



Report for: Cabinet

Date of Meeting:	15 th October 2024
Subject:	School Streets Programme
Key Decision:	Yes, affects multiple wards and over time will be significant to our communities.
Responsible Officer:	Cathy Knubley – Strategic Director of Culture, Environment and Economy
Portfolio Holder:	Councillor David Ashton, Portfolio Holder for Finance & Highways
Exempt:	No
Decision subject to Call-in:	Yes, a decision needs to be made so that the programme for 24/25 can be delivered on time.
Wards affected:	Multiple wards
Enclosures:	None

Section 1 – Summary and Recommendations

This report informs Cabinet about the ongoing School Streets trial schemes in Harrow and presents a proposed programme for ongoing delivery.

Recommendations:

Cabinet is requested to:

1. Support in principle, the Council's approach to implementing School Streets.
2. Note the proposed delivery programme for School Streets and approve the continuation of implementation, contingent on the continued availability of external funding and the agreement of participating schools and the involvement and agreement of ward Councillors.
3. Delegate authority to the Director of Culture, Environment and Economy in consultation with the Portfolio Holder Finance and Highways to approve progressing the scheme to the implementation stage subject to the availability of Transport for London (TfL) funding and to include the making of Traffic Management Orders (TMOs), where required.

Reason: (for recommendations)

The proposed programme aligns with regional and local policy objectives including the Council's draft Long Term Transport Strategy. A School Street scheme supports the use of sustainable modes of travel including walking, cycling, and wheeling (wheelchair/scooter etc) which will contribute to public health improvements through increased physical activity.

The borough has been designated as an Air Quality Management Area (AQMA). Road traffic is reported as the primary source of nitrogen dioxide and fine particle emissions. The proposed programme of School Streets will improve air quality by encouraging the reduction of shorter car journeys and increasing the number of cyclists and pedestrians. A School Street will make travel safer and more enjoyable for all the school community and a more pleasant environment for residents located near to participating schools.

Section 2 – Report

2.0 Introduction

- 2.1 A School Street involves a temporary road closure outside a school during the beginning and end of the school day, with access restricted to authorised vehicles only. This initiative is designed to improve safety and enhance the road environment for pedestrians and cyclists, making the area more accessible and welcoming for all. By reducing the perceived risks of road traffic, a School Street is expected to encourage

more of the school community to choose sustainable travel options for their daily journey's.

- 2.2 The emerging Long Term Transport Strategy highlights the need to promote greener travel options for everyone, and advocates for the adoption of sustainable, low-carbon transportation, prioritising the Council's response to the climate emergency and improvement to air quality. Implementing School Streets will lead to quieter, safer local environments, further advancing the Council's broader goals of improving public health and enhancing environmental quality.
- 2.3 In 2020, four School Street schemes were trialled in the borough and included: Newton Farm Primary School in Harrow West, Grimsdyke Primary School in Pinner, Park High School in Stanmore, and Marlborough Primary School. Following the public consultation period, all the trial School Streets, with the exception of Marlborough Primary School, were made permanent.
- 2.4 A new and extensive School Street programme is being proposed to extend the benefits to more school communities across the borough.
- 2.5 The strategic contribution School Streets can make, and their benefits include:
 - Enhancing the health and well-being of children by improving air quality and road safety around schools. Encourages walking and cycling.
 - Restricting traffic during peak times, School Streets significantly improve road safety and reduce the risk of collisions, creating a safer environment for children and other road users.
 - Reducing vehicle emissions, improving air quality. A 2021 study in London showed a 23% decrease in nitrogen oxide levels around schools with School Streets.
 - Creates safe, pleasant spaces that positively impact mental health and help children develop road safety skills.
 - Increase physical activity linked to better cognitive function, such as attention and memory. Walking or cycling to school helps children arrive on time, enhancing their academic performance.
 - Transforms streets into social spaces, fostering a sense of community where neighbours interact, children play safely, and local life thrives.
 - Contributes to carbon reduction efforts and aligns with the Council's goal of becoming a zero-carbon borough by 2030.
 - Reduces traffic congestion around schools during peak times, improving travel efficiency and reducing disruption for the wider community.

