

Traffic and Road Safety Advisory Panel Agenda

Date: Tuesday 11 July 2023

Time: 6.30 pm

Venue: The Auditorium - Harrow Council Hub, Kenmore
Avenue, Harrow, HA3 8LU

Membership (Quorum 3)

Chair: Councillor Ameet Jogia

Conservative Councillors: Nicola Blackman
Thaya Idaikkadar
Vipin Mithani

Labour Councillors: Shahania Choudhury
Asif Hussain
Jerry Miles

Conservative Reserve Members:

1. Nitesh Hirani
2. Kanti Rabadia
3. June Baxter
4. Kuha Kumaran

Labour Reserve Members:

1. Peymana Assad
2. Stephen Hickman
3. Simon Brown

Contact: Kenny Uzodike, Senior Democratic & Electoral Services Officer
E-mail: kenny.uzodike@harrow.gov.uk

Scan this code for the electronic agenda:



Useful Information

Joining the Meeting virtually

The meeting is open to the public and can be viewed online at [London Borough of Harrow webcasts](#)

Attending the Meeting in person

Directions by car:

Go along Kenmore Avenue and head towards the Kenton Recreation Ground. When approaching the end of the Kenmore Avenue turn right before reaching the Kadwa Patidar Centre.

The venue is accessible to people with special needs. If you have specific requirements, please contact the officer listed on the front page of this agenda.

Please:

- (1) Stay seated.
- (2) Access the meeting agenda online at [Browse meetings - Traffic and Road Safety Advisory Panel](#)
- (3) Put mobile devices on silent.
- (4) Follow instructions of the Security Officers.
- (5) Advise Security on your arrival if you are a registered speaker.

Filming / recording

This meeting may be recorded or filmed, and if you choose to attend, you will be deemed to have consented to this. Any recording may be published on the Council website.

Agenda publication date: Monday 3 July 2023

Agenda - Part I

1. **Attendance by Reserve Members**
To note the attendance at this meeting of any duly appointed Reserve Members.
2. **Declarations of Interest**
To receive declarations of disclosable pecuniary or non-pecuniary interests, arising from business to be transacted at this meeting, from all Members present.
3. **Appointment of Vice-Chair**
To consider the appointment of a Vice-Chair to the Traffic and Road Safety Advisory Panel for the Municipal Year 2023/24.
4. **Appointment of Advisers (To Follow)**
Report of the Interim Director of Legal and Governance Services.
5. **Minutes (Pages 5 - 10)**
That the minutes of the meeting held on 22 March 2023 be taken as read and signed as a correct record.
6. **Public Questions**
To receive any public questions received.

Questions will be asked in the order in which they were received. There will be a time limit of 15 minutes for the asking and answering of public questions.

[The deadline for receipt of public questions is 3.00 pm, Thursday, 6 July 2023. Questions should be sent to publicquestions@harrow.gov.uk

No person may submit more than one question].

7. **Petitions**
To receive petitions (if any) submitted by members of the public/Councillors.
8. **Deputations**
To receive deputations (if any).
9. **Information Report - Petitions (Pages 11 - 24)**
Report of the Director of Environmental Services.
10. **2023/24 Traffic and Parking Schemes Programme Update (Pages 25 - 50)**
Report of the Director of Environmental Services.
11. **Road Fatalities Review (Pages 51 - 58)**
Report of the Director of Environmental Services.
12. **Any Other Urgent Business**
Which cannot otherwise be dealt with.

Agenda - Part II - Nil

Data Protection Act Notice

The Council will record the meeting and will place the recording on the Council's website.

[Note: The questions and answers will not be reproduced in the minutes.]



Traffic and Road Safety Advisory Panel

Minutes

22 March 2023

Present:

Chair: Councillor Ameet Jogia

Councillors: Nicola Blackman
Shahania Choudhury
Thaya Idaikkadar
Jerry Miles
Vipin Mithani

Advisers: John Hinkley
Anthony Wood

Apologies received: Councillor Asif Hussain
Veronica Chamberlain
(Adviser)
Councillor Phillip O'Dell

1. Attendance by Reserve Members

RESOLVED: To note the attendance at this meeting of the following duly appointed Reserve Member:

Ordinary Member

Councillor Phillip O'Dell

Reserve Member

None

2. Declarations of Interest

There were none.

3. Minutes

RESOLVED: That the minutes of the meeting held on 9 November 2022 be taken as read and signed as a correct record subject to amendments.

4. Public Questions

RESOLVED: To note that one public question had been received and that a written response would be provided.

5. Petitions

One petition was submitted by local residents. The resident read out the terms of reference of their petition as follows:

Petition 1.

One petition was received from Southfield Park Group requesting average speed cameras at both ends with speed limit of 20mph. At the crossroad hotspot, traffic lights camera or traffic calming measures are needed before the mosque is completed. Five major accidents happened in 2023.

Deputations

6. There were none.

7. Information Report - Petitions

The Panel received a report which set out details of the petitions that had been received since the last TARSAP meeting. The report provided details of the Council's investigations and findings and where these had been undertaken.

An officer reported that eight petitions were received. This included:

1. Pinner Road – request for improved pedestrian crossings
2. Marlborough Hill – request to remove school street
3. Hutton Lane – opposing new housing development
4. Whittington Way – speeding
5. Pinner Park Avenue – request for traffic calming and 20mph zone
6. Manor Way – request for traffic calming and 20mph speed limit
7. Priors Way – traffic calming and 20mph speed limit
8. Radnor Road - traffic calming and 20mph speed limit

RESOLVED: That the report be noted.

8. 2022/23 Traffic Schemes and Parking Schemes Programme Update

Members received a report which provided members with an update on the current programme of transport schemes and initiatives funded in 2022/23.

This included schemes funded by Transport for London (TfL) grant and the Harrow Capital Programme.

The report and attached appendices provided a summary of progress with the schemes within the current programme and details on the status of specific schemes such as whether they were at public consultation, statutory consultation, or implementation stages.

Members asked about the number of electrical charging points in Harrow, the criteria for deciding their location and how the borough was doing in comparison to other boroughs. The officer explained that the borough had 24 charging points had been installed in the first phase.

The second phase would produce 40 additional points and the Council was bidding for a further 200 points and the decision on where to locate the 200 charging points was demand led. Residents were encouraged to make requests online and later the applications would be considered against factors such as the existence of street lighting, closeness to the streets and Kerb. He informed the Panel that a new electric supplier was not needed.

A Member expressed concerns about the lateness of some of the schemes. The Chair agreed and explained that the delay was probably due to the pandemic and recent staff changes, and he was confident that progress would be made with the new team. The officer also explained that TFL schemes had been delayed due to funds being released in September 2023 therefore allowing for only six months for the completion of the schemes before the end of the financial year in March 2023. This delay led to the agreement with TFL that schemes not completed could be carried over to the next financial year.

