**Kingston Town Neighbourhood Committee - 27 July 2021**

**Albert Road Low Traffic Scheme - Experimental Traffic Management Order review**

Report by Matthew Hill, Assistant Director Highways, Transport and Regulatory Services

Relevant Portfolio Holder Councillor Stephanie Archer

**Purpose of Report**

To provide feedback to the Committee on a number of workstreams, which includes consultation responses (portal/email/ETMO), comment on traffic surveys and air quality assessments and potential impacts and to seek a way forward with the measures.

**Recommendation(s)**

**The Committee is asked to RESOLVE that:**

1. The Albert Road closure to motor vehicles be made permanent and the necessary statutory process be undertaken to make the order permanent;
2. The objections received as part of the statutory consultation be set aside in line with the details in paragraphs 59 to 61.

3. The physical closure (bollard) be replaced with ANPR cameras, subject to funding being made available by TfL and in line with paragraph 30;

4. The scheme will be monitored, with additional traffic and air quality data being collected, and an update report be brought to the committee for information in 12 months time

**Benefits to the Community:**

It is considered that the proposals will improve the local area and make it more attractive for our residents, creating an environment that encourages more walking and cycling

**Key Points**

A. In March 2020 the world was hit by the COVID 19 pandemic, and the changing travel patterns presented both an opportunity and a threat. The opportunity was that the council was able to bring forward at a quicker pace than expected a number of ‘low traffic neighbourhood’ (LTN) projects.

A. We want to make Kingston a clean, green and safe borough for all residents. It is therefore important that our analysis looks at other factors such as the impact of the schemes on air quality, traffic flows and cycling patterns. LTNs are an important tool to make local roads safer for pedestrians and cyclists, and so to help tackle our climate crisis, improve air quality and make our neighbourhoods better places to live.to make local roads safer for pedestrians and cyclists. LTNs encourage active

travel, which in the long term helps to protect the environment and reduce carbon emissions.

B. The Council originally identified four scheme locations for LTNs, which were set out in the report to the Response and Recovery Committee on 30 July 2020. It included a scheme for the Albert Road area in the Kingston Town Neighbourhood, and the scope of the scheme area can be seen on the plan at **Annex 1**.

C. The process used to implement the LTNs was an 'Experimental Traffic Management Order' (ETMO). Use of this process was strongly encouraged by central government and TfL. This is a common process which allows the immediate implementation of measures and a consultation running in parallel with the implementation of the experiment, although it is not the 'usual' way that Kingston has implemented traffic management and improvement projects.

D. The ETMO process includes a six month engagement period at the start of the trial. The experimental scheme itself can remain in place for up to 18 months in total. In addition to the formal traffic order consultation, residents were able to submit their views about the LTN schemes online 'informally' using the Kingston Let's Talk portal. Over 311 residents submitted their views via Kingston Let's Talk on the LTN on Albert Road. The engagement process also included reaching out to stakeholder groups, setting up the Street Talk publication and feedback through the Streetspace email inbox and via Members. The engagement feedback is, however, only part of the overall analysis process, which includes the longer-term policy ambitions for the Council, as set out in the context below.

E. We want to make Kingston a clean, green and safe borough for all residents. It is therefore important that our analysis looks at other factors such as the impact of the schemes on air quality, traffic flows and cycling patterns. LTNs are an important tool to help tackle our climate crisis and air quality and to make local roads safer for pedestrians and cyclists. LTNs encourage active travel, which in the long term helps to protect the environment and reduce carbon emissions.

F. Although there was a formal process by which responses to the ETMO could be made, it was felt the series of questions used for the Let's Talk survey would capture more precisely people's experiences and attitudes to the LTNs . Detail on Let's Talk is set out in para 12 below..

G. The borough's key Transport Strategy, the Local Implementation Plan 3 (LIP3), and the Corporate Plan are aligned in terms of focussing on measures to address traffic flows in residential areas.

**Context**

1. We must change the way we travel around the borough if we are to achieve our air quality goals and reach net zero carbon emissions. COVID-19 has has had a significant impact on the way we use our streets in responding to the public health crisis. This report outlines how the Council can further improve our public realm and further develop our commitment to environmental sustainability as our 'Streetspace' is enhanced following the impact of COVID-19.

