

Report for:

**TRAFFIC & ROAD
SAFETY ADVISORY
PANEL**

Date of Meeting:

22nd April 2021

Subject:

School Street Schemes

Key Decision:

Yes, recommendations will be referred to Cabinet for decision

Responsible Officer:

Paul Walker – Corporate Director,
Community

Portfolio Holder:

Varsha Parmar - Portfolio Holder for
Environment

Exempt:

No

**Decision subject to
Call-in:**

Yes, recommendations will be referred to Cabinet for decision

Wards affected:

Belmont , Hatch End, Marlborough,
Rayners Lane

Enclosures:

Appendix A – Schemes leaflets
Appendix B – Six-month review report

Section 1 – Summary and Recommendations

This report details the six-month review of the four school streets schemes introduced as a part of the Harrow Streetspace Programme in October 2020 and to consider the future of the schemes.

Recommendations:

The Panel is requested to recommend to Cabinet that:

1. That the experimental trials of the school streets schemes be continued until month 12 of the 18 months.
2. That a full report be brought to TARSAP on the progress of the experimental trials in order that the future of the schemes can be considered.

Reason: (For recommendations)

To continue to evaluate the performance of the school streets schemes over the 18-month experimental period.

Section 2 – Report

Introduction

- 2.1 The 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 is having a severe impact on the use of public transport and on the way we travel.
- 2.2 The government issued statutory guidance under Section 18 of the Traffic Management Act 2004 to all highway authorities in England requiring 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. In response to this the GLA / TfL developed the London Streetspace Programme which aimed to:
 - enable social distancing on street,
 - encourage Londoners to avoid unnecessary use of public transport,
 - focus on strategic movement to prioritise walking and cycling.
- 2.3 Harrow participated in the London Streetspace Programme (LSP) promoted by Transport for London (TfL) and subsequently made funding applications and secured funding in order to implement local proposals to support

reallocating more road space on the road network to pedestrians and cyclists. This included proposals for four school streets.

- 2.4 The public were encouraged to walk or cycle where previously they may have used the car and these improvements aimed 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. 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.
- 2.5 These proposals address the immediate impact of the health crisis but can also allow the Council to make longer lasting changes in travel to improve the environment by tackling the causes of climate change and adapting our networks to changing travel patterns and to further increase the level of walking and cycling.
- 2.6 The changes will also increase levels of physical activity and help to improve our health and wellbeing. 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. 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.
- 2.7 The school streets schemes implemented have been subject to a six month review which is presented in this report. The review is an important part of helping us understand the impact of the schemes and includes feedback from a wide variety of stakeholders including residents, schools, parents, ward councillors and the emergency services. An engagement portal on the commonplace platform was used to receive details of their experiences of the schemes throughout the trial period. The first six months of operation of the experimental traffic management order that gives effect to the restrictions in the schemes is also a statutory consultation period and details of representations received are also included in the review.

Options considered

- 2.8 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 in the first half of 2020/21 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 were therefore developed and implemented in accordance with the TFL guidance.
- 2.9 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.



School streets schemes

- 2.10 Detailed guidance for the London Streetspace Programme 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>
- 2.11 Proposals were submitted against the school streets programme and a final allocation of £135,000.00 was allocated to Harrow to deliver four school streets schemes.
- 2.12 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.
- 2.13 School streets operate on the principle that the streets surrounding a school are restricted to vehicular 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. The restrictions are enforced by using either fixed or mobile CCTV cameras with automatic number plate recognition systems.
- 2.14 Three primary schools and one secondary school had schemes implemented as shown in the list below.

Ref	Scheme	Budget
SS-01	Grimsdyke Primary School, Hatch End	£30,000
SS-02	Newton Farm Primary School, Rayners Lane	£30,000
SS-03	Marlborough Primary School, Wealdstone	£30,000
SS-04	Park High School, Stanmore, Middx.	£45,000
	Total	£135,000

- 2.15 The schemes were implemented in October 2020 and **Appendix A** provides copies of the leaflets distributed to residents which also provide plans and details of the schemes.

Six monthly review

- 2.16 At the special meeting of TARSAP on 10th August it was recommended and subsequently agreed by the Deputy Leader on the 19th August that a detailed review of the schemes would be undertaken after the initial six month period of operation and reported to TARSAP in order to consider the future of the schemes.
- 2.17 The six monthly review has been prepared can be seen in **Appendix B**.