In response to a question from another Member on possibility of completing the schemes as planned , the officer further explained that additional resource such as consultants may be required. The Member suggested that the officer could advise Members in writing, of any additional resource needed to ensure the timely completion of the schemes.

RESOLVED: That the report be noted.

9. Parking Management Schemes Programme 2023/24

Members received a report which provided members with an update on the current programme of transport schemes and initiatives funded in 2022/23. This included schemes funded by Transport for London (TfL) grant and the Harrow capital programme. Appendices to the report provided a summary of progress with the schemes within the current programme.

During the presentation, the officer explained that an update was due from TFL before 31 March 2023 and updated the Panel on the speed cameras on Whittington Way. He informed the Panel that a new two staged reporting process had just been introduced where either the Council reports and TFL determines what measure would be deployed or members of the public

reported directly to TFL. The Council had followed this process and had reported to TFL about Whittington Way and were now awaiting a response.

The chair advised that an update and feedback on the prioritisation of the various schemes was needed at the next meeting. The officer explained that consultants had begun the prioritisation process and results were expected either in April or May 2023.

A Member raised an issue that complaints had been received on how noisy electric buses were as they hit the road bumps on Kings Street. He also asked if the 20mph speed limit was enforceable and the officer explained electric buses were expected to be lighter and the maximum weight on the road was 44 tonnes and confirmed that all speed limits were enforceable.

RESOLVED: That the report be noted.

10. Road Fatalities Report

Members received the report which provided members with an update on the traffic related incidents resulting in fatalities on borough roads in the last 18 months. The report also outlined the actions taken by officers following these incidents.

Members asked the following questions:

The chair advised that after the investigations, a joint up approach should be adopted to any improvements at the Uxbridge Road/Waxwell Lane Junction to ensure that recommended improvements when implemented, do not prove detrimental to surrounding roads.

This was seconded by an Advisor, who questioned why updates had not been received by members of the public. The officer explained that police reports had been received for the four incidents in the report and there were ongoing investigations after which, recommendations and updates would be provided to the Panel at the next meeting.

RESOLVED: That the report be noted.

11. Any Other Urgent Business

There were no urgent items.

Advisors expressed the need for the Panel to have more than the usual three meetings in a year.

The Chair was sympathetic to the requests but advised that it was subject to staff capacity. He advised that regular updates on the progress of the schemes were needed after 31 March 2023.

As this was the last meeting of the municipal year, the Chair thanked all Councillors, Advisers, Officers and members of the public who had facilitated, attended and supported the Panel in its duty to make recommendations to the Cabinet on management of traffic, parking and operational aspects of public transport in Harrow.

An Advisor also thanked the Chair and officers for providing the option for him to join the meeting online. He said that this had enabled him to attend and participate despite ill health.

(Note: The meeting, having commenced at 6.30 pm, closed at 7.29 pm).

(Signed) Councillor Ameet Jogia MBE
Chair

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**Report for: Traffic & Road Safety
Advisory Panel**

Date of Meeting:	11 July 2023
Subject:	INFORMATION REPORT Petitions
Key Decision:	No
Responsible Officer:	Cathy Knubley – Director of Environmental Services
Portfolio Holder:	Councillor Anjana Patel – Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	No, the report is for information
Wards affected:	Headstone, Marlborough, North Harrow, Pinner South
Enclosures:	Appendix A – Petitions and Actions from March 2023 TARSAP Appendix B – Reference from Cabinet (25 May 2023) Appendix B – Reference from Cabinet (29 June 2023)

Section 1 – Summary and Recommendation

This report sets out details of the petitions that have been received since the last TARSAP meeting and provides details of the Council’s investigations and findings where these have been undertaken.

This report also updates the panel on the actions taken on the petitions discussed at the last TARSAP meeting.

Recommendation:

The Panel is asked to note the report.

Reason: (for recommendation)

The report is for information only

Section 2 – Report

Introduction

The purpose of this report is to inform the Panel about any new petitions received since the last meeting of TARSAP and the current status of any investigations and findings undertaken. These are outlined in Table 1.

Updates on the progress made with previous petitions reported at the last meeting of TARSAP are attached in this report as Appendix A.

Options considered

This report is provided only to update members on the status of petitions received by the Council that are within the terms of reference of TARSAP. **No recommendations will be made at this stage until the requests are assessed against agreed TARSAP criteria.**

Table 1: List of Petitions Received Since March 2023

	Location	Ward	Submitted by	Date received	No. of signatories	Request	Status
1	Southfield Park	North Harrow	Resident	15/3/23	25	<p>Average speed cameras at both ends with speed limit of 20mph</p> <p>At the crossroad hotspot traffic lights or camera or traffic calming measures must take place</p>	<p>Speed cameras are not currently being installed by TfL and the Police. Speeding concerns can be reported by residents directly to the Police – Driving offences Metropolitan Police</p> <p>The council is currently reviewing the 20 mph zone locations for the 2023/24 financial year and this request will be assessed and prioritised along with all other areas.</p>
2	Harley Road/Crescent	Marlborough	Cllr David Perry	1/6/23	44	Parking review	<p>Petition noted, to be assessed against TARSAP agreed criteria. The parking programme is set for 23/24 and is next reviewed in February 2024.</p>

	Location	Ward	Submitted by	Date received	No. of signatories	Request	Status
3	Pinner Road	North Harrow/Head stone	Resident	13/06/23	23	Review of zone boundary/entitlement to permits	Petition noted, to be assessed against TARSAP agreed criteria. The parking programme is set for 23/24 and is next reviewed in February 2024
4	Lyncroft Avenue	Pinner South	Resident	29/6/23	384	Junction improvements, waiting restrictions, pedestrian crossing, traffic calming, weight restriction signs	Petition noted, to be assessed against TARSAP agreed criteria.

Staffing/workforce

The review of petitions has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team with the support of technical consultants as required.

Ward Councillors' comments

Ward Councillor comments have not been sought for this report because it is for information only.

Performance Issues

The development of any schemes arising from petitions would support the wider aims, objectives and performance targets in the current LIP and help to deliver Harrow's corporate priorities and in particular, putting residents first and creating a place that is clean and safe.

Environmental Implications

The development of any schemes arising from petitions would support the wider aims and objectives of the current LIP. The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.

Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles are reduced diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

Data Protection Implications

There are no data protection implications.

Risk Management Implications

Risks included on corporate or directorate risk register? **No**

Separate risk register in place? **No**

The relevant risks contained in the register are attached/summarised below
n/a

The development of any schemes arising from a petition would be subject to separate risk assessments.

