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

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

## Section 1 – Summary and Recommendations

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

### Recommendations:

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

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

permanent.

**Reason:**

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

## **Section 2 – Report**

### **Introductory paragraph**

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

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

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

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

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

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



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

### Options considered

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

### London Streetspace Programme

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

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

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

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

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

2.16 The Council submitted its proposals for the London Streetspace Programme on 22<sup>nd</sup> 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
	<b>34</b>	<b>22</b>	<b>£683k</b>

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

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

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

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

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

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

### **Pedestrian space measures (TfL)**

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

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

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

<b>SS-01</b>	Grimsdyke School, Hatch End
<b>SS-02</b>	Newton Farm School, Rayners Lane
<b>SS-03</b>	Marlborough School, Wealdstone
<b>SS-04</b>	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:

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

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

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

### **Public Engagement**

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

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

### **Next steps**

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

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

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

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

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

#### **Staffing/workforce**

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

#### **Ward Councillors’ comments**

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

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

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

#### **Performance Issues**

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

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

## **Environmental Implications**

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

## **Risk Management Implications**

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

## **Legal implications**

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

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



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

## Financial Implications

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

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

## 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:

<b>Protected characteristic</b>	<b>Benefit</b>
Sex	<p>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.</p>
Disability	<p>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.</p> <p>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.</p>
Age	<p>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.</p> <p>Older children may benefit from enhanced cycling schemes as they provide a safer means of cycling to school and other activities.</p> <p>A number of the schemes are targeted around</p>

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

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

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

### Section 3 - Statutory Officer Clearance

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

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

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

## **Section 4 - Contact Details and Background Papers**

### **Contact:**

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Tel: 020 8425 - 1500  
E- mail [David.Eaglesham@harrow.gov.uk](mailto:David.Eaglesham@harrow.gov.uk)

### **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>