

REPORT FOR: Traffic and Road Safety Advisory Panel

Date of Meeting: 8th February 2018

Subject: **INFORMATION REPORT**
Petitions relating to:

- 1) Weald Rise Primary School - request for increased parking enforcement.
- 2) Cambridge Road - objection to 20 mph zone with speed cushions.
- 3) Pinner Road - objection to CPZ (controlled parking zone) proposals
- 4) Lake View – request to be included in zone TB
- 5) Uxbridge Road, Hatch End – request to have pay and display in the service roads
- 6) Headstone Lane Medical Centre - request to change parking controls
- 7) Harrow on the Hill - request for CPZ
- 8) Camrose Avenue - request for speed cameras
- 9) Church Avenue, Pinner - request for 20 mph speed limit
- 10) Clitheroe Avenue, Rayners Lane - request for 20 mph speed limit
- 11) Honeypot Lane (slip road flanking Queensbury Park) leading to Ruth and Mary Close - alleviate suffering from the dangerous, antisocial and abusive motorists.

- 12) Southfield Park / Station Road / Parkside Way – request for traffic measures
- 13) Kenton West - request for double yellow lines
- 14) Buckingham Road – request for parking controls
- 15) High Worple – request for a 20 mph speed limit
- 16) Common Road – Request for safety measures outside school
- 17) Cavendish /Dorset Drive – request changes to CPZ

Responsible Officer :	Paul Walker – Corporate Director, Community
Exempt:	No
Wards affected:	Harrow Weald, Headstone South, Hatch End, Rayners Lane, Canons
Enclosures:	None

Section 1 – Summary

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. The status of some of the petitions may have changed since the report was drafted because of the timescale in obtaining necessary report approvals.

FOR INFORMATION

Section 2 – Report

Petition 1 – Weald Rise Primary School - request for increased parking enforcement.

- 2.1 A petition containing 51 signatures was received by Cabinet on 16th November 2017. The petition states:

“As local residents we are concerned about continued parking issues around Weald Rise Primary School including unauthorised parking on resident’s driveways, blocked driveways, abusive language and other infringements. We call upon the council to:

- *Increase parking enforcement in the area in particular, parking in residences driveways and blocking driveways.*
- *Ensure that the school takes all possible measures to tackle offending by parent drivers, including direct sanctions against repeat offenders ”*

- 2.2 The request for increased enforcement has been sent to the Council’s Parking Operations team for attention. However, it is worth noting that parking in someone’s driveway off-street is regarded as trespass on private land and is therefore a Police matter. In addition under current legislation the activity of dropping off/picking up on a waiting restriction is permitted.
- 2.3 For information we work closely with schools to produce a School Travel Plan (STP) document. The STP is a policy document written by a school in consultation with its pupils, parents and staff which addresses travel and transport issues in and around the school.
- 2.4 The STP looks at how pupils and staff currently travel to school and what could be done to encourage an increase in sustainable modes of travel such as walking and cycling. Officers of the Council regularly go into schools to talk about the problems the school run can cause and suggest alternatives and we will explore any options further with the school.

Petition 2 – Cambridge Road – objection to 20 mph zone with speed cushions.

- 2.5 A petition containing 298 signatures was received by Cabinet on 16th November. The petition states:
- “We hereby signed below object to the statutory legal notification DP2017-12. Residents of Woodlands, South Way, Thrush Green and Cambridge Road object to the St John Fisher Catholic Primary School 20 mph scheme in the current format. We the residents, object to all the speed cushions / humps. We, the residents, accept 20 mph speed zone without speed cushions / humps.”*
- 2.6 Following a number of meetings between the Portfolio Holder (PH) for Environment and officers after the statutory consultation exercise, the PH agreed that the scheme should be amended by omitting the proposed speed cushions and replacing them with 20mph roundels road markings in the road. The entry treatments and speed platform proposed in Melrose Avenue are to remain in the scheme. The scheme will now be implemented on that basis.

Petition 3 – Pinner Road – objection to Controlled Parking Scheme

- 2.7 A letter signed by local businesses containing 30 signatures was received by the council during the statutory consultation period for the proposed County Roads Controlled Parking Zone. The letter reads:

“We have received notification from your department; reference DP 2017-21, with the details of County Roads Area Parking Review for our local area.