There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

Legal Implications

There are no legal implications to be noted as the report is for information purposes only.

Under Part 3A of the Council's Constitution, the terms of reference of TARSAP are to make recommendations on traffic management, the management and control of parking both on and off-street and the operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

Financial Implications

There are no direct financial implications. Any suggested measures in the report that require further investigation would be taken forward using existing resources and funding.

Equalities implications / Public Sector Equality Duty

The petitions raise issues that affect the traffic and transportation programmes of work as well as identifying new areas of work for investigation. The officer's response to a petition will indicate a suggested way forward in each case.

If members subsequently suggest that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions these will accord with the Council's current Transport Local Implementation Plan which has been subject to a full Equalities Impact Assessment. These Equalities Impact Assessments have been identified as having no negative impact on any protected equality groups and demonstrate positive impacts on the disability and age equality groups.

Council Priorities

Any findings or investigations in response to petitions detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities listed below:

- 1. A council that puts residents first**
- 2. A borough that is clean and safe**
- 3. A place where those in need are supported**

Mandatory Checks

Ward Councillors notified: NO, as the report is for information only

EqlA carried out: YES, as a part of LIP3

EqlA cleared by: Equality Task Group (DETG) Chair

Section 3 – Corporate Director Clearance

Statutory Officer: Cathy Knubley

Signed the Director of Environmental Services

Date: 28 June 2023

Section 4 - Contact Details and Background Papers

Contact: Laura McIntosh – Interim Transportation Manager
Email: laura.mcintosh@harrow.gov.uk

Background Papers: Transport Local Implementation Plan
<https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents>

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Appendix A

Petitions and Actions from March 2023 TARSAP

No	Title	Agreed action	Actions completed / Further actions
1	Pinner Road	Assess in line with agreed process	Analysis ongoing
2	Marlborough Hill	No further action required	
3	Hutton Lane	No further action required	
4	Whittington Avenue	Request mobile speed camera attendance	Request submitted to TfL March 2023
5	Pinner Park Avenue	Assess in line with agreed process	Analysis ongoing
6	Manor Way	Assess in line with agreed process	Analysis ongoing
7	Priory Way	Assess in line with agreed process	Analysis ongoing
8	Radnor Road	Assess in line with agreed process	Analysis ongoing

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Cabinet

Minutes

25 May 2023

Record of decisions taken at the meeting held on Thursday 25 May 2023.

Present:

Chair: Councillor Paul Osborn

Councillors: David Ashton
Marilyn Ashton
Stephen Greek
Hitesh Karia
Jean Lammiman
Mina Parmar
Pritesh Patel
Norman Stevenson

**Non-Executive
Cabinet Member:** Thaya Idaikkadar
Kanti Rabadia

**In attendance
(Councillors):** Simon Brown For Minute 142
Eden Kulig For Minute 142
David Perry For Minute 138-151
Antonio Weiss For Minute 142

140. Petitions

The following petitions were received:

- 1) Councillor David Perry presented a petition on behalf of Harley Road and Harley Crescent residents, containing 44 signatures, requesting the Council to review of the local parking arrangements.
- 2) Mr Anthony Inglese presented a petition on behalf of Village Way residents, containing 39 signatures, requesting the Council to urgently resurface the stretch of Village Way between The Avenue and Central Avenue and eliminate the cause of vibrations to local properties.

RESOLVED: That the petitions be referred to the Corporate Director of Place and the Traffic and Road Safety Advisory Panel (TARSAP) for consideration.

Cabinet

Minutes

29 June 2023

Record of decisions taken at the meeting held on Thursday 29 June 2023.

Present:

Chair: Councillor Paul Osborn

Councillors: David Ashton
Marilyn Ashton
Stephen Greek
Hitesh Karia
Jean Lammiman
Anjana Patel
Pritesh Patel
Norman Stevenson

**Non-Executive
Cabinet Member:** Thaya Idaikkadar
Kanti Rabadia

**Non-Executive
Voluntary Sector
Representatives:** John Higgins

**In attendance
(Councillors):** Graham Henson For Minute 156
Stephen Hickman For Minute 156
David Perry For Minute 152-169
Antonio Weiss For Minute 156

Absent: Harrow Youth Parliament
Representative

154. Petitions

The following petitions were received:

- 1). Dr Harmeet Chana presented a petition on behalf of Pinner Road residents, containing 23 signatures, requesting the Council to review parking restrictions and include Pinner Road in a Controlled Parking Zone.
- 2). Mr Robert Bruce presented a petition on behalf of Lyncroft Avenue residents, containing 284 signatures, requesting the Council to improve the safety at the Lyncroft Avenue/Cannon Lane junction by introducing safety and traffic calming measures.

RESOLVED: That the petitions be referred to the Corporate Director of Place and the Traffic and Road Safety Advisory Panel (TARSAP) for consideration.



**Report for: Traffic & Road Safety
Advisory Panel**

Date of Meeting:	11 July 2023
Subject:	INFORMATION REPORT 2023/24 Traffic and Parking Schemes Programme Update
Key Decision:	No
Responsible Officer:	Cathy Knublely – Director of Environmental Services
Portfolio Holder:	Councillor Anjana Patel – Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	No, the report is for information
Wards affected:	All wards
Enclosures:	Appendix A – Traffic Schemes Programme 2023/24 Appendix B – Cycle Training Programme Appendix C - Parking Management Programme 2023/24 Appendix D – Local Safety Parking Programme (LSPP) 2023/24 Appendix E – Clamp Hill – Traffic Calming Scheme plan

Section 1 – Summary and Recommendation

This information report is presented to members to provide an update on progress with the 2023/24 traffic and parking management programme of works.

Recommendation:

The Panel is requested to note the report.

Reason: The report is for information only

Section 2 – Report

Introductory paragraph

This information report provides members with an update on the current programme of transport schemes and initiatives funded in 2023/24. This includes schemes funded by Transport for London (TfL) grant and the Harrow capital programme. **Appendices A, B, C, D and E** provides a summary of progress with all the schemes within the current programme.

More detail on specific schemes is provided below in the body of the report where they have reached the public consultation, statutory consultation or implementation stages and any other specific issues of interest to members.

Options considered

This work programme fits within the scope of the Council's Transport Local Implementation Plan (LIP), which sets out the policies and objectives for taking forward a wide-ranging programme of investment.

TFL LOCAL IMPLEMENTATION PLAN (LIP) PROGRAMME 2023/24

Howberry Road Area 20mph zone

Implementation has been approved and will follow resurfacing and footway renewal works.

The plan is to deliver this scheme by the end of March 2024.

Alexandra Avenue/Eastcote Avenue, South Harrow

This is a local safety junction improvement scheme and currently at design stage expected to be complete this financial year.

