

Traffic and Road Safety Advisory Panel [Special] AGENDA

DATE: Monday 10 August 2020

TIME: 6.00 pm

VENUE: Virtual Meeting - Online

MEMBERSHIP (Quorum 3)

Chair: Councillor Jerry Miles

Councillors:

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

Reserve Members:

- 1. Kairul Kareema Marikar
- 2. Phillip O'Dell
- 3. Kiran Ramchandani
- 4. Sasi Suresh

- 1. Vina Mithani
- 2. Lynda Seymour
- 3. Pritesh Patel

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Useful Information

Useful Information

Meeting details:

This meeting is open to the press and public and can be viewed on www.harrow.gov.uk/virtualmeeting

Filming / recording of meetings

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

Agenda publication date: Friday 31 July 2020

AGENDA - PART I

1. 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.

2. 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 Panel;
- (b) all other Members present.

3. APPOINTMENT OF VICE-CHAIR AND NON-VOTING ADVISERS

To defer the appointment of Vice Chair and Non-Voting Advisers to the next ordinary meeting of the Panel. The Panel are requested to consider the suspension of 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

4. **DEPUTATIONS**

To receive deputations (if any) under the provisions of Executive Procedure Rules 43.2 and 48 (Part 4D of the Constitution).

5. HARROW STREET SPACES PROGRAMME - 2020/21 (Pages 5 - 94)

Report of the Corporate Director of Community.

AGENDA - PART II - Nil





REPORT FOR: (SPECIAL) TRAFFIC &

ROAD SAFETY

ADVISORY PANEL

Date of Meeting: 10th 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:

Wards affected: All

Yes, following consideration by the

Leader

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.
- 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 billon 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.
- 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 onstreet 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.

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 Date: 29 July 2020	on behalf of the ✓ Chief Financial Officer			
Date: 29 July 2020				
Name: Patrick Kelly	on behalf of the ✓ Monitoring Officer			
Date: 29 July 2020				
Name: Paul Walker	✓ 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:

Barry Philips - Transportation Manager

Tel: 020 8424 1649,

E-mail: Barry.Philips@harrow.gov.uk

David Eaglesham - Head of Traffic, Highways & Asset Management

Tel: 020 8425 - 1500

E- mail <u>David.Eaglesham@harrow.gov.uk</u>

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



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.

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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	Prohibition of	On hold	Subject to consideration by
		roads around the school (Mon –Fri,	vehicles		TARSAP on 10/08/20
		8:15am-9:15am & 2:30pm-4:00pm)			
SS-02	Newton Farm School, Rayners Lane	Prohibition of vehicles in sections of	Prohibition of	On hold	Subject to consideration by
		roads around the school (Mon –Fri,	vehicles		TARSAP on 10/08/20
		8:15am-9:15am & 2:30pm-4:00pm)			
SS-03	Marlborough School, Wealdstone	Prohibition of vehicles in sections of	Prohibition of	On hold	Subject to consideration by
		roads around the school (Mon -Fri,	vehicles		TARSAP on 10/08/20
		8:15am-9:15am & 2:30pm-4:00pm)			
SS-04	Park High School, Stanmore, Middx.	Prohibition of vehicles in sections of	Prohibition of	On hold	Subject to consideration by
		roads around the school (Mon -Fri,	vehicles		TARSAP on 10/08/20
		8:15am-9:15am & 2:30pm-4:00pm)			

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

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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.

HEADSTONE SOUTH LOW TRAFFIC NEIGHBOURHOOD - PUBLIC CONSTULATION PLAN (NTS)

