

HARROW STREETSPACE PROGRAMME



Low Traffic Neighbourhood FRANCIS ROAD

HAVE YOUR SAY ON THE FUTURE OF THE FRANCIS ROAD LOW TRAFFIC NEIGHBOURHOOD

The Covid-19 pandemic created new challenges in Harrow, including the need to socially distance. In May 2020 the Government issued guidance for local authorities to take immediate action to create space for people to socially distance and encourage walking and cycling while public transport was at reduced capacity.

In preparation for Harrow and London coming out of lockdown and with reduced journeys on public transport due to Covid-19, it was important that we made changes to support active travel and local journeys on foot or by bike and address the increased car usage on the borough road network.

By helping more people to walk and cycle rather than drive short journeys, the temporary schemes were also aimed at supporting our longer-term climate and health objectives of reducing air pollution and levels of obesity and diabetes, while also tackling congestion, speeding and improving overall road safety.

It is important that we work towards a greener environment. Without a reduction in motor traffic and a shift toward more sustainable forms of

transport, we will not meet our climate and healthy lifestyle goals for Harrow.

Prior to the pandemic, Francis Road had suffered from motorists using the residential street as a cut-through, causing environmental and road safety problems for residents. There were also concerns in the wider area about levels of traffic and speeding.

The initial plans for the Francis Road LTN were developed as part of the wider engagement that took place in June 2020. Following this the plans were revised and submitted to the Council's Traffic and Road Safety Advisory Panel (TARSAP) in August 2020.

The scheme was implemented using an experimental traffic regulation order (ETRO) on 25 September 2020 for a six-month trial period. We have engaged with our residents, ward councillors and key stakeholders including the emergency services throughout the trial period. The council committed to holding monthly reviews and a consultation as part of the six-month review process.

As we near the six-month review, we would like your views as to how we progress with the scheme.

Harrow Streetspace: Francis Road

This proposal for the future of the Francis Road LTN takes into consideration the feedback we have received during the trial period, which has included the following themes:

Pros

- A noticeable reduction in the number of speeding motor vehicles within the LTN
- Reduced concerns about road safety
- A noticeable reduction in traffic noise within the LTN
- More pleasant to live and be out and about on local streets
- Increase in local journeys by foot or on bike
- Improvement in air quality because of reduced emissions

Cons

- Impact on emergency service access times
- Longer local car journey times
- Impacts on boundary and nearby main roads: specifically, on increasing congestion and reducing air quality
- The potential effect on access for people with disabilities (i.e. people for whom a car is a mobility aid), including their carers
- Increased congestion in the initial weeks on the local road as traffic built up

■ **Emergency services have been engaged with the scheme and the proposed amendments reflect all feedback we received. Our proposals for the next stage of the scheme seek to address many of the remaining concerns.**

It is important that you share your views with us – all views submitted as part of this consultation will be taken into consideration and balanced against Harrow's Transport Local Implementation Plan, and the council's climate emergency and health equality priorities as set out in the Borough Plan.

OVERVIEW OF THE PROPOSAL: AMEND LTN

Feedback over the past few months has shown that the initial option for road closures using planters is not the right solution for Francis Road.

We propose that the physical planters are removed and replaced with a virtual scheme, controlled by using Automatic Number Plate Recognition (ANPR) cameras. All residents and businesses within the LTN would receive a free virtual permit to gain unrestricted access.

All homes would remain fully accessible to vehicles whether driven by residents, businesses, deliveries or visitors to the area. Nothing being proposed would stop people driving to or from the the area – it is the route that would change (see map).

The proposed scheme has been designed to allow residents to make their daily journeys, while reducing excess traffic on residential streets.

It is suggested that the presence of ANPR cameras will discourage traffic from outside the area using the residential streets as a short cut, without the need for a physical blockage.

How could the scheme work?

The planters would be removed and ANPR cameras and new signage used to manage the scheme. The permits for residents and businesses within the LTN will be virtual and will give the vehicle free access throughout the neighbourhood.