3.0 Options considered.

3.1 Option 1: Do nothing

Taking no action would undermine the Council's Transportation, Public Health, and Environmental objectives, which depend on increasing sustainable transport use. A TfL funded scheme presents an opportunity to reach these goals without affecting the current Council capital budget. Rejecting the scheme would require returning agreed funding to TfL, potentially risking future funding opportunities for similar projects.

This option is not recommended.

3.2 **Option 2: Deliver only soft measures to increase cycling and walking.**

Introducing measures that discourage shorter car journeys and focus on behaviour change initiatives solely will not have the same impact on modal shift. Evidence indicates that significant improvements to air quality and modal shift can be made during peak travel times. Behaviour change initiatives, while important, are better suited to work alongside infrastructure changes or enforcement measures. Combined schemes provide better value for money.

This option is not recommended.

Option 3: Deliver a programme of School Streets at eligible schools.

Short listing a number of schools for the School Streets programme will ensure that wider safety, environmental and health objectives can be achieved. This option will serve a diverse population, encouraging more cycling and walking while meeting the requirements set by the scheme funders, TfL. It will address current issues, maximise benefits, and significantly enhance residents' quality of life. The schemes would be implemented subject to consultation outcomes.

This option is recommended.

4.0 Background

- 4.1 A School Street is implemented through an experimental traffic order (ETO) that introduces timed restrictions aligning with school drop-off and pick-up times. During these periods, access to roads around the school is limited to those with a virtual permit. The scheme is designed to operate as a trial for up to 18 months. This approach does not require statutory consultation before the measures are introduced; instead, the first six months of operation serve as the statutory consultation period, during which the public can submit representations.
- 4.2 Restrictions are enforced by establishing a signed pedestrian zone regulated by a traffic order, with access monitored by CCTV cameras equipped with automatic number plate recognition (ANPR) systems. An agreed traffic management order between the Council and the school community, including residents who live and work on a School Street,

will define who is eligible to register for a free exemption. Blue badge holders will automatically qualify for an exemption, and this may also apply to individuals with temporary disabilities. Registration for exemptions is made online via the Council's website.

- 4.3 Funding for School Streets is through the TfL's 3-year funding programme delivered through the Healthy Streets Local Implementation Plan programme that funds all associated resource costs.

5.0 School Street programme objectives

- 5.1 The objectives of the School Street programme in Harrow are to:

- Increase active travel and physical activity levels among residents through educational and behavioural change initiatives.
- Lower transport-related air pollutants and improve air quality in Harrow by reducing traffic and congestion and promoting sustainable travel.
- Improve compliance with traffic regulations through Harrow School Streets (HSS) enforcement.
- Reduce the number of collisions and enhance road users' perception of safety.

6.0 School site selection

- 6.1 The issues of traffic congestion and road safety outside schools is common throughout the borough. Overall, there is no specific solution that is suitable in all situations, as road layouts, school demographic and catchment area vary, and all these will have effects on how traffic will behave at pick up/drop off periods and what levels of displacement are likely. An assessment is undertaken prior to confirming a school's commitment that indicates the site's suitability for further investigation.
- 6.2 The selection process is guided by several key criteria. These include the potential impact of the scheme on access to the school and the proximity to the nearest formal crossing point alongside existing traffic management measures that are already in place. The likelihood of traffic being diverted due to the scheme and the number of households that would be affected by its implementation are also important considerations. Schools located on bus routes were removed from consideration, as were those where the scheme might cause significant traffic disruptions or where implementation was deemed unfeasible.
- 6.3 Additional factors that are reviewed include the total volume of two-way motorised traffic and the proportion of large vehicles. The selection process also looks at the proportion of cycling traffic and the observed 85th percentile speed of vehicles, particularly in areas where speeding is a concern. The history of collisions, including the number and types of accident data recorded. Where diffusion tubes are available, the

concentration levels of nitrogen dioxide (NO₂) to assess air quality is measured.

