

Traffic and Road Safety Advisory Panel (Special)

SECOND SUPPLEMENTAL AGENDA

DATE: Monday 10 August 2020

AGENDA - PART I

5. HARROW STREET SPACES PROGRAMME - 2020/21 (Pages 3 - 14)

Additional Appendices to the Report of the Corporate Director of Community.

AGENDA - PART II - Nil

Note: In accordance with the Local Government (Access to Information) Act 1985, the following agenda item has been admitted late to the agenda by virtue of the special circumstances and urgency detailed below:-

Agenda item

5. Harrow Street Spaces
Programme – 2020/21 –
Additional Appendices

Special Circumstances/Grounds for Urgency

The supplementary papers (Additional Appendices) was not available at the time the agenda was published as consultations with Ward Councillors were in train. Members are requested to consider the Appendices, as a matter of urgency, in order to make an informed decision.

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TARSAP

10 August 2020

Supplementary report

1) There is a statement in the TARSAP report which requires clarification:

We want to encourage people to walk or cycle where previously they may have used the car. So 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 is under 5 km.

10 minutes is the average time for a person to walk 1 km, therefore the report should have stated 10 minutes for a 1km walk. Obviously different people will walk at different speeds and some will not be able to walk this distance. This paragraph should have read:

We want to encourage people to walk or cycle where previously they may have used the car. So these improvements will try to support those that are able to walk where distances are less than 2 km (average time to walk 1km is 10 minutes) or cycle if the journey is under 5 km.

- 2) We have received several emails relating to the schemes and these are included in Appendix 1 of this supplementary report.
- 3) Over the last few weeks, officers have held meetings with ward councillors to seek their comments in respect of the schemes in their wards. Table 1 provides the Panel with the comments officers have gathered.
- 4) There were some important themes expressed by councillors throughout the engagement process.
- a. Consultation- the programme hasn't provided suitable levels of consultation and this has caused difficulties with residents.
 - b. Councillors welcomed the opportunity to discuss the details of the schemes with officers but felt the process should have commenced before the schemes were applied for, they recognised this wasn't possible on this occasion but would like to see a different approach used in future.
 - c. Communication- the portal doesn't provide enough opportunity for communication, a much wider programme with more channels should be provided.
 - d. Purpose- councillors were not always persuaded as to the overall aim of the scheme and better clarity of the aims should be provided.

- e. Cycling schemes- local schemes in the context of the whole borough were not easily understood, greater clarity is required as a significant number of councillors don't see the current cyclist traffic requiring such schemes.
- f. Cycling Schemes- concern expressed that existing and proposed cycle routes join up and do not create unintended pressure on highway network.
- g. Pedestrians- councillors not persuaded on the benefits for the increases in pavement space when removing parking for local shops.
- h. Business- a number of councillors expressed concerns over the impact from the schemes on the business community so soon after COVID19.
- i. Honeypot Lane- across ward concerns over the design benefits of Honeypot Lane and an urgent request to review the scheme.
- j. Review period- widespread support for a post implementation review process for schemes that don't meet the design expectation.

Officer response to the themes: The use of residential roads as short cuts by vehicles and the high volume of vehicles on main roads acts as a significant deterrent to cyclists. The exposure of risk to a collision with a vehicle is one of the main barriers to people taking up cycling. Reducing the amount of through traffic or providing segregation between cyclists and vehicles will remove this barrier and encourage more cycling. Currently the level of traffic on the roads is still below the levels seen prior to the coronavirus pandemic and so there is still capacity in the road network to accommodate the proposed changes from road closures, restrictions and cycle lanes. This situation would be monitored very carefully during any of the trials because traffic conditions are currently hard to forecast due to the variability of the health and economic impacts of the crisis on travel.

The main impact to businesses is the economic impact of the health crisis and the government social distancing requirements and this has had the greatest affect on trade. The provision of parking has been shown over many years to be a less important factor in influencing trade.

The fast track nature of the development of schemes and consultation process has been driven by the requirements from Government and Transport for London to meet challenging timescales to provide an emergency response to the health crisis. Funding awards were only confirmed in June and delivery of all schemes is required to be completed by the end of September. The normally high standard of engagement and consultation that councillors and the public have become accustomed to could not be provided within this 4 months window. Officers recognise the difficulties the funding process has caused and will ensure that all the themes are accounted for in any future programmes and will undertake reviews on schemes at the earliest opportunity in line with the report recommendations.