1.5m

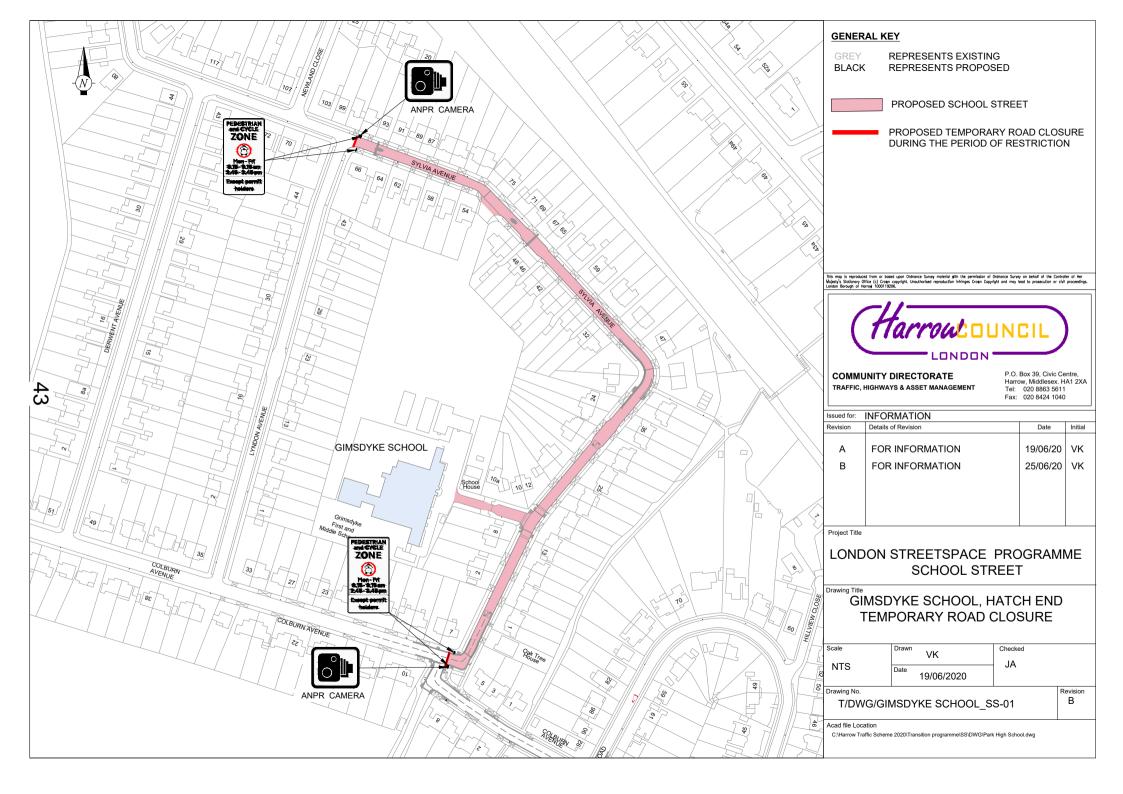
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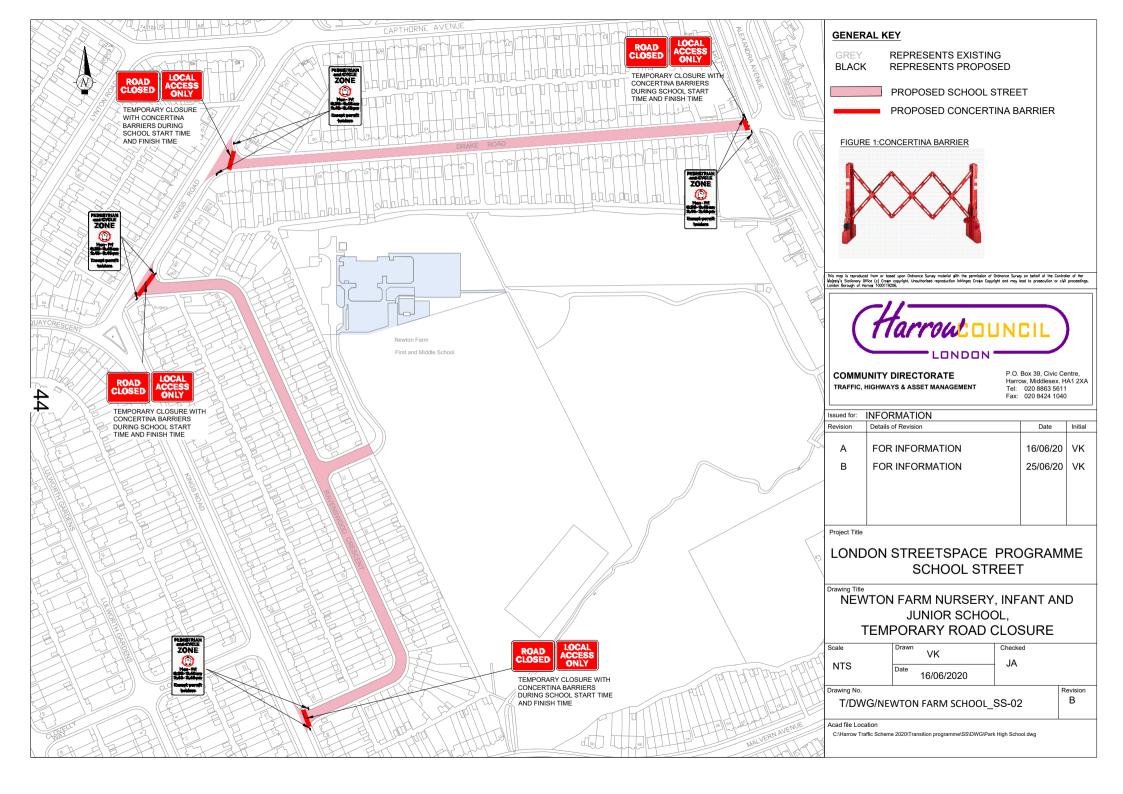
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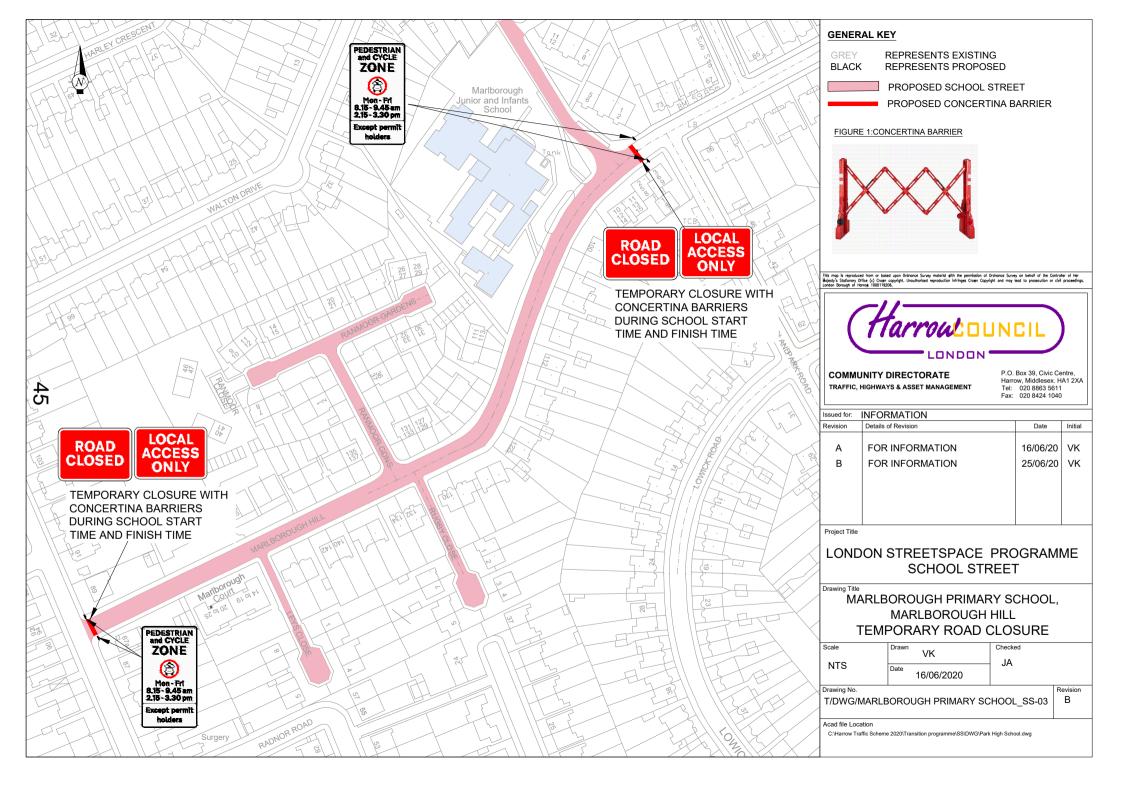