Clamp Hill

Public consultation is underway on a proposal for traffic calming measures and waiting restrictions. The plans are shown at Appendix E.

High Road/College Ave

Feasibility study/design only scheme looking at possible measures to reduce accidents in the vicinity of the junction.

Honeypot Lane

Feasibility study/design only scheme looking at measures to reduce accidents at a break in the central reservation.

Mollison Way

An assessment of areas between existing 20mph zones and locations where we have received requests for traffic calming in residential streets have been prioritised in line with the TARSAP agreed process. Due to a fatal collision in 2022 and a further collision earlier this year, the Mollison Way area has been ranked highest priority and initial design work has been completed and will be reviewed by ward members before going out to consultation.

The remaining areas are still being prioritised. Traffic speed and flow data has been obtained and will be used to determine the final ranking for the top 14 locations.

George V Avenue/Headstone Lane/Pinner Road

Feasibility study and design looking at improvements to pedestrian and cyclist facilities and possible bus priority measures. This will be combined with reviews at near-by major junctions.

Pinner Road/Station Road

Feasibility study and design looking at improvements to pedestrian and cyclist facilities and possible bus priority measures. This will be combined with reviews at near-by major junctions.

Harrow View

Feasibility study to look at the possibility of providing a formal crossing facility between Cunningham Park and Marlborough Hill.

Old Church Lane

Design work is underway looking at providing a formal crossing facility in the vicinity of Stanmore College.

Uxbridge Road/Blythwood Road

A feasibility study is being carried out looking at options to improve the junction. The first designs are expected this summer.

Pinner District Walking Study

A feasibility study is being carried out looking at options to improve the pedestrian environment in Bridge Street. This is not for construction in this financial year.

Boroughwide study of pedestrian walking areas

Currently being reviewed is a possible crossing on Common Road near to the Sandringham development; a possible crossing on Locket Road near to Hibbert Road for Belmont School; possible widening of the footway along Brookshill between Hujjat Primary School and Uxbridge Road. Surveys have been undertaken and further analysis is currently underway.

Local Initiative Schemes

A review of existing traffic calming in Rayners Lane by Fairview Crescent. Design work is underway looking at traffic calming improvements in the existing 20mph zone.

Boroughwide School Healthy Streets

Feasibility study only looking at the process and prioritisation of locations for possible school streets. This will lead to developing an implementation programme for 2024/25.

Bus Priority Schemes

There are various locations being investigated for possible bus priority improvements. These could include bus lanes, changes to signal timings, junction modification, kerb realignment, relocation of parking etc.

Harrow Cycle Network

Two routes are being designed anticipated for implementation this financial year. These are Harrow to Pinner and Northolt Park to Rayners Lane. Both are still in design.

There are further routes being explored for possible implementation in future years.

Residential Cycle Parking

Provision of cycle hangars or other appropriate secure storage for residents. An initial meeting has taken place with Housing colleagues to commence the process.

OTHER EXTERNAL FUNDING AND DEVELOPER CONTRIBUTIONS

Electric Vehicle Charging Points (residential)

Following the success of the first tranche a second bid was submitted for another 40 sites to the Department for Transport Office for Zero Emission Vehicles (OZEV). The application has been successful and an award of £109,900 made for Tranche 2.

A further bid for up to 200 sites has been approved and an award of £410,940 has been made. New electric vehicle charge points will be installed later this financial year.

Harrow Capital 2023/24

Parking management programme

The Parking Management Schemes Programme for 2023/24 was agreed and approved by Traffic and Road Safety Advisory Panel (TARSAP) in March 2023. The current status of each scheme in the programme can be seen in **Appendix C**.

Localised Safety Parking Schemes Programme (LSPP)

This programme is concerned with localised sites where minor parking problems occur.

Typically, remedial measures consist of proposals for single or double yellow lines at junctions, bends and narrow sections of road in order to improve vehicular access or improve road safety. These measures also reinforce the well-established principles set out in The Highway Code. This is an on-going rolling programme of works and members, and the Portfolio Holder will be advised of the locations included in the programme during the year.

The list of proposed schemes on the programme is outlined in **Appendix C**

Staffing/workforce

The review of the schemes has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team supported by technical consultants as required.

Ward Councillors' comments

Ward Councillors' comments have not been sought for this report because it is for information only.

Performance Issues

The development of any schemes would support the wider aims, objectives and targets in the current Transport Local Implementation Plan (LIP) and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

The development of any schemes would support the wider aims and objectives of the current Transport Local Implementation Plan (LIP). The LIP underwent a

Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.

Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles help reduce diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

Data Protection Implications

There are no data protection implications.

Risk Management Implications

The delivery of each scheme in the programme of investment will be subject to separate risk assessments.

There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

Risks included on corporate or directorate risk register? **No**

Separate risk register in place? **No**

The relevant risks contained in the register are attached/summarised below.
n/a

Legal Implications

There are no legal implications to be noted as the report is for information purposes only.

Under Part 3A of the Council's Constitution, the terms of reference of TARSAP are to make recommendations on traffic management, the management and control of parking both on and off-street and the operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

Financial Implications

Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2023/24 capital programme and confirmed funding allocations from TfL, DfT, NCIL funding and developer contributions.

Equalities implications / Public Sector Equality Duty

- 2.29 LIP3 underwent an Equalities Impact Assessment, and the Council has had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.
- 2.30 It is considered that the proposed scheme will be of benefit to all and particularly the groups in the table below:

Protected characteristic	Benefit
Sex	Mothers with young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport. Improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities.
Disability	People with physical and visual impairment generally benefit most from schemes that prioritise walking and public transport because improved road layouts and public realm provide ease of access with fewer obstructions, improved safety, security and convenience to access the town centre and facilities.
Age	Young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport because improved road layouts and public realm provide improved safety, security, convenience, improved access to the town centre and facilities. A reduction in the influx of traffic into an area will reduce particulate emissions and air pollution, to which children are particularly vulnerable.

Council Priorities

The LIP3 and associated programme of investment detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities:

1. **A council that puts residents first**
2. **A borough that is clean and safe**
3. **A place where those in need are supported**

Section 3 - Statutory Officer Clearance

Statutory Officer: Cathy Knubley

Signed off by the Director of Environmental Services

Date: 28 June 2023

Mandatory Checks

Ward Councillors notified: NO, as the report is for information only.

EqlA carried out: YES, as a part of LIP3

EqlA cleared by: Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact: Laura McIntosh, Interim Transportation Manager

Email: laura.mcintosh@harrow.gov.uk

Background Papers: Transport Local Implementation Plan

<https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents>

Appendix A

Transport Local Implementation Plan programme update – 2023/24

This is the current traffic and transportation programme funded by Transport for London to deliver the programme of investment in the Transport Local Implementation Plan (LIP).

