "rat-run" that needs to be fixed. There is no logic in imposing a poor scheme which will adversely affect residents 24hrs a day because of a negligible increase in traffic for a short time during the day. Remember the scheme not only blocks Pinner View to non-residents, it blocks it to residents. 14 roads lead on to Pinner View and you are sending every one of the residents of those roads in another direction, it is ridiculous and will result in gridlock elsewhere in the area. Pinner View is a road, it's meant for traffic and is currently doing what it was built for, why you would look to block it is a mystery.

What options were discounted in order to arrive at the solution to place planters blocking Pinner View? Surely the technology exists that will not adversely affect residents, while keeping non-residents to the main roads, as other areas in London have managed to do successfully? The technology absolutely exists to fix the alleged problem without adversely affecting residents. We live in an age of autonomous cars and intelligent traffic management, if the best that the council can suggest is blocking the roads with big flowerpots then questions must be asked. I note that Hounslow council has made ANPR work in south Chiswick but Harrow has gone the flowerpot route. Why can't we make this work?

Residents can continue to use Pinner View and visitors will have to use the side roads, which is what they would have to do under the LTN-02 proposals anyway. In this way you are only penalising non-residents and allowing residents to carry on as before. There is a win-win solution out there if only the scheme was planned correctly. Any solution is not the best solution. What Harrow should be concerned about is the additional traffic coming from the new developments Harrow View West and Eastman village. It is insanity and a disaster waiting to happen to force us into Harrow View given the current traffic flows on that road. What traffic modelling has been done on this or are residents expected to take a leap of faith and wait for the inevitable accident on Harrow View? If you tried to design a worse solution you couldn't have done it any worse than the current proposals.

One of the reasons we decided to make our home in Harrow was accessibility. We can drive to tube stations, supermarkets, church, schools and work relatively easily. To lose access to 2 of our 3 tube stations and to make all of the other destinations longer and further, for no discernible benefit and for no apparent reason, is unacceptable.

Many of my neighbours have expressed a similar view where losing access via Pinner View will have a negative impact on their lives and there is frustration that no other options have been discussed.

The proposed blockade of Pinner View is unnecessary. There are no stated benefits for the scheme other than alleged reduction in air pollution and walking, but these are aspirational. Nothing has been quantified and the scheme has no success criteria. I have asked Harrow for this information twice and both times nothing has come back other than it is now being done for "covid crisis" reasons. Which is it? I don't believe these schemes have anything to do with coronavirus mitigation as the council now claims as the plans for LTN-02 were in place long before the virus outbreak.

Harrow planning told me in July this year that "*the proposals are to assist with the corona virus crisis*". This is demonstrably untrue, Harrow wanted to implement these schemes long before coronavirus was an issue.

If the proposals were allegedly being consulted on before the crisis they couldn't have been part of a response to a "crisis" that didn't exist 6 months ago.

If “*the council’s priority is to address the health crisis*” which didn’t exist when you started trying to implement this, what were the original reasons for implementing this scheme pre-Covid?

A company called Sustrans allegedly held consultation and workshops with stakeholders some months before the coronavirus outbreak. If the proposals were being consulted on before the virus outbreak how can Harrow say that these proposals are part of a response to the coronavirus health crisis, it isn’t and it wasn’t, LTN-02 was in motion long before anybody had heard of coronavirus. If it is now to do with coronavirus what were Sustrans discussing back in January 2020?

I believe the council has received, or is about to receive, funding which it wants to spend on these schemes. I can’t comment on other LTN’s but LTN02 has not been planned properly, there are no reports available and therefore no assessments of traffic modelling, environmental or crime impacts other than the claim that “it’s worked elsewhere”. I don’t live “elsewhere”, my family and I live in Harrow. It’s not clear what it is that has worked elsewhere but despite zero evidence of any planning having taken place Harrow Council are happy to proceed at haste. The implementation has now been accelerated without adequate consultation. I fear that because of the lack of planning and in an attempt to secure and spend funding as quickly as possible, a poor scheme is about to be implemented on the basis that somebody “thinks” it is a good idea. This will adversely impact the lives of hundreds of residents, many of whom are still unaware of the proposals or it’s impacts.

I believe the planned implementation of LTN-02 should be stopped or at least postponed so that proper planning can take place and the data on which the decision should have been made can be made available and properly assessed and the benefits quantified before public money is wasted. I find it unusual that Harrow Council are adamant that they will proceed with a proposal that will adversely affect hundreds of residents’ lives, without a shred of data existing upon which this decision has been based. The notion of doing something just because you’ve been given money is wasteful and I’m sure was not the intention of the funding source. Implementing this scheme is the equivalent of firing shots into a crowd just because you’ve been given free bullets, it’s reckless and negligent. Blowing money on a half-baked scheme that is detrimental to many residents’ lives is worse than doing nothing.