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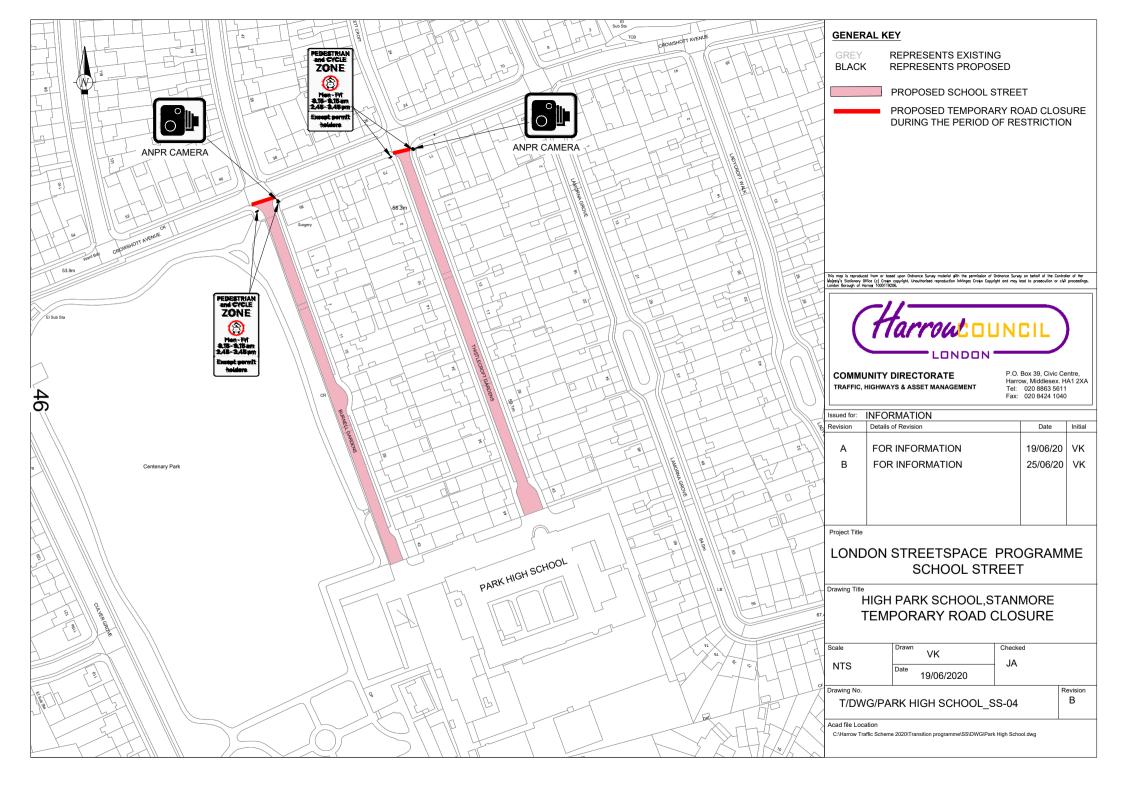
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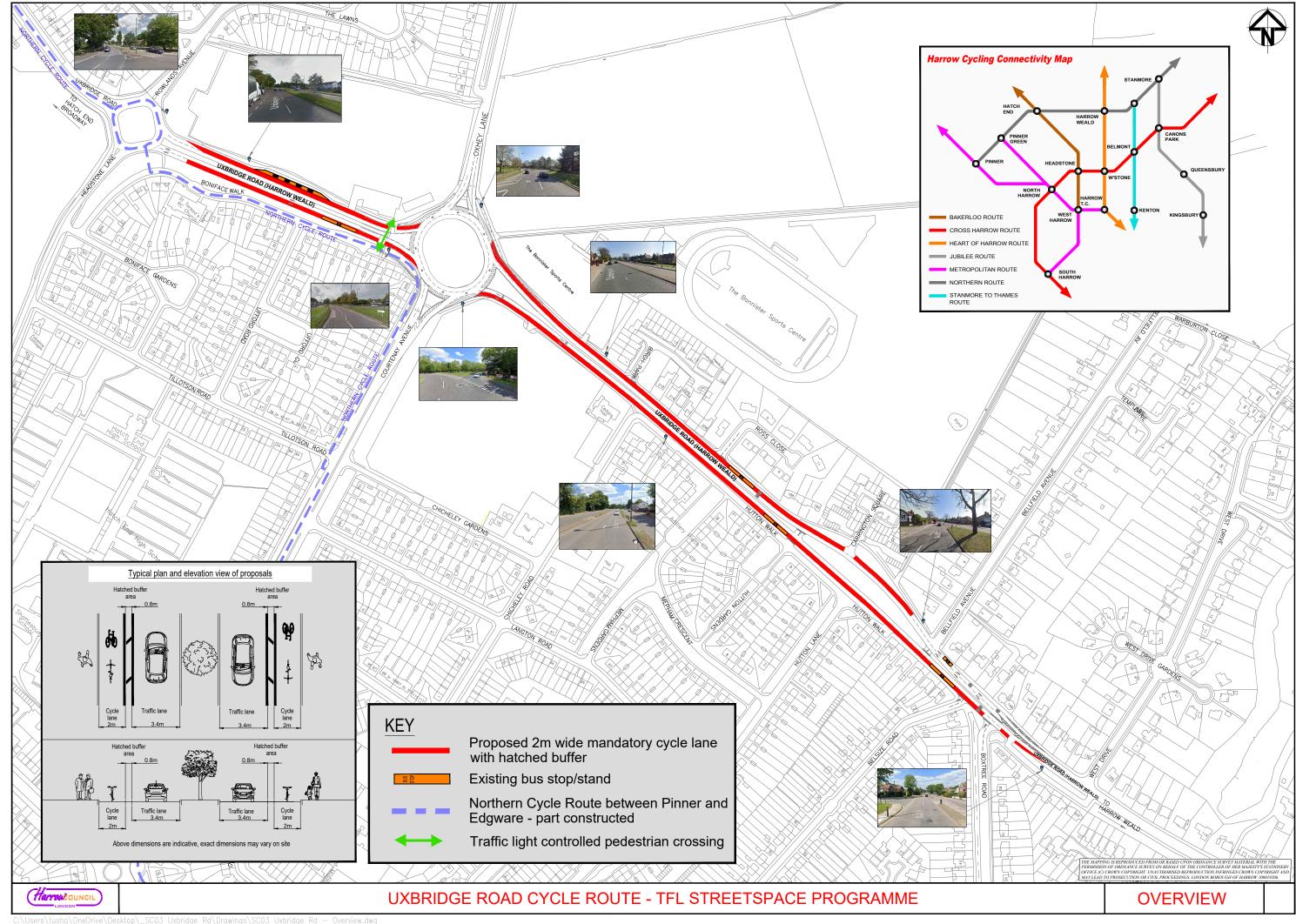
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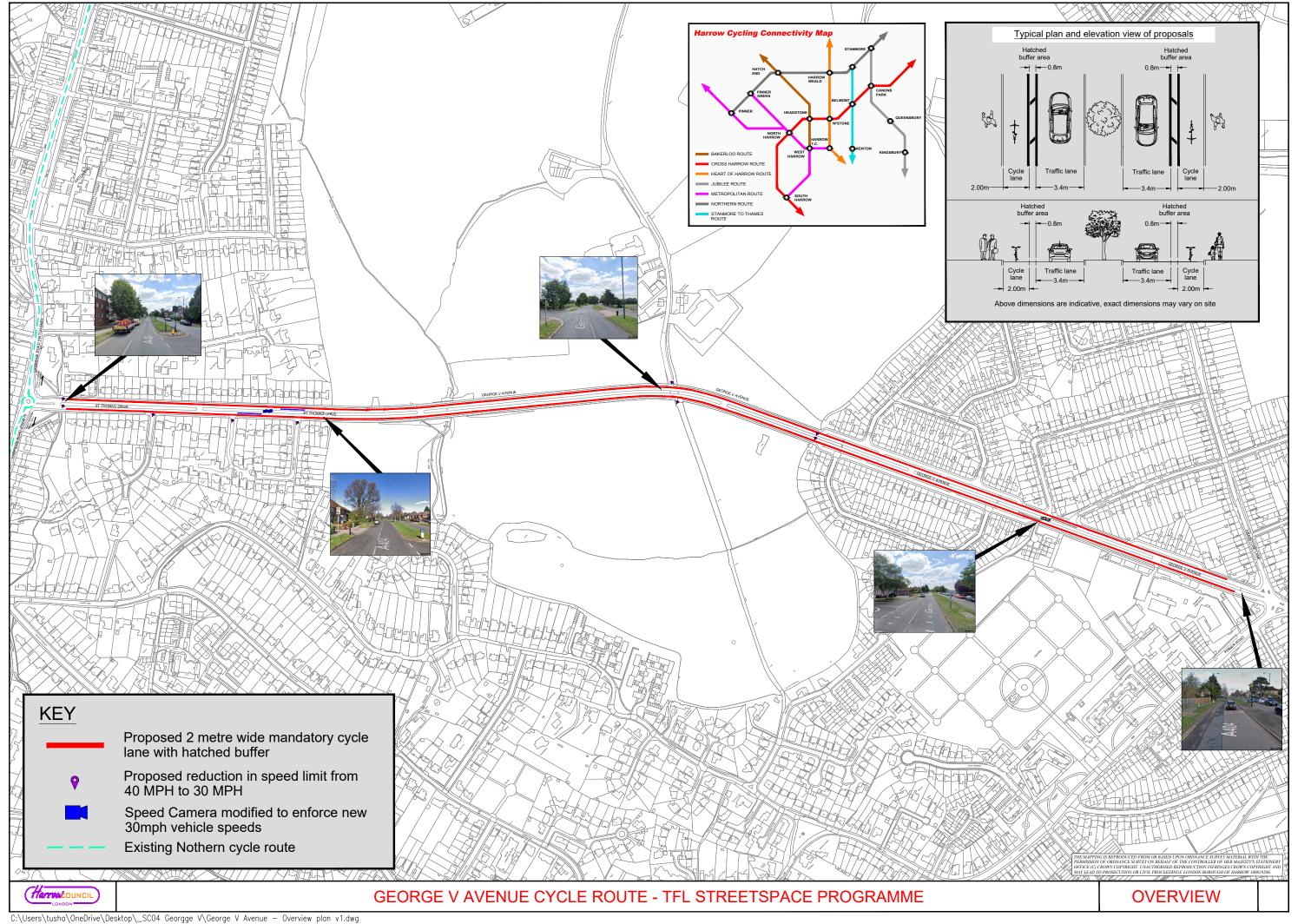