- 6.4 After evaluating these factors, certain schools have been excluded from the programme due cost implications; including independent schools and colleges and schools that would require four or more enforcement cameras during the trial period. Short listed schools are subsequently invited to apply for the School Street programme but must also demonstrate a commitment to developing a School Travel Plan and working towards the Travel for Life accreditation. The school community's overall support for the initiative must be evident.
- 6.5 Monitoring the effectiveness of School Streets is also essential in determining whether a scheme should be made permanent. Accurate and comprehensive data collection is necessary to assess the impact of these initiatives on travel behaviour, traffic flow, air quality, and road safety. To achieve the best results, cross-collaboration with internal teams is necessary.
- 6.6 By working together monitoring is thorough and data is effectively analysed leading to well-informed decisions that maximise the benefits of School Streets for the community.

Links to Priorities	Monitoring measure	Purpose	Resource and cross department collaboration
Active Travel take up.	Travel Surveys	Conducted across the entire school community to measure modal shifts, as part of the school travel planning process.	<ul style="list-style-type: none"> • Undertaken by Transportation behaviour change team. • Public Health • Environment
Congestion Reduction and maintain traffic flow.	Automatic Traffic Counts	Used to assess changes in traffic flow, monitor displaced traffic, and demonstrate any overall reduction in car journeys in the vicinity.	<ul style="list-style-type: none"> • Transportation • Highways
Environment and AQ	Air Quality Monitoring	Air quality diffusion tubes are employed to detect any improvements in local air quality.	<ul style="list-style-type: none"> • Transportation • Environment team
Road Safety and Vision Zero	Road Safety Monitoring	Collision data is analysed to track any road safety improvements.	Transportation <ul style="list-style-type: none"> • Road Safety Officer

Table 1 Measures undertaken to establish a pre-implementation baseline and then assess changes after implementation:

6.7 In addition, post implementation, public feedback, including the volume of complaints regarding traffic and safety around the school are recorded to assess the success of the scheme or to identify issues during the trial period.

7.0 Trial scheme findings

7.1 In 2020, with funding provided by Transport for London, a Traffic and Road Safety Advisory Panel (TARSAP) recommendation was approved in August 2020 to proceed with trials of School Streets. This approval included a Portfolio Holder decision to implement four School Streets, as listed, under an experimental traffic order.

- Newton Farm Primary School
- Grimsdyke Primary School
- Park High School
- Marlborough Primary School

7.2 Following public consultation, the scheme at Marlborough Primary School was removed. The three remaining schemes were made permanent.

7.3 Travel survey data collected annually indicates that School Streets can be effective in changing travel behaviour. Pre-implementation survey data (collected in 2018/19) is compared to the most recent data available (2023/24) post implementation but noting that recent travel data remains unavailable for Park High School.

Newton Farm			
Mode	Whole School Survey 2018/19	Whole School Survey 2023/24	% change
Active Travel	16%	26%	10%
Public Transport	14%	29%	15%
Car	71%	45%	-26%
Grimsdyke			
Mode	Whole School Survey 2018/19	Whole School Survey 2023/24	% change
Active Travel	61%	69%	8%
Public Transport	1%	2%	1%
Car	37%	29%	-8%

Table 2 Modal split survey data,

7.4 All three schools have transitioned to permanent School Street schemes. As shown in Table 1, these schemes have delivered clear benefits, including increasing walking, cycling, or wheeling (wheelchair/scooter

etc), with minimal impact on the overall network. Notably, there have been no reported objections from residents concerning displaced parking or traffic resulting from these permanent schemes.