- 5) Summary of ward councillor consultation
 - a. Low Traffic Neighbourhood schemes
 - i. Supported = 4

- ii. Not supported = 3
 - 1. LTN01 Kingshill Avenue
 - 2. LTN 05 Green Lane
 - 3. LTN 08 Dennis Lane
- iii. Conditional support = 2
 - 1. LTN 07 Byron Road
 - 2. LTN 09 Princess Drive
- b. Strategic Cycling
 - i. SC10 George V Avenue is a scheme across two wards one supporting and one not supporting but may if changes can be made
- c. School Streets
 - i. Four schemes all supported with a conditional support on SS03 Marlborough School

Table 1

Scheme	Ward	For	Against	Overarching view.
LTN01 – Kingshill Avenue	Kenton West	none	Similar scheme had been rejected by the community. The local business impact is considered to be negative.	Not supportive of the scheme
LTN02 – Pinner View area	Headstone South	Supportive of the scheme and were keen to ensure emergency services had been advised		Supportive of the scheme
LTN03 – Francis Road area	Greenhill	Supportive of safer streets, reduced speeding, several requests over the years for traffic calming Would like to see the scheme made permanent if possible	Not overly keen on increases in traffic.	Supportive of the scheme
LTN 04 – Vaughan Road area	West Harrow	Very comfortable with the approach, especially with a clear review after 6 months.		Supportive of the scheme
LTN05 – Green Lane area	Stanmore Park	Councillor expressed a preference for this scheme if having to choose either Green Lane or Dennis Lane, but don't support both together	Traffic impacts on Wood Lane/ Stanmore Hill, councillors are reporting a 2,000+ petition against scheme, negative impact on Green Lane, restricting access to school.	Not supportive of the scheme

Scheme	Ward	For	Against	Overarching view.
LTN06 – Southfield Park area	Headstone South	Supportive of the scheme and were keen to ensure emergency services had been advised		Supportive of the scheme
LTN07 – Byron Road area	Marlborough	Support for scheme subject to review and impact assessment	Concerns over the possible impact on the regeneration programme Would require clarity on all three schemes and don't support all three together. LTN07, LTN 09 and SS 03	Conditional support.
LTN08 – Dennis Lane area	Stanmore Park Canons		Traffic impacts on Stanmore Hill, councillors are reporting a 2000+ petition against scheme, no additional benefit as cyclists don't use route, it's a steep hill so wont aid walking.	Not supportive of the scheme
LTN09 – Princes Drive area	Marlborough	Conditional support for the scheme subject to post implementation review.	Concerns about the wider impact on the network Would require clarity on all three schemes and don't support all three together. LTN07, LTN 09 and SS 03 Too much change at once.	Conditional support. Would require clarity on all three schemes and don't support all three together.
SC 10 – George V Avenue	Hatch End Headstone North	Consider the scheme to be a good idea and will further reduce the impact of traffic on the area		Supportive of the scheme Not supportive of The impact on the local school just as they are

Scheme	Ward	For	Against	Overarching view.
		Could see a possible solution if the scheme could be modified (shortened)	returning to school, impact on local businesses and amenities, displacing the commuter parking into other residential streets, concerns raised by residents about additional parking pressures and no real need for the scheme as no real numbers of cyclists using it.	the scheme unless changes are made.
SS-01 – Grimsdyke School	Hatch End	In favour of the scheme as part of the overall development of traffic calming in the area	Not supportive of any future CPZ scheme	Supportive of the scheme
SS-02 – Newton Farm School	Rayners Lane Roxbourne	View the schemes as being a great idea, too many drivers blocking streets Councillors on holiday but supportive of scheme	None	Supportive of the scheme Supportive of the scheme
SS-03 – Marlborough School	Marlborough	Supportive of scheme in general	Concerned over the overall collective impact of the three schemes in the ward.	Conditional support and would require clarity on all three schemes and don't support all three together.
SS-04 – Park High School	Belmont	See the scheme as a positive to reduce the daily traffic issues in both roads and well as sponsoring more walking		Supportive of the scheme

Appendix 1

Summary of correspondence received in relation to the schemes

LTN 05 Dennis Lane

4 submissions from residents of Dennis Lane in support of the scheme:

- Traffic using the road as a cut through, increased high speeds, pollution, rubbish and other environmental damage.
- Previous request to make top end of road one way out of the lane with no entry in.
- Support for either a full closure at one end or changing the top end to be no entry will improve life substantially
- Proposed change would assist residents despite some inconvenience
- Support on the basis the proposal is for a trial period with the aim of reducing traffic and increasing use of bikes

Officer response: A full closure will remove all through traffic from Dennis Lane and significantly reduce the overall volume of traffic which will be beneficial to pedestrians and cyclists by reducing their exposure to collisions. Local traffic would be restricted to access via the southern end of the road by Stanmore Broadway. A partial closure (from Wood Lane) will only remove southbound through traffic. As Dennis Lane has a tidal range of movement with higher flows in one direction in the morning and in the other direction due to a commuting pattern of travel the northbound through traffic will still pose some risk to pedestrians and cyclists. This risk would be reduced relative to normal traffic conditions.

LTN 08 Green Lane

1 resident not in support:

- Children will still be brought in cars to the school, concern that road will become blocked leading to serious risk to safety of pedestrians, including school children and cyclists
- Delivery trucks and refuse vehicles also need to use the road
- Concern that ambulance will be unable to turn around easily
- On previous consideration by the Council to close one end of Green Lane, council officers stated that a turning area would be required, as insufficient room for larger vehicles to turn around and no consultation with emergency services, who may object to the scheme

Officer response: Consultation has been undertaken with the emergency services on the proposed closure and no objections have been raised. Currently the emergency services gain access to Green Lane from the southern end (Uxbridge Road) and that would continue unchanged with the proposed road closure. Larger vehicles would be

required to turn around in order to leave the road by the southern end and there are side roads in Green Lane where these manoeuvres can be undertaken. The removal of thorough traffic would reduce any conflicts and allow such manoeuvres to occur safely. Where children are being dropped off / picked up for school the same would apply although the Council would continue to work with the school on its travel plan to try to encourage a reduction in the use of private cars. In respect of refuse services these would be adjusted to accommodate route changes caused by the closure and would also need to avoid school opening and closing times.

LTN 05 Dennis Lane and LTN 08 Green Lane

2 residents not supporting either scheme:

- Policy to increase cycling is unlikely to lead to cyclists choosing to struggle uphill or lose control downhill
- Higher level of older and retired residents will affect level of residents taking up cycling
- Support principle of encouraging walking and cycling, but road alterations should be made on new housing estates and in town centres where there are present dangers
- Cyclists rarely seen in Green Lane or Dennis Lane except at weekends
- Proposals will lead to congestion on Uxbridge Road and London Road, increasing pollution
- Additional congestion at Green Lane / Uxbridge Road junction
- Access to school will be more difficult and increase parking on Stanmore Hill
- Proposal would be a waste of resources and would not benefit the environment and would cause inconvenience.

Officer response: The narrow width of Green Lane / Dennis Lane in conjunction with the use of roads as short cuts by vehicles acts as a deterrent to cyclists. The exposure of risk to a collision with a vehicle is one of the main barriers to people taking up cycling. Reducing the amount of through traffic will remove this barrier. Cyclists have to negotiate hills in the same way as any other road user but these routes can act as convenient short cuts for cyclists in the same way that they currently do for cars. Currently the level of traffic on the roads is still below the levels seen prior to the coronavirus pandemic and so there is still capacity in the road network to accommodate changes due to the closure. This situation would be monitored very carefully during any trial because traffic conditions are currently hard to forecast due to the variability of the health and economic impacts of the crisis on travel.



HOUSE OF COMMONS

LONDON SW1A 0AA

Mr Sean Harriss
Chief Executive
Harrow Council
PO Box 57
Civic Centre
Station Road
Harrow
Middx.
HA1 2XF

6 August 2020

Our Ref: GT41258

Dear Mr Harriss,

Re: Special TARSAP Meeting 10th August 2020

I am writing to you with further urgent correspondence regarding the proposed changes to George V Avenue, Harrow, which I understand will be considered during a special meeting of TARSAP next week.

As you will be aware, I have previously raised concerns the Headteacher, teaching staff and Chair of Governors of Nower Hill High School have informed me of in relation to the Council's plans to make alterations to George V Avenue. The school staff are concerned that the changes planned using Transport for London's (TfL) London Streetspace Programme, will have a negative impact on the provision of parking, which school staff and parents are reliant on. Indeed, I understand the school community would like to formally oppose any restrictions on parking along George V Avenue, which I would like the meeting to be fully aware of and take into careful consideration whilst deliberating on this matter next week. I would be grateful, therefore, if you would ensure that the contents of this letter are formally taken into account at this imminent meeting.