2. Through the development and delivery of the annual programme of Local Implementation PLan (LIP) schemes officers were aware of locations across the borough where through traffic issues had been identified as being too high, including Albert Road. As such these locations were proposed for installation as part of the Streetspace Programme and funds were made available from TfL and DfT to enable introduction of this programme, which replaced much of the usual LIP programme for Kingston in 20/21.

3. The introduction of Low Traffic schemes also support recommendations from Kingston's Citizens' Assembly on Air Quality, the Air Quality Action Plan and the council's emerging Climate Emergency Action Plan and it is noted that this Committee have recently supported proposal to introduce further 20mph speed limit changes for a number of additional roads in the neighbourhood, which when considered in conjunction with these measures in place in Albert Road and the Go Cycle measures around the town centre and on Cambridge Road and London Road, it is anticipated will enhance this local area further to provide an improve environment for walking and cycling.

4. The LIP3 was written to reflect the aims and objectives identified in RBK's key existing and emerging policy and strategy documents, and also London wide and national policy guidance. RBK's key policy documents include the existing and emerging Corporate and Local Plans. The LIP3 includes nine MTS outcomes which it will be measured against, and Outcome 1 states that London/Kingston streets will be healthy and more Londoners will travel actively with borough objectives to deliver 20mph schemes across the borough on residential roads, and to create an environment that encourages a higher level of walking and cycling trips.

5. One of the key issues that made the Albert Road area a priority for a low traffic measure was the south-north manoeuvre where traffic used Villiers Road/Hawks Road/Albert Road, where traffic would split and continue north on Albert Road and then turned left into the town centre, with the the rest of the traffic using Victoria Road - in what appears to be a left-right-left manoeuvre to avoid the Hawks Road traffic lights.

**Proposal and Options**

6. The scheme itself involves the introduction of a road closure, which prevents motor traffic from heading along Albert Road, and it was placed between the Hawks Road and Victoria Road. The scheme involved putting in place two planters and a lockable bollard in the central road space between the planter, such that it could allow Emergency Service vehicles to gain access should they need to do so.

7. As highlighted above, because of the urgency with which the Low Traffic schemes needed to be introduced, the identification of the location and the consideration of any options was undertaken by officers at the time of the bid submission.

8. During the experimental TMO process officers used a number of methods of engagement to ensure we were collecting information and data from a wide base of interested parties., and **Annex 2** provides an assessment of the responses.

9. These included setting up surveys for each LTN scheme of our Kingston Let's Talk engagement portal; enhanced messaging using social media channels and resident publications through our communications team; set up the Street Talk publication, which was distributed as a newsletter through the engagement portal; engaged with residents through the streetspace email; taken into account formal objections raised through the TMO Process; and we undertook a stakeholder feedback review to make it easier for stakeholder groups to give their comment, which included specific sessions with colleagues from the Emergency services.

10. In support of the engagement process officers also undertook data collection to help assess the impacts of the scheme, and it is important to stress and acknowledge that during the pandemic traffic flows were not at the same levels as they were before the pandemic struck. **Annex 3** provides the details of the traffic and **Annex 4 cycle data and Annex 5 t**he air quality information that was gathered during the experimental period.

11. It is also highlighted that there were variations to traffic patterns as these schemes settled down, and in addition to this there were a number of times when other works took place - mainly on the nearby roads, which may have resulted in additional traffic displacement. This monitoring of the changes to traffic patterns before/after, was gathered to support the process before any decision is taken to extend the trial, make it permanent or remove it

**Officer commentary and Recommendations**

12. This section of the report will expand on the feedback received to the various elements of engagement referred to above in Paragraph 8.

Let's Talk Portal

13. In terms of the Let's Talk portal the analysis covers the two key questions asked, and then covers the themes of comments made by the people who responded;

- How do you feel about the changes we have made in Albert Road? (Respondents were asked to state if they were; Very Happy, Happy, Neutral, Unhappy or Very Unhappy)
- Would you like to see the changes become permanent? (Respondents were asked to answer; Yes, No or Don't Know)

14. The responses have been analysed at three different levels to identify if there were any variations in the responses at a Boroughwide, Neighbourhood and Local level and the headline figures are as follows: overall total received 311, which includes 40 where the have business, work or visit Kingston. 38% of respondents indicated they are either happy or very happy with the scheme and 37% have indicated they would like the scheme made permanent. 60% of respondents have indicated they are either unhappy or very unhappy with the changes, while 58% do not want the scheme made permanent.