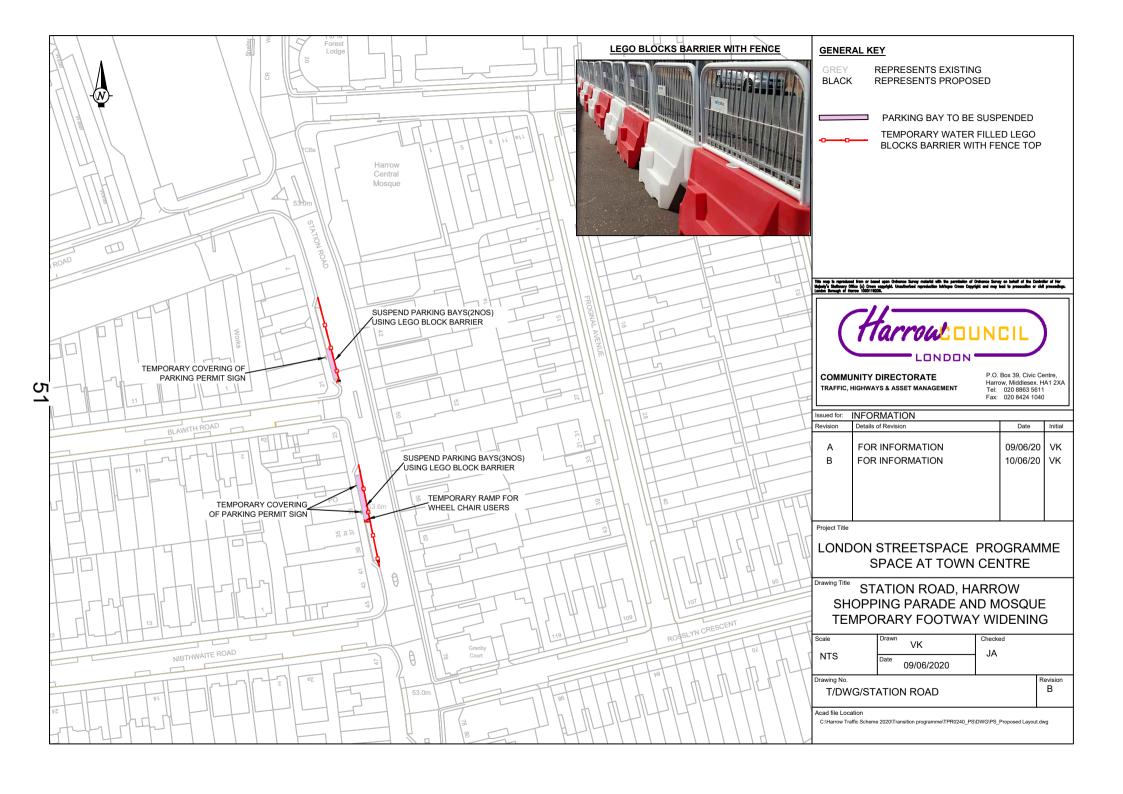


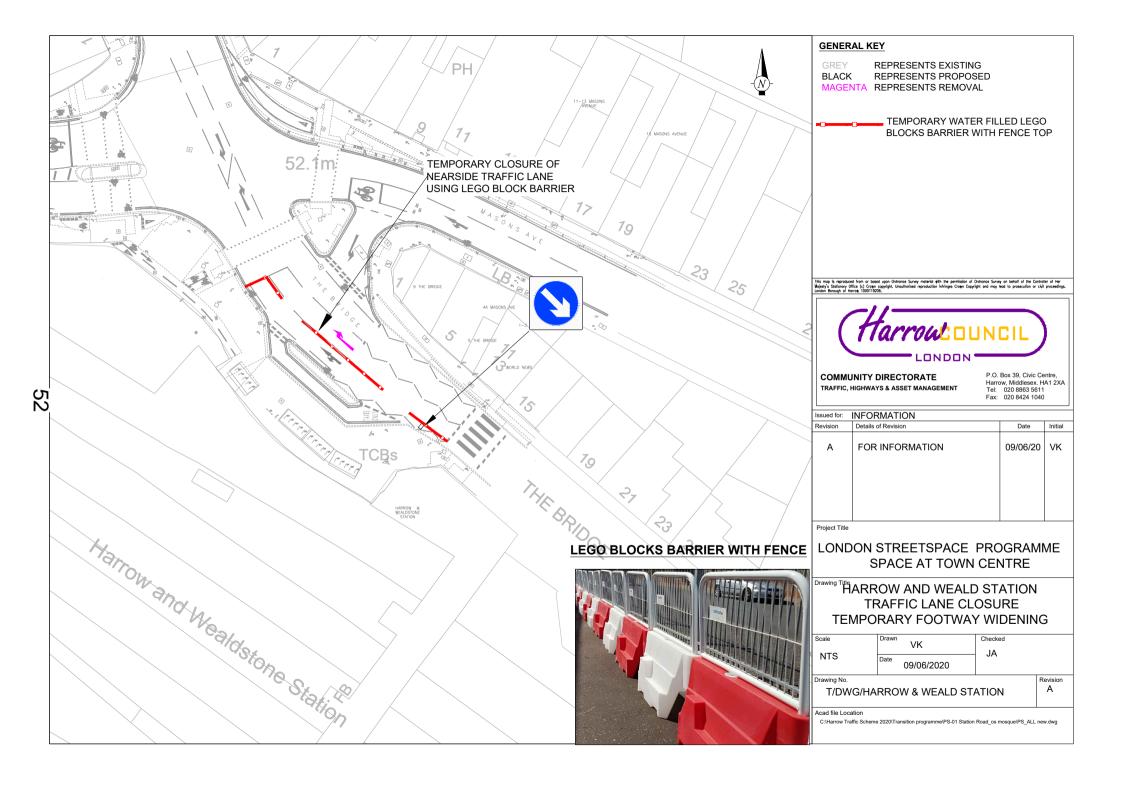


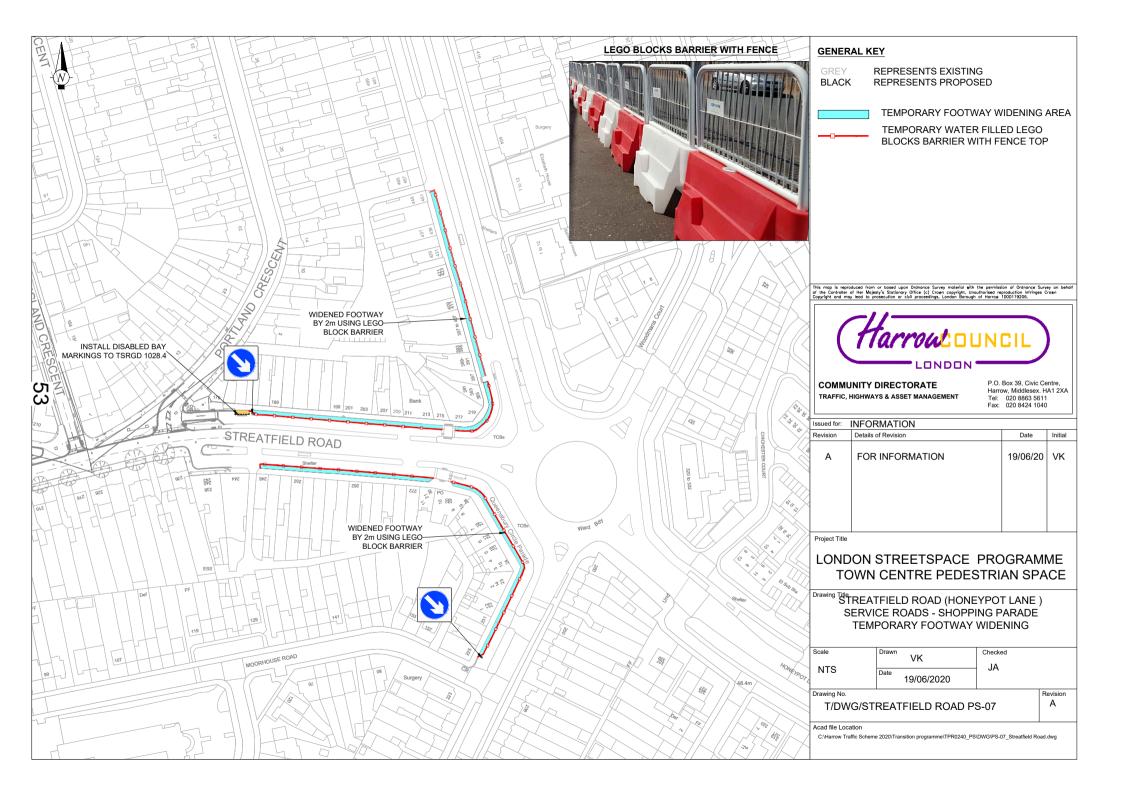


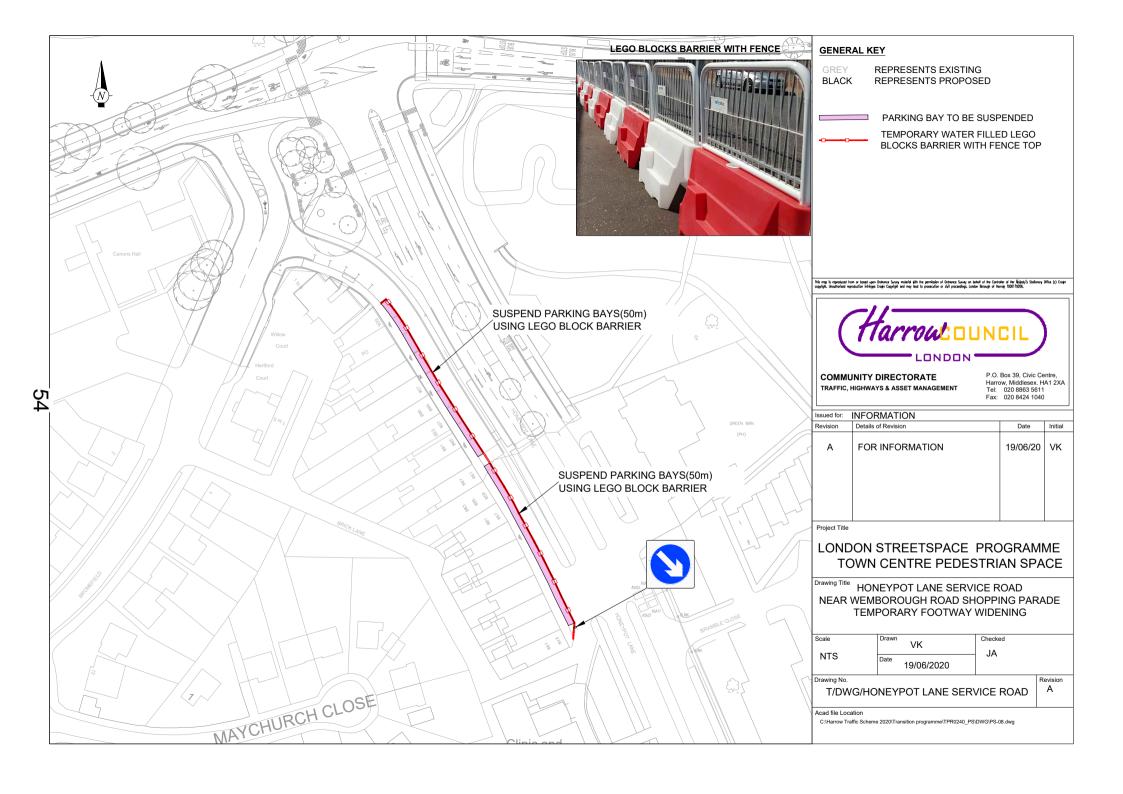


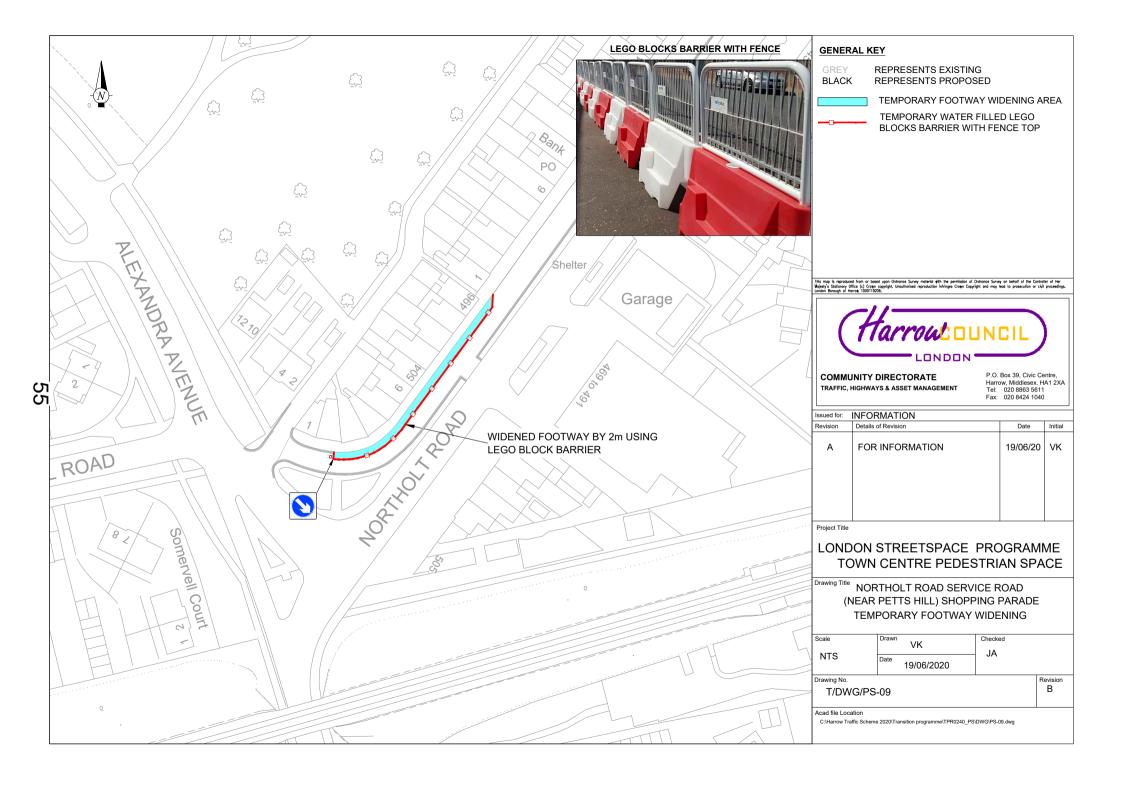


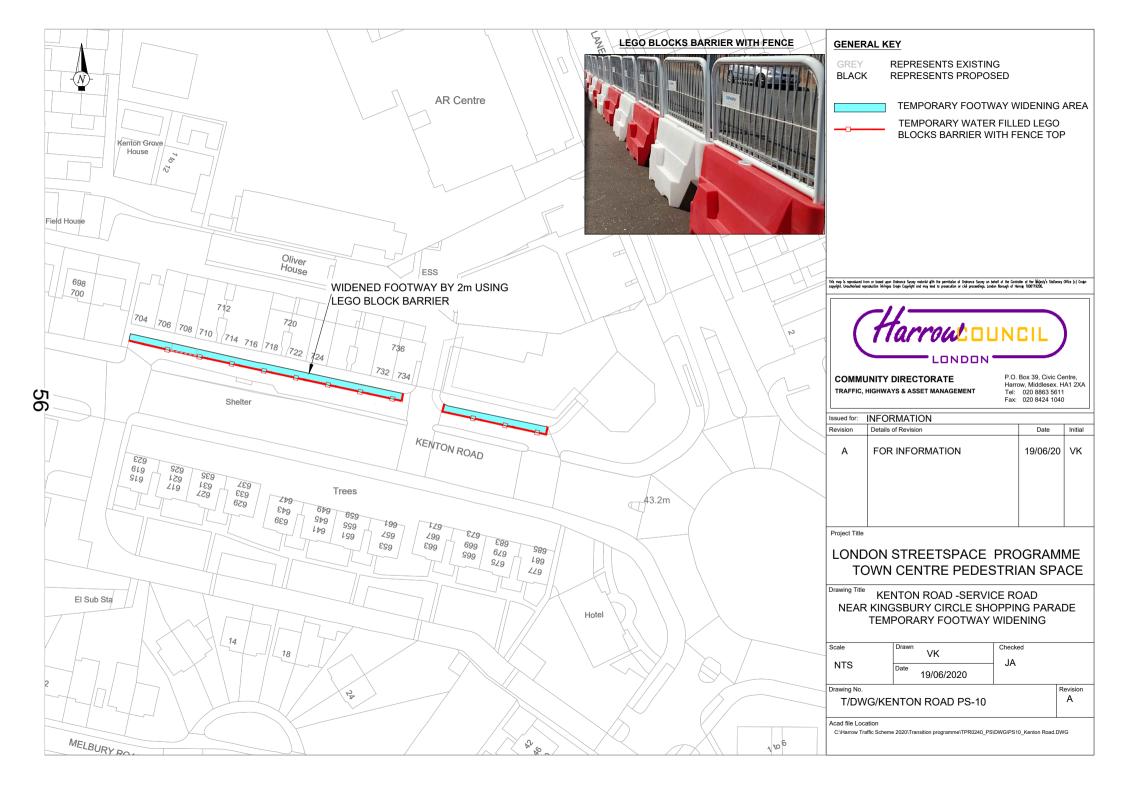


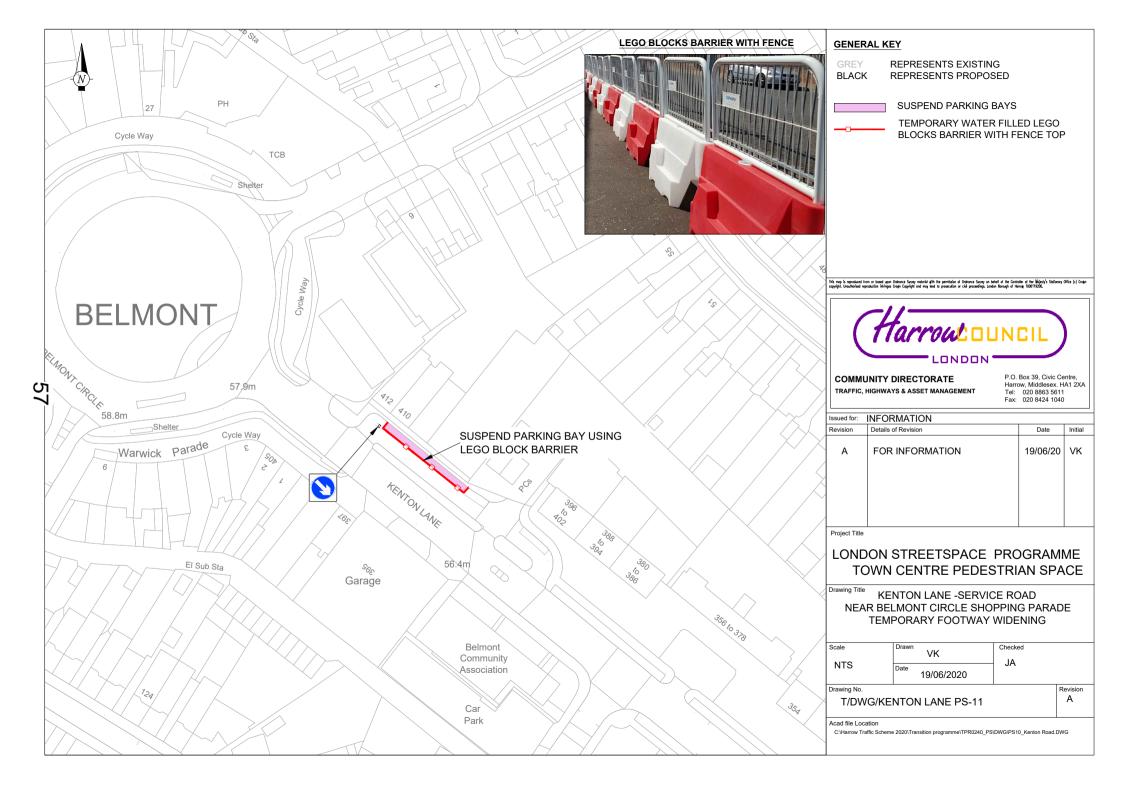


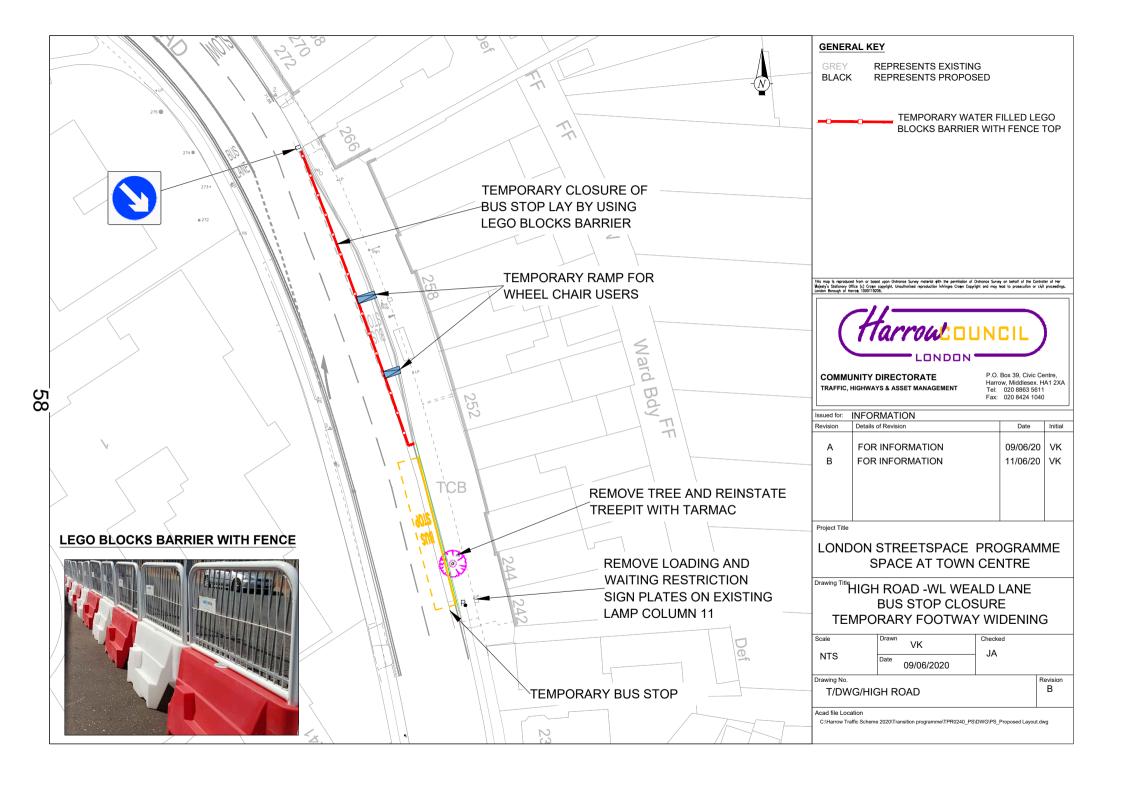


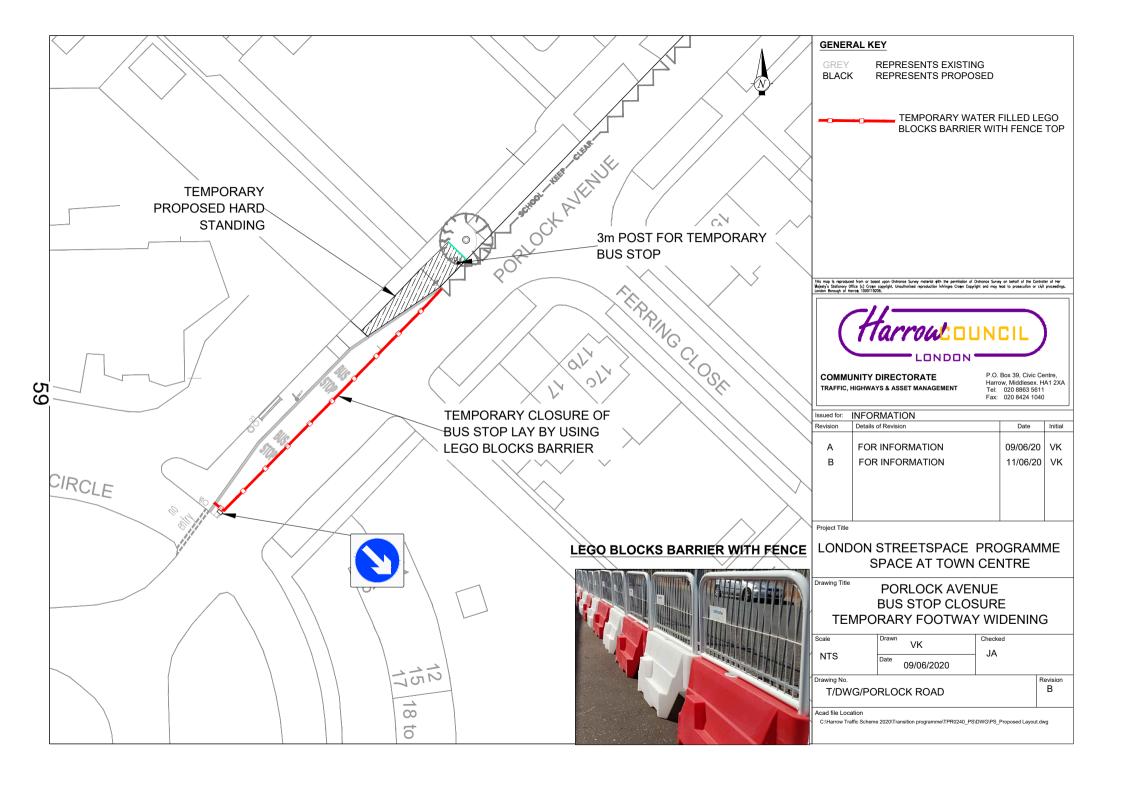












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STREETSPACE FOR LONDON

