

	Cabinet 17 January 2022
	Report from the Strategic Director Regeneration and Environment
Brent Active Travel: Healthy Neighbourhoods and School Streets	

Wards Affected:	All wards except; Alperton, Barnhill, Northwick Park, Welsh Harp
Key or Non-Key Decision:	Key
Open or Part/Fully Exempt: <small>(If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)</small>	Open
No. of Appendices:	Three Appendix A: Brent Healthy Neighbourhoods Assessment Appendix B: School Streets Assessment Appendix C: Equalities Impact Assessment
Background Papers:	None
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1.0 Purpose of the Report

- 1.1 This report provides an overview of the Brent Active Travel programme. It provides an assessment of the Brent Healthy Neighbourhoods and School Streets schemes, considering: the performance of the trials, the response to consultation and community engagement.
- 1.2 It recommends changes to existing schemes and changes to practices for delivering future schemes to enable the Council to deliver the wider council ambitions related to public health, social justice, air quality, climate change, road safety and place making.

2.0 Recommendation(s)

2.1 That Cabinet:

- (a) Notes the outcome of the scheme assessments and approves the officer recommendations in section 4.0 and appendix A of this report.
- (b) Authorises the Strategic Director for Regeneration and Environment:
 - (i) to progress Statutory Notifications and consider responses to the Statutory Notifications before making experimental and permanent traffic orders regarding the Healthy Neighbourhoods and School Streets schemes that are referred to in this report;
 - (ii) to make any necessary Traffic Management Orders involving experimental and permanent traffic orders regarding existing and forthcoming Healthy Neighbourhoods and School Streets schemes that are referred to in this report;
 - (iii) to revoke and implement changes to existing Healthy Neighbourhoods and School Streets schemes that are referred to in this report.
- (c) Notes that a further report will be presented to Cabinet to agree the future approach to developing and delivering Healthy Neighbourhood and School Streets schemes.
- (d) Notes that a further policy report will be presented to Cabinet for approval relating to the use of CCTV enforcement cameras and exemptions.
- (e) Notes that development and implementation of future schemes will depend upon future funding being made available for that purpose.

3.0 Background

- 3.1 In May 2020, the Government published statutory guidance for the response to the COVID-19 pandemic. This included the reallocation of road space to enable safe social distancing and encourage people to walk and cycle. It was also requested that measures were introduced as quickly as possible.
- 3.2 Shortly after the statutory guidance, Transport for London (TfL) published the London Streetspace Plan (LSP), which aimed to rapidly transform London's streets to accommodate an increase in walking and cycling in the capital. With London's public transport capacity running at a fifth of pre-crisis levels, millions of journeys a day would need to be made by other means. If people switched only a fraction of these journeys to cars then London risked grinding to a halt with negative impacts on air quality and road safety. To discourage this from happening, TfL aimed to rapidly repurpose London's streets to serve this unprecedented demand for walking and cycling and funding was focussed on temporary cycle routes, low traffic neighbourhoods and town centre measures. Government and TfL guidance required low cost interventions with fast delivery methods for schemes, rather than permanent measures.

