

Report for:	TRAFFIC & ROAD SAFETY ADVISORY PANEL
Date of Meeting:	22 April 2021
Subject:	Low Traffic Neighbourhood 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:	No, but cabinet decision will be subject to call in
Wards affected:	Greenhill, Headstone North, Headstone South, West Harrow
Enclosures:	Appendix 1 Pedestrian / cycling / vehicle activity Appendix 2 Queue length surveys Appendix 3a Headstone South LTN Summer 2020 leaflet to residents Appendix 3b Headstone South LTN Summer 2020 Leaflet correction Appendix 4 Letter to Southfield Park Residents Appendix 5 Commonplace engagement results Appendix 6 Headstone South LTN consultation document Appendix 7 Francis Road area LTN consultation document Appendix 8 Vaughan Road area LTN consultation document

Section 1 – Summary and Recommendations

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

Recommendations

1. That the panel consider the information provided in this report and make a recommendation to Cabinet to remove these schemes with immediate effect.
2. That the panel recommend to the Corporate Director - Community following consultation with the Portfolio Holder for Environment
 - a. to work towards introducing speed reductions in roads and streets with identified road safety issues where budget and enforcement constraints allow.
 - b. a review of the Francis Road width restriction

Reason: (For recommendations)

The four schemes were implemented in October 2020 on an experimental basis for 6-months in neighbourhoods with longstanding and ongoing concerns around safety, speeding and high levels of traffic and pollution to test the effects of Low Traffic Neighbourhoods (LTNs) in the four areas.

The details in this report highlight that while the residential roads within the LTN have benefitted from reduced levels of traffic, speeding and vehicle damage, surrounding roads have experienced an increase in levels of traffic, longer journey times and waiting times at junctions, and increased vehicle emissions thereby reducing air quality.

With the need for social distancing to continue for the longer-term, alongside the return of schools and easing of lockdown restrictions it is expected that levels of car usage will remain high, if not increase, in the short term, thereby putting further strain on the highways and junctions, and further impacting air quality for those residing on these already busy roads.

The engagement and consultation over the experimental six-month period highlighted that a strong majority do not agree with the LTNs, do not feel that they are working, and do not agree with the proposal to retain the LTNs using ANPR and virtual permits.

The original Transport for London (TfL) funding for the schemes has been exhausted and any new scheme would require new funding. In respect of the considered option of using of Automatic Number Plate Recognition (ANPR)

cameras there would be a capital purchase cost of £172,000, in addition to this would be the full year operational costs of £93,500. There is no funding for this option in the Parking Services budget.

There remains support from residents to retain the 20MPH speed limit introduced as part of the LTNs and the need to ensure the Francis Road width restriction meets the requirements of reducing large vehicular traffic and through traffic.

Section 2 – Report

Introduction

- 2.1 The purpose of this report is to give an update to TARSAP on the progress of the Low Traffic Neighbourhood Scheme (LTNs).
- 2.2 On 9 May 2020 the Secretary of State for Transport issued statutory guidance to Councils to implement emergency schemes with unprecedented pace to reallocate road space to people walking and cycling to encourage active travel and enable social distancing.
- 2.3 The LTNs are nationally funded experimental schemes which were planned for a term of up to 18 months.
- 2.4 The schemes were fully funded by central Government through Transport for London (TfL).
- 2.5 The LIP programme, the council's main source of road safety funding, was suspended in May 2020/21 and 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 in accordance with the TfL guidance and focussed on areas where residents had previously raised concerns through petitions and reports agreed at TARSAP.
- 2.6 The method for implementing these schemes was using 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.
- 2.7 A commitment was made by Cabinet that the schemes would be kept under ongoing review and a report brought 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 with or without modification.