Having gone through the content we learnt that there was a consultation that took place with the residents within the “agreed consultation area” only.

As businesses situated on Pinner Road, we object to the proposal to extend the controlled hours from Monday – Friday 11am to 12pm to Monday – Friday 10 am-11am and 2pm – 3pm on the following grounds:

- 1. This change affects our businesses on Pinner Road directly and we were not included in the consultation.*
- 2. The extension of the parking restrictions will have impact on our customers who frequent our businesses for a wide range of services that our members provide such as:*

Restaurants, IT Consultancy, Solicitors, Accountants, Gardening, Grocery, Butchers, Fruit and Veg, Car spare parts, Car repairs, Travel Agents, Hair Dressers, Dry Cleaners, Funeral Directors, News Agents, Pharmacy, Doctors Surgery, Dentist Surgery, Plumbing Supplies, Tool Hire, Antique Dealers, Estate Agents, Safe Deposit Vault, Photography, Carpet Showroom

Apart from the excellent services our businesses on Pinner Road also provide essential employment to a large number of local residents and contribute positively to the overall economy of Harrow. We pay our taxes and business rates.

Our demand is for an urgent meeting with the proposers of this plan so that we can discuss and put our views forward for consideration.

- 2.8 All comments, representations, objections and petitions relating to the scheme will be discussed with local councillors and the Portfolio Holder for Environment before a final decision is made regarding the scheme.

Petition 4 – Lake View – request to be included in zone TB

- 2.9 A petition containing 19 signatures was presented at the TARSAP meeting on 28th November 2017. The petition states:

“We the undersigned call upon Harrow Council to extend the TB parking restriction to Lake View and repave the pavement and roads urgently as it needs desperate urgent attention which is getting very unsafe for all pedestrians. We expect the situation to become much worse when the parking restrictions for Dukes Avenue come into effect.”

- 2.10 The request has been added to the list of requests to be presented to the panel in the annual parking management report which will be considered at this meeting. As members are aware all of the requests for parking schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation.
- 2.11 The request to repave the pavements has been reviewed by the Council's highways team. At this time the condition of the pavements has not deteriorated to a point where structural maintenance is considered necessary.

Petition 5 – Uxbridge Road, Hatch End – request to have pay and display in the service roads

- 2.12 A petition containing 260 signatures was presented at the TARSAP meeting on 28th November 2017. The petition states:

“To enable reasonable access to the essential shops and deter long term parking we the undersigned Local residents, Businesses and shoppers request that TARSAP start immediately the process to have parking meters installed in the service roads in Uxbridge Road, Hatch End.”

- 2.13 The request has been added to the list of requests to be presented to the panel in the annual parking management report which will be considered at this meeting. As members are aware all of the requests for parking schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation.

Petition 6 – Headstone Lane Medical Centre – request to review parking controls

- 2.14 A petition containing 77 signatures was received by the council from attendees of the medical centre in November 2017. The petition states:

“Headstone Lane Medical Centre has raised concerns with the council over the parking restrictions implemented last year outside of the surgery. We believe that showing patients support is crucial to implementing a change. If you would like to support the practice please sign the parking petition”

- 2.15 A controlled parking zone was introduced in the Headstone Lane area two years ago following extensive consultation. At both stages of the consultation process (informal and statutory) no comments or objections to the parking proposals were received from the medical centre located on Headstone Lane. The surgery itself has sufficient space to accommodate at least six cars and this could be increased if the grassed areas within the forecourt were converted to provide additional car parking space.

- 2.16 The controlled hours of operation around the medical centre are 10am – 3pm Monday to Friday with a single yellow line operating 8am – 6:30pm Mon – Saturday directly outside the medical centre. There are however a number of pay and display bays located a short distance away from the medical centre outside the shops on the opposite side of the road. These bays could be used for patients to the medical centre.
- 2.17 There are no current plans to change the parking arrangements as the combination of on-street pay & display bays and off-street parking within the surgery grounds is sufficient to accommodate the needs of customers at the surgery.

