

## APPENDIX D

### Harrow Street Spaces Programme Low Traffic Neighbourhood – Headstone South Public consultation - September 2020

#### Introduction

A scheme for the area was originally requested by a petition from residents in February 2019 with 390 signatures received and TARSAP agreed to developing a scheme with initial engagement being undertaken in March this year. Funding had been assigned from the LIP to do a study in 2019/20 and the work was undertaken by a transport consultant.

The Harrow Street Spaces Programme provided an opportunity to take forward the proposals developed by using funding from TfL for the London Streetspace Programme. The proposals were subject to consultation during June / July this year and reviewed at a special meeting of TARSAP on 10<sup>th</sup> August.

At the special meeting of TARSAP it was recommended and subsequently agreed by the Deputy Leader on the 19<sup>th</sup> August that in respect of the low traffic neighbourhood for Headstone South:

“that the Low Traffic Neighbourhood Scheme – LTN-02, Pinner View area, Headstone South be subject to consultation with ward councillors, TARSAP members and local residents and the Corporate Director of Community, following consultation with the Portfolio Holder for Environment, be delegated authority to determine whether the scheme should be implemented”

Following subsequent discussions with ward councillors regarding the scheme publicised in June, some changes to the road closures were proposed.

A public consultation has subsequently been undertaken during a two-week period ending 18th September 2020. A leaflet was circulated to residents to highlight the consultation which is attached with this report for information.

The results of consultation are summarised below.

#### Consultation Results

Approximately 530 responses were received. Respondents had the freedom to make open comments. The responses have been analysed based on the most frequent types of comments made. Some respondents made more the one of the typical responses listed below.

Ref.	Typical comment	Frequency
1	Support the proposals. Various reasons given - reduce traffic along Pinner View, improve walking and cycling, lots of accidents and road rage will reduce, narrow streets not suitable for through traffic	162
2	Closures will make it more difficult to get to the destinations. New access will be a significant detour through other busy roads i.e. Harrow View, Pinner Road, Station Road, Manor Way, Priory Way	138

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3	Proposals will increase air pollution, fuel costs, commuting time, confusion among drivers,	45
4	Do not support the proposals - no specific reasons given.	45
5	Proposals will adversely affect access for emergency services and delivery drivers	43
6	Proposals will increase traffic congestion in adjacent roads i.e. Harrow View, Pinner Road, Station Road, Headstone Road,	31
7	Agree with 20mph speed limit.	27
8	The closures will increase traffic speeds inside the area / cause congestion.	17
9	Do nothing	28
10	The proposals will aggravate drivers more and will be a risk to cyclists	5
11	Miscellaneous comments not related to the proposals	5
12	Support the proposals and additional measures suggested e.g. Pedestrian crossings, enforcement, one-way streets, etc	5
13	Proposals will increase criminal activities in Headstone South Ward - drugs etc	4
14	Support the proposals, however, it will increase traffic in Woodberry Avenue and other similar roads	3
15	Miscellaneous - Request to review signal timing at Headstone Road / Harrow View junction.	2
16	Request to reposition some of the closures, etc	2
17	Miscellaneous - Request to introduce CPZ	1

### Summary

The responses reflect a similar position to the responses received in the first consultation using the commonplace public engagement portal and so there appears to have been no significant change in public opinion since then.

People in support of the proposals (ref 1) made this clear in their responses and support the aims of the scheme. There is also a range of opinion from those expressing clear opposition to the scheme (ref 4) to a larger proportion of respondents that highlight a range of potential impacts without clearly identifying their position on the matter and who may reserve judgement subject to the trial (ref 2, 3, 5, 6).

The main purpose of the consultation was to seek feedback on the changes to the layout of the road closures since the first consultation. In this regard no adverse comments have been made about the changes to the road closures, but some comments have recognised that the changes have been made and these are viewed positively as a response to earlier feedback from the first consultation.

The emergency services have been consulted about the original and amended proposals and have not raised any concerns. They have indicated that they require regular monitoring of the trial in order to respond to any issues that may potentially arise, and this is to be expected. A regular review of all the street Space schemes has been agreed already and will monitor this.

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Undertaking a trial is the only practical way to assess the pros and cons of the scheme as it is difficult to know the impacts in advance. It should be noted that if the scheme does not proceed now then there is no alternative source of funding to take this forward in the future and the petitioners would have to be advised of this.

However, it is obvious that there is a significant part of the community within the area that wishes to try a scheme and given that local residents had initiated this project the most suitable way to test the scheme is to undertake a trial.

### **Recommendations**

It is therefore recommended that the Headstone South low traffic neighbourhood trial proceed to implementation and be subject to regular review.