It is folly to disrupt the lives of hundreds or maybe thousands of residents under the guise of coronavirus crisis management. I work for a telecoms company and I can state for a fact that working patterns have changed forever, the telecoms industry has reacted to put in place fibre and 5G infrastructure to allow people to work from home, it is conjecture from Harrow to say that we need to change road layouts because of the “risk” of an increase in traffic. That is an opinion bordering on misrepresentation.

While we are talking about the involvement of Sustrans, I have looked at Sustrans’ website and their “Introductory Guide to Low Traffic Neighbourhood Design”. Sustrans’s website says the issues to consider are;

- *poorest air quality*
- *highest deprivation*

- *poor access to green space*
- *highest traffic volumes, particularly percentage of through traffic*
- *the high density of collisions, particularly for the most vulnerable users*
- *the greatest number of schools*
- *low public transport accessibility*
- *low car ownership*
- *highest childhood obesity*
- *local support.*

On Harrow's own Transport Local Implementation Plan it states "*Harrow contributes 2.1% of all the CO2 emitted across London. This puts the borough in 28th position out of the 33 London boroughs*". Further, a report by Switchcraft in Aug 2019 confirmed that Harrow has the 2nd lowest CO2 emissions of all the London Boroughs. Harrow must be commended on having such excellent air quality, but if you are trying to adversely disrupt our lives to improve us from being second best to best, i.e. one position, that is ridiculous. Have you completed modelling that measures air pollution and what levels you expect emissions to reduce to? This scheme will increase pollution rather than helping the health and wellbeing of residents.

By Sustrans's own design criteria therefore, there is no justification. The environmental situation is certainly not a priority. So we can safely discount this being about covid and its certainly not about the environment. If anything, sitting in cars making longer journeys and queuing at the traffic lights on Harrow View will make air pollution worse not better. This scheme is impossible to justify under Sustrans's own planning guidelines.

According to Plumplot.com, robbery, anti social behaviour and drug crime in Harrow have increased in the last year. Anti-social behaviour has increased by 47%. Why not spend the money on crime reduction which is actually needed, rather than blowing money on an aspirational scheme?

(I ran out of time here).

DEPUTATION 5

School Streets ANPR camera proposal for Grimsdyke School, Hatch End.

Scheme SS-01 25 June 2020

The proposed School Street timings are from 8.15am for 1 hour and 2.45pm for 1 hour, Monday to Friday. Entry by Permit Holders will be free in these time periods but those without a permit will incur a penalty.

<https://harrowstreetspacesproposals.commonplace.is/schemes/proposals/school-streets/details>

https://s3-eu-west-2.amazonaws.com/commonplace-customer-assets/harrowstreetspacesproposals/SS-01_GA%20GIMSDYKE%20SCHOOL_B.pdf

Deputation to TARSAP 10 August 2020

Good evening and thank you Chair for accepting this deputation.

My name is DS, a resident of Hillview Road, Hatch End. I am representing over 75 residents in the Hillview Community all of whom feel strongly that the Grimsdyke School Streets scheme SS-01 is badly conceived and instead of achieving its aims, it will promote greater congestion and pollution, increased traffic flows and lead to issues of road safety.

Critique

1. This scheme with all its caveats of being experimental, subject to amendment, of limited or indefinite duration, is being imposed on residents however laudable and well intentioned it may be. Explanations that there was little time (despite being conceived in May) and speed was of the essence, do not explain why until recently there has been no proactive publicity by Harrow Council and still no communication with residents either in Sylvia Avenue or the wider affected area. Just as incomprehensible is the fact that considering that the scheme drwg. Is dated 19 & 25 June, this scheme was not mentioned in the Grimsdyke Road Parking Review documentation which was being officially consulted at the same time (12 June to 2 July). This disconnect is incomprehensible. It is highly probable that consultees would have given a significantly different response if they had been aware of this scheme. Whilst the 2 projects are different, and contrary to the implied position of Officers, these 2 schemes do and should interact. A holistic approach is required which would evolve into an integrated scheme for a healthier and safer environment for walking, scooting and cycling and substantially resolve traffic problems in the area.
As of now, residents are astonished, resentful, distrustful and angry that it is being imposed in this way.
2. Pre & post Covid, the yellow school entrance markings at *both* Sylvia Avenue entrances to Grimsdyke School, other yellow lining and the periodic presence of the mobile CCTV vehicle, appeared to discourage parents vehicles from this stretch of road. Instead they are using Shaftesbury Playing Fields car park, other adjacent roads such as Hillview, Colburn, Lyndon, and across the main railway line, The Avenue. What vehicle count measurement do Officers have for Sylvia Avenue and for what date / time period and by how much do Officers think that this will reduce?
3. Vehicles which do not have valid entry permits will either enter the zone (and pay the penalty) or wait until end of the period. As there is no surplus space in the Shaftesbury Playing Fields car park or on-street in the feeder roads or adjoining roads, where will they wait? This will add to congestion and environmental noise and air pollution and potentially adversely impact on safety.
4. The scheme as proposed will require children /parents going from/to/through Shaftesbury Playing Fields to cross the uncontrolled 2 way traffic flow in Colburn Avenue at the "dog leg" to access Sylvia Avenue which will now be closed off. This area is already congested as there is insufficient access road width for 2 way vehicle flow into/out of the carpark, and insufficient pavement capacity to this carpark for the children and parents, some with buggies, scooters and bikes. How can this be safer or healthier as there will now be increased manoeuvrings of vehicles which are not permit holders looking to find a set-down place or park until entry permitted?
5. Regrettably this scheme does not improve the environment or enhance safety for the children / parents who already walk/cycle / scoot along upper Hillview Road and into Colburn Avenue. These are the feeder roads to the Playing Fields car park, Sylvia Avenue and adjoining roads.