15. At a neighbourhood level: Total received 182 including the LTN area, which represents 1.02% of the 17,731 addresses within the neighbourhood. 38% of respondents indicated they are either happy or very happy with the scheme and 38% have indicated they would like the scheme made permanent. 56.7% of respondents have indicated they are either unhappy or very unhappy with the changes, while the same percentage do not want the scheme made permanent.

16. At a local level: Total received 98, which represents 9% of the 1128 addresses within the leafleted area as shown on the plan, Annex 1. 47% of respondents indicate they are either happy or very happy with the LTN and 46% would like the scheme made permanent. 48% of respondents have indicated they are either unhappy or very unhappy with the changes and 47% do not want the scheme made permanent.

Streetspace Email Inbox

17. In terms of the Streetspace inbox of the 25 persons who responded through the streetspace inbox. Overall the response indicates that 20% of respondents are happy and 80% of respondents are unhappy with the LTN scheme. The overriding theme of the comments sit within category 3 (Displacement of traffic, pollution).

18. **Petition**:"***We the undersigned petition the council to Immediately cancel the 6 month trial closure of Albert, Victoria and Church Roads, which has been arranged without notifying all local households, and will undoubtedly cause extreme congestion in the area*** *- In late 2019/early 2020, Albert Road was closed for essential works. Residents witnessed constant disruption and inconvenience for months on end. Now the council wants to close the very same road, and also neighbouring Victoria and Church Roads, and is planning to do so without actively engaging with residents other than a few individuals from a local Residents' Association. Rather than being a "rat run", Albert Road is a link road through to the main A308. Closing this, Victoria and Church Roads will force all traffic to queue along the Hawks Road and to move through the junction of Hawks/Cambridge Roads, which is already notorious for congestion.*
*We strongly dispute the notion that the Albert/Victoria/Church Road area is a good choice of location for a "trial period" of six months. Had the council asked households on Hawks/Villiers Roads, they would have received repeated accounts of the awful congestion caused by the previous Albert Road Closure, and it would have been instantly clear that this is not a viable area for a trial closure to take place. Details of what was witnessed last time include: Lengthy queues every day backing up along Fairfield South, over the junction of Hawks/Villiers Road, and along the entirety of Hawks Road. The Hawks/Villiers junction gridlocked, with vehicles often blocking the junction, making it very unsafe for pedestrians who are trying to cross on the green man.*
*Extreme congestion caused a noticeable rise in air pollution (fumes could be easily smelt) along Fairfield Road, Hawks Road, and Villiers Road. Extreme congestion caused a noticeable rise in noise pollution along Fairfield Road, Hawks Road, and Villiers Road. Funeral vehicles trying to access Kingston Cemetery were frequently caught up in the congestion along Hawks Road, which must have been distressing to bereaved families. Drivers stuck in the endless queues using nearby side streets off Hawks Road and Villiers Road as potential short cuts, thus causing a knock on effect for residents of these roads. Drivers stuck in the endless queues attempting a three point turn on Hawks Road, Villiers Road and Fairfield South, thus causing additional, unnecessary hazards.*
*We do not want to endure another 6 months of this, we lived through it before and it was appalling. We do not believe that it is in any way appropriate to close Albert, Victoria or Church Roads for a trial period, or any other reason. Please note that many residents of the three roads marked for trial closure were not aware of these plans, and should not have to live through this without having had a chance to share their opinions. Please note that NO residents on Hawks/Villiers and surrounding roads were made aware of these plans, and should not have to*

*live through this without having had a chance to share their opinions"* Signed by 462 signatures between 03/08/2020 & 18/02/2021.

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19. Petition 2: "We the undersigned petition the council to The council to terminate the Albert Road Closure due to the ongoing excessive stationary & queuing traffic in the immediate & adjunct areas, excessive noise pollution & commotion to an already lorry, ambulance & police car laden road" signed by two signatures between 28/10/2020 & 02/04/2021.

20. Both Petitions are complaining about traffic congestion, queue length on Hawks Road which lead to block junctions and impact on pedestrian safety, emergency services and increased air pollution.