A virtual scheme using ANPR cameras would:

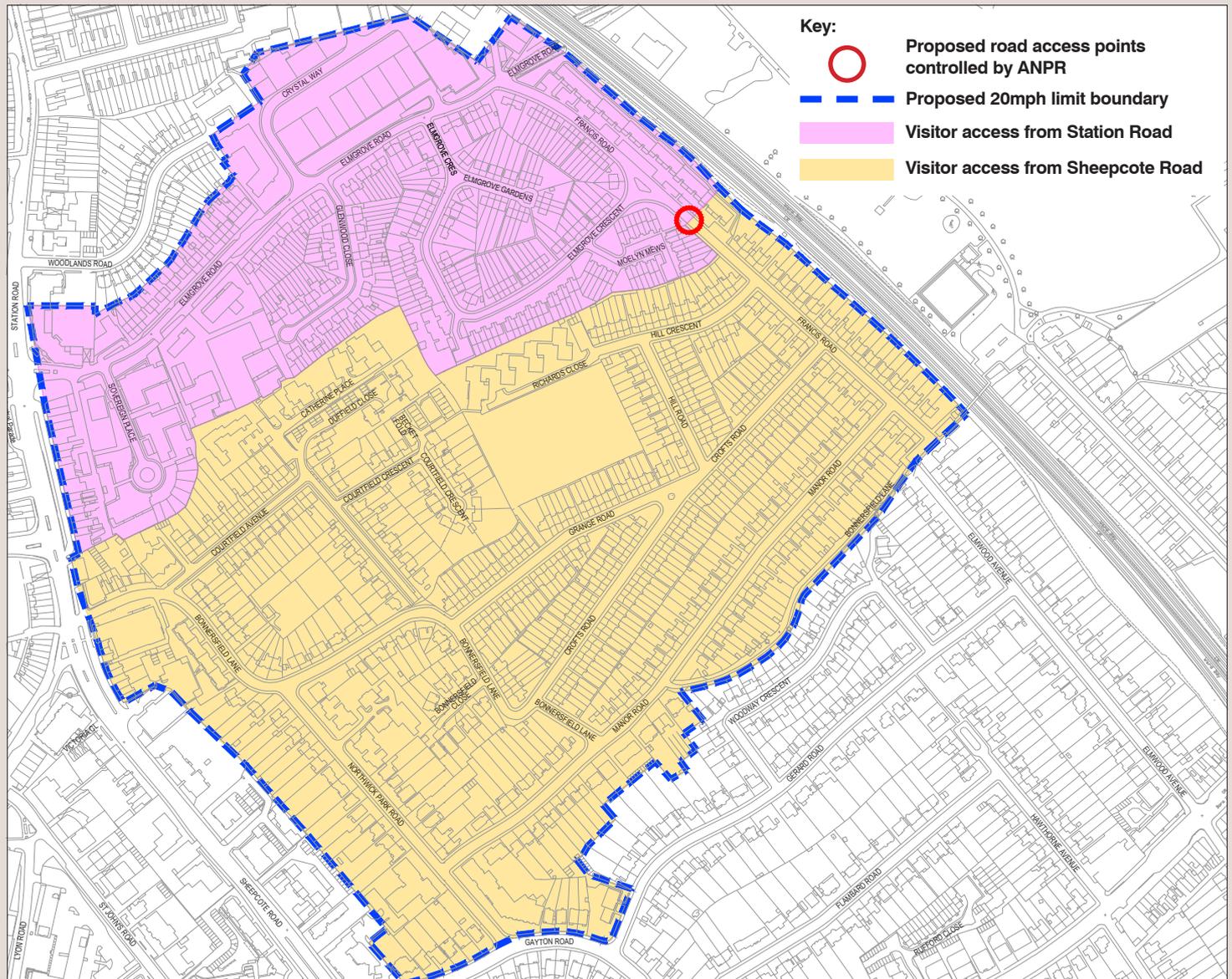
- Replace the planters (see map)
- Allow visitors/deliveries to access all households in the LTN using the roads highlighted in the map
- Enforce the restrictions for non-local motor traffic, along with signage, to prevent the roads being used as a cut-through
- Allow residents and businesses of the LTN to move freely within the zone by registering vehicles from the household/business for free virtual permits
- Reduce traffic on surrounding main roads by re-routing traffic from within the LTN away from critical points of the network
- Reduce traffic volumes across the neighbourhood to deliver improved air quality, and improved safety for pedestrians and encourage alternative modes of travel over time
- Residents and businesses would need to apply for a virtual permit online.