- 2.8 Detailed plans of the low traffic neighbourhoods, cycle lanes and school streets schemes were made available on the Commonplace Harrow Streetspace portal at the end of June 2020, which were reviewed and considered before implementation.
- 2.9 The Council began the process of the implementation of the experimental LTN schemes on 19 August 2020. These schemes include:
- LTN-02 Headstone South, Pinner View area
 - LTN-03 Francis Road, Greenhill
 - LTN-04 Vaughan Road area, West Harrow
 - LTN-06 Southfield Park area, North Harrow
- 2.10 The schemes have been reviewed monthly and reported regularly to the Council's Traffic and Road Safety Advisory Panel (TARSAP).
- 2.11 At the meeting on the 11 January 2021, TARSAP recommended that a full consultation exercise on LTNs should be undertaken as part of the six-month review process – the consultation ran between 25 February and 23 March 2021 for three of the four schemes:
- LTN-02 Headstone South, Pinner View area
 - LTN-03 Francis Road, Greenhill
 - LTN-04 Vaughan Road area, West Harrow.
- 2.12 This included the opportunity to review each scheme after 6 months to see how it is performing and whether any further decisions are needed such as:
- To make the scheme permanent
 - To extend the scheme by another six months
 - To amend the schemes and extend for a further six months
 - To cancel the experimental scheme.
- 2.13 A decision was made by the Corporate Director for Community, in consultation with the portfolio holder for Environment and the Leader of the Council not to go ahead at this stage with the LTN-06 Southfield Park area consultation due to the complexities of the scheme and the unintended impact of the closure on Manor Way and Priory Way.
- 2.14 This report sets out the findings from officers and feedback from the local community and stakeholders, including the Emergency Services, following the first 6 months of operation.

Background

- 2.15 The Harrow Streetspace programme took forward the government directive via Transport for London (TfL) to take immediate action to create space for people to socially distance and encourage walking and cycling while public transport was at reduced capacity.

- 2.16 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.
- 2.17 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.
- 2.18 The LTNs were implemented in four neighbourhoods with longstanding and ongoing concerns around safety, speeding and high levels of traffic and pollution:
- LTN-02 Headstone South, Pinner View area
 - LTN-03 Francis Road, Greenhill
 - LTN-04 Vaughan Road area, West Harrow
 - LTN-06 Southfield Park area, North Harrow
- 2.19 The schemes were funded by central government, administered by Transport for London using TfL design methodology – in the case of the LTN's using planters to prevent vehicular traffic using the estate as a cut-through, thereby creating a safer and more pleasant environment for pedestrians, cyclists and residents.

Methodology

- 2.20 At the special meeting of TARSAP on 10 August it was also recommended and then agreed by the Deputy Leader on the 19 August on behalf of the Leader to carry out monthly reviews to understand the impact of the schemes and to adjust as needed. The monthly reviews included:
- Pedestrian / cycling / vehicle activity (measured by counts)
 - Gathered feedback from the local community including:
 - The Emergency services
 - Bus services (TfL)
 - Residents, businesses, schools, health centres and places of worship
 - Ward Councillors
 - Officer observations about operational performance
 - Suggested scheme changes and or improvements
- 2.21 The monthly reports were reviewed by the Environment Portfolio Holder and Corporate Director for Community.

Monitoring pedestrian, cycling and vehicle activity

- 2.22 The impact of the LTNs on the levels of walking, cycling and vehicles were monitored throughout the six-month trial period using both CCTV footage and an Automatic Traffic Counter.
- 2.23 Counts took place during the week and at the weekends between 7am and 7pm.
- 2.24 In October 2020, the first month of operation, the LTNs had the largest impact on modal shift, with weekdays seeing the highest increases in pedestrians and cyclists. The October surveys were undertaken under tier 2 restrictions with only a moderate impact on travel.
- 2.25 However, the monitoring of activity in October found that LTN-06 Southfield Park area in North Harrow was having an adverse impact on the two parallel narrow residential roads, Priory and Manor Way.
- 2.26 While levels of traffic reduced on Southfield Park to 28% of what they had been (expected to be journeys by residents living on the street) Priory Way and Manor Way saw traffic rise by 24% and 88% during the week. The weekends also saw an increase, but not at the same levels as weekdays.
- 2.27 In subsequent months the changes to the schemes and more severe government restrictions and seasonal changes limited the impact of Southfield Park LTN on Manor and Priory Way and any further beneficial impacts for the remainder of the schemes.
- 2.28 Monitoring of the openings giving Emergency Service vehicles access have been monitored.
- 2.29 See Appendix 1 for the measurements.

Queue length surveys

- 2.30 It was expected that main roads would see increased traffic following the introduction of the LTNs as vehicles moved from the residential roads onto the main network.
- 2.31 Several junctions (see Appendix 2) saw an increase in queuing between October and December both in the week and at the weekend.
- 2.32 The amends to the LTNs in December and January did not mitigate those increases, which indicate a preference for travel by car rather than other modes under any circumstances.

- 2.33 The subsequent reduced queue lengths recorded from January could be attributable to the impact of the third lockdown on vehicular traffic which includes the closure of schools.