21. **Officer's comments on the petitions**: the result of the survey which had been carried at various times before and after the trial shows that, the level of traffic have been changed but this slight increase is considered acceptable, and this assessment is not made lightly. It is known that prior to the pandemic and the introduction of these measures that the Hawks Road junction with Cambridge Road suffered from delays and significant queuing on Hawks Road has been an issue for many years. The Hawks Road/Villiers Road route is very popular for a number fo reasons, with a key one being the locations of the Household Refuse and Recycling Centre (HRRC). It is also a route that allowed traffic to try and bypass busier junctions using the main road network.

22. There are works planned for the junction of Hawks Road/Cambridge Road as part of the Go Cycle Proposals in the area, and it is proposed that the operation of the junction and the operation fo the road network will be reviewed once those works are completed.

23. The result of the modelling the air quality support this by indicating the increase is considered slight on Hawks Road. Regarding the impact on emergency services, this has been recognised and addressed as part of making this scheme permanent, the planters and the removable bollard will be replaced with ANPR. Together with yellow boxes at the junction of Villiers Road / Hawks to address the pedestrians safety. Regarding not carry out any consultation prior to the introduction of the scheme, this trial itself is the consultation, hence this report outlines the result of the consultation and seeking members' views on the scheme. ,

ETMO Responses

24. In response to the Experimental TMO the number totalled 89. 26 of these have been determined by the borough's technical operations team to represent objections, while 59 people wrote in support.

25. Examining the objections further there is an indication that 26 are local to the Albert Road area, and the officer recommendations on these objections can be found in paragraphs 59 to 61. The full wording of the objections can be found at Annex 7.

Emergency Services

26. Representatives of the emergency services covering the borough of Kingston were invited to comment, along with attending an emergency services stakeholder working group.

27. **The London Fire Brigade (LFB)** - The LFB''s position regarding the use of physical barriers throughout the Borough to create Lower Traffic Neighbourhoods is this could cause an increase in traffic levels and access issues, and therefore increasing response times to incidents. For these reasons the LFB does not support their use but does accept there is a need for the Council to implement these measures in response to central government guidelines
28. The LFB would prefer to see the use of alternate measures such as ANPR to create and enforce LTN's. Moreover, the LFB will continue to engage and offer guidance to Kingston council when supplied with plans on proposed or changes to existing LTN measures. The LFB agreed with a LAS comment at the stakeholder meeting, that as the lockdown measures are relaxed and road traffic levels increase, further analysis of emergency vehicle response and difficulties encountered will need to be discussed and current LTN's reviewed.
29. Where residents complain and claim that emergency vehicles are delayed/stuck/impinged by LTN measures, data such as times and dates are useful to gather views and information from crews. To date, we have not received any information from Crews of any delay in attendance to an incident within the Borough.
30. **The London Ambulance Service (LAS)** - LAS commented as follows; We are opposed to any physical barriers in place on any LTN schemes but would support enforcement through ANPR cameras with exemptions for emergency service vehicles. We have worked with various other boroughs across London who have listened and changed the method of enforcement to the camera system.
31. It would not be practical to equip our fleet with these universal keys as it is not always guaranteed that we would have a local ambulance crew attend if for example call volumes were high and the nearest vehicle was dispatched from Fulham.
32. **The Metropolitan Police Service (MPS)** - The MPS traffic officer commented; My only view is that the Met Police prefer 'No motor vehicle' signage with ANPR camera enforcement, rather than any physical barrier. This allows emergency vehicle access without the need to remove barriers, whilst preventing any other access.

Other Stakeholders

33. **Transport for London (TfL) -** No major issues identified at the time of the meeting with TfL advising that the bus operators have not raised any delay issues with them. Further journey time data has been requested from TfL, and at this stage it has not been received.

34. **Kingston Centre for Independent Living (KCIL) -** Interest in LTNs generally and not about a specific scheme. This is in relation to the safety of service users and how accessible the schemes are for people with wheelchairs and those with ambulatory difficulties.

35. Noted that KCIL had Blue Badge Holders - they had comments from Blue Badge Holders who had been asking if they can access LTN areas. It was noted that the schemes were road closures and as such did not impede on footways but were designed to improve access for people walking.