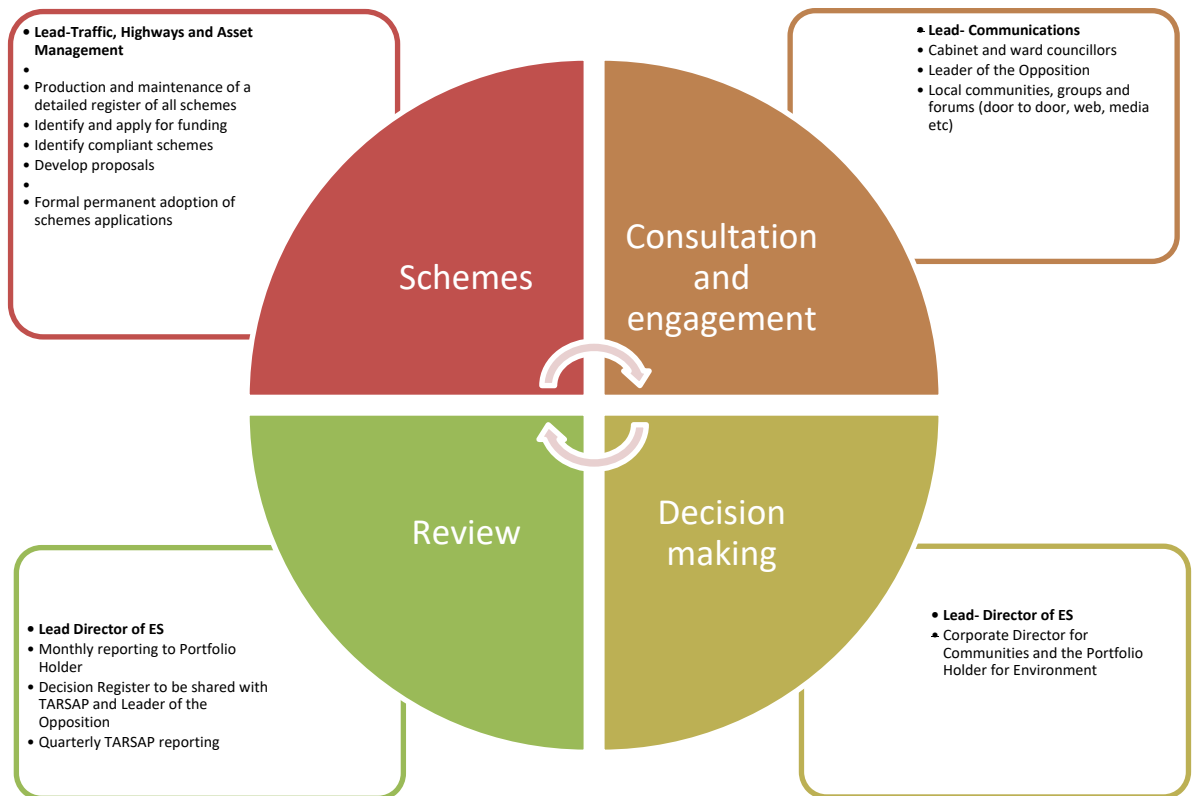
8.0 Future Programme

- 8.1 The trials have demonstrated that School Streets can generate positive local impacts at a relatively low cost. Building on this success, the introduction of additional School Streets across the borough presents an opportunity to achieve significant environmental benefits. When combined with the broader Transportation service programme focused on speed reduction measures, expanding, and enhancing the cycling and walking network, and working with the Council's environmental team to establish Clean Air Zones the existing School Streets offer a model for future scheme delivery.
- 8.2 A recent study conducted in March 2021 by the Greater London Authority (GLA) found that nitrogen dioxide levels were reduced by up to 23% during morning drop-off times at operational School Streets across London. To ensure the continued success of these schemes, consistent monitoring of air quality around School Streets is essential to provide evidence of their potential environmental benefits.
- 8.4 Schools that are ineligible for School Streets will be invited to participate in the Active Travel workstream through the Travel for Life programme. This extends to provision of cycle training, theatre in education, pedestrian training, scooter training, lineage and signage, school keep clear markings and street art.