- 3.3 In response to the pandemic, the Council published the Draft Brent Covid-19 Transport Recovery Plan ([link](#)). This set out our approach for the delivery of rapid improvements to the transport system in the borough, in response to the challenges raised by the COVID-19 pandemic and to support a more sustainable future. It also identified priority areas in the borough for active travel interventions according to a range of socio-economic and environmental factors.
- 3.4 An ambitious programme was developed which, included: temporary footway widening at 13 locations in busy town centres, a temporary cycle route along the Harrow Road between Wembley Triangle and the A406 North Circular Road, 30 new School Streets and 10 Healthy (Low Traffic) Neighbourhoods.
- 3.5 The Healthy Neighbourhood schemes aim to change the way in which people travel by reducing motor traffic on residential streets, creating safer, quieter, cleaner, healthier and more pleasant neighbourhoods that encourage walking and cycling. The benefits of these schemes are well researched and documented and the Government ([link](#)) and TfL ([link](#)) continue to support measures that encourage active travel.
- 3.6 Furthermore;
- Air pollution shortens the lives of Londoners, leading to nearly 10,000 premature deaths each year. In Brent, it is currently estimated that air pollution directly causes 200 deaths per year (Public Health England, 2016) in Brent and that it is a contributing factor to many more conditions.
 - Information provided by TfL (2016/17–2018/19 average) show that 50% of households in Brent do not own a car and there would be a 60% increase in private car travel if car owners switched their public transport trips.
 - Around 1.6 million, or 22%, of all car trips made by London residents every day are under 2km and could therefore be walked (2.7 million more could be cycled).
 - Almost 55% of Brent's adult population are overweight, 34% of whom are classified as obese with a chronic lack of physical activity. By 2050 levels of obesity are projected to reach 50% of the adult population in Brent. Similarly, the most recent figures show that over 28% of Brent children in reception are overweight, 14% of whom are classified as obese
 - Reducing car journeys reduces the potential of injuries from road traffic collisions.
- 3.7 Healthy Neighbourhood schemes were designed with strategically placed road restrictions or modal filters, which prevent through traffic but allow access, although the route may be slightly longer. The main principle is that while every resident will still be able to drive on their street, receive deliveries etc. the scheme prevents through traffic and encourages residents to choose to walk or cycle, particularly for short trips. The Brent schemes were designed to use planters and removable bollards with emergency access padlocks.
- 3.8 A school street (pedestrian and cycle zone) is a timed road closure that prevents parents from driving in the zone during school drop off and pick up times. Barriers and/or cones are placed across the road and signs displaying the times of operation are installed. Some exemptions apply which include residents living within the zone, blue badge holders, emergency services and deliveries. They offer the following positive benefits;

- Provide a safer, quieter and more pleasant environment outside of schools, with a significantly lower risk of traffic accidents, ensuring the safety and comfort of children arriving at and leaving school.
- Increased space for social distancing, reducing the risk of COVID-19 transmission among staff, and parents.
- Encouragement of active travel as a way of getting to and from school, helping to promote healthier lifestyles, reduce childhood obesity and promoting sustainable travel.
- Reduced air pollution through a reduction of through traffic, school traffic, engine idling and a shift towards more sustainable transport modes.
- An increased awareness of the benefits of active travel and air quality on health and wellbeing.

3.9 The Active Travel programme provides the following benefits to meet the Councils Strategic objectives;

- Increased uptake of sustainable transport modes, particularly cycling and walking, but also public transport and car clubs
- Reduced conventional vehicular trips on the network, particularly at peak times
- Reduced Killed and Seriously Injured (KSI) incidents and slight accidents on Brent's roads
- Reduce the exposure of Brent residents to Particulate Matter (PM) and Nitrogen Dioxide (NO2) generated by the transport network

3.10 The Active Travel programme supports the following Council Strategies;

- Borough Plan 2021-2022
- Brent Long Term Transport Strategy 2015-2035 (to be revised 2022)
- Brent's Third Local Implementation Plan 2019-2041
- Brent Climate & Ecological Emergency Strategy 2021-2030
- Air Quality Action Plan 2017-2022 (to be revised in 2022)

Healthy Neighbourhoods Programme

3.11 Table 1 below identifies the schemes within the Healthy Neighbourhood programme and their current status.

Table 1 – Healthy Neighbourhood Schemes

Healthy Neighbourhood Scheme	Status
PM14 (Stonebridge and Harlesden Area)	*Implemented
PM29 (Preston Area)	*Implemented
PM36 (Tokyngton and Wembley Central Area)	**Implemented
PM25 (Olive Road Area)	*Implemented
PM26 (Dollis Hill Area)	*Implemented
PM16 (Roundwood Park Area)	Planned
PM32 (South of Princes Avenue Area)	Planned
PM20 (Kilburn Area)	Planned
PM19 (Brondesbury and Queens park Area)	Planned
PM15 (Harley Road Area)	Planned

*Lockable bollards removed from some restrictions following concerns raised by local Brent London Ambulance Service representatives.