Petition 7 – Harrow on the Hill - request for controlled parking zone

- 2.18 A petition containing 219 signatures from residents of Byron Hill Road, Leigh Court, Clonmel Close, Athena Close, Brickfields, West Hill, Middle Road, Crown Street, Waldron Road, Victoria Terrace, Church Hill and West Street was received by the council in November 2017. The petition states:

“We the undersigned petition the Council to introduce a Controlled Parking Zone (CPZ) for the following streets (listed above) in Harrow on the Hill.”

- 2.19 The request has been added to the list of requests to be presented to the panel in the annual parking management report which will be considered at this meeting. As members are aware all of the requests for parking schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation.

Petition 8 – Camrose Avenue – request for speed cameras

- 2.20 A petition containing 168 signatures was presented to the council meeting on 30th November 2017. The petition states:

“We the undersigned residents of Camrose Avenue and the surrounding streets have great concerns about the speeding of motor vehicles on Camrose Avenue, which has reached breaking point. There are two schools in the vicinity and a popular park. Children and elderly adults are constantly crossing road will cars come up to 60 miles per hour. The problem of speeding has become very dangerous now and has quite often resulted in accidents including one where an air ambulance had to take a seriously injured child to hospital. It is neither appropriate nor safe for these vehicles to be driven at high speed on Camrose Avenue. We strongly request Harrow Council and the people who we have elected to take our concerns seriously and take appropriate action in installing two speed cameras, one each way on Camrose Avenue between the church in Camrose Avenue and the traffic lights. We will recognise with a united

and a loud voice those in the council that have championed our cause and those who have opposed it in the next council election year.”

- 2.21 The installation of speed cameras is the responsibility of TfL and not the council. For speed cameras to be considered they are required to meet strict Department for Transport (DfT) guidelines and are only located at sites where there have been three or more fatal or serious speed related personal injury collisions within the last three years. The accident record for this location would therefore not justify a case for a speed camera.
- 2.22 Other types of road safety improvements are generally carried out by the Council at locations where the number of accidents involving personal injury is higher than average and where an analysis of the accident patterns indicates that changes to the road layout could improve the situation. The Metropolitan Police provides the council with details of all reported personal injury accidents across the borough allow monitoring of accident levels. This information is used to identify individual sites to assess the need for safety measures.
- 2.23 A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas it is therefore considered that Camrose Avenue has a good road safety record.
- 2.24 Where investigations and analysis show that a scheme is justified it is added to the appropriate priority waiting list until finance is available for its implementation. The road safety programme is therefore developed to target sites which satisfy this criteria and killed and seriously injured accidents (KSI's) in line with the Mayor for London's Road Safety Plan. The programme is developed on a yearly basis and is funded entirely by Transport for London (TfL).
- 2.25 The Council has examined the most up to date KSI injury accident data for the whole length of Camrose Avenue. The data revealed that there was one serious accident involving a pedestrian within the last three years, this was not speed related. The pedestrian had serious mental health issues and intentionally stepped out in front of a vehicle. The circumstances of the incident were investigated by the Police and there were no mitigating measures deemed necessary as a consequence
- 2.26 If residents are concerned about speeding traffic they may wish to contact the local Police Safer Neighbourhood team as the Police is responsible for enforcing speed limits on the public highway and may be able to advise them of any initiatives they may have planned in the area. The Police do operate a speed enforcement initiative called Community Road this involves residents and Police working together to target speeding drivers.

Petition 9 - Church Avenue, Pinner – request for a 20 mph limit

- 2.27 A petition containing 18 signatures was presented to the council meeting on 30th November 2017. The petition states:

“Church Avenue is used by pedestrians and cars. Many cars speed through it and ignore pedestrians crossing the road. In order to make the road safer for all road users, we the undersigned propose reducing the speed limit to 20 mph.”

