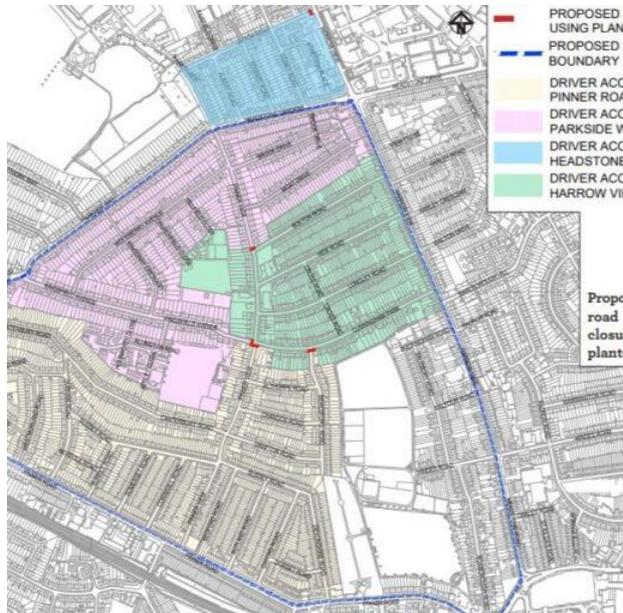


LTN 02 Low Traffic Neighbourhood HEADSTONE SOUTH



Deputation on Monday 11th January 2021 on Traffic and Road Safety Advisory Panel, by ATISH, PRASH, HESHMA & GEOFF

We do believe that the time has come to remove the roadblocks in the LTN02 area and to start the process again the trial has already reached a conclusion and additional time is not going to change anything now

The Original proposal was to install planters in several roads in the area to make the area a low traffic Neighbourhood by firmly blocking off roads so only Cyclist and walkers pass through

During the trial it has been discovered that the needs of the emergency services were not catered for So Instead of the glowing endorsement that was originally promoted when these schemes were introduced it appears in reality the best Harrow can now state is that the emergency services have not yet had a serious issue yet

During this trial it has discovered

The lack of a proper consultation and the way the scheme was hurried in has meant the biggest disadvantage of the scheme has been greatly overlooked. That is the social injustice of how the LTN in Pinner View operates

The equalities impact assessment has underestimated the impact this has had on the elderly, the disabled and those who require care

It has also failed to identify the injustice of relocating traffic onto roads where traffic already is at times an issue

The equalities statement identified and I quote;

There is potential for some journeys to take longer which could impact on carers and the emergency services and could impact on access for elderly drivers. This is not considered a significant disbenefit and is outweighed by positive benefits of the scheme.

For the people in this position there are no positive benefits that could offset the significant disadvantage these schemes identified

Why was a scheme which identified any discrimination actually progressed?

This goes against the principals of the discrimination act and we urge you to look into the legality of putting people at such a disadvantage deliberately

When the labour came into power it was on the basis of a manifesto which promised "A Labour-run Harrow council will always mark its success on how it delivers for the most vulnerable in our society."

Your rush to install these roadblocks has meant you have overlooked the consequence of LTNs on the most vulnerable and you need to put this right

The elderly and disabled residents we have encountered resent the roadblocks which they see purely as an obstacle to make their life worse just to benefit the very few that support these schemes

I would urge you to contact these people and get to understand their issues many of them cannot provide feedback as they cannot use the internet and the option of feeding back through the computers at the libraries is not open to them in this current crisis (another issue omitted from the equalities statement)

In addition it has become evident that

- That there is a care home located within the scheme whose needs have been unaccounted for
- The schemes also discriminate against residents with care needs
- Local and, major shops have difficulties delivering (why have you still not consulted business)
- That there have been no accidents in The Pinner view area in the last 5 years and in actual fact all the accidents have been on the roads that the traffic is now being diverted onto
- The original case for installing the scheme was found to be interpreted in a distorted way
- There is a considerable increase in terms of cost and carbon footprint for residents in the additional travel required
- That the benefits regarding the current health situation cannot be quantified or demonstrated
- There is an overwhelming rejection of the scheme by residents' negative comments are currently running at around 85% on your consultation website

It is therefore clear that the scheme is no longer a valid experiment. It is so different from the original proposal that no useful data is being collected

Can we please therefore start again.