9.0 Consultation

- 9.1 The first six schools selected include
Bentley Wood High School
Kenmore Park Infant and Junior School
Cedars Manor Primary School
St Anselms Primary School
The Welldon Park Academy
Earlsmead Primary School
- 9.2 The schools have been engaged with. Any school that does not wish to be included will be substituted with another from the shortlist. Ward Councillors will be consulted, and their agreement sought before any further steps are taken.

- 9.2 A full consultation will be carried out for all six school street schemes. Implementation of these schemes will be subject to the outcome and feedback from ward councillors, school, residents and parents.
- 9.3 The outcome of the consultation report will be presented to the Traffic and Road Safety Advisory Panel (TARSAP).
- 9.4 No later than 6 weeks prior to the School Street Scheme being implemented, we will ensure all stakeholders will have been consulted by the methods outlined below. Internal Stakeholders will be consulted earlier on to ensure a council cohesive approach to scheme implementation.
- 9.5. Methods of Communication:
- Emails* – Formal emails will be sent to inform all internal stakeholders with subsequent meetings set up to discuss the programme should it be decided if needed.
- Phone Calls* – To School Champions, headteachers and any large businesses affected by the scheme.
- Letter Drop* – To all residents and parents (We will utilise the leaflet that has previously been drafted by the Harrow Communications Team to describe the benefits of the School Street scheme, the details of the scheme and also direct residents to the MyHarrow talk portal. The leaflet can be found as an attachment).
- Formal consultation* – a formal consultation will be delivered for this scheme for everyone who will be directly impacted and for the general public.
- General Council promotion* through comms team including social media, Harrow newspaper, and other relevant channels to inform the wider Harrow population



9.6 All external stakeholders will be directed to the myHarrow talk portal where they will be able to leave their feedback on the proposed schemes. Details of the schemes will be made available on the Council website. The website is already displaying a list of FAQs related to School Streets.

Stakeholder	Interest/Concerns	Influence/Power	Engagement Strategy	Communication Method	Timings
Borough officers	If SS is a neighbouring boarder or have high level of pupils coming from another borough	Low influence/High Interest	Information sharing	Regular emails Meetings	Ongoing
Councillors, Ward members and Portfolio holders	The impact SS could have on neighbouring roads, the number of SS in the borough, if any SS are	High influence/High Interest	Collaboration / Information sharing	Regular emails Meetings	On-going

	in the Cllrs ward.				
Internal team – Public Health	Interested in active travel and any increase in active modes	High Interest/Low influence	Information sharing	Emails	Every month
Internal teams – Highway Network Management	Road closures/parking issues/permits for SS/Enforcement	High Interest/High Influence	Collaboration	Meetings	On-going
Internal team – Education	Home to School transport	High interest/low influence	Information sharing	Emails	Every month
Internal team – Highways	Road changes	Low interest/Low influence	Information sharing	Emails	Every month
Headteacher/Governors/SLT	Impact on staff and parents getting to school on time	High Interest/High Influence	Collaboration Information sharing	Meetings Emails Consultation Drop-in sessions	On-going
School staff	Impact on getting to school	High interest/Low influence	Information sharing	Emails Consultation Drop-in sessions	On-going
Residents	Impact for visitor access	High Interest/High Influence	Information sharing	Emails Consultation Drop-in sessions	On – going
Local businesses	Impact for staff and business	High Interest/low influence	Information sharing	Emails Consultation Drop-in sessions	On-going
Emergency services	Access to the road in an emergency	High Interest/low Influence	Information sharing	Emails Consultation Drop-in sessions	On-going
Wider Harrow population	Impact the SS can have in the surrounding area	Low interest/low influence	Information sharing	Website Social Media	On going

Utilities	Access to services	Low interest/Low influence	Information sharing	Website Social media	On going
Postal services	Access to homes	Low interest/Low influence	Information sharing	Website Social media	On-going

Table 3: This table shows the engagement approach for delivering the School Street Programme.