- Overall, except for those living in Sylvia Avenue, residents and pedestrians in adjoining and feeder roads, are likely to be adversely affected with increased air and noise pollution, reduced safety, inconvenience, arrogant driving behaviour and potential damage.

Questions

In the absence of information about this scheme either on the council website or in the Report for this evening's mtg., we have a number of questions

- What criteria are being used to measure the success of this scheme and what are the base line metrics?
- The intention is to implement this scheme by way of an Experimental Traffic Order valid for 6 months. The Report on the table for this evening refers to scheme amendments. How will they be implemented during the 6 month period or any extension thereof?
- There are many questions regarding eligibility for a virtual permit:-
How many vehicles per address in Sylvia Avenue can be registered free of charge?
Do they all have to be registered with the DVLA to that address?
How will teachers and others with legitimate purpose at Grimsdyke School have access during these restricted times?
Will relatives of residents within the Scheme area be able to have a permit?
How will taxis, blue badge holders and similar have penalty free access?
How will visitors, nurses, carers, tradesmen, deliveries etc. be permitted?
How will any of the above be able to register in advance – will system be open 24/7?
How will their legitimacy to enter be determined?
Will access by local authority vehicles be exempt? If so why? They are a major contributor to congestion etc. Why cannot they be rescheduled?

If all of the above are allowed to enter, what is the environmental and safety benefit?

- Where will vehicles without entry permits park?
- Will vehicles without entry permits e.g. they may have entered before the restricted time period, be able to leave the Zone without penalty?
- Will this scheme operate during school holidays?
- Whilst the permit is currently free, what guarantees are there that a charge will not be made in the future if the scheme is extended or made permanent?
- What is the penalty cost for entry with no permit? Where is that displayed?
- Who is the beneficiary of the penalties?
- What access will law enforcement and other agencies have to camera images & data? For how long will these records be kept?

Requests

- To further encourage walking, scooting and cycle riding and safer road crossing and irrespective of the Parking Review, please use an Experimental Traffic Order to expand the local 20mph zone to include the section of Grimsdyke Rd from Uxbridge Rd to Hallam Gardens and all of Hillview Road.
- Currently in the absence of a marked layout, car parking in the Shaftesbury Playing Fields car park is not optimised. The Environment Portfolio Holder is requested to authorise the relevant Council department to promptly mark out this space so that it is available from the commencement of this scheme SS-01 to minimise on-street carparking at peak school traffic times.

3. The responses to the SS-01 Consultation in the coming months will be materially influenced by the imminent Parking review outcome. When will this be in the public domain?
4. Many residents are of the view that the consultation on the Parking Review is now compromised and invalid if SS-01 is going to be continued after 6 months. A classic Catch 22 situation. It would be helpful if the Officer's report on the parking review and the SS-01 consultation took into account both schemes and gave the implications if SS-01 was terminated or it continued (if necessary in an amended form) indefinitely.
5. Residents request that a leaflet plus a website link, explaining the proposed scheme with Q&A's and the registration process is distributed to all houses who were invited to participate in the recent Grimsdyke Road parking review. The leaflet should also explain the interaction of this scheme with the Parking Review, the time table for taking this review forward to Stage 2 and a proposal from Officers to engage with residents, suitably socially distanced.

In conclusion, and in the spirit of constructive engagement, I can make this presentation available to TARSAP and / or Officers if this would be helpful and also offer to meet Officers with relevant Councillors to assist in going forward.

Thank you.

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