Table 1 - TfL LIP programme 2023/24 – list of schemes / interventions.

Scheme	Description	Status	Funding 23/24	Contact officer
SCN - 20mph zone - Howberry Road area, Canons Park	Introduce 20mph zone in Howberry Road area, Stanmore.	Implementation December 23	£47k	Nabeel Shahid/Laura McIntosh
SCN - Safety Scheme - Alexandra Ave, South Harrow	Alexandra Ave / Eastcote Lane – junction improvement.	Implementation 23/24	£25k	Nabeel Shahid/Laura McIntosh
SCN – Safety Scheme – Clamp Hill	Clamp Hill – speed reduction scheme	Design, consultation and implementation 23/24	£40k	Nabeel Shahid/Laura McIntosh
SCN – Safety Scheme – High Road, Harrow Weald	High Road/College Ave – junction improvement	Feasibility/Design 23/24	£8k	Nabeel Shahid/Laura McIntosh

Scheme	Description	Status	Funding 23/24	Contact officer
SCN – Honeypot Lane	Safety and speed reduction scheme (40mph to 30mph)	Feasibility/Design 23/24	£8k	Nabeel Shahid/Laura McIntosh
SCN – Borough Wide 20 mph Zones	Speed reduction schemes in areas to be determined by prioritisation of requests	Feasibility/Design and implementation 23/24	£75k	Nabeel Shahid/Laura McIntosh
SCN - A404 George V Avenue/ Headstone Drive	Junction improvement	Feasibility and design 23/24	£50k	Nabeel Shahid/Laura McIntosh
SCN – Harrow View – Pedestrian Crossing	Pedestrian crossing on Harrow View near Marlborough Hill	Feasibility and design 23/24	£50k	Laura McIntosh
SCN – Old Church Lane – Pedestrian Crossing	Measures to improve pedestrian safety around Stanmore College	Feasibility and design 23/24	£35k	Nabeel Shahid/Laura McIntosh
SCN – Uxbridge Road/Blythwood Road	Crossing/junction improvement scheme	Feasibility and design 23/24	£50k	Nabeel Shahid/Laura McIntosh
SCN - Pinner District walking study	Feasibility study to identify ped crossing improvements and walking interventions	Feasibility and design 23/24	£1k	Laura McIntosh
SCN - Boroughwide study of priority walking areas	Feasibility study to identify ped crossing improvements and walking interventions at priority locations	Feasibility and design 23/24	£45k	Laura McIntosh

Scheme	Description	Status	Funding 23/24	Contact officer
SCN - Local Initiative Schemes	Local initiatives approved by TARSAP	Feasibility, design and implementation 23/24	£10k	Nabeel Shahid/Laura McIntosh
SCN - Boroughwide School Healthy Streets	Identify and consult on potential school streets	Feasibility only 23/24	£30k	Laura McIntosh
SCN - Area Bounded by Harrow Town Centre	Study looking at network between Goodwill to All, George V Ave/Pinner Road and Station Road/Pinner Road junctions	Feasibility and design 23/24	£50k	Laura McIntosh
SCN - Station Road / Pinner Road, North Harrow - junction improvement	Bus schemes – Station Road / Pinner Road – junction improvement	Feasibility and design 23/24	£105k	Laura McIntosh
SCN - Cycle Training	Cycle training - Programme of cycle training for school children and adults in the borough.	ongoing	£160k	Jeffrey Sarpong/Laura McIntosh
Bus Priority – Uxbridge Road route study	Study to identify bus journey time improvements	Feasibility and design 23/24	£15k	Stephen Freeman/Laura McIntosh
Bus Priority - Station Road between The	Develop proposals to address congestion and delay to buses,	Feasibility and design 23/24	£50k	Stephen Freeman/Laura McIntosh

Scheme	Description	Status	Funding 23/24	Contact officer
Bridge and Sheepcote Road jcn	review of signals and controlled crossing and junction layouts			
Bus Priority – Timber Carriage Junction	Improvements to junction/pedestrian crossing facilities	Feasibility and design 23/24	£40k	Stephen Freeman/ Laura McIntosh
CND – Harrow Cycle Network	Northolt Park to Harrow to North Harrow	Design, consultation and implementation 23/24	£50k	Stephen Freeman/Laura McIntosh
CND – Harrow Cycle Network	Pinner to Harrow on the Hill	Design, consultation and implementation 23/24	£50k	Stephen Freeman/Laura McIntosh
CND - Harrow Cycle Network	Overground route	Feasibility and design 23/24	£40k	Laura McIntosh
CND – Harrow Cycle Network	Harrow St Anns Road to Harrow & Wealdstone Station cycle route	Feasibility and design 23/24	£30k	Stephen Freeman/Laura McIntosh
CND – Harrow Cycle Network	Harrow on the Hill to Harrow Weald Cycle route	Feasibility and design 23/24	£20k	Stephen Freeman/Laura McIntosh
CND – Harrow Cycle Network	Cross Harrow route – Wealdstone to Edgware	Feasibility and design 23/24	£20K	Stephen Freeman/Laura McIntosh
CND - Boroughwide	Study looking at cycle network and connections to transport hubs	Feasibility and design 23/24	£25k	Stephen Freeman/Laura McIntosh

Scheme	Description	Status	Funding 23/24	Contact officer
review of cycle routes				
Cycle Parking	Residential cycle parking	Design and implementation 23/24	£66k	Laura McIntosh

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Cycle Training Programme

Date of Training	Client	Level
May 2023	St George's Primary Catholic Voluntary	1/2
June 2023	Whitchurch Primary School & Nursery	1/2
July 2023	West Lodge Primary School	1/2

The Bikeability are split into 3 levels:

- Level 1 is for riders learning to better control their bike, all done off-road.
- Level 2 is for riders learning to cycle on quieter local roads and dealing with junctions.
- Level 3 is for more advanced riders learning to handle multi lane traffic, large gyratories.

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Harrow Capital, Parking Management Schemes Update – 2023/24

This is Harrow’s own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2023/24 this comprises of allocations of £240K for controlled parking schemes and £60K for the local safety parking schemes programme.