<u>6</u>

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







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 precoronavirus 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:**
 - o road safety
 - o public health and health inequalities
 - o economic recovery
 - o the environment
 - o the Mayor's Transport Strategy

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 will transform London's streets by:

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

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



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Benefits of the Streetspace plan



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)



- 67
 - 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

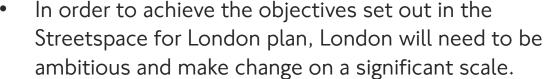




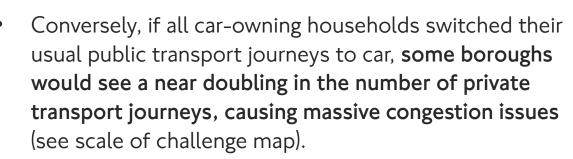
The scale of the Streetspace Plan







- 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).





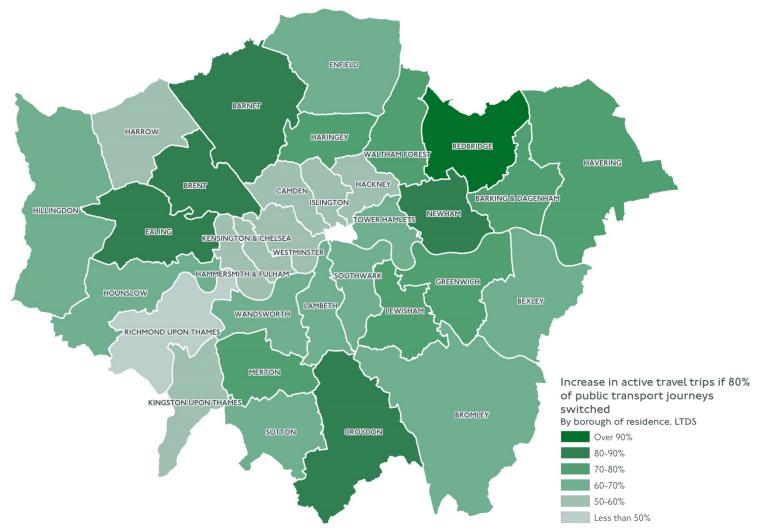




Scale of opportunity: active travel



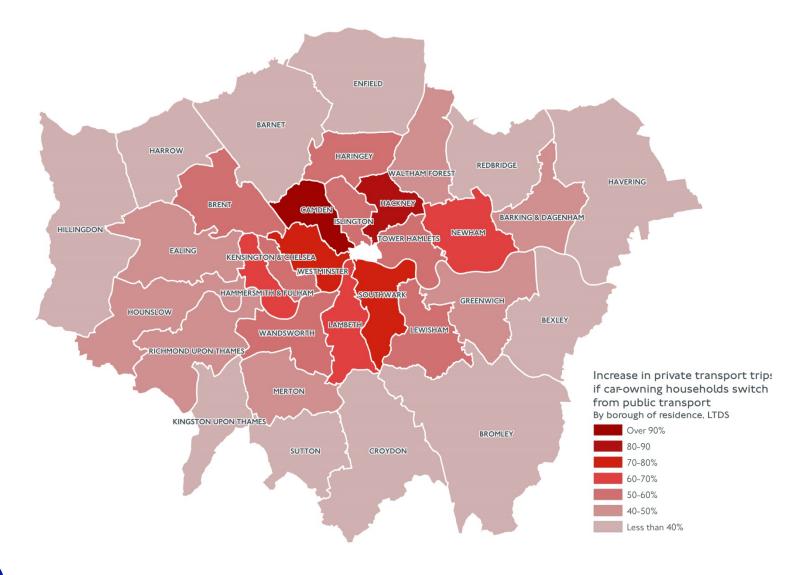
It is estimated there will be around an 80% reduction in public transport capacity.





Scale of challenge: car trips







≈ 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











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.