36. **Taxis and Private Hire Vehicles -** Nothing specific was raised by the group, it was noted that depending on where passengers were picked up or dropped off in relation to the LTN, this might increase the fare, and that this could impact those using taxi cars or wheelchair accessible taxis. While there hadn't been particular references, this might change as we continue to emerge from lockdown and traffic increases.

37. **Kingston Cycling Campaign (KCC) -** LTNs seem to be doing their job. Think generally these schemes are doing great. Impact particularly noticeable on King Charles Road.

38. **Officers conclusions and recommendations** are based on a number of elements, but the feedback from other stakeholders has been very positive on the whole, with an overriding theme, led by the emergency services, being requests for the method of traffic control to be changed from a barrier to a prohibition on access enforced by an automatic number plate reading camera. A change to this method of control would remove any potential impact on emergency response times, which was also a concern expressed by other respondents.

Traffic Data

39. As part of the data collection all immediately affected roads around the scheme area were included within a monitoring plan, where traffic flows were recorded at regular intervals during the project. This allowed officers to compare the flows before the scheme was introduced, and then at different stages during the experimental period.

40. As stated above, it is important to highlight at this stage that the pandemic resulted in significant changes to the daily travel patterns across the country, and what were considered 'normal' traffic flow conditions changed during this period. There are permanent counters on Villiers Road and Cambridge Road, which have allowed officers to assess traffic levels in the area prior to COVID-19, and demonstrate traffic had been stable (up to and including 2019). This indicates that we can be reasonably confident that the pre-COVID data is broadly representative of the situation prior to the impact of COVID-19.

41. As stated above one of the key issues identified was the level of traffic using Albert Road and Victoria Road, which was considered to be unacceptable. From Annex 3 it can be seen that the Pre-scheme traffic flows taken in early September 2020 indicate that there were 4154 vehicles northbound on the first section of Albert Road, and it is considered that those vehicles have primarily come from Villiers Road making the south to north manoeuvre, however it is also possible that an alternate manoeuvre was in a west to east direction, using Victoria Road to avoid the Hawks Road/Cambridge Road junction - given that the September20 flows were 2274.

42. If we try to assess the overall impacts of traffic displacement it is clear that there is some impact on Hawks Road, primarily in the eastbound direction. However, if it were to be expected that most of the Albert Road northbound traffic of 4154 was displaced onto Hawks Road we would expect to see a significant increase on the eastbound flow of 7116 measured in April 21. It is noted that there is an increase in flow on Hawks Road of 1972, and it is reasonable to assume this

traffic is displaced from Albert Road. A rudimentary assessment fo the change on flows on Cambridge Road westbound shows an increase of 1298 and the eastbound flows show an increase 624 (combined 1922), this however assumes that the proportional split of other movements remains as they were, which it is considered it is reasonable to do so.

43. A further assessment can be made for the changes to the London Road westbound flows, measured to the west of the Cambridge Road junction, where it shows an increase of 1501, and measured to the east of the Cambridge Road junction, where it shows an increase of 565. The figure of 1501 must be made up of a combination of the 565 westbound above and the 1298 westbound on Cambridge Road. There are 506 vehicles that enter Church Road and those will have come from either of the above directions, as well as possibly from the eastbound traffic on London Road that has turned right into Cambridge Road. It is not possible to further analyse the 'make up' of the 506 from the data held, and as such it will be assumed there is an even split across the three directions. It is therefore considered that of the 1298 at least 1128 make the left turn from Cambridge Road into London Road.

44. The flows recorded after the measures were introduced within the Victoria Road, Albert Road and Church Road area demonstrate that the traffic left behind is local traffic that needs to access the area, rather than traffic using the local network to avoid the busier junctions

45. A further consideration is that throughout the pandemic traffic levels and the confidence of people in using public transport has been greatly impacted. At the start of the pandemic we saw sudden and dramatic reductions in traffic flows on the road network across the country, and we were also aware that as we moved out of lockdown and people returned to travelling it was apparent that there was a lack of confidence in the use of public transport, and so the initial increases in traffic were seen in road traffic.

46. Data from TfL for travel across the whole of London indicated that when the September 2020 counts were taken bus usage was at 47% of normal demand, rail usage was at 35% of normal demand and tube usage was at 28% of normal demand. At this time the traffic data on the TfL network identified that flows in outer London were 93% of normal demand.