Accessing the LTN

If this proposal is agreed, residents and businesses within the LTN could apply online for a free virtual permit, which would allow unrestricted access to the neighbourhood (see map). Further information and guidance on applications would be made available online.

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Visitors can access the LTN through all roads except those controlled by ANPR

The following will have access:

- People walking, scooting, using wheelchairs, mobility scooters and cycles (including adapted cycles)
- Emergency services
- Council vehicles serving properties within the LTN for example waste trucks and Special Education Needs Transport
- Postal service vehicles serving post boxes within the LTN
- Statutory undertakers (such as water and gas companies) attending emergency works within the LTN
- Public transport and Hackney Carriages (Black taxi cabs) serving properties within the LTN.

All other visitors, carers, deliveries and local taxi firms would be able to access the LTN via any road except those controlled by ANPR. See map for details.

In the proposed scheme, ANPR cameras would be used on Francis Road near the existing width restriction.

Enforcement

If approved, the proposed scheme would be phased in to allow transition from the current scheme before full enforcement would be in effect.

Once operational, the ANPR cameras would read number plates of vehicles driving through the LTN and check them against our database of virtual permits.

Motorists without a virtual permit could receive a Fixed Penalty Notice (FPN).

Hours of operation

Our proposal is for the LTN to operate Monday to Sunday, 24 hours a day.

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This would help to deliver consistent low traffic conditions for residents and businesses within the LTN, to encourage more walking, cycling and sustainable means of travel across the week.

You can share your views on the hours of operation in the consultation.

Reducing speed

We propose that we continue with the 20mph speed limit introduced as part of the trial LTN to further

improve safety for local residents. This could include traffic calming measures e.g. road humps or cushions – the blue dashed line on the map indicates the 20mph zone.

Monitoring

Traffic and local air quality at specific locations to the Francis Road LTN will be assessed and reported on.

The council's transport engineers will also closely monitor the scheme to evaluate its effectiveness.

What do you need to do now?

To fill in the questionnaire go to harrow.gov.uk/ltn

Request a paper copy of the consultation by calling 020 8863 5611 and follow the prompts for calls about LTNs.

All responses should be received no later than 21 March 2021.

Due to the large number of responses we expect to receive it is not feasible to reply to each individual separately.

Who else is being consulted?

We welcome views from all Harrow residents and stakeholders as part of this consultation.

We would especially like to hear from those living in Francis Road LTN as it is their neighbourhood and those on surrounding roads who are also impacted.

We continue to engage with local ward councillors and emergency services to help inform the decision-making process as well as local businesses, representative groups – disability, public transport operators, schools, places of worship, and health

providers within the LTN are also included so we can hear their views.

What happens next?

All responses received during the consultation process will be analysed and recommendations presented in a consultation summary report.

The consultation results will form part of the formal review of the current LTNs to be presented at the special TARSAP meeting on **Thursday 22 April 2021**.

TARSAP will make a recommendation to Cabinet on the next steps for the Francis Road LTN.

The recommendation will be to implement the proposal and amend the scheme or to remove LTNs completely, returning full access for all motor traffic including non-residential traffic.

Residents will be written to following the meeting about the outcome and next steps.

The width restriction on Francis Road will be fully reinstated upon implementation or removal of the scheme and secured ensuring appropriate use and giving access to emergency services.

For further information visit harrow.gov.uk/ltn

Thank you for taking part