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
- 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.
- Ensure that local residents and community stakeholders are informed, bought 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





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









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
- 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.

In the longer-term, streets that encourage Londoners to switch to active travel and reduce the $\stackrel{\leftarrow}{\rightarrow}$ 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 carowners, 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.





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.

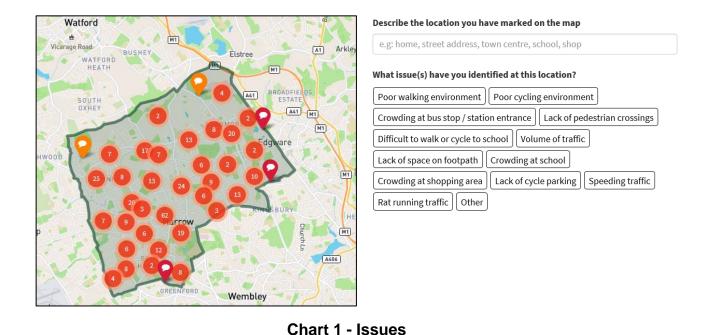
Further information on the economic case for walking and cycling can be found here: https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling



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.



50%
40%
30%
20%
10%
0%

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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

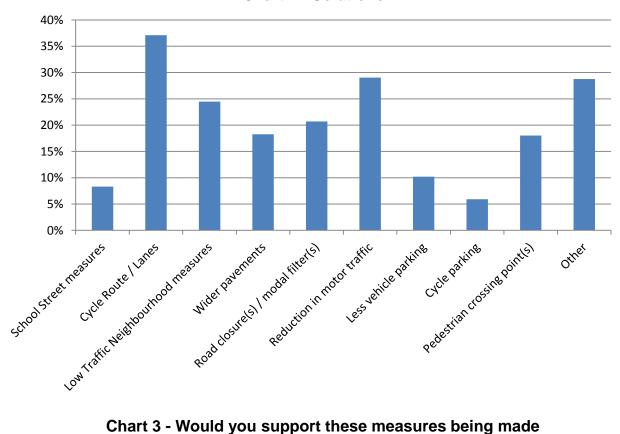
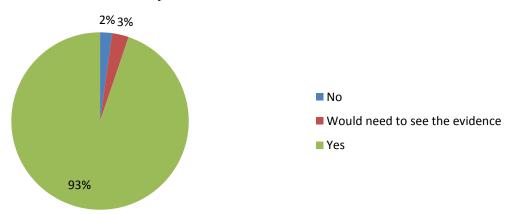


Chart 3 - Would you support these measures being made permanent?



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



Chart 4 - How comfortable do you feel walking?

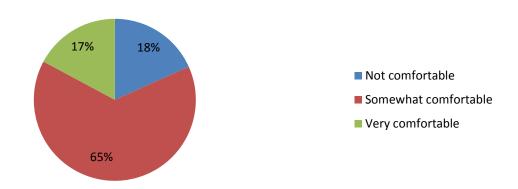


Chart 5 - How comfortable do you feel cycling?



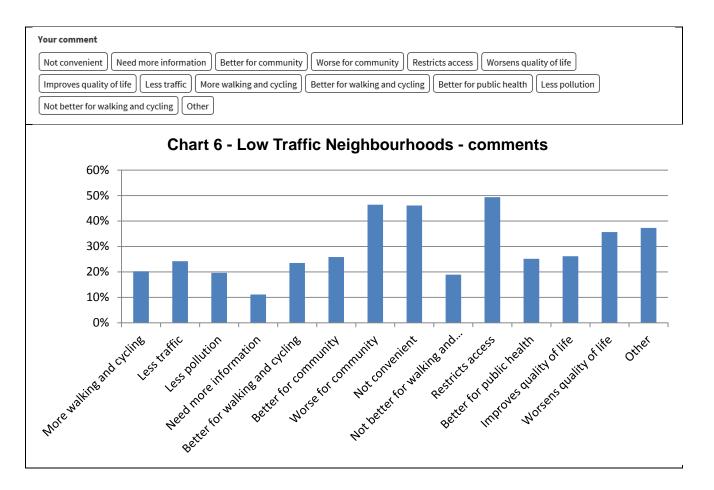
Harrow Street Spaces Proposals

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:

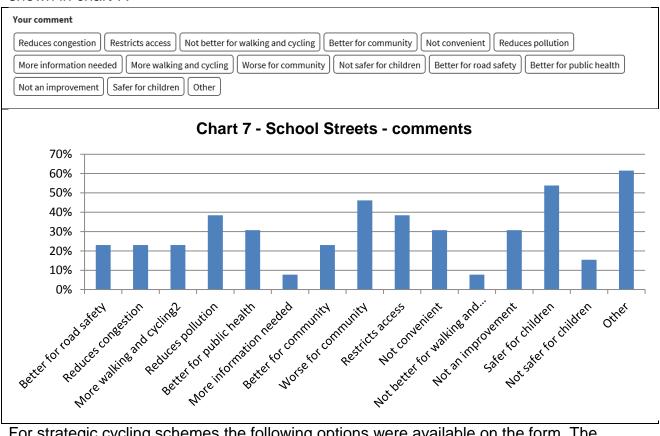
- Low traffic neighbourhoods
- Pedestrian space measures
- School Streets
- Strategic Cycling

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

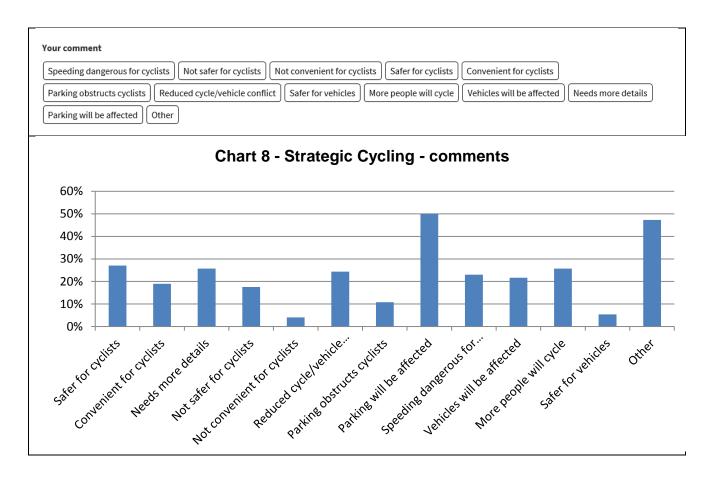
For low traffic neighbourhoods the following options were available on the form. The responses are shown in chart 6.



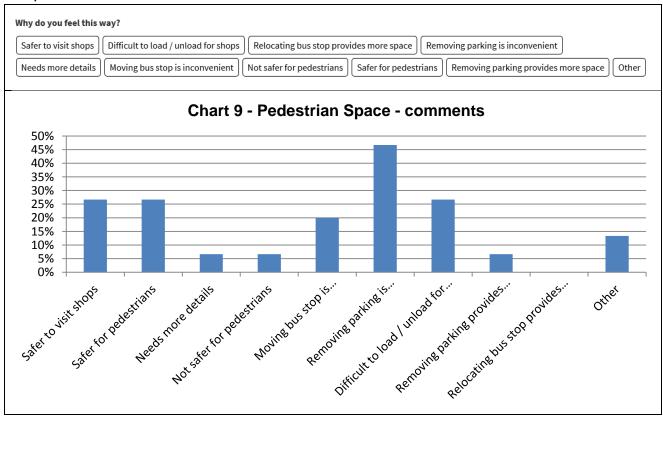
For school streets the following options were available on the form. The responses are shown in chart 7.



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



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







From the Minister of State Chris Heaton-Harris MP

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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