47. For the April 2021 surveys bus usage was at 59% of normal demand, rail usage was at 37% of normal demand and tube usage was at 35% of normal demand. Traffic data on the TfL network identified that flows in outer London were 92% of normal demand.

48. It is clear that there are significant numbers of public transport trips that are not being accounted for, with people having continued to work from home wherever possible. Whilst it is impossible to assess how traffic levels will change as the country returns to normal, and if the reluctance to use public transport continues it is likely that road traffic levels will continue to increase.

49. There are some roads that have seen increases against the September traffic baseline, in particular Hawks Road. It can be seen that flows are comparable to those levels of traffic pre-Covid19.

50. It is recommended that further traffic monitoring is put in place specifically for Hawks Road and Villiers Road, so we can create additional layers of knowledge here which will assist any consideration of whether further traffic management measures may be needed in these roads.

Air Quality Data

51. The traffic data that was collected was also used to assess the air quality impacts, and it is acknowledged that ideally when assessing air quality robust air quality monitoring requires a minimum of six months of data both before and after the introduction of a highway intervention, to account for the impact of the weather and other confounding variables. The requirement for these schemes to be delivered with a very short turnaround meant that it was not possible to collect adequate baseline air quality monitoring data.

52. In order to circumvent this challenge the council carried out air quality modelling around the low traffic neighbourhoods, to assess the impact of the change in traffic patterns on air quality at sensitive receptors both within and outside the neighbourhoods.

53. The model uses the traffic data collected before and during implementation of the LTNs. This data is translated into air pollution emissions using The Department for Environment, Food and Rural Affairs Emissions - Factor Toolkit. Emissions are then used to derive concentrations of key pollutants at user-defined sensitive receptors. Model outputs are verified and adjusted using data from our existing, permanent network of air quality monitors.

54. This is a well-established, industry standard methodology that eliminates the impact of confounding variables, allowing the impact of the LTNs to be isolated and quantitatively assessed. This modelling was carried out by independent consultants, who provided feedback on all of the LTN schemes.

55. Annex 6 provides the outputs from the modelling exercise, with focus on the key pollutant of concern to air quality; nitrogen dioxide (NO2). From the table it can be seen that the variations in the Nitrogen Dioxide concentrations were in the main considered negligible, and even in those roads where we have seen traffic levels increase - in Hawks Road, the data shows a variation of 2.1 $\mu g/m^3$.

56. Based on the data that has been received from the modelling assessment, it supports the current recommendations for the current measures to be made permanent. Furthermore, it is recommended that, subject to Committee's approval, a further Air Quality assessment is included in the review report in 12 months time.

Objections to ETMO

57. The scheme was processed as an Experimental TMO, and as such the Committee need to consider the objections that were raised during the 6 month trial period, and should members wish to proceed to make the scheme permanent, either in its current form or with minor amendments, then the objections received must be considered, dealt with and set aside.

58. The comments of respondents deemed to have written in support of the ETMO or to have lodged an objection can be categorised as follows;

| TMO Objection or Support | Ref | Issues Highlighted | Number of people |
|---|---|---|---|
| Support | S1 | Highlighting local benefits including a better walking and cycling environment | 59 |
| Objection | O1 | Concerns about displacement of traffic and increased air pollution on affected roads | 15 |
| Objection | O2 | Concerns about increased travel times and/or delays | 12 |
| Objecton | O3 | Concerns about safety of road users | 7 |
| Objection | O4 | Combination of O2&O3 | 14 |
| Objection | O5 | Concerns about impact on emergency services | 2 |
| Objectrion | O6 | No traffic issues before introduction of modal filter | 3 |
| Total Objections | | | 26 |

59. Officers have reviewed the objections and consider that the objections received can be set aside. The traffic data analysis and the air quality report have indicated that from the whole area Villiers Road have seen increased traffic flows, which need to be further monitored and reviewed but the general findings are that overall there is less traffic on the local road network in the area.

60. The data provided by the Air Quality modelling demonstrates that the proposals have had only negligible impact on the area, but as recommended above the exercise will be repeated as part of the 12 month review. Any objections that relate to air quality issues can therefore be set aside.

61. Whilst the emergency services did not raise specific objections to the current measures, with the removable bollard in place, it was clear they would prefer a scheme that replaces the closure with ANPR to address their concerns. This is part of the recommendations, and as such any objections that reference this as an issue has been dealt with.