- 2.28 The core objectives of the 20mph zone programme in the Council’s Transport Local Implementation Plan (LIP) is to create a safer environment by reducing the number and severity of personal injury accidents and also to encourage greater levels of walking and cycling, particularly in the vicinity of schools to support the delivery of the Mayor for London’s transport strategy. The vast majority of the Councils existing 20 mph zones are therefore located close to or outside schools in line with the LIP objectives.
- 2.29 An assessment of Church Avenue indicates that this is a “no through road” with low levels of vehicular traffic and no recorded personal injury accidents over the most recent three year period. The road therefore has a good safety conditions and would be a very low priority for consideration of a 20 mph speed limit or zone at the present time. Additionally there is no school in the near vicinity and the route is not used by pedestrians on the school journey.
- 2.30 Church Avenue is therefore not included within our proposed programme of works at the current time. However, we have noted the request for a 20 mph zone and will review this again in the future to check if there is any change in the situation.

Petition 10 – Clitheroe Avenue, Rayners Lane – request for 20 mph limit

- 2.31 A petition containing 31 signatures was presented to the council meeting on 30th November 2017. The petition states:

“Clitheroe Avenue is used by pedestrians and cars. Many cars speed through it and ignore pedestrians crossing the road. In order to make the road safer for all road users, we the undersigned propose reducing the speed limit to 20 mph.”

- 2.32 The core objectives of the 20mph zone programme in the Council’s Transport Local Implementation Plan (LIP) is to create a safer environment by reducing the number and severity of personal injury accidents and also to encourage greater levels of walking and cycling, particularly in the vicinity of schools to support the delivery of the Mayor for London’s transport strategy. The vast majority of the Councils existing 20 mph zones are therefore located close to or outside schools in line with the LIP objectives.

- 2.33 An assessment of Clitheroe Avenue indicates that this is a road with low levels of vehicular traffic and no recorded personal injury accidents over the most recent three year period. The road therefore has a good safety conditions and would be a very low priority for consideration of a 20 mph speed limit or zone at the present time. Additionally there is no school in the near vicinity and the route is not used by pedestrians on the school journey.
- 2.34 Clitheroe Avenue is therefore not included within our proposed programme of works at the current time. However, we have noted the request for a 20 mph zone and will review this again in the future to check if there is any change in the situation.

Petition 11 – Honeypot Lane (slip road flanking Queensbury Park) – Alleviate dangerous antisocial and abusive motorists.

- 2.35 A petition containing 80 signatures was presented to the council meeting on 30th November 2017. The petition states:

“Honeypot Lane (slip road flanking Queensbury Park) leading to Ruth Close and Mary Close is used regularly, especially over the weekend by coaches, minibuses, car transporters and traders. Their presence causes obstructions to safe access for residents of Ruth Close, Mary Close and Honeypot Lane. The vehicles are often parked on corners, curbs and on double yellow lines. The large number of vehicles and people makes access not only difficult for vehicles but also to pedestrians (mothers with buggies, old people with walking aids and shopping carts) who are at times threatened with abusive and lurid behaviour. Residents who access the Queensbury Park for leisure and sport also suffer from this massive presence.

For your information this mass of vehicles have been successfully removed and displaced by Brent Council. They had been operational in Westmoreland Road, only few hundred yards away on the other side of Honeypot Lane.

We the residents of Mary Close, Ruth Close and Honeypot Lane (slip road), petition the Harrow Council to urgently investigate and do the needful to alleviate the suffering from the dangerous, antisocial and abusive motorists, van drivers, coach drivers and traders who use the Honeypot Lane (slip road flanking Queensbury Park) leading to Ruth and Mary Close.”

- 2.36 There has been on-going dialogue about the issue of addressing foreign goods vehicles parking in the Honeypot Lane service roads and the detrimental impact on local businesses including discussions with borough councillors and the local Police. All the conventional physical and regulatory interventions possible have been considered, however, the conclusion has been reached that this is predominantly an enforcement issue.

- 2.37 The main difficulty lies in the fact that any traffic / parking restrictions imposed by the council, where a penalty charge notice can be issued for an offence, will have a limited impact on foreign registered vehicles and drivers because foreign drivers will ignore any penalty charge notices issued and their behaviour will not change.
- 2.38 Unfortunately the existing enforcement methods have been developed to target UK vehicles and drivers that are subject to UK legal processes but clearly there are weaknesses in addressing foreign vehicles that are not registered in the UK. The Council's parking enforcement team is therefore currently investigating ways to improve enforcement against foreign vehicles and any options available to address the problem.