Scheme	Details	Status	Contact officer	Planned finish
Roxborough Park, Harrow on The Hill	Scheme carried over from 2022/23 New Zone (E1) existing free bays to be converted to shared use bays	Public consultation undertaken in November 2020. Statutory consultation undertaken 4 th May 2023. The results to be collated/reported to members and subsequently the PH for approval as to how we should proceed with the scheme.	LM/SAF	2023-24
Kenton Road-service Road between 704 - 738, Kenton East	Scheme carried over from 2022/23 Proposed new (CPZ) and P & D bays in the service road.	Public consultation undertaken in September 2021. Statutory consultation undertaken 1 st June 2023. The results will to be collated/reported to members and subsequently the PH for approval as to how we should proceed with the scheme.	LM/SAF	2023-24
Eastleigh Ave, Roxbourne	Scheme carried over from 2022/23 Request for new CPZ	Public consultation undertaken in December 2021. Statutory consultation undertaken November 2022. PH report	LM/SAF	2023-24

Scheme	Details	Status	Contact officer	Planned finish
		approved and works order issued to JB Rineys to implement scheme.		
Rainsford Close	Request to be omitted from zone (B) and be included in a new zone with extended hours of control.	Public consultation completed 8 th June. Majority in favour. Implementation to follow statutory consultation.	LM/SAF	2023-24
Summit Close/Penylan Place	Request for parking controls be introduced in these roads to prevent non-resident parking taking limited parking spaces in the narrow cul-de-sacs.	Public consultation to be undertaken June/July 2023.	LM/SAF	2023-24
Byron Road/Lorne Road/Warham Road/Spencer Road	Requesting the council to undertake a review of the existing parking controls in the area as they cannot find parking in the evenings with a view to extending the controlled hours as per zone (J)	Public consultation was undertaken on 13 th March 2023 the results are being collated and will be reported to the members and subsequently the PH for approval as to how we should proceed with the scheme.	LM/SAF	2023-24
Stanmore Hill	Request to change existing operational hours of CPZ on Stanmore Hill, this will include the section between Church Road/The Broadway and Wood Lane including all side roads.	Public consultation to be undertaken June/July 2023. Officers to draft proposals for new extended hours of control (CPZ) along Stanmore Hill between The Broadway and Wood Lane and "At any time"	LM/SAF	2023-24

Scheme	Details	Status	Contact officer	Planned finish
	Requests also received from residents of Spring Lake via a petition wanting extended hours of control and residents of Herriot Close wanting to be in a CPZ	restrictions between Wood Lane and Springfield Close		
Merlin Crescent	Request from residents of Merlin Crescent, Bransgrove Rd, St Brides Ave, St Davids Dr requesting a CPZ to prevent non-resident parking.	Public consultation to be undertaken July/August 2023 on proposals to introduce a New controlled Parking Zone.	LM/SAF	2023-24
Local Safety Parking Schemes Programme (LSPP)	The introduction of minor localised waiting restrictions (yellow lines) schemes to deal with access problems and road safety issues.	On-going prioritisation / implementation of requests for yellow lines. Please refer to Appendix D	LM/NS	2023-24

Officers:

LM – Laura McIntosh

SAF – Sajjad Farid

NS – Nabeel Shahid

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Appendix D

List of approved Localised Safety Parking Programme (LSPP) / Congestion sites approved for 21-day legal statutory consultation

	Location	Proposals	Score	Programme	Ward
1	Alexandra Avenue Service Road (between Somervell Road and Arundel Drive)	Double Yellow Lines (DYL's) as you enter the service road to improve access for larger vehicles, including refuse and emergency vehicles	14	LSPP	Roxeth
2	Aran Drive	DYL's at strategic locations to improve access and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	14	LSPP	Stanmore
3	Cavendish Avenue	Upgrading existing section of SYL (Mon to Fri, 11am-12noon) to DYL to resolve issues with vehicles parking on both sides of the road resulting in localised congestion issues	--	Congestion	Harrow on the Hill
4	Dalton Road – Athelstone Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Wealdstone North
5	Elm Park Road	Upgrading existing section of SYL (Mon to Fri, 11am-Noon) to DYL to deter obstructive parking taking place across access of 8a Elm Park Road	--	Yellow lines	Pinner

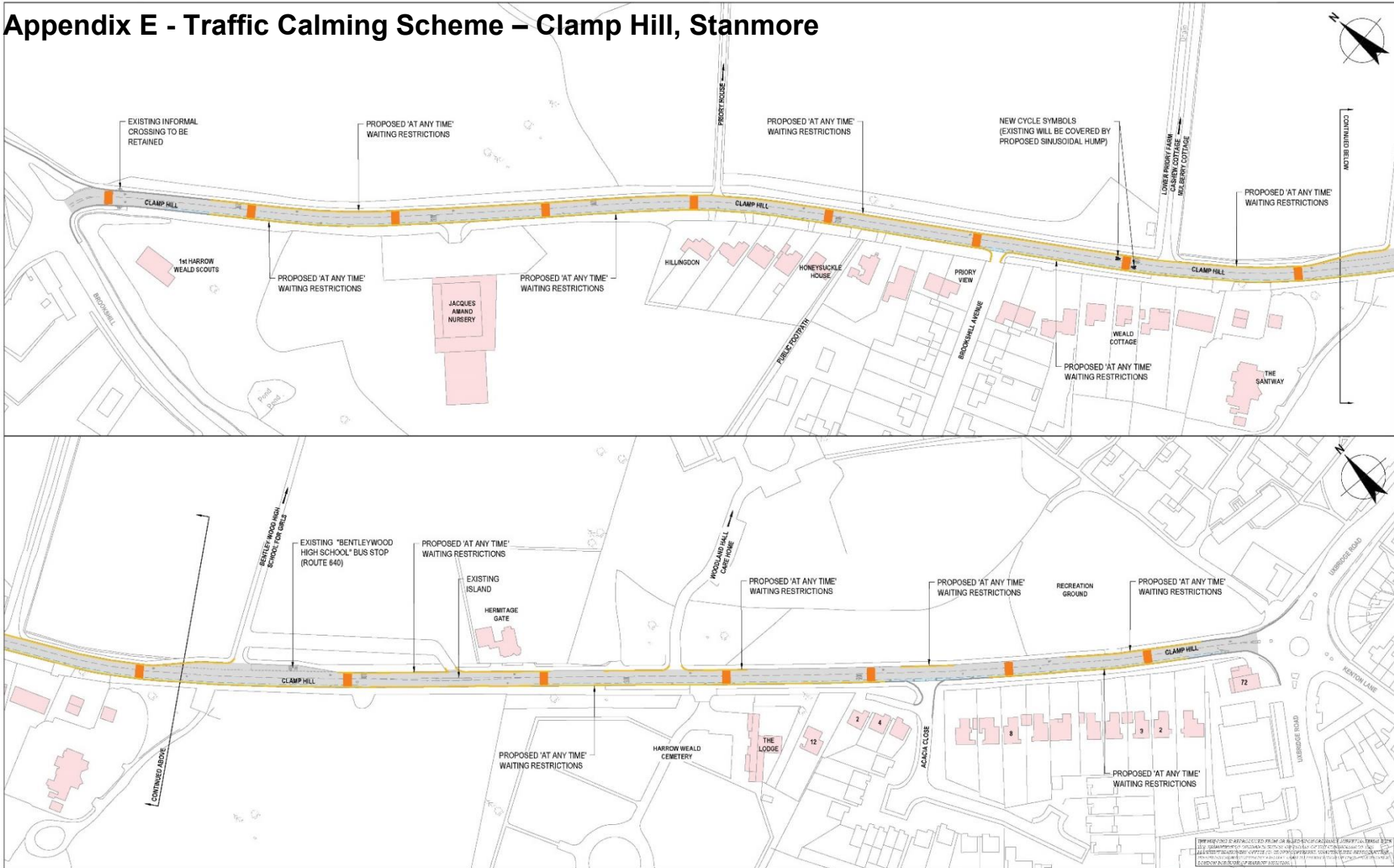
6	Fernleigh Court	Extension of existing DYL to improve access when entering/exiting driveway of No. 18 Fernleigh Court	--	Yellow lines	Headstone
7	George V Avenue	New DYL's at the informal crossing point close to Anglesmede Crescent, to improve visibility for pedestrians crossing the road	15	LSPP	Pinner and Headstone
8	Honeypot Lane Service Road	Replacement of small section of resident parking bay (location approx. outside Nos. 293-299 Honeypot Lane) with new DYL's to function as a passing place and allow more vehicles to enter the service road at one time	--	Congestion	Kenton East
9	Hutton Lane area	DYL's at the junctions of Hutton Lane with Langton Road and Mepham Crescent to improve access and visibility for vehicles turning in & leaving roads	14	LSPP	Harrow Weald
10	Kenton Lane (between Richmond Gardens and Gordon Avenue)	Yellow lines to improve access/visibility, address localised congestion issues and help deter vehicles driving on footway due to parking taking place outside The Seven	14	LSPP	Harrow Weald
11	Letchford Terrace	Upgrading existing section of SYL (Mon to Fri, 10am-3pm) to DYL on outer side to resolve issues with vehicles parking on both sides of the road and preventing access	14	LSPP	Hatch End
12	London Road	Extension of existing DYL to improve visibility when exiting Cygnet Hospital	16	LSPP	Harrow-on-the Hill