I understand that the current proposal entails the introduction of a 24 hour no waiting restriction along the length of George V Avenue, which will prevent road parking along the road concerned. With 2000 pupils and 250 staff, with access to only limited on-site parking, changes to George V Avenue will result in the loss of the current parking provision that many members of the school community rely on. The school fears this loss will inevitably force those needing to park close to the school into utilising neighbouring residential roads, causing congestion and reducing the availability of parking for local residents.

I also understand the school community expects the removal of road parking along George V Avenue will create issues beyond the school day, during parents' evenings, concerts and other such events when parents and carers will again be required to park on neighbouring residential roads. This could lead to difficulties for local residents, but the school also fears this will adversely affect parental attendance at such events, which could negatively impact the school's current high levels of parental engagement, which the school has worked very hard to achieve.

I am also of the understanding that the Council hope that the issues caused by the planned changes can be negated by staff, pupils and parents utilising public transport and reducing their reliance on personal vehicles. In light of the ongoing Covid-19 risks from shared spaces like public transport, and the need for parking in close proximity to the school for disabled school staff and pupils, I would also like the committee to take into consideration that such an expectation is not feasible for everyone to meet. The loss of the current parking will place further pressures on the school, at a time when schools are already facing exceptional

difficulties returning to operating as normal. Indeed, the school understands the Government's Covid-19 guidance actively discourages staff from using public transport on their return to work in September. Thus, although some staff live close enough to the school to take up walking, cycling or using public transport, for the vast majority this would simply not be feasible. Headteacher, Louise Voden has informed me that she is also concerned about the effect the parking issue will have on the school's ability to recruit and retain staff who need to drive to school. I would appreciate the committee giving particular consideration to this situation - the crux of this issue.

I welcome the funding from TfL, and like the Council, am in favour of improving and increasing the cycling provision in our Borough, as well as encouraging the public to shift towards greener and shared modes of transport. However, I also recognise and sympathise with the understandable issues and reasonable points raised by the school. As such, I would like to see the Council utilise the funding and implement their plans for increasing cycling provision, but whilst finding a parking solution that mitigates the likely difficulties that the current plans would cause the school and its community.

I would be grateful for the committee's careful consideration of the objections to the current plans from the school community, as well as the possible future issues for local residents, should the school's parking issues spread into the neighbouring roads. I would welcome their efforts finding a solution to this issue that meets the needs of the school community, neighbouring residents, cyclists and the wider public.

I would be grateful for your assistance ensuring the above is taken into account by the committee. I would also appreciate if you would provide me with an update on the outcome of the meeting, which I could also pass on to Ms Voden.

Please could you also include my reference number on all correspondence.

Thank you for your continued assistance with this urgent matter.

Yours sincerely



Gareth Thomas MP
Harrow West

To the TARSAP Committee, for the meeting to be held on Monday August 10th 2020

I am writing to you as Port Folio Holder with responsibility for Education and Children's Social Services.

I believe that this statement is relevant to Appendix A.

I am writing to the Committee to register my concern at the proposed timetable for the implementation of the changes to the Public Space on George V Avenue.

These works have been put on hold since July following concerns expressed by Nower Hill School.

I am grateful for the action taken by the Council to delay implementation and I am requesting that serious consideration is given to a further delay.

Everyone now recognises that it is imperative that schools fully reopen in September but it is not generally recognised that this will in fact be a tremendous undertaking.

Returning to school will I believe be quite a step for many children, young people and families after such a long time.

There are many things for families to worry about who want safety and protection for their children, who will themselves have been affected by so many months at home; so that returning to school will feel more like a step into the unknown rather than a simple return to familiar surroundings.

This will be a particularly stressful time for young people leaving primary school and going to high school for the first time.

In order to protect their children, many families will want to take them to school by car, perhaps many more than would usually do so, and this will be made much more difficult with the proposed changes.

Schools will have themselves to adjust to changes and new responsibilities in "The New Normal" and they want to make return to school as easy as possible for children and young people.

We need to support them, to prioritise the return to school and offer support where we can.

I think we can help by implementing as long a delay as possible before the works are done.

This will allow the School and families to settle into the new term and adjust to the many changes which they, as part of society are going to face.

Thank you for your consideration.

Christine Robson

Port Folio Holder for Children, Young People and Education.

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