

London Streetspace Programme (Harrow)

Pedestrian Space Measures Review - December 2020 / January 2021

Introduction

We are making a real difference to our environment to encourage our residents to improve their health through active travel – all while reducing the chance of people catching Covid-19.

The Street spaces initiative will allow more space for people to safely walk or cycle in Harrow amid the coronavirus pandemic. Temporary cycle lanes and wider pavements and areas with reduced traffic flow are among the changes being made in many parts of the borough, thanks to Harrow Council working with TfL and Dft.

In May the Secretary of State for Transport issued statutory guidance under Section 18 of the Traffic Management Act 2004 to all highway authorities in England and the Secretary of State, Grant Shapps, describes the moment as:

“a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities. According to the National Travel Survey, in 2017-18 over 40% of urban journeys were under 2 miles – perfectly suited to walking and cycling.”

The guidance says that local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling to encourage active travel and enable social distancing due to the impact of social distancing on public transport capacity.

The Harrow Street Spaces programme took forward the government directive via Transport for London to deliver a range of active travel schemes including pedestrian space measures. These schemes are implemented at locations such as shopping parades or transport hubs where the width of the footway is insufficient to maintain the required social distancing specified by the government and where higher levels of pedestrian activity are expected.

The schemes consist of temporary pedestrian barriers to reallocate carriageway space to pedestrians by suspending sections of carriageway for vehicle access. This provides more space for pedestrians to use. At shopping parades these are located in service roads and have reduced space for car parking. The pedestrian space measures have been originally implemented in 9 locations, 6 locations have been subsequently removed (shaded) with 3 locations remaining in the borough and the list of schemes is shown in the table below:

PS-01	Station Road, Harrow - Civic Centre, shops
PS-02	Harrow and Wealdstone Station
PS-07	Streatfield Road, Queensbury - shops
PS-08	Honeypot Lane, Canons Park - shops
PS-09	Northolt Road, Northolt - shops
PS-10	Kenton Road, Kenton - shops
PS-11	Kenton Lane, Belmont - shops
PS-12	High Road, Harrow Weald – shops / bus stop
PS-13	Porlock Avenue, West Harrow – shops / / school / bus stop

Methodology

At the special meeting of TARSAP on 10th August it was recommended and subsequently agreed by the Deputy Leader on the 19th August that a review of the pedestrian schemes would be conducted on a monthly basis to test the need for the measures to address the health crisis. The methodology to be used to assess the need for the schemes will take account of the following information:

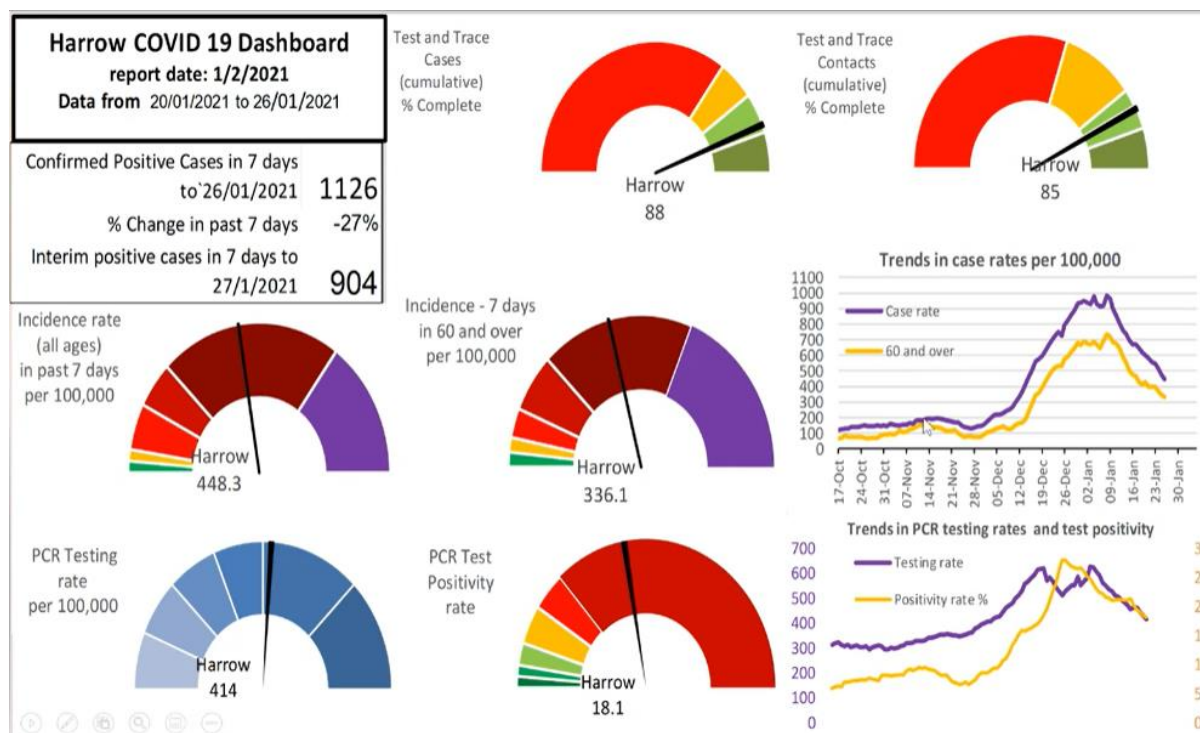
- Incidence of the virus in the area (public health data) and current Government social distancing requirements
- Pedestrian activity (measured by counts)
- Physical constraints (footway widths)
- Business impact (engagement and assessment)

All of these factors will be reviewed, and a course of action recommended in this report.

The recommendation will be reviewed by the Portfolio Holder – Environment and Corporate Director – Community and the future of the schemes decided.

Current situation with the pandemic

The latest position with the rate of infection in Harrow is shown in the chart below. New cases of Covid-19 remain at high levels across the borough but have decreased from the peak in mid-January. They are still more than 3 times higher than when the country went into the second lockdown. Hospital admissions are stable, but at a high level. Deaths have increased since the New Year and are predicted to remain at a high level for some weeks to come.



The government restrictions have changed constantly since they were first introduced in late March 2020 in order to contain the spread of the virus and take account of the changing situation across the country. These changes have had variable impacts on the

demand to travel by all modes of transport. The changes in London and the impacts are summarised below.