** Restrictions removed to improve access to the Covid-19 testing centre on London Road.

- 3.12 Five schemes were implemented by September 2020 using experimental Traffic Orders, which have a maximum duration of 18 months. Consultation has been ongoing during the trial period with residents and businesses able to leave their comments on the Council's consultation portal. We also enhanced the information available on the Council's website and introduced a Commonplace interactive webpage, to make it easier for residents to provide us with their views on where they would like to see further improvements to support active travel. During the trials, the performance of the schemes has been monitored and arrangements made for periodic traffic surveys and for the collation of air quality data, for an independent evaluation which would also consider collision accident and bus journey time data.
- 3.13 Healthy Neighbourhood schemes have proven to be controversial and representations were considered at an Extraordinary Meeting of Full Council on 16th October 2020, details of which are available on our website ([link](#)). Representations were received from residents from the Kilburn and Brondesbury and Queens Park areas following initial consultation with statutory stakeholders, (including the emergency services), for an Experimental Traffic Order, before notices were sent to residents in the area. The Council also received high numbers of objections and several petitions opposing the trial schemes.
- 3.14 At the Extraordinary Meeting of the Full Council in October 2020, it was recognised that these schemes can provide benefits in relation to climate change, air quality, health and that many of the concerns raised were in relation to the engagement and consultation process, which was as a result of the way in which central government had sought to introduce active trials.
- 3.15 Following the meeting of Full Council in October 2020, the decision was made to focus on community engagement prior to deciding on the implementation of the remaining five schemes. It should be noted for the Brondesbury and Queens Park and Kilburn areas, the major junction improvement works by Westminster City Council at Ladbrooke Grove and Harrow Road may also have resulted in congestion in the area.
- 3.16 In the autumn of 2020 the numbers of Covid-19 cases in the United Kingdom significantly increased, resulting in further Government restrictions between November 2020 and March 2021. The London Ambulance Service (LAS) received a record number (approximately 8,000) emergency calls on 26th December 2020.
- 3.17 In addition to statutory consultation with the emergency services, officers have continued to meet regularly with local Brent London Ambulance Service (LAS) representatives to discuss the schemes. The locations of the modal filters were recorded on the one.network system, as requested by TfL, however the LAS were concerned about the high numbers of emergency calls and the impact of the programme on access for emergency purposes. In January 2021, arrangements were made to remove lockable bollards to ease access. Restrictions were also removed to improve access to the Covid-19 testing centre on London Road, Wembley.

Consultation on the Healthy Neighbourhoods trial schemes

- 3.18 Because of the urgency required in dealing with the Covid-19 pandemic, the Government and TfL asked Councils to introduce transport improvements as soon as possible. These five schemes were therefore implemented as trials using Experimental Traffic Orders with a duration of 18 months. It was intended that public consultation be undertaken during the experimental period, rather than beforehand. Residents and businesses in the area received notification letters prior to implementation and were encouraged to provide us with their comments.
- 3.19 The intention was to review the effectiveness of the five trial schemes and feedback from the consultation during the trial following 6 months of implementation. However, given the change in priorities and the need to make changes to remove the lockable bollards, the consultation period for the trials were extended to more accurately assess the impact of the trial schemes.
- 3.20 Schemes implemented using Experimental Traffic Management Orders were the subject of statutory consultation and responses were received from the emergency services:

London Fire Brigade - support for the scheme objectives but pointed out that schemes may effect response times

Metropolitan Police – some concerns with access, Safer Neighbourhood Teams provided with keys for lockable bollards.

London Ambulance Service - support for scheme objectives and use of CCTV cameras, but raised concerns with response times. Requested discussions with local LAS Managers. They reviewed schemes and requested CCTV cameras are used at the following locations:

- Nicoll Road, NW10
- Ashford Road, NW2
- Mordaunt Road, NW10
- Grasmere Avenue, HA9
- Mora Road, NW2
- Gladstone Park Gardens, NW2

- 3.21 Meetings were also held with TfL buses who agreed the schemes, subject to some improvements to bus lanes for some areas and these were incorporated into the schemes.
- 3.22 The London Taxi Drivers Association requested that consideration is given to allowing taxis, as these form part of London's public transport service, taxis are often used by people with disabilities as they more easily accessible and are suitable for carrying wheelchairs.
- 3.23 The Brent Cycling Campaign generally supported the introduction of measures to remove traffic from residential streets to make them safer and more pleasant for cycling and walking.

Healthy Neighbourhoods Community engagement

- 3.24 Living Streets, a national walking charity who provide expert advice and consultancy services and have experience in supporting Local Authorities, were commissioned to engage inclusively with local people. The aim was to determine the reasons why current schemes may not be supported, and to provide advice on measures that could be introduced that would provide benefits and be supported by the community.
- 3.25 As part of the community engagement exercise, community meetings, walkabouts and surveys were arranged to discuss the schemes with local people, and help shape plans to improve that area by reducing traffic and congestion, making it safer and easier to walk and cycle, improve air quality and make streets quieter and generally more pleasant.
- 3.26 The community engagement exercise commenced in July 2021 and was completed at the beginning of October 2021. There has been a very high level of interest and additional community meetings were arranged for some areas, which delayed completion and the drafting of the reports.
- 3.27 Officers discussed the feasibility of ideas and suggestions with Living Streets to identify potential improvements to the schemes that would realise the benefits locally, and would be more likely to be supported by the community.

