

APPENDIX 2

A Background to the Implementation of a Traffic Management Scheme for Hamilton Road, W5

The Council were severely criticised by the public for the installation of the nine Tranche 1 LTNs introduced during the summer of 2020, which had been primarily introduced for Covid social distancing under Government legislation. They were subsequently removed in October 2021 due to the wealth of public disapproval.

Hamilton Road was designated under Tranche 2 and consultations took place with the public.

A second phase of LTN consultation for Hamilton Road started on 1 March 2021 in conjunction with two other LTN areas and finished on 23 March 2021.

The conclusion was that *“these locations have been identified as areas experiencing significant levels of non-local traffic, including lorries and vans using these roads as short cuts, or are expected to see more traffic in the future.”*

In May 2021 the Council subsequently advised the residents that *“The Hamilton Road (W5) area is a proposed low traffic neighbourhood (LTN) that is planned to be introduced on an experimental basis, made possible with funding from the Department for Transport (DfT). There has been a dramatic reduction in public transport capacity, and we are now seeing an increase in the number of people turning to their cars as well as an increase in online deliveries to people's homes. This combination risks making local streets busier, more polluted, and less safe for our residents. The temporary schemes are designed to reduce the number of car journeys to create safer neighbourhoods so that more people can walk and cycle, rather than use the car for short trips. There will be a temporary installation of wooden planters, Automatic Number-plate Recognition (ANPR) camera enforcement and accompanying signage to discourage rat-run traffic at the following location: Hamilton Road at junction with Hanger Lane (North Circular Road)”*

On 22 September 2021 the Cabinet Meeting considered the subsequent report and its recommendations on the London Streetspace Plan (LSP). They agreed to the removal of seven of the Tranche 1 LTNs and made two permanent. In addition an update on a redesigned LTN for Hamilton Road, as a result of the March consultation feedback, was included as a new Tranche 2 Active Travel Scheme.

The Cabinet authorised the Director of Place Delivery to take the necessary steps to make the redesigned Hamilton Road low traffic neighbourhood proposals, permanent (subject to the views of Transport for London on the effects of the proposals on the North Circular Road and following statutory consultation) and following consultation with the Portfolio Holder for Climate Action. In addition the Cabinet approved the additional capital expenditure of £0.174m being incorporated

into the 2021-22 Highways capital programme for the amendments to the LSP schemes [the LTN schemes] , to be funded by £0.109m LTN provision and £0.065m third party contribution

At the next Cabinet Meeting on 13 October 2021 the amended Tranche 2 Active Travel Schemes were ratified by approval of the 22 September 2021 minutes of meeting.

In October 2021 a Briefing Note was published online by the Council stating

- the purpose of the briefing note was to provide a recommendation on implementation of Low Traffic Neighbourhood (LTN) on Hamilton Road at junction with Hanger Lane (A406 North Circular Road).
- Ealing Council is strongly committed to supporting active travel schemes as part of its fight to tackle the climate crisis. This proposed LTN aims to reduce the number of car journeys to create safer neighbourhoods to encourage more people to walk and cycle, rather than use the car for short trips.
- The outcome showed that the residents of Hamilton Road were in support of the proposals by a substantial margin, subject to amendments, with a 65% agreement to a 25% disagreement.
- One of the concerns raised during the consultation, was the use of wooden planters. It is possible to achieve similar benefits by implementing a turning ban at the A406 junction, rather than implementing it as previous trialled LTNs.
- Having given consideration to the proposed benefits of this scheme and in view of the results of the consultation, the council has amended the design and will further consult with Transport for London (TfL) of the revised design proposal. The proposal suggests that this scheme be implemented following a statutory consultation process through TMO, and subject to the views of TfL on the effects of the proposals on the North Circular Road.

Subsequent to this decision the modifications to the junction between Hamilton Road and the A406 were not implemented and no record can be found in Ealing Council's database of the reversal and non-implementation of the work authorised at the Cabinet Meeting on 14 September 2021.

At the time and subsequently the Ealing Council Executive was undergoing management change which escalated through 2022 to mid-2023 with Tony Clements becoming the new Chief Executive on 7 July 2022. He implemented considerable management structure changes and change of personnel. The Executive Director of Place (responsible for scheme implementation), Lucy Taylor stood down on 30 September 2022.

The Council were severely criticised by the public of the implementation of the nine Tranche 1 LTNs introduced during the summer of 2020 partly due to the scheme specification and lack of engagement with the public. Of course there is always a financial side to any project and in the case of the nine LTNs the income for the Council up to circa 15 October 2021 was £4,806, 574.

Perhaps as a result of the pandemic between March 2020 to the end of 2021, the subsequent instability in the Council managerial structure, the fact that the Tranche 1 LTNs were a failure and removed on 6 October 2021, that the Hamilton Road LTN became lost in the system (see the incorrect briefing note entitled “Deans Road and Montague Avenue LTN” solely on the subject of Hamilton Road) or that funding from TFL was withdrawn as a result of the LTN failure of some other TFL funding.

Just prior to this Cabinet Meeting on 14 September 2021, the Council’s report undertaken by Urban Movement, “Independent Review of Public Engagement on Low Traffic Neighbourhoods in Ealing ” was issued. The report had been commissioned to review how Ealing Council had engaged with residents and other local stakeholders in connection with the LTNs that it implemented in the summer and autumn of 2020.

The report was very damning in respect of how Ealing Council engaged and implemented the LTNs. The over-arching recommendation arising from the review was that a pro-active public engagement and communications strategy on transport initiatives should be established. This should be fully integrated within a Council-wide approach to enabling citizens and businesses to participate in shaping policy and the actions arising. In addition a review of the Council’s 2019 Transport Strategy should be undertaken in the light of recent experience, with the revised version incorporating a stronger focus on public engagement and communications. This, in turn, should reflect the outcomes of Council-wide initiatives currently underway

It is understood that at the time the Council was contemplating engaging with the people of Ealing concerning a Charter for Active Travel. As part of this process, a Citizens Panel for Active Travel in Ealing could be considered. Co-design – proactively working with local people in scheme development – could replace the technocratic/top-down approach that has tended to characterise public engagement on transport initiatives in recent years.

The Charter for Active Travel recommended above has now been prepared as the “Travel in Ealing Charter” and was adopted on 14 June 2023. It includes an assessment of the feedback from “Travel in Ealing Charter - Qualitative Research Amongst Residents” published on 11 August 2022 which raised issues such as better ‘traffic modelling’, better targeting to those effected in the areas of concern, more journey analysis to find out how the streets are being used and a better understanding by Highways of traffic flow in the borough.

The adoption by the Cabinet of the “Travel in Ealing Charter” came with the following statement in respect of the reasons for the decision:

- “the Council was committed to being open, transparent, and inclusive. However, it was noted that historically this wasn’t always been achieved. It was stressed that the Council had listened and learned and were committed to improving how they engage with local people,

including on transport and active travel projects. Engagement was comprehensive, including online surveys and face to face consultation to ensure that as many people as possible had the opportunity to contribute to considerations. It was stressed that the Council had worked with residents and stakeholders.”

In the light of all that has happened over the last three years and the new position and strategies that Ealing Council has put in place we consider that the traffic management scheme for Hamilton Road to reduce traffic (and subsequent benefits from that) should be to implement the proposals as authorised by the Cabinet on 22 September 2023 under the management of the “Travel in Ealing Charter”. The costs associated with this work consist of signage, road painting and an ANPR camera installation so should be minimal relative to the benefits the work will bring to the neighbourhood.