Summary of the review and conclusions

- 2.18 To summarise the outcome of the six-month review the findings are as follows:
- The general feedback to the schemes from the wider community is more negative than positive.
 - There are no negative impacts on local bus services or the emergency services.
 - The schools are very positive about the schemes and would like to see them retained because of the benefits for the students.
 - The traffic surveys indicate that there have been increases in walking during the autumn term demonstrating that there is modal shift occurring in the way people travel to school.
- 2.19 The schools are key stakeholders and their comments are very important in determining the future of the schemes particularly as they are responsible for the health and wellbeing of young children and students in the local community who are vulnerable to the impacts of traffic congestion, road safety and air pollution. Whilst it is recognised that there is a more negative sentiment from the wider community to the schemes the main beneficiaries are the schools and their students and there are clearly positive impacts on them.
- 2.20 The main issues highlighted have been the displacement of drop off and pick up by parents in other areas close to the schools resulting in some localised traffic and parking problems. Further discussions with the school and school community to review their travel plans and consider further mitigations will be necessary. Additionally the comments about mobile CCTV enforcement not deterring some drivers from ignoring the restrictions are valid and consideration should be given to introducing fixed cameras at these sites.

- 2.21 It is therefore recommended that the scheme trials should be extended to 18 months to allow the schemes to continue to be evaluated and to address any issues that have been highlighted during the first 6 months of operation.

Staffing/workforce

- 2.22 The monitoring and enforcement of the schemes will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team and Parking & Network Management team.

Ward Councillors' comments

- 2.23 Ward councillors' comments have not been sought for this report because all members are receiving a regular update on progress with the programme through a regular programme of reviews during the scheme trials.

Performance Issues

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

Environmental Implications

- 2.25 There are environmental and health benefits from delivering the school street schemes. The main benefits are in improving air quality, road safety and public health.
- 2.26 The benefits identified were achieved by reducing car travel, reducing congestion, reducing casualties, encouraging active travel and from reduced vehicle emissions.

Data Protection Implications

- 2.27 There are no data protection implications

Risk Management Implications

- 2.28 A design risk assessment has been undertaken during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.
- 2.29 The delivery of each scheme in the programme has been subject to separate risk assessments.

Procurement Implications

- 2.30 Where needed, consultants and contractors have been procured to investigate, develop and deliver some proposals. This is business as usual.

The work has been procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal implications

- 2.31 The Traffic Management Act 2004 places an obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 2.32 The Statutory guidance "Traffic Management Act 2004: network management in response to COVID-19" is an additional statutory guidance issued by the Secretary of State for Transport. It sets out high-level principles to help local authorities to manage their roads and what actions they should take. Local authorities in areas with high levels of public transport are required to take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing.
- 2.33 The traffic and parking restrictions in the schemes have been given effect by the making of experimental traffic management orders in accordance with section 9 and 10 of the Road Traffic Regulations Act 1984. The first 6 months of operation is a period in which to consider any representations made about the introduction of the scheme. All the representations and comments made during this consultation period are set out at Appendix B for consideration and are taken in account as part of the review of the future of the schemes.

Financial Implications

- 2.34 TfL awarded funding of £135,000 in 2020/21 to introduce the four school street schemes.
- 2.35 The cost of monitoring and enforcement during the extension period will be met from existing budgets within the relevant service areas.

Equalities Implications / Public Sector Equality Duty

- 2.36 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.
- 2.37 TfL have highlighted the need to assess the impacts of schemes on all protected characteristics and the schemes have been subject to a separate EqIA. The schemes do have positive benefits for the groups in the table below:

Protected characteristic	Benefit
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. 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>The schemes form part of wider school travel planning objectives , which should see longer term health impacts for children and young people.</p>

Council Priorities

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

Corporate priority	Impact
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<p>Building homes and infrastructure</p> <p>Improving the environment and addressing climate change</p>	<p>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.</p> <p>Measures to control the level of traffic will also benefit more vulnerable residents in residential estates by reducing air pollution and improving road safety and accessibility.</p>
<p>Addressing health and social care inequality</p> <p>Tackling poverty and inequality</p> <p>Thriving economy</p>	<p>An improvement in public health will reduce pressure on health services particularly during the current health crisis.</p> <p>Measures to support social distancing will help to reduce fear of the risk of infection and encourage more people to make local journeys by walking and cycling .</p> <p>More walking journeys can encourage people to shop locally and thereby support the local economy.</p>

Section 3 - Statutory Officer Clearance

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 06/04/2021

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 09/04/2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 09/04/2021

Section 3 – Corporate Director Clearance

Statutory Officer: Paul Walker

Signed by the Corporate Director - Community

Date:

Mandatory Checks

Ward Councillors notified: **YES**

EqIA carried out: **YES**

EqIA cleared by: **Dave Corby, Community - Equality Task Group (DETG) Chair**

Section 4 - Contact Details and Background Papers

Contact:

David Eaglesham – Head of Traffic, Highways & Asset Management

E- mail David.Eaglesham@harrow.gov.uk

Background Papers:

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>

**Call-In Waived by the
Chair of Overview and
Scrutiny Committee**

*(for completion by Democratic
Services staff only)*

YES/ NO / NOT APPLICABLE*

** Delete as appropriate
If No, set out why the decision is
urgent with reference to 4b - Rule 47 of
the Constitution.*