School Streets Programme

- 3.28 Table 2 below identifies the schemes within the emergency School Streets Programme;

Table 2 – School Streets Schemes

Scheme Code	School(s)	Road(s)	Introduced
SZ19	Ark Franklin	Kempe Road NW6	Sept 2020
SZ81	Brentfield Primary	Meadow Garth NW10	Sept 2020
SZ10	Christchurch CE	Clarence Road NW6	Sept 2020
SZ16	CJM Infant	Park Avenue NW2	Sept 2020
SZ3	Elsley Primary	Tokington Avenue & Berkhamsted Avenue HA9	Sept 2020
SZ4	John Keble C of E, Maple Walk & St Claudines	Crownhill Road NW10	Sept 2020
SZ23	Kingsbury Green	Old Kenton Lane NW9	Sept 2020
SZ22	Kingsbury High	Bacon Lane NW9	Sept 2020
SZ51	Leopold Primary	Hawkeshead Road NW10	Sept 2020
SZ20	Malorees and QPCS	Christchurch and Aylestone NW6 NW6	Sept 2020
SZ27	Mora Primary	Mora Road NW2	Sept 2020
SZ24	Mount Stewart Inf&Jnrs	Mount Stewart Ave HA3	Sept 2020
SZ17	Northview Primary	Northview Crescent NW10	Sept 2020
SZ27	Oakington Primary	Oakington Manor Drive HA9	Nov 2020

SZ12	Our Lady Of Grace Infants	Dollis Hill Avenue NW2	Sept 2020
SZ63	Preston Manor	Holycroft Avenue HA9	Nov 2020
SZ6	Preston Park Primary	College Road HA9	Sept 2020
SZ18	Princess Frederica	Purves Road NW10	Sept 2020
SZ14	St Joseph's Infants and Juniors	Waverly Avenue and Chatsworth Avenue HA9	Sept 2020
SZ5, SZ52	St Joseph's RC Primary	Goodson & Brownlow Road, Northcote Road NW10	Sept 2020 Extended to Northcote Road Nov 2020
SZ15	St Mary Magdalen's	Linacre Road NW2	Sept 2020
SZ8	St Mary's CE Primary	Garnet Road NW10	Sept 2020
SZ23	St Robert Southwell	Slough Lane NW9	Nov 2020
SZ11	Stonebridge and Our Lady of Lourdes	Wesley Road NW10	Sept 2020
SZ26	Sudbury Primary	Perrin Road HA0	Nov 2020
SZ25	Uxendon Manor and Claremont High	Greenway and Falcon Way HA3	Sept 2020

- 3.29 All schools were assessed against our criteria to establish their suitability for a school street, which included social distancing support, road safety issues and exposure to poor air quality. The eligible schools were contacted to see if they would consider participating in the programme and have the resources to manage this. As a result, 30 emergency school streets were implemented outside 33 schools.
- 3.30 Twenty-six emergency school streets schemes were implemented by September 2020 and a further four were introduced in November 2020, using 28 Experimental Traffic Orders with a duration of 18 months.

Consultation on trial School Streets schemes

- 3.31 These schemes were implemented using Experimental Traffic Orders with consultation ongoing during the trial period. Residents and businesses were able to leave their comments on the Councils consultation portal. In addition, residents living within the zone were sent letters outlining the changes, informing them of exemptions and encouraging them to respond to the consultation.
- 3.32 The intention was to review the effectiveness of the thirty trial schemes and feedback from the consultation after the first 6 months of implementation. However, due to the second lockdown and the closure of schools the consultation period for the trial period was extended to July 2021 to provide sufficient time for everyone to experience the impact of the individual School Streets and provide feedback.
- 3.33 A separate consultation was distributed to schools for them to circulate to parents and carers to ask for their views on the schemes.
- 3.34 The following responses were received during the statutory consultation:

Metropolitan Police – commented that all personnel operating the cones/barriers should be trained to do so and wear high visibility clothing. This was provided by the Council.