LTN Schemes

- 2.34 Detailed plans for the four LTNs were developed as part of the wider engagement that took place in June 2020 and made available on the Commonplace Harrow Streetspace portal from the end of June. This was advertised through the MyHarrow e-newsletter.
- 2.35 Following this the plans were revised and reviewed by Traffic and Road Safety Advisory Panel (TARSAP) in August 2020.

LTN-02 Headstone South, Pinner View area

- 2.36 The plans for the Headstone South Low Traffic Neighbourhood were shared with homes in the affected area in September 2020 (Appendices 3 a and b) asking residents to share their feedback on the Commonplace portal. The scheme was implemented using an experimental traffic regulation order (ETRO) on 9 October 2020 for a six-month trial period.
- 2.37 The revised scheme used planters to close roads at:
- Victor Road (by Harrow View)
 - Pinner View (near Bolton Road)
 - Kingsfield Avenue (by Pinner View)
 - Pinner View (by Cunningham Park)
 - Beresford Road (by Cunningham Park)
 - Canterbury Road (by Station Road)
 - Cumberland Road (by Station Road)
- 2.38 In November 2020, the scheme was amended to address concerns around traffic caused by roadworks - this included moving the planters on Kingsfield Avenue (by Pinner View) and Pinner View (near Bolton Road).
- 2.39 In late-December 2020, following feedback from the Emergency Services, emergency vehicles were given access through a 3m wide opening in the Pinner View road closure at the junction with Cunningham Park.
- 2.40 In late-January, again following feedback from the Emergency Services, the three remaining road closures at Canterbury Road, Gloucester Road and Beresford Road were amended to allow a five-metre gap for access for the emergency services to pass through unrestricted. Signage was enhanced to make it clear the opening is for emergency access only.
- 2.41 The wider (5m) gap was required because these locations are at junctions. The closure on Victor Road remained in place because feedback from Emergency Services was that it had minimal impact.

LTN-03 Francis Road, Greenhill

- 2.42 The Francis Road LTN was implemented using an experimental traffic regulation order (ETRO) on 25 September 2020 for a six-month trial period.
- 2.43 The scheme used planters to close Francis Road near the existing width restriction to vehicular traffic, preventing the area being used as a short cut for through traffic. The scheme also introduced a 20 mile per hour speed limit within the wider neighbourhood/ residential estate.
- 2.44 No changes were made to the scheme during the six-month trial period – feedback from Emergency Services was that this closure had minimal impact on services and response time.

LTN-04 Vaughan Road area, West Harrow

- 2.45 The Vaughan Road LTN was implemented using an experimental traffic regulation order (ETRO) on 25 September 2020 for a six-month trial period.
- 2.46 The scheme used planters to close Vaughan Road (by the Gardens) and Blenheim Road (by Bladon Gardens) to vehicular traffic, preventing the area being used as a short cut for through traffic.
- 2.47 In December 2020, following feedback from the Emergency Services, Emergency vehicles were given access through a 3m wide opening on Vaughan and Blenheim Roads.

LTN-06 Southfield Park area, North Harrow

- 2.48 In November 2020, the scheme was amended to address concerns around traffic caused by roadworks and the impact of through traffic on Priory Way and Manor Way, both of which are narrow residential roads, unsuitable for the large volumes of traffic due to the closure on Southfield Park. The changes to the LTN included moving the planters on Southfield Park and covering the road signs.
- 2.49 Due to the complexities of this scheme and the unintended impact on surrounding streets, specifically Manor Way and Priory Way, a decision was taken by the Corporate Director for Community, in consultation with the portfolio holder for Environment and the Leader of the Council, to suspend the operation of the Southfield Park LTN while new proposals were considered to mitigate traffic pressures on the local area (see Appendix 4 for the letter to residents in the Southfield Park area).
- 2.50 Appendix 1 outlines the measurements recorded at Southfield Park LTN.

Engagement with key stakeholders

- 2.51 The Council engaged with key stakeholders, including the emergency services, residents and businesses as well as ward Councillors throughout the six-month trial period.

Emergency services feedback

2.52 The Council have continued to engage with the Emergency services throughout the process, which led to the following actions:

- **23 December 2020:** Emergency services were given access to the LTNs by creating openings (3m wide) in road closures on Pinner View at the junction with Cunningham Park (Headstone South LTN) and Vaughan and Blenheim Road in the Vaughan Road LTN.
- **27 January 2021:** The three remaining road closures in the Headstone South LTN at Canterbury Road, Gloucester Road and Beresford Road were amended to allow a five-metre gap for access for the emergency services to pass through unrestricted. The Council also enhanced the signage to make it clear the opening is for emergency access only.