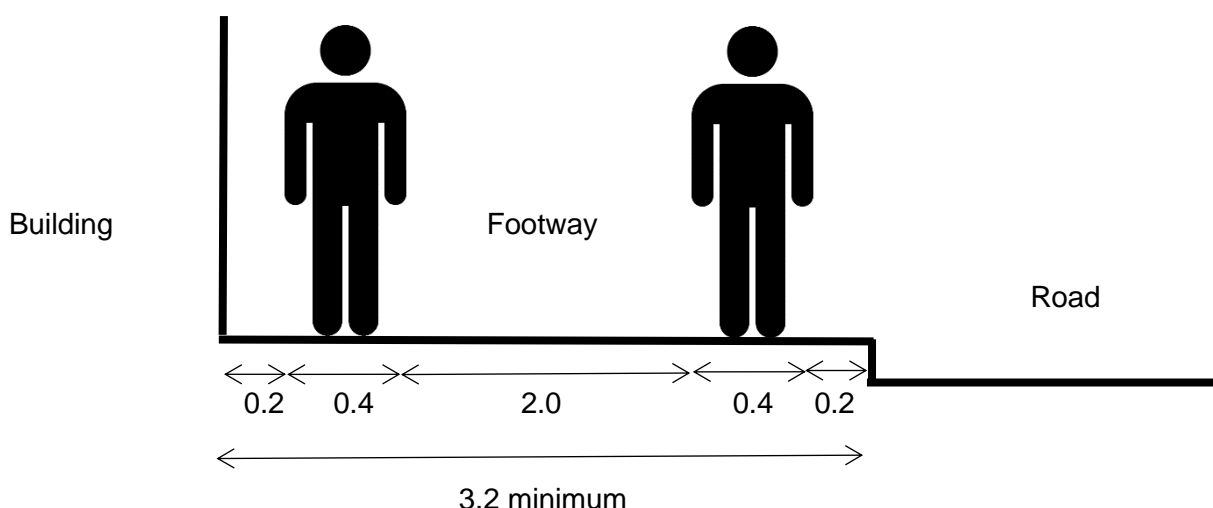
Date	Measures in London	Impact on travel
23/03/2020	National lockdown (1) - stay home, non-essential shops and schools closed	Very high
13/05/2020	Relaxation 1 - outdoor recreation permitted	High
01/06/2020	Relaxation 2 - be at home overnight / meet outside with 6 people	Medium
04/07/2020	Relaxation 3 – stay alert, hospitality opens / meet up to 30 people / Covid secure guidance	Low
14/09/2020	Rule of six indoors / outdoors introduced	Low
25/09/2020	10pm curfew on hospitality	Low
14/10/2020	3 tier system introduced, London tier 2	Medium
05/11/2020	National lockdown (2) - non-essential business closed / meet 1 person only outside, schools open	High
02/12/2020	lockdown ends, 3 tier system reinstated - stricter restrictions on hospitality	Medium
19/12/2020	tier 4 added - similar to lockdown 2 rules, includes London, due to concerns about new variant of virus	High
30/12/2020	tier 4 extended to 75% of country	High
06/01/2021	National lockdown (3) - stay home, non-essential shops and schools closed	Very high

When considering the traffic data presented in this report it is necessary to consider the government restrictions in force at the time. The higher the impact of the restrictions then the lower the traffic flows.

Physical constraints

All the pedestrian sites chosen were selected on the basis that the footways were not wide enough for pedestrians to be able to adhere to the 2m rule when people pass each other. The provision of more space therefore allows people to pass each other safely at busy periods. During the health crisis these locations will still be areas where there will be concentrations of people from time to time and require 2 metres distancing to be observed effectively between people of different households.

The footway space requirements to enable social distancing safely are as shown below (dimensions in metres).



The footway widths at the sites are set out below in the table.

Ref	Location	Footway widths
PS-01	Station Road, Harrow - Civic Centre, shops	The footways adjacent to the two inset parking areas vary between 2.3 and 2.6 metres wide.
PS-02	Harrow and Wealdstone Station	The footway between the cycle racks and taxi rank is 3.4metres wide, this is located close to the station entrance in a high footfall area.
PS-07	Streatfield Road, Queensbury - shops	The footways adjacent to the shops vary between 2.2 and 2.7 metres wide.
PS-08	Honeypot Lane, Canons Park - shops	The footways adjacent to the shops vary between 2.3 and 2.5 metres wide.
PS-09	Northolt Road, Northolt - shops	The footways adjacent to the shops vary between 2.4 and 2.6 metres wide.
PS-10	Kenton Road, Kenton - shops	The footways adjacent to the shops vary between 2.5 and 2.7 metres wide.
PS-11	Kenton Lane, Belmont - shops	The footways adjacent to the shops vary between 2.0 and 2.3 metres wide.
PS-12	High Road, Harrow Weald – shops, bus stop	The footways between the shop forecourts and bus stop layby vary between 1.2 and 2.2 metres wide.
PS-13	Porlock Avenue, West Harrow – shops, school, bus stop	The footways adjacent to the bus stop layby vary between 2.0 and 3.4 metres wide, this is a high footfall area next to Whitmore School.

Providing additional space is particularly important in the current circumstances when infection levels across the country are still high across all age groups and where social distancing is the main strategy to slow the spread of the virus.