London Taxi Drivers Association – requested an exemption to the school street schemes as they often transport children with special needs to school and some residents that have mobility issues.

3.35 In addition to the consultation responses a petition was submitted requesting the removal of the school street outside Preston Park Primary school in College Road HA9. The petition contained 76 signatures and the main reasons for objections were in relation to the operation of the scheme, lack of engagement and access for residents and visitors. A detailed response was sent to lead petitioner addressing all the issues raised, the information provided was satisfactory and no further representations were made.

4.0 Assessment Results

Healthy Neighbourhoods

4.1 Project Centre Ltd, a specialist transport consultant were commissioned to report on the outcome of the consultation and the impact of the schemes, in relation to traffic data, the impact on bus journey times, air quality and road safety. Monitoring review were provided each of the five trial schemes, these can be viewed on the Councils Website ([link](#))

4.2 Living Streets have also provided engagement reports for the five trial schemes, again these can be viewed on the council website ([link](#)).

4.3 Officers have considered both the monitoring review reports and recommendations from the community engagement. Appendix A: Brent Healthy Neighbourhoods Assessment, provides a summary and officer comments and recommendations for each scheme.

4.4 Officers have also made the following recommendations and observations:

- The outcome of the consultation during the trial period indicates that none of the five Healthy Neighbourhood trial schemes were supported by the majority of local residents. From the responses from the community from within the Healthy Neighbourhood areas, between 70 and 91% of respondents opposed the current schemes.
- Generally, public opinion is polarised and officers have and continue to receive a high number of enquiries, particularly during the public engagement exercise and mainly from those that oppose the schemes.
- There is a misconception of a lack of consultation, this is a result of the way in which the Government sought to introduce active trials and limited TfL funding to deliver schemes at pace.
- There is also a lack of public understanding on the benefits of these schemes and the need to encourage active travel to improve air quality, health and wellbeing and respond to the climate and ecological emergency. The council will need to do more work on this.

- The effectiveness of these schemes have been negatively impacted by changes in circumstances with the spread of coronavirus and the need to remove physical measures so not to impede access to test and vaccination centres, and responses by the emergency services. The local London Ambulance Service raised specific concerns in relation to access and recommended the use of restrictions enforced by CCTV enforcement cameras so that they can gain access when needed. The effectiveness of the schemes was adversely affected by lockable bollards and plastic barriers being removed by unknown parties, and the lack of CCTV enforcement cameras.
- The community engagement exercise carried out by Living Streets provides some useful feedback on measures that may be successfully introduced in the future that would provide benefits to the area and potentially be supported by the community.
- Collaborative design with the community would help to engender public support for future measures, and these will need to be effective in preventing through traffic and trialled for a longer period, potentially 12 months. This would provide sufficient time for residents to experience the benefits and also for establishing the effect of the scheme in terms of monitoring changes to travel behaviour, traffic and congestion and the effects road safety and air quality.
- Officers have made recommendations for each of the five healthy Neighbourhood trial schemes in Appendix A. These are that; the Olive Road, Dollis Hill, Preston Road and Tokyngton and Wembley area schemes are removed, and the Stonebridge and Harlesden area scheme remains, with the exception of the restriction at Mordaunt Road, which will be removed.
- Officers will prepare a report for consideration by the Council's Cabinet on the future approach to developing and delivering Healthy Neighbourhood schemes and a policy on the use of CCTV enforcement cameras and exemptions.
- The development and implementation of future schemes will depend on future funding being made available for that purpose.

School Streets

- 4.5 MP Smarter Travel consultancy (MPS) were appointed to undertake the review as they have experience delivering this type of work and have previously worked with Brent schools on the Breathe Clean air quality project.
- 4.6 MP Smarter Travel have provided School Street Review reports for each of the 30 schools where school streets have been trialled on 32 streets.
- 4.7 Appendix B: School Streets Assessment provides the recommendations. The 26 reports are available on the Council website ([link](#)).
- 4.8 The following factors were considered in these reports:
- Public consultation - feedback received via online portal

- Parent and guardian consultation - feedback via online form sent to participating schools.
- Air quality data - NO2 levels gathered using diffusion tubes for 12 months. For reference, these have been plotted with modelled data from 2016 and recordings by MP Smarter Travel during Brent Council's 2019 Breathe Clean project. Ideally, data would be collected for at least a year before and after the implementation of the scheme. This would allow changes to be more reliably attributed to the School Streets. However, for this set of implementations, this was not possible.
- School interviews - with a representative from each school, carried out by MP Smarter Travel.
- Travel mode data - collected through hands-up surveys in schools as part of the borough's school travel plans, compared against data from previous years.
- Site observations - carried out by Brent Officers while at the School Streets during drop off or pick up time.