13	Park View – Anselm Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Hatch End
14	St Kilda's Road	Upgrading existing sections of SYL (Mon to Sat, 8.30am-6.30pm) to DYLs to deter obstructive parking in the passing places and the junction with Oakley Road outside of CPZ hours	13	LSPP	Marlborough
15	The Broadway – The Cross Way	Extension of existing DYL's at the junction to improve access for larger vehicles, including refuse and emergency vehicles	13	LSPP	Wealdstone North
16	Tintagel Drive	DYL's at strategic locations to improve access, visibility and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	14	LSPP	Canons
17	Ufford Road – Tillotson Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Hatch End
18	Uxbridge Road area (near Bannister Sports Centre)	DYL's to improve access and visibility for vehicles	22	LSPP	Harrow Weald and Hatch End
19	Willowcourt Avenue – Becmead Avenue	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Kenton West
20	Woodlands Drive (including Coppice Close)	DYL's at strategic locations to improve access and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	14	LSPP	Stanmore
21	Woodway Crescent	DYL's on the inner side of the bend to improve access and visibility for larger vehicles, including refuse and emergency vehicles	13	LSPP	Greenhill

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Appendix E - Traffic Calming Scheme – Clamp Hill, Stanmore

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KEY:		
	PROPOSED SINUSOIDAL HUMPS	ROADS WITHIN SCHEME AREA
	PROPOSED CYCLE SYMBOL	PROPERTIES WITHIN SCHEME AREA
	EXISTING 'AT ANY TIME' WAITING RESTRICTIONS	
	PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS	
	EXISTING ADVISORY 1.2m CYCLE LANE	

NOTE:

1. THE LOCATION OF PROPOSED SINUSOIDAL HUMPS AND CYCLE SYMBOLS ARE INDICATIVE & SUBJECT TO CONFIRMATION.
2. EXISTING ROAD MARKINGS ARE SHOWN IN GREY. IT IS PROPOSED THAT ALL EXISTING ROAD MARKINGS ARE TO BE REFRESHED. ALL NEW PROPOSED MARKINGS ARE SHOWN IN BLACK.
3. PROPOSED OR RELOCATED ROAD STUDS ARE TO BE AGREED AT NEXT DESIGN STAGE.

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Client: **LONDON BOROUGH OF HARROW**

Project: **CLAMP HILL TRAFFIC CALMING SCHEME**

Drawn By: **12610657-GHD-HPC-CPH-SK-U-00001**

Rev: **C01**

Client: **LONDON BOROUGH OF HARROW**

Project: **CLAMP HILL TRAFFIC CALMING SCHEME**

Drawn By: **12610657-GHD-HPC-CPH-SK-U-00001**

Rev: **C01**

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**Report for: Traffic & Road Safety
Advisory Panel**

Date of Meeting:	11 July 2023
Subject:	INFORMATION REPORT Information - Road Fatalities Review
Key Decision:	No
Responsible Officer:	Cathy Knubley – Director of Environmental Services
Portfolio Holder:	Councillor Anjana Patel – Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	No, the report is for information
Wards affected:	North Harrow, Edgware, Pinner, Centenary
Enclosures:	None

Section 1 – Summary and Recommendation

This information report is presented to members to provide an update.

Recommendation:

The Panel to requested to note the contents of the report.

Reason: (for recommendation)

The report is for information only.

Section 2 – Report

Introductory paragraph

This information report provides members with an update on the traffic related incidents resulting in fatalities on borough roads in the last 18 months.

The report also outlines the actions taken by officers following these incidents.

It should be noted that Harrow Council as the Highway Authority has a statutory duty to investigate casualties and where appropriate, introduce change to mitigate the risk of further occurrences.

Pinner Road/Station Road Junction (North Harrow)

The incident was an HGV on cyclist collision which occurred on Saturday the 21 of August 2021 at 1518hrs at the Pinner Road/Station Road junction.

The male cyclist passed away at the scene.

Prior to the incident, officers had been looking at improving the junction for pedestrians and buses. However, the scope has changed to include cycle facilities, which is currently being investigated and designed.

Update March 2023 - The Police report confirms that no highway factors were identified in relation to this incident however, it was suggested whether cyclists can share footway space on all approaches to the junction, in particular the south-eastern arm.

Schemes on the programme for 23/24 include reviewing this junction and designs will prioritise measures to aid cyclists and pedestrians.

Update July 2023 – Improvements for walking and cycling at this junction are being looked at as part of a review of three major junctions in North Harrow along with a cycling scheme and speed reduction scheme. Feasibility, design and consultation and partial implementation will be completed this financial year.