Pedestrian Activity

Pedestrian activity counts are being regularly undertaken at the sites to estimate the amount of pedestrian footfall. Pedestrian counts are taken at a particular point in the scheme where most activity takes place and repeat counts are undertaken at the same points for consistency. Both a weekday and weekend day are surveyed between 7am and 7pm to cover the main period of business activity. Surveys are undertaken by recording CCTV footage during the period of observation and later analysed by the survey company at their premises. The dates for data collection are as follows:

- June 11th & 13th - PS01, PS02, PS12 & PS13.
- June 26th & 27th - PS07, PS08, PS09, PS10 & PS11.
- August 6th & 8th.
- September 3rd & 5th.
- October 15th & 17th
- November 12th & 14th - PS01, PS02, PS09, PS11, PS12 & PS13.
- December 10th & 12th
- January 21st & 23rd

The table below gives details of all the pedestrian counts undertaken.

Weekday 7am - 7pm both directions

Site Location	Station Road	H & W Station	Streatfield Rd north parade	Streatfield Rd south parade	Honeypt Lane	Northolt Road	Kenton Road	Kenton Lane	High Road	Porlock Avenue
Site Ref	PS01	PS02	PS07	PS07	PS08	PS09	PS10	PS11	PS12	PS13
June	1564	1508	1823	1865	541	1021	1744	1215	603	467
August	1946	2283	1844	1927	475	1220	1537	1209	690	730
September	2026	2515	2152	2576	682	1257	1626	1403	954	1531
October	2067	3284	2389	2679	780	1006	1872	1378	1031	2845
November	1740	2871	N/A	N/A	N/A	1445	N/A	1490	930	3092
December	2023	3133	N/A	N/A	N/A	1146	N/A	1328	945	3104
January	N/A	1996	N/A	N/A	N/A	N/A	N/A	N/A	672	653

Saturday 7am – 7pm both directions

Site Location	Station Road	H & W Station	Streatfield Rd north parade	Streatfield Rd south parade	Honeypt Lane	Northolt Road	Kenton Road	Kenton Lane	High Road	Porlock Avenue
Site Ref	PS01	PS02	PS 07	PS07	PS08	PS 09	PS10	PS11	PS12	PS13
June	1539	1471	2110	1911	390	937	1606	1212	608	413
August	1917	1925	1978	1940	412	1545	1694	1546	633	544
September	2103	2172	2334	2407	353	1631	1823	1473	896	710
October	1916	2118	2189	2353	369	994	1634	1413	797	618
November	1103	1375	N/A	N/A	N/A	1406	N/A	1283	530	352
December	1876	2232	N/A	N/A	N/A	1244	N/A	1302	685	655
January	N/A	1582	N/A	N/A	N/A	N/A	N/A	N/A	647	585

The November surveys were undertaken during the second period of lockdown when non-essential journeys and non-essential businesses were restricted. In December the surveys were undertaken during the tier 3 restrictions when hospitality was restricted. Schools were open during these two months. The January surveys were undertaken during the third lockdown when non-essential journeys, non-essential businesses and schools were closed. This is most noticeable at site PS02 by the station which shows the impact of reducing non-essential travel in November and January. The flows of all modes of traffic are clearly affected by the government restrictions and it is difficult therefore to draw any meaningful comparisons month on month.