4.9 Table 3 below considered the main comments from the consultation and provides a response.

Comments Received	Officers response
Access for deliveries, private hire vehicles and welfare visits	These will be considered within the CCTV report that covers the introduction of cameras into the active travel programme and associated exemptions
Parking problems and idling engines	This is a common problem outside all schools and we can arrange for additional visits from Civil Enforcement Officers (CEO's) to issue penalty charge notices if required. We can support the schools to send out regular messages to parents about parking and idling engines. We shall encourage schools to sign up to the #engines off campaign, a London wide scheme to deter drivers from idling.
Traffic displacement and congestion in surrounding roads	Where this has been identified we can consider expanding the schemes which will help to disperse the traffic to a wider area and may result in more parents choosing to walk or cycle to school as they are having to park further away. Waiting and loading restrictions can also be introduced where obstructive parking is reported.
Implementation and lack of enforcement	This is due to school resources and many schools no longer have the capacity to manage the schemes on a daily basis. The introduction of ANPR cameras will help to resolve this problem.
Improved safety	This was one of the aims of the school street programme, road safety issues was a key criteria when selecting schools to participate in the programme.

Reduced air pollution and congestion.	Having a calmer more pleasant environment outside the school helps with the promotion of active travel and encouraging pupils to walk or cycle to school.
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4.10 Officers have considered these reports and agree with MP Smarter Travel recommendations to make 26 of the school streets permanent, as identified in Appendix B.

4.11 Also, that the following schemes should not be made permanent as the schools did not implement that schemes:

- Malorees, Christchurch Avenue NW6
- QPCS, Aylestone Avenue NW6
- St Mary Magdalen's, Linacre Road NW2

Further discussions will be held with these schools and consideration given to introducing school streets as part of a future programme.

In addition, the Preston Manor scheme should also be removed, as the school no longer uses the Holycroft Avenue HA9 access. This was a temporary measure to support social distancing.

4.12 Officers acknowledge that there were more responses in opposition to the schemes outside Our Lady of Grace Infants School in Dollis Hill Avenue NW2 and St Robert Southwell in Slough Lane NW9, but recommend that these schemes are made permanent and that further work is carried out to address the issues identified from the public consultation, as identified below:

- Dollis Hill Avenue –investigate further the affect this is having on other local roads and identify potential solutions to minimise any adverse impact. Continue to work with the school to promote their school travel plan and encourage active travel, considering park and stride, and drop off points.
- Slough Lane – Consider additional parking restrictions and the potential to extend the scheme to the Kingsbury Road junction as this would also help mitigate the conflict issues with the school street in Old Kenton Lane outside Kingsbury Green. Work with the school to encourage parents to park considerately and not leave their engines idling. Arrangements will be made for more frequent visits with the Parking Enforcement team and the use of a CCTV enforcement camera will be considered. The results of the pupil travel survey highlights that there is an increase in active travel, which as a result, has reduced the number of cars being used for school journeys.

4.13 Officers will prepare a report for consideration by the Council's Cabinet on the future approach to expanding School Streets and a policy on the prioritisation and use of CCTV enforcement cameras and exemptions.

4.14 Future schemes should be developed in collaboration with the community and be subject to consultation and reviewed after 12 months of operation.

5.0 Financial Implications

- 5.1 The Brent Healthy Neighbourhood and School Street schemes were fully funded by Transport for London (TfL) under the London Streetspace Plan for 2020/21, with additional funding made available for 2021/22. There is approximately £130,000 remaining from these budgets for this financial year.
- 5.2 The cost of making 26 School Streets schemes permanent will require changes to the Traffic Management orders, which is expected to cost in the region of £10,000 and can be funded from existing TfL budgets.
- 5.3 The cost of removing a restriction in the Stonebridge and Harlesden Healthy Neighbourhood scheme and removing four Healthy Neighbourhood schemes is estimated to be in the region of £20,000. TfL funding cannot be used for the removal of active travel schemes without their approval. The cost of suspending or removing these schemes can be met from existing Council budgets.
- 5.4 The cost of further changes to School Streets or Healthy Neighbourhood schemes are currently unknown, and design, consultation and implementation will be dependent on future funding available.
- 5.5 TfL remain in severe financial difficulty with significantly reduces numbers of passengers using public transport. The latest funding settlement from the Government will expire on 4th February 2022. Funding that will be available from TfL for the last quarter of 2021/22 and for next financial year, remain unknown at this time.