Mollison Way (Edgware)

The incident was a car-on-car collision which occurred on Sunday, 20 March 2022 at 0830hrs.

An elderly female in a vehicle coming out of a driveway and was hit by a speeding vehicle. It was initially reported that she suffered severe injuries but passed away later. The driver of the other vehicle was arrested.

Officers have undertaken speed surveys and met with the Leader on site to determine the factors that led to the incident.

The speed data shows that the 85th percentile speed is 31mph while no obvious factors were identified from the site visit.

The Police report confirms that speed was a factor in the collision. It also notes that visibility is obscured by on-street parking. The recommendation is to examine the speed survey information to confirm the degree of speeding vehicles. Consider whether some additional horizontal deflections might be reintroduced, not reliant on parked vehicles being present. If more generalised area-wide 20mph restrictions were applied to Mollison Way then some vertical deflection traffic calming might be appropriate.

Update March 2023 - A review of the borough is currently underway which will prioritise locations for 20mph zones and limits.

Update July 2023 – The initial assessment of locations in the borough resulted in Mollison Way scoring the highest of all roads in the prioritisation process. It was agreed to proceed with design work immediately. Design, consultation and implementation will be carried out this financial year.

Uxbridge Road/Waxwell Lane Junction (Pinner)

The incident occurred on Sunday the 31st of July 2022 at 1823hrs involving a car and an elderly male pedestrian.

The man was attended to on site by the emergency services but sadly passed away.

Officers have met the Leader on site to discuss the possible factors that led to the incident and if possible, recommend solutions.

Based on the outcome of the site visit, officers recommended that the junction was included in the TfL LIP programme for improvement commencing with the design of potential options this financial year and consultation and possible implementation in 23/24.

Update March 2023 - The Police report recommends repositioning the central islands, particularly the one to the east of the junction and improvements to pedestrian crossing facilities.

Options to improve pedestrian crossing at this location are being investigated and will be reviewed by the Leader of the Council.

Update July 2023 – Investigation work continues. Design and consultation will be completed this financial year, implementation will be subject to the availability of sufficient TfL funding this financial year.

Culver Grove (near junction with St Andrew's Close) (Centenary)

The incident occurred on Sunday, 7 August 2022 at 00:15hrs involving a car and a 62-year-old man who passed away at the location.

Officers met with the Police on site to determine whether the incident was caused by speeding or the layout of the road. Nonetheless, surveys were undertaken to determine the extent of the speeding at this location, which showed that the 85percentile speed was 30mph.

A site meeting with the Leader did not identify obvious issues or factors that could have led to the incident.

Update March 2023 - The Police report did not identify any highway factors and recommended clearing back any foliage from street lighting. This took place during the site visit.

George V Avenue

The incident occurred at 10:55am on Friday 14 April 2023 involving a 65-year-old man and a car. The pedestrian was initially seriously injured but has sadly since passed away.

Officers met with the Police on 14 June 2023. The full police investigation has not been concluded at the time of writing this report.

It is understood that the pedestrian was crossing George V Avenue south-westbound, following the public bridleway that runs between Headstone Lane and Wakehams Hill.

At this stage, it has not been confirmed that speed was a factor however, automatic traffic count surveys were undertaken from 7th to 13th May measuring speeds and volumes of traffic at the location. These show that the 85th percentile speed was 43.3mph northbound and 41.6mph southbound, average speeds were 37.3mph and 36mph respectively, indicating no speeding issues.

The Police have recommended the following;

- that the wild grass and flowers are trimmed/removed by LB Harrow as soon as practicable to improve the vision for pedestrians and vehicles at the location.
- that road markings at the location are refreshed by LB Harrow as soon as practicable.
- that a pedestrian count be carried out by LB Harrow at this location to determine the volume of pedestrians using the bridleway and crossing the road at this location.
- If the result of the pedestrian count is significant then it is recommended that LB Harrow considers the installation of a pedestrian crossing point at this location.
- A speed survey has already been carried out at the location and LB Harrow are awaiting the results. If vehicle speeds are found to be an issue then appropriate solutions can be discussed.

All of the above recommendations have been requested/actioned as appropriate.

Options considered

None

Staffing/workforce

This review has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team.

Ward Councillors' comments

Ward Councillor comments have not been sought for this report because it is for information only.

Performance Issues

The development of any schemes arising from this review would support the wider aims, objectives and targets in the current Transport Local Implementation Plan (LIP) and help to deliver Harrow's corporate priorities and in particular the Vision Zero Strategy.

Environmental Implications

The development of any schemes would support the wider aims and objectives of the current Transport Local Implementation Plan (LIP). The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.

Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles help reduce diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

Data Protection Implications

There are no data protection implications.

Risk Management Implications

Risks included on corporate or directorate risk register? **No**

Separate risk register in place? **No**

The relevant risks contained in the register are attached/summarised below
n/a

Legal Implications

There are no legal implications to be noted as the report is for information purposes only.

Under Part 3A of the Council's Constitution, the terms of reference of TARSAP is to make recommendations on traffic management, the management and control of parking both on and off-street and the operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

Financial Implications

Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2023/24 capital programme and confirmed funding allocations from TfL, DfT, NCIL funding and developer contributions.

Equalities implications / Public Sector Equality Duty

LIP3 underwent an Equalities Impact Assessment, and the Council has had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.

It is considered that the proposed scheme will be of benefit to all and particularly the groups in the table below:

Protected characteristic	Benefit
Sex	Mothers with young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport. Improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities.
Disability	People with physical and visual impairment generally benefit most from schemes that prioritise walking and public transport because improved road layouts and public realm provide ease of access with fewer obstructions, improved safety, security and convenience to access the town centre and facilities.
Age	Young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport because improved road layouts and public realm provide improved safety, security, convenience, improved access to the town centre and facilities. A reduction in the influx of traffic into an area will reduce particulate emissions and air

	pollution, to which children are particularly vulnerable.
--	---

Council Priorities

The LIP3 and associated programme of investment detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities:

1. **A council that puts residents first**
2. **A borough that is clean and safe**
3. **A place where those in need are supported**

Mandatory Checks

Ward Councillors notified: NO, as the report is for information only

EqlA carried out: YES, as a part of LIP3

EqlA cleared by: Equality Task Group (DETG) Chair

Statutory Officer: Cathy Knubley

Signed the Director of Environmental Services

Date: 28 June 2023

Section 4 - Contact Details and Background Papers

Contact: Laura McIntosh – Interim Transportation Manager
Email: laura.mcintosh@harrow.gov.uk

Background Papers: Transport Local Implementation Plan
<https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents>

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