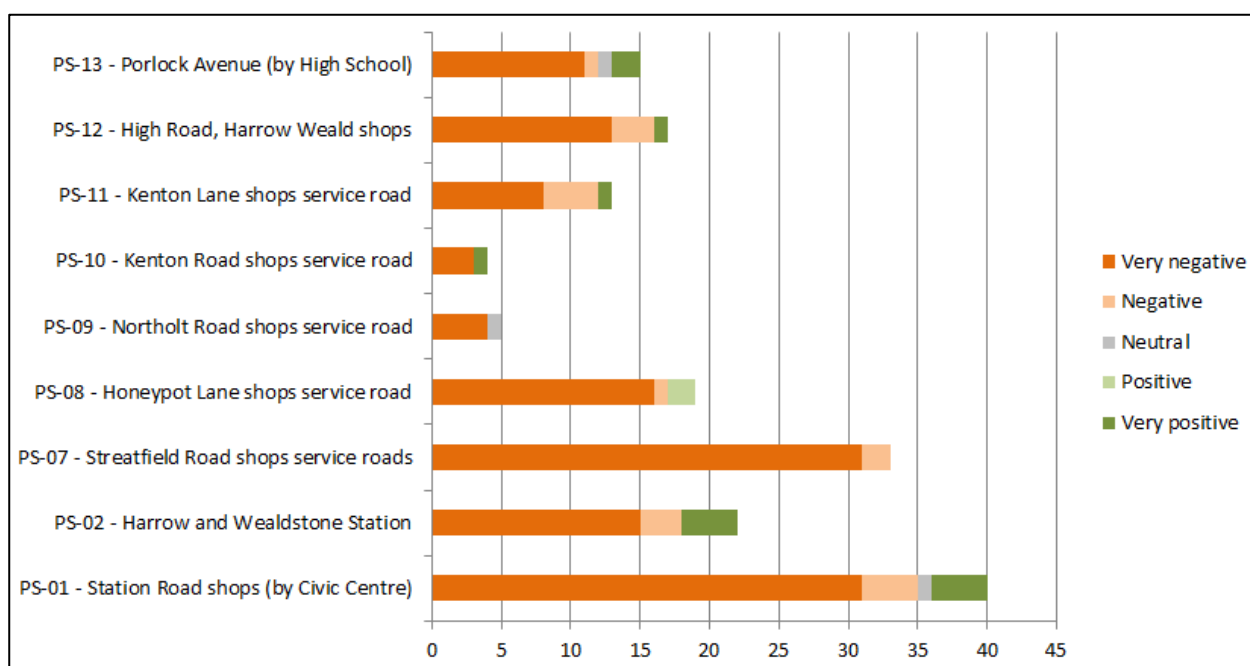
Site PS13 by Whitmore High school clearly shows the impact of the third lockdown on school closures and reduced pedestrian flows in January on a weekday.

Public engagement

An engagement portal was setup at the beginning of October to facilitate the receipt of public comments on all of the on-going streetspace schemes trials. A summary of the feedback for pedestrian space schemes in October can be seen in the table below.

The engagement feedback indicates a continuing level of unpopularity amongst the community towards these schemes. A more detailed analysis of the free comments received highlighted the following common issues:

- About 9% of responses were from businesses and 54% from customers, the remainder were passing through.
- Businesses indicating difficulties for customers / visitors to park near the shops.
- Businesses indicating difficulties with receiving deliveries.
- Customers expressing difficulties with finding parking spaces.
- Comments expressing the view that the measures are unnecessary and are not convinced that they contribute to improving public health.
- Many generally derogatory comments that were not substantiated with any reasons.



Assessment

It should be noted that at the last review in November it was approved that site PS-12 High Road, Harrow Weald would have a permanent widening of the footway to 2.0m and relocation of the bus stop. That work is currently being scheduled for implementation. The temporary measures will be removed once the works are completed and some temporary information signs will be introduced to reinforce the social distancing message.

The following assessment takes account of the two other sites and the suggested actions in the table below.

Ref	Location	Assessment
PS-02	Harrow and Wealdstone Station	Pedestrian flows have decreased during lockdown but there is still a moderate pedestrian flow using the station. A major town centre improvement scheme is due to commence in February and the measures will therefore need to be removed during the course of the works. It is recommended that the measures are removed in advance.
PS-13	Porlock Avenue,	Schools are closed until the beginning of March and therefore

	West Harrow – shops, school, bus stop	with low pedestrian flows it is recommended that the measures are removed and temporary information signs are introduced to reinforce the social distancing message.
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Options

- The pedestrian space measures at PS-02 Harrow & Wealdstone Station are removed to facilitate the town centre improvement scheme works.
- The pedestrian space measures at PS-13 Porlock Avenue are removed and information signs are introduced in these areas to reinforce the social distancing message.
- If all schemes are removed no further reviews are required.

Decision

All remaining schemes to be removed.