9.7 The next steps will be to ensure all schools and ward Councillors have been informed. Communication packs will be prepared with Harrow Council Comms team to ensure a consistent and transparent approach to all the schemes. An update timeline will be prepared to ensure the project stays on time and to budget.

10.0 Why a change is needed

10.1 Funding from Transport for London has enabled delivery of the School Streets Programme.

10.2 Funding has been secured for 2024/2025 and further funding via the Local Implementation plan would be requested in subsequent years. Some schools have requested measures to improve safety around their school but due to funding limitations or the perceived rather than actual danger these requests cannot be progressed. School Streets will help to address some of these concerns.

11.0 Reasons for Recommendation

11.1 Developing a programme for School Streets delivery will enable Harrow to plan for, engage and consult for the delivery of six School Streets per year, potentially reaching up to 18 schools by the end of the programme timeline. This output will uphold three of the four ambitions contained within the emerging Long Term Transport Strategy including contributing to: (i) Healthy Lives and Safer Streets (ii) Vibrant Communities & Transport for all and (iii) Greener Travel for all.

12.0 Implications of the Recommendation

12.1 Staffing/workforce

- The programme will be delivered using existing staff resources within the Traffic, Highways & Asset Management Service, with consultant support provided as needed. Harrow's Communication team will play a key role in supporting any formal consultation processes. A tailored communications plan will be developed for each site, containing key messages for schools, parents/carers, and drivers, and ensuring that all relevant information is accessible on the Council's website.

- No additional staff resources will be required for the delivery of this programme.

12.2 Ward Councillors' comments

- Ward Councillors in proposed School Street areas will have been consulted prior to wider school community engagement and consultation.
- For the ongoing programme of activity if approved by Cabinet, Ward Councillors will be advised of scheme proposals.

12.3 Performance issues

- Encouraging take-up of active travel modes, such as cycling and walking will contribute to tackling obesity levels in the borough where it has been estimated that just over half (52.9%) of Harrow adults are either overweight or obese. In 2017/18, 94.5% of Reception children and 94.9% of Year 6 children in Harrow participated in the National Childhood Measurement programme (NCMP). This showed that 8.8% of Reception children were obese and that by the end of primary school this was 20%.
- By encouraging more people to cycle and walk, the scheme will help reduce CO2 emissions and improve air quality along the route. This is crucial for meeting regional and local policy objectives, including those outlined in the 2019 Transport Local Implementation Plan and the draft Long Term Transport Strategy.

12.4 Environmental Implications

- The government's vision for a Net Zero transport system emphasises the need for sustainable travel options. By introducing changes to transport infrastructure, Harrow aims to reduce carbon emissions, improve air quality, and promote active lifestyles. A shift from private vehicles to cycling can lead to cleaner air and better public health outcomes, fostering a healthier and more active local population.
- The Council's strategic goals, outlined in the 2040 Vision and Climate Change Strategies, focus on creating attractive, accessible, and liveable environments, while supporting sustainable and inclusive economic growth.

12.5 Data Protection Implications

Privacy and Documentation

The General Data Protection Regulation (GDPR) (Implemented in the UK by the Data Protection Act 2018) contains explicit provisions about documenting our processing activities.

The recommendations in the report do not have any impact on the privacy of individuals.