**Other headings**

**Legislation**

62. The works to be undertaken to highways in due course as set out in the report are within the Council's powers in the Local Government Act 1972, the Highways Act 1980 and the Localism Act 2011..

63. The Committee will need to consider the objections raised during the ETMO process and if they wish to proceed with the scheme a decision is required to assess those recommendations and set them aside prior to making a permanent TMO.

**Timescale**

64. Subject to Committee approval, officers will progress to the permanent TMO, and this will be timed to coincide with the introduction of the ANPR cameras. It is likely that this will take 12-16 weeks.

**Financial Context**

65. The council is operating in an increasingly challenging financial environment. Kingston faced a number of financial challenges in the medium to longer term - even before the COVID-19 outbreak, which has further added to these challenges. The economic and financial consequences of the pandemic, growing demand for services, and limited government grant funding make it difficult to find adequate funds to meet the borough's needs.

66. The future of local government finance faces a significant level of uncertainty. The impact of the Fair Funding Review and a future review of business rates is currently unknown, and the lasting effects of COVID-19 on our residents, local businesses and the Council itself remain uncertain.

67. Despite these challenges the council has a drive and commitment to ensure it is doing the best for residents and communities

**Financial and Resource Implications**

68. The position around TfL funding is currently uncertain, but officers can advise that should the Committee wish to proceed and make the scheme permanent there is a current bid lodged with TfL to secure the funding to do so. It is anticipated that the outcome of the bid will be known prior to the Committee, and an update on the funding position will be provided on the night. It is however considered that this scheme is a borough priority and will be promoted as such in any discussion with TfL

**Legal Implications**

69. Under section 159 of the GLA Act 1999, financial assistance provided by TfL must be for a purpose which, in TfL's opinion, is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London.

70. Where schemes are approved and receive funding, all procedures, including consultation, will be undertaken in accordance with the relevant statutory provisions and best practice.

71. Any legal implications associated with the Statutory TMO process will be considered as part of any committee report that covers objections received to that process.

**Risk Assessment**

**72.** A detailed risk assessment of the scheme will be carried out should members resolve to make the scheme permanent. During the experimental trial period the scheme was monitored regularly to allow any day to day risks to be assessed. It is noted that at the start of the scheme additional advanced signage was needed to ensure that drivers were given sufficient warning so that they could make decisions at an early stage about how they might continue their journeys.

## Equalities Analysis

73. Whilst there is an overarching EqIA in place for the LIP and neighbourhood projects, a supporting EqIA has been undertaken for this project has been completed and is available on the Council's Let's Talk Portal. It is noted that this document was not prepared in advance of the scheme but at that stage, officers, having reviewed the existing LIP EqIA, considered that it was unlikely that the measures would disproportionately impact anyone with protected characteristics.

74. As a part of the 6 month trial period officers approached Stakeholder Groups to understand any issues that they had and welcomed input from them. A workshop was held, and stakeholders invited to attend and share their feedback, and an interesting point to note was raised, whereby colleagues from KCIL highlighted that many of their members had actually been shielding for most of the experimental trial period, and as such would not have experienced its impact. It was agreed that further sessions with KCIL would be set up to revisit the scheme, and feedback from those sessions will be incorporated into the 12 month review.

## Health Implications

75. LTN schemes are embracing a different approach, and by encouraging all aspects of sustainable travel modes within and through an area, will have positive health implications for residents, through promoting walking, cycling and the use of public transport. It is therefore anticipated that the scheme will have a positive impact on people's health and wellbeing locally.

## Road Network Implications

76. The Council has a statutory responsibility under the Traffic Management Act 2004 to maintain road network operations on its strategic roads. Traffic movements have been monitored as part of the scheme trial period, and it can be seen in Annexes 3 and 4 that there has been limited impact on the main road network.

77. It has been highlighted that there has been an impact on Villiers Road / Hawks Road junction and Cambridge Road / Hawks Road junction, and if the scheme is approved officers will continue to monitor these impacts and assess what mitigating measures may need to be considered.

## Sustainability Implications

78. The overall assessment of the sustainability implications for this LTN is that there will be a positive impact on the environment resulting from such healthy street projects, as they aim to encourage mode shift towards less polluting forms of transport.

## Background papers

None other than those referred to in this report.

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