This would regain the confidence and trust of residents from a clear starting point. A fair consultation can be applied and a proposal that meets all needs can be designed

I would plead with you to ensure that the assessments and reports on which you base your decisions are undertaken by someone independent as it is clear to see they are written with an inherent bias to disadvantage people who under the current assessment process do not even have a voice

The message is simple remove the schemes and start again

Please



Waltham Forest

Waltham Forest which is often described as mini holland has been used as an example by the Pro LTN groups including Healthy Streets for Harrow to justify the continuation of this experiment. They have said time and time again that based on Waltham Forest the traffic in Harrow will also evaporate in the long term.

This graph shows that in fact the traffic in Waltham Forest hasn't evaporated in four years and in fact there's been an increase year on year. From 2015 before LTNs were first introduced, the Kilometres travelled was 853 million, then by 2019 this figure was up to 978 million km travelled. This is an increase of 14.7% in four years.

Using this trend of what has happened in Waltham Forest we've also plotted a graph to show how traffic will continue to grow in Harrow too, as more people move to the area and more flats are built including Eastman Village.

The issue for us is if LTN's are allowed to continue then the concentration of this increased traffic will all be on the main roads in LTN02, as a majority of side roads are closed. Which will result in longer journey times and more pollution. This defeats the object of LTN's.

The main roads of Harrow can't be described as mini holland, more like mini south circular.



As a resident on the main road and a mum to a two-year-old, we've seen more congestion in the past three months than we've seen since moving to our house years ago and this is a direct result of LTN's. Those of us on the surrounding roads such as Parkside Way and Pinner Road were never consulted, yet we have been impacted the most. It will be my child and all the young children who live on the main roads and use them to walk to school and all the elderly and vulnerable who's health is going to be compromised if LTN's are allowed to continue. Is this really something the council want on their conscience.

Properties on main roads have always been cheaper than those of the side roads and research has also found that there will be a bigger ratio of the BAME community living on these cheaper roads.

LTN roads are now much quieter and have the advantage of no cars driving through apart from residents, and no pollution. These roads are now considered much safer, almost turning them into their own gated communities. They have always been more expensive than the properties on the main roads but now all these additional factors will make them even more desirable and much more expensive.

Whilst those of us living on the main roads are suffering from displaced traffic and pollution in less desirable roads which will ultimately have a direct impact on the value of our properties, reducing the value further.

Those living on the main roads are paying exactly the same council tax as those living on the quieter and more desirable side roads, is this really fair? We just ask that the traffic is also fairly distributed by opening the roads up again.

Who is really going to buy a house on a much busier and polluted road? A house on Parkside way was sitting unsold for many months.

There is a colossal health impact for those living near a main road. A Kings College study in 2019 revealed that living within 50 metres of a busy road may increase the risk of lung cancer by 10% than those living on the quieter roads and stunt lung growth in children by 3-14%. There is also strong evidence of traffic generated air

pollutants in the development of Asthma and COPD particularly in those living close to a busy road.

Residents of all the main roads are extremely worried for this reason, not only does it impact on our health, but our properties will soon become unsellable as they are deemed unsafe. Yet most of us can't afford to move, especially in the current climate.

Every day we are reminded how a big social divide has been created overnight by the LTNs. Where is the social justice in this?

Covid

Covid was used as the main reason why the council couldn't consult all the residents regarding LTN's and Covid was also used as the reason why they were installed abruptly. Citing as a way for people to socially distance more.

Covid can no longer be used as a valid reason to keep these LTN's in place as the numbers have continued to rise despite the roadblocks being in place for the past three months, in fact there are more issues faced by those who are self-isolating and vulnerable as a result of the roads blocks as they can't access vital deliveries or to taxis to take them to appointments due to the roadblocks.

There hasn't been a dramatic increase in the number of people walking or cycling.

At the moment, we are not even seeing the true picture whilst we are in Lockdown or times of Covid. Driving numbers are only going to increase further when life post Covid returns to normal when people go back to work, hospitals open up for all routine appointments and procedures, GPs start seeing patients again. All of which will be forced onto the main roads.

Furthermore, a new study by Cambridge University in April 2020 has found a strong correlation between high levels of pollutants including nitrogen dioxide and Covid-19 cases and deaths. As more displaced traffic is forced onto the main roads, pollution levels will increase too, these roadblocks are placing residents on main roads at greater risk of dying from Covid-19. Considering we have many young children, elderly, vulnerable residents living on main roads, and its their lives which are most at risk.

For these reasons we strongly ask that the roadblocks in LTN02 are removed immediately and a thorough consultation takes place.