13.0 Risk Management Implications

Risks included on corporate or directorate risk register? **No**

Separate risk register in place? **Yes**

The relevant risks contained in the register are summarised below.
Yes

13.1 The following key risks should be taken into account when agreeing the recommendations in this report:

Risk Description	Mitigations	RAG Status
There are objections from Members	<ul style="list-style-type: none"> ▪ Ongoing consultation and discussions with Members ▪ Clear Consultation documentation explaining the scheme with associated benefits and risks for school and local community. 	GREEN
There are objections from the School and Local Community	<ul style="list-style-type: none"> ▪ Thorough consultation documentation to be distributed to schools and the local community so as we can understand and resolve any concerns or potential objections to the schemes. ▪ Undertake face to face meetings during the consultation process to similarly understand and resolve any potential objections to the schemes. ▪ Allow the schemes to fully showcase their proven safety and environmental benefits to the community via the 6-month TMO trial/consultation period. ▪ At the end of the consultation process we will consider all feedback as part of the consultation process. 	AMBER
The project is not delivered within the specified timeframe resulting in potential loss of the funding for it	<ul style="list-style-type: none"> • We will ensure the project is delivered on time and to budget via strict project management procedures and close monitoring of the project. 	GREEN
There are objections to the proposed Traffic Management Orders	<ul style="list-style-type: none"> • The TMO process will follow the statutory process and is advertised as per requirements of the Road Traffic 	GREEN

Risk Description	Mitigations	RAG Status
(TMOs) which may cause delays if the objections are not set aside.	Regulation Act 1984 – Section 9 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996- Regulation 22.	
External funding for the programme is withdrawn.	<ul style="list-style-type: none"> If this happened, we would consider all our options including the Council potentially funding the schemes if this was possible. 	GREEN

14.0 Legal Implications

- The Road Traffic Regulation Act 1984 grants local authorities the authority to create permanent, temporary, or experimental Traffic Management Orders (TMOs) to manage their road networks. TMOs can be applied for specific purposes, such as restricting the use of a road by vehicular traffic when it is deemed unsuitable due to the road's existing character or the nature of adjoining properties. Section 122 of the Act places a duty on highway authorities to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- Under Section 16(1) of the Traffic Management Act 2004, the Council has a Network Management Duty. This duty mandates that the Council ensures the efficient movement of traffic within its road network and facilitates the smooth flow of traffic on networks managed by other traffic authorities.
- Under Section 17 of the Traffic Management Act 2004, the Council has a statutory duty to make such arrangements as it considers appropriate to deliver network management in accordance with the requirements of the Act.
- The recommendations to carry out highway works, including temporary road closures, traffic management plans, permanent signage, and road markings, will be executed using the Council's statutory powers as the Highway Authority in accordance with The Traffic Signs Regulations and General Directions 2016.

15.0 Procurement Implications

- Any procurement implications arising from the recommendations of this report will be undertaken compliant with the Contract Procedure Rules (CPRs) and the Public Contract Regulations 2015 (PCR2015) and the Procurement Act 2023. All procurement associated with

recommendations of this report will be supported by the Corporate Procurement Team.

- For any additional design work, the ESPO Framework Agreement (reference 664-17 Consultancy Services “Lot 5 Highways Traffic and Transport”) is suitable for the Authority’s requirements. The framework has been competitively procured and allows for compliant direct award.

16.0 Financial Implications

16.1 The delivery of the School Streets Programme is subject to successfully bidding for funding through TfL’s Healthy Streets Local Implementation Plan (LIP) Programme. We have £235k allocated to School Streets in 2024/25 already, which has not yet been spent. We expect to receive a similar level of funding from this source over the next 3 years.

A budget of £20k per camera will be required to cover all associated costs relating to the purchase and installation of the cameras at each site. 36 cameras are needed for 18 sites but 6 have been purchased already. These will be installed over a 3-year programme.

Staffing will be necessary to manage the cameras and handle enquiries and appeals. These costs are currently met from the existing staff budgets; however, it is possible that with the expansion of the programme, additional staff resources may be required. Ongoing maintenance for the cameras is currently £4,282 per annum per camera.

The restrictions will be enforced in the same way as other moving traffic contraventions. Resulting income may be used towards covering the ongoing costs of the scheme.