2.53 At the most recent meeting with the Emergency Services, on 17 March 2021, it was confirmed that the emergency services continued to meet their statutory response requirements. It was recognised that the action taken to amend the schemes (listed above) had improved access and that there are no significant issues concerning the LTNs within the borough.

2.54 These changes materially affected the schemes in respect of the control of traffic anticipated in the LTN areas.

TfL bus services comments

2.55 Transport for London were contacted for their feedback on the impact of LTNs on bus services in Harrow due to their role in commissioning and operation of bus services in London.

2.56 TfL noted that traffic in Harrow has, in general, remained lower than pre-pandemic levels and their bus operators have not experienced any negative impacts on bus journey times in the area.

Ward Councillors

2.57 Ward Councillors for the four LTNs have been engaged with throughout the process.

2.58 Ward Councillors shared feedback with officers about the LTNs from their constituents during the experimental six-month trial period.

2.59 Ward Councillors supported the amendments made to the schemes during the six-month experimental trial period to ease traffic congestion due to road works and to ease the impact on Manor and Priory Way following the

implementation of LTN-06 Southfield Park area LTN and to give emergency service vehicles access to LTN-02 Headstone South, Pinner View area and LTN-04 Vaughan Road area, West Harrow.

2.60 Ward Councillors also supported the decision to suspend consultation with residents about LTN-06 Southfield Park area, North Harrow while new proposals were considered to mitigate traffic pressures on the local area, specifically the unintended impact on Manor Way and Priory Way.

Commonplace engagement

2.61 The Council set up a public engagement portal on Commonplace in October 2020 to give the local community a platform to share their views and experiences of all the Streetspace scheme trials, including the LTNs.

2.62 More than 6,750 comments about the four LTNs were received on Commonplace between October 2020 and 15 February 2021, when feedback on LTNs closed prior to the consultation launching on 25 February 2021.

2.63 Feedback received throughout the trial period reflects a sustained unpopularity amongst the community towards LTNs. With a proportion of residents clearly supporting the measures and the benefits for public health, active travel, and road safety for children.

2.64 The LTNs were considered more positive by cyclists although they represent a smaller proportion of the responses received (12%). The largest groups of responses were from residents (56%) and motorists (22%) and a larger proportion of these groups expressed more negative sentiments.

2.65 Common themes included:

PROS	CONS
A noticeable reduction in the number of speeding motor vehicles within the LTN	Impact on Emergency service access times
Reduced concerns about road safety	Longer local car journey times
A noticeable reduction in traffic noise within the LTN	Impacts on boundary and nearby main roads: specifically, on increasing congestion and reducing air quality
More pleasant to live and be out and about on local streets	The potential effect on access for people with disabilities (i.e., people for whom a car is a mobility aid), including their carers
Increase in local journeys by foot or on bike	
Improvement in air quality because of reduced emissions	Increased congestion in the initial weeks on the local road as traffic built up

- 2.66 The decision to make changes to two of the LTNs schemes in December and January to give Emergency Services access received some support but also criticism of the decision.
- 2.67 In early-March, Commonplace informed officers that the platform had found unusual activity/excessive posting on the LTN engagement. The checks indicated around 24% of responses (1,617 of 6,778) appeared to be from a small number of individuals, however due to the level of response from the community and the analysis of the comments, this did not impact on the overall results and analysis set out above.
- 2.68 See Appendix 5 for results

LTN Public consultation

- 2.69 At the meeting on 11 January 2021, it was recommended by TARSAP to carry out a full consultation exercise on LTNs. That consultation ran between 25 February and 23 March 2021 for:

LTN-02 Headstone South, Pinner View area
LTN-03 Francis Road, Greenhill
LTN-04 Vaughan Road area, West Harrow

- 2.70 The consultation proposed:
- To remove the physical planters and replace them with a virtual scheme, controlled by Automatic Number Plate Recognition (ANPR) cameras
 - To give all residents and businesses within the LTN unrestricted access through free virtual permits
 - That all homes would remain accessible to non-permit holders through entry points within the neighbourhood.
- 2.71 The proposal aimed to address many of the concerns and issues raised throughout the six-month trial period.
- 2.72 See Appendix 6 to 8 for the LTN consultation leaflets.
- 2.73 The LTN consultations received 5,260 responses from people and organisations – 5,209 online and 51 hard copies requested through Access Harrow.
- 2.74 Of the responses, many respondents reflected their dissatisfaction of the proposal to keep LTNs in a new format (managed through ANPR cameras and free virtual permits) – this was reflected from residents and business within the LTN areas as well as from wider feedback.
- 2.75 The LTN-02 Headstone South area consultation received the most consultation responses (3,189) of these 82% disagreed or strongly disagreed with the proposal. When officers looked at responses from people stating they lived, worked or managed a business within the LTN this response stayed level at 80% disagreeing or strongly disagreeing.

