

Environment & Community Safety Scrutiny Panel

Review on Low Traffic Neighbourhoods (2021/2022); Scope and Terms of Reference

Review Topic	Review / Project Title
Rationale	<p>Following significant local and national media interest in the rollout of Low Traffic Neighbourhood Schemes across London and in other cities in the UK, the Panel are keen to look in detail at what is happening in other boroughs around their role out of LTNs. Key areas of interest include:</p> <ul style="list-style-type: none">• What has been the key to the successful implementation of schemes?• Where there has been issues and things that have not worked, what could Haringey learn from these?• How have other Council's managed the consultation and engagement process? Has the consultation and engagement process been well received by residents? <p>Although different to an LTN, the high profile roll-out of Liveable Crouch End in 2019, generated a lot of strong public feeling from the community and a lot of both positive and negative feedback to the Council and to individual councillors. The Panel has previously received reports from officers on this scheme and a key area of concern was around a perceived lack of consultation and engagement with residents, particularly those who lived and worked in the immediate vicinity of the scheme (rather than those within the confines of the schemes).</p> <p>Haringey is in the process of developing three of these schemes in Bounds Green, Bruce Grove / West Green and St Ann's. Haringey was awarded £860,000 to deliver these three LTNs under tranche two of the Mayor of London's Street spaces Fund. An initial £195k has been allocated for community engagement and design. The Panel would like to examine how these schemes can be supported at this early stage of their development in order to ensure that we learn lessons from elsewhere and an initial set of recommendations can be used to help scope the early implementation of those schemes.</p>
	To make recommendations to the Council's Cabinet on what lessons can be learned about implementing Low Traffic Neighbourhoods from other boroughs, particularly in light of the fact that many are further along

Objectives/Desired outcomes	with the implementation of these schemes. Given the strength of feeling around this topic by many residents it is important that Haringey gets this right.
Terms of Reference (Purpose of the Review/ Objectives)	To consider and make recommendations to the Council’s Cabinet on what lessons can be learned from other local authorities, along with areas of best practice in regard to implementing Low Traffic Neighbourhoods.
Scrutiny Membership	The Environment & Community Safety Scrutiny Panel: Cllr Carlin (Chair), Cllr Culverwell, Cllr Emery, Cllr Ogiehor, Cllr Amin, Cllr Bull, Cllr Tabois, Ian Sygrave (Chair of the Ladders Community Safety Partnership)
Links to the Borough Plan	Priority 2: People Outcome 7: All adults are able to live healthy & fulfilling lives, with dignity, staying active, safe and connected in their communities a) Healthy life expectancy will increase across the borough, improving outcomes for all communities. Priority 3: Place Outcome 9: A healthier, active and greener place. b) Increase the levels of physical activity across the borough c) Improve air quality, especially around schools d) Reduce CO2 by 40% before 2020 and begin the journey to reduce to zero by 2050 Outcome 10: A cleaner, accessible and attractive place a) Provide safer and accessible roads, pavements and other public spaces for everyone, especially vulnerable users.

Evidence Sources	<p>These will include:</p> <ul style="list-style-type: none"> • Relevant performance; • Guidance, research and policy documents; • Interviews with key officers, partners and community organisations; and • Information and data from other local authorities.
Methodology/Approach	<p>A variety of methods will be used to gather evidence from the witnesses above, including:</p> <ul style="list-style-type: none"> • Desk top research; • Evidence gathering sessions with witnesses; and • Visits
Witnesses	<ul style="list-style-type: none"> • Rob Krzyszowski – AD for Planning, Building Standards and Sustainability. • Mark Stevens – AD Direct Services • Bryce Tudball - Head of Policy, Transport & Infrastructure Planning • Maurice Richards – Transport Planning Team Manager • Ann Cunningham, Head of Highways & Parking • Simi Shah, Group Engineer, Traffic & Parking • Officers from other local authorities including Ealing
Equalities Implications	<p>Air Pollution and other environmental impacts from vehicular traffic disproportionately effect those from a lower socio-economic background, who conversely tend to have lower rates of vehicle ownership (especially in London).</p> <p>A spatial analysis of London’s new LTNs¹ has shown that across London people in deprived areas were much more likely to live in a new LTN than people in less deprived areas and that at a micro-level LTN residents were demographically similar to neighbours in immediately adjacent areas.</p>

¹ <https://osf.io/preprints/socarxiv/q87fu/>

Date for completion	<ul style="list-style-type: none"> • OSC 18th January • Cabinet March 2021
Reporting arrangements	The Assistant Director for Planning, Building Standards and Sustainability and the Assistant Director for Direct Services will co-ordinate a response to the recommendations.
Publicity	The review will be publicised through the scrutiny website and by the Councillors on the Panel. The outcomes of the review will be similarly published once complete.
Constraints / Barriers / Risks	<p>Constraints: Timescales - Short timescales for pulling together a report will impact the scope and breadth of this review. It will also increase the risks associated with speaking to key contributors in the given timeframe as people may not be available.</p> <p>Risks: This is potentially a very broad subject area – the Panel will need to be very specific about its areas of focus Not being able to get key evidence providers to attend on the agreed dates of evidence gathering. Not being able obtain evidence from key informants e.g. local authorities.</p>
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