16.2 The table below models the total capital investment requirement for the School Streets programme and the revenue ongoing costs over the next 3 years, which projects that the delivery of this programme is cost neutral.

Funding Source	Cost Description	Year 1 (FY24-25)	Year 2 (FY25-26)	Year 1 (FY26-27)	TOTAL
Revenue Ongoing	Camera Maintenance	£34,256	£94,204	£154,152	£282,612
Revenue Ongoing	Signage flipping	£11,600	£31,900	£52,200	£95,700
Revenue Ongoing	Enforcement & Monitoring (1 FTE per site)	£112,000	£308,000	£504,000	£924,000
Revenue Ongoing	Administration (1 FTE)	£45,000	£45,000	£45,000	£135,000
Revenue Ongoing	PCN Income (£45k per site)	-£180,000	-£495,000	-£810,000	-£1,485,000
	Total Revenue Ongoing Cost / (Benefit)	£22,856	-£15,896	-£54,648	-£47,688
Capital One-off	30 cameras	£160,000	£200,000	£240,000	£600,000
Capital One-off	Signage	£35,000	£25,000	£30,000	£90,000
Grants	LIP Grant (assume same payment as 23-24)	-£235,000	-£235,000	-£235,000	-£705,000
	Total Capital Investment Requirement	-£40,000	-£10,000	£35,000	-£15,000

17.0 Equalities implications / Public Sector Equality Duty

17.1 Harrow Council will ensure it meets its duties to adhere to all Equalities implications and Public Sector Equality Duty which states:

1. The Council must, in the exercise of its functions, have due regard to the need to: (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

2. Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to: (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

3 The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

4 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to: (a) tackle prejudice, and (b) promote understanding.

5 The relevant protected characteristics are: (a) age (including carers of young/older people) (b) disability (including carers of disabled people) (c) gender reassignment (d) marriage/civil partnership (e) pregnancy and maternity (f) race (g) religion or belief (h) sex/gender (i) sexual orientation.

18.0 Council Priorities

18.1 A council that puts residents first

More and better homes: will help create improved connections with current and future active travel routes, enabling more transport choices for local neighbourhoods to travel in sustainable ways.

18.2 A borough that is clean and safe

Clean and green places: The scheme directly supports the Council's commitment to reduce traffic congestion, improve and monitor air

quality, keep the streets clean and welcoming, and encourage people to walk, cycle and use public transport.

The scheme helps to deliver the Council's commitment to improve health by promoting active travel and encouraging physical activity. Implementation of School Streets makes it safer for students to access their school through the implementation of road safety measures.

18.3 A place where those in need are supported

Thriving children and young people: The implementation of new School Streets will help all children to have the best start in life. It will also engage children and young people in positive activities.

Part of the Council's strategy supports wider investment in infrastructure that promotes walking and cycling across the borough providing safe and easy access to local shops and services.

19.0 Section 3 - Statutory Officer Clearance

Statutory Officer: Jessie Man/Caroline Parker

Signed on behalf of the Chief Financial Officer

Date: 23 August 2024

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 24 August 2024

Chief Officer: Mehmet Mazhar, pp. Cathy Knubley, Strategic Director of Culture, Environment and Economy

Signed off on behalf of the relevant Director

Date: 29 August 2024

Head of Procurement: Nimesh Mehta

Signed by the Head of Procurement

Date: 19 August 2024

Head of Internal Audit: Neal Burns

Signed by the Head of Internal Audit & Counter-Fraud

Date: 21 August 2024

20.0 Mandatory Checks

Ward Councillors notified: YES as it impacts on all Wards

EqIA carried out: YES, as part of Local Implementation Plan 3 (LIP3)

If '**NO**' state why an EqIA is not required for Cabinet to take a decision

EqIA cleared by: Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact: Laura McIntosh, Transportation Manager,
Laura.mcinosh@harrow.gov.uk

Background Papers: None