- 2.76 The LTN-03 Francis Road area consultation received 729 responses – of these 82% disagreed or strongly disagreed with the proposals for the LTNs, this reduced slightly to 77% when looking at responses from inside the LTN.
- 2.77 The LTN-04 Vaughan Road area consultation received 1,422 responses – of these 72.6% disagreed or strongly disagreed with the proposal, this reduced to 65% when reviewing responses from inside the LTN.
- 2.78 The responses clearly show that the LTNs do not have overall support locally – however the response from within the Vaughan Road area was more positive with 35% agreeing/strongly agreeing compared to 20% and 23% in Headstone South and the Francis Road areas.
- 2.79 Common themes included:

PROS	CONS
Support ANPR cameras	Don't support ANPR/ LTNs – remove the closures
Measures have worked, keep the closures in place	Closures cause more congestion/traffic on main roads
Support 20 mph zone and / or traffic calming, speed cameras, chicanes or one-way streets instead	Increased pollution and journey times

- 2.80 While there was a strong majority not in favour of the LTNs there was clear strong support for the 20MPH speed limits that were introduced as part of the LTNs to remain – support was highest to retain this measure in Vaughan Road and Francis Road areas (78 and 73%). The support was lower amongst responses for the Headstone South area, at 59% - responses from within the LTN had similar support at 53% in favour of keeping the revised speed limit.
- 2.81 Some responses requested speed cameras be installed to manage speeding traffic.
- 2.82 Harrow's LTNs do not meet the criteria of the London-wide policy for the installation of speed cameras as agreed by the Metropolitan Police Service (MPS) and City of London. This policy sets the criteria for installing speed cameras – to address the safety issues on roads with the worst safety records with a pattern of serious or fatal speed-related collisions has been identified – and not to address instances of speeding or following isolated incidents.
- 2.83 Police officers are responsible for the on-street enforcement of speed limits and community days are run by the MPS.
- 2.84 The consultation feedback had good representation from residents and businesses within the LTNs – 67% respondents identified as living, working or running a business, school, health centre or place of worship within the LTN. Headstone South had the largest response from people living, working or

running a business from in the LTN at 77%, followed by Vaughan Road area at 56% and Francis Road area at 47%.

- 2.85 As with the Commonplace portal, the consultation did see a few individuals trying to respond multiple times. This was found through commonalities in the responses and email addresses used. These responses accounted for 9% of the responses – however this did not impact on the overall results or analysis.
- 2.86 A summary of the LTNs consultations can be seen in Appendix 9.

Staffing/workforce

- 2.82 The development and monitoring of road traffic calming schemes will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team and Parking & Network Management team.

Environmental implications

- 2.83 Benefits identified were achieved by reducing car travel, reducing congestion, reducing casualties and encouraging active travel.
- 2.84 Without the LTN restrictions, the original issues of high volumes of traffic and speeding will return to the residential streets.
- 2.85 Due to continuation of social distancing and reduced capacity on public transport, alongside the easing of restrictions and the return of schools, it is expected that traffic will at-least return to pre-pandemic levels or increase on these residential roads and on the surrounding main roads. This is expected to be an issue across the borough/London/country with a negative impact on air quality.
- 2.86 The continuation of the 20MPH speed limit could help to address issues of speeding vehicles and risk of collisions/injury thereby going some way to mitigating the return of increased traffic to the neighbourhoods.
- 2.87 The 20MPH speed limit is not enforceable by the council and these roads are not eligible under current legislation for speed cameras.

Data Protection Implications

There are no data protection implications.

Risk Management Implications

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.

The delivery of each scheme in the programme has been subject to separate risk assessments.