6.0 Legal Implications

- 6.1 The Greater London Authority Act 1999 (“the GLA Act”) requires that in exercising any function, London local authorities must have regard to the Mayor’s Transport Strategy which sets out the transport policy framework for London.
- 6.2 The requirements regarding publication and consultation in the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984.
- 6.3 These Healthy Neighbourhoods and School Streets schemes have been implemented to date using Experimental Traffic Orders under section 9 of the Road Traffic Regulation Act 1984. Experimental Traffic Orders can only be in force for up to but no longer than 18 months, after which they will expire and the local authority can decide whether to make a permanent traffic order while the Experimental Traffic Order is in force.
- 6.4 The Council has powers to revoke the Experimental Traffic Orders, remove measures once the traffic management order expires, or make permanent Traffic Orders in consideration of the outcome of the trial during the period of the Experimental Traffic Order pursuant to sections 6, 7, 9 and 10 of the Road Traffic Regulation Act 1984. Paragraph 27 of Schedule 9 of the Road Traffic Regulation Act 1984 enables local authorities to revoke Experimental Traffic Orders.
- 6.5 Experimental Traffic Orders and/or permanent Traffic Orders are required for future changes, such as for expanding restrictions or making changes to exemptions for school streets or introducing new restrictions for Healthy Neighbourhoods. As stated

above, even where modifications are made, an experimental traffic order cannot last longer than 18 months.

- 6.6 Section 122 of the Road Traffic Regulation Act 1984 imposes a general duty on local authorities when exercising functions under that 1984 Act. It provides, insofar as is material, as follows:

"(1) It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway..."

(2) The matters referred to in subsection (1) above as being specified in this subsection are -

(a) the desirability of securing and maintaining reasonable access to premises;

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);

(c) the importance of facilitating the passage of public service vehicles;

(d) any other matters appearing to the local authority to be relevant"

7.0 Equality Implications

- 7.1 The public sector duty set out at Section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic.
- 7.2 The results from the public consultation carried out by the Council have been considered in the in the Healthy Neighbourhood and School streets monitoring reports. These can be viewed on the Councils Website ([link](#)).
- 7.3 Appendix C is an Equalities Impact Assessment for the Healthy Neighbourhood and School Streets schemes.
- 7.4 The Equalities analysis considers the wider benefits of the Healthy Neighbourhoods and School streets schemes provide to the community and the potential impact on groups with protected characteristics.
- 7.5 Healthy Neighbourhood schemes have been designed so that residents can always gain access, albeit taking a circuitous route, School Streets scheme restrict access during morning and afternoon school arrival and departure times, and accommodates access for residents that live within the zone, blue badge holders, emergency services and for deliveries. Access for people with mobility difficulties and for pregnant women who may find it difficult to walk long distances can be accommodated, if required.

- 7.6 Officers are satisfied that there are no significant diversity or equality implications arising from this report and its recommendations.
- 7.7 There will be a policy report to Cabinet for the use of CCTV cameras to enforce restrictions for Healthy Neighbourhoods and School Streets, considering exemptions. This will be subject to a detailed Equalities Impact Assessment.

8.0 Consultation with Ward Members and Stakeholders

- 8.1 Meetings were arranged with Ward Members to discuss the Healthy Neighbourhood schemes prior to consultation letters being sent to stakeholders and the making of the Experimental Traffic Orders. Further meetings were arranged with Ward members to discuss the schemes in their areas.
- 8.2 Ward Councillors were also consulted on the trial school street schemes.
- 8.3 Stakeholders were invited to provide comments on the Active Travel trial schemes via the Councils consultation portal.

9.0 Human Resources/Property Implications (if appropriate)

- 9.1 There are no direct staffing implications arising from this report.

Report sign off:

Alan Lunt

Strategic Director of Regeneration and Environment