Procurement Implications

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

1. 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. 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.
3. The traffic and parking restrictions in the schemes have been given effect by the making of experimental traffic management orders. The first 6 months of operation are a formal statutory consultation.
4. The Council has the following options in relation to experimental traffic regulation orders:
 - a. Make the order permanent
 - b. Modify the order
 - c. Extend the order for a maximum period of 18 months from the start of the order, with or without modification
 - d. End the order and remove the scheme.
5. When making decisions, the Council must take account of statutory guidance. TfL has published interim guidance in relation to experimental traffic regulation orders to deliver Streetspace schemes. This states the following:

- a. Schemes should be given time to bed in, generally for at least a three-month period, noting seasonal trends and Covid related restrictions, which can make comparisons challenging.
 - b. If, after a monitoring period, the data indicates that the scheme is at risk of not meeting the core objectives or of causing negative impacts e.g. Regarding accessibility, the local authority could consider what changes are needed.
6. When making decisions, the Council must take account of all relevant information, including consultation results, statutory guidance, internal policies, consultation results and equality impact. It must weigh this information up in a fair way and come to a reasoned decision. When considering consultation results, the Council should consider the detail of the results as well as the numbers of respondents expressing support or otherwise for a proposal. When making decisions to change existing arrangements, it is not uncommon for the majority of respondents to be against the proposal. The Council must take these views into account, but must also weigh this against other information, such as environmental impact, financial implications and the legislative framework.

Financial Implications

TfL awarded funding of £180,000 in 2020/21 to introduce the four low traffic neighbourhoods.

Should the schemes be implemented using ANPR cameras there would be a capital purchase cost of £172,000, in addition to this would be the full year operational costs of £93,500. If a decision was made to use ANPR cameras, these costs would need to be met within Parking Services budget.

It is estimated that it would cost £25,000 to remove the planters and signage currently in place. This cost would be met from the Highways Maintenance revenue budget.

Equalities Implications / Public Sector Equality Duty

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.

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, as proposed, have the following positive and negative impacts for the groups in the table below:

Protected characteristic	Impact
<p>Sex</p> <p>Pregnancy or maternity</p>	<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> <p>Minor negative impacts have been highlighted on car journeys with increased journey times to local destinations such as schools and medical centres and on surrounding main routes.</p>
<p>Disability</p>	<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 effects 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> <p>Minor negative impacts have been highlighted on car journeys with increased journey times to local destinations such as medical centres and on surrounding main routes. This could also affect residents more dependent on travel by car or taxi or that receive care from carers visiting by car.</p> <p>The amendments made to the schemes to allow emergency vehicles access has reduced the negative impact of increased response times.</p>
<p>Age</p>	<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</p>

	children and young people.
Religion or belief	Residents will generally benefit most from schemes that prioritise walking and cycling because improved road layouts and public realm provide improved safety, security and convenience. Minor negative impacts have been highlighted on car journeys with increased journey times to local destinations such as religious venues and faith schools.

Council Priorities

The introduction of the LTN scheme supported the Harrow Ambition Plan and contributed to achieving the administration's priorities.

The proposed schemes will have the following impact on Council priorities:

Corporate priority	Impact
Building homes and infrastructure	Measures to control the level of traffic on local residential roads will reduce pollution from vehicle emissions and encourage a greater uptake of walking and cycling with wider public health benefits. However, the schemes have the potential to increase traffic on main and surrounding roads as least over the short term to medium term whilst residents continue to rely on cars as a preferred or necessary mode of transport.
Improving the environment and addressing climate change	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. However, if the traffic is re-located to surrounding roads, there is a risk of increasing air pollution in these areas. The Council's overall aim should be to reduce reliance on cars as a primary mode of transport where appropriate, however it is likely that this change will take time to embed and some residents, due to disability or other circumstances, may remain reliant on their cars.
Addressing health and social care inequality	An increase in traffic may negatively impact parents with children and young people, and residents who are vulnerable/ have physical or visual impairments, who

<p>Tackling poverty and inequality</p> <p>Thriving economy</p>	<p>would traditionally have benefited from the improved safety due to the reduction in traffic into the neighbourhood.</p> <p>Maintaining the 20MPH speed limit/ introducing road safety measures will benefit parents with children and young people, and residents who are more vulnerable/ have physical or visual impairments living in the residential estates.</p> <p>Traffic calming measures will help address some of the issues of speeding and contribute to improving road safety, reducing collisions and injury.</p> <p>Retaining road safety measures may help encourage people to continue to walk and cycle in their area thereby improving public health and reducing pressure on health services particularly during the current health crisis.</p> <p>More walking journeys can encourage people to shop locally and thereby support the local economy.</p>
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Section 3 - Statutory Officer Clearance

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 13 April 2021

Statutory Officer: Hugh Peart

Monitoring Officer

Date: 15 April 2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 13 April 2021

Section 3 – Corporate Director Clearance

Statutory Officer: Paul Walker

Corporate Director - Community

Date: 15 April 2021

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

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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**

NO