Petition 12 – Southfield Park – Station Road – Parkside Way – Request for traffic measures

- 2.39 A petition containing 35 signatures was presented to the council meeting on 30th November 2017. The petition states:

“Despite measures taken by Harrow Council there continues to be speeding traffic and accidents at the junction of Station Road / Parkside Way and Southfield Park with cars speeding and losing control crashing and mounting the pavements causing serious safety risks to pedestrians and damage to property.

Southfield Park is also being used as a cut through from Pinner Road to Station Road in order to avoid the North Harrow traffic lights. This leads to very severe congestion inconveniencing local residents and causing significant air pollution.

We the undersigned ask the Council as a matter of urgency to investigate how these problems can be resolved.”

- 2.40 Following the concerns highlighted in the petition the most three year period of personal injury accident data has been assessed for this location. A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas.
- 2.41 The data revealed two slight injury shunt accidents recorded in 2016. Another incident involving a stolen car in April this year was also recorded which resulted in a vehicle losing control and damaging a local resident's boundary wall. This incident did not result in any personal injury but as a result an additional bollard was introduced in this area.
- 2.42 The council has already made some changes to the existing traffic islands in Parkside Way close to the junction with Southfield Park about two years ago to improve road safety and made it easier for pedestrians to cross the road. This was following requests from local residents and a local councillor and on site observations by officers.

- 2.43 At the same time bollards were introduced on the corners of the junctions to provide additional protection for pedestrians, particularly school children as this is a well-used crossing point to access local schools in the area. Two smaller traffic islands were constructed on the approach to the bends to reduce vehicle speeds.
- 2.44 The funds available to the council for accident remedial schemes are limited and consequently there is a set assessment method for considering requests. An objective method of assessing requests is used that prioritises locations with more significant safety and traffic problems first. In terms of road safety this has helped Harrow to become one of the safest London boroughs.
- 2.45 Currently no priority can be given to further measures at the present time because the level of accidents in this location is comparatively low. However, we will keep the area under review and the council will add this to our list of sites for further investigation with regard to rat running traffic and congestion in Southfield Park.

Petition 13 – Kenton West area – request for double yellow lines

- 2.46 A petition containing 114 signatures was presented to the council meeting on 30th November 2017. The petition states:

“We the undersigned residents urge Harrow Council to introduce double yellow lines at the following junctions:

*Kenmore Avenue and Pembroke Avenue
Kingshill Drive and Pembroke Avenue
Kenmore Avenue and Irvine Avenue
Kingshill Drive and Irvine Avenue
Kenmore Avenue and Hartford Avenue
Kingshill Drive and Hartford Avenue
Kenmore Avenue and Radstock Avenue
Kingshill Drive and Radstock Avenue
Kenmore Avenue and Beaufort Avenue
Kingshill Drive and Beaufort Avenue*

The junctions currently present a safety risk due to obstructions (such as parked cars) that reduce the visibility and increase the likelihood of accidents. The double yellow lines would also improve the traffic flow in the areas concerned.”

- 2.47 All of the junctions listed are included within an on-going parking review scheme in the Kenmore Avenue area where double yellow lines on corners are proposed. This scheme is currently included in the 2017/18 parking management programme. The continuation of this scheme within the 2018/19 parking programme is recommended and will be presented to the panel in the annual parking management report which will be considered at this meeting.

- 2.48 These proposals would be subject to the outcome of any associated statutory consultation as a part of that scheme.

Petition 14 – Buckingham Road – Request for parking controls

- 2.49 A petition containing 24 signatures was presented to the council meeting on 30th November 2017. The petition states:

“We the undersigned are concerned about parking issues and congestion in Buckingham Road. It has reached breaking point. Parking for residents has become a significant issue, especially due to commuters, car repair businesses parking their customer’s cars, big vans and low loaders. It is not appropriate or safe for these vehicles to be parked on this road. We request Harrow Council to address this issue and take appropriate action to relieve the residents from this misery”

- 2.50 The request has been added to the list of requests to be presented to the panel in the annual parking management report which will be considered at this meeting. As members are aware all of the requests for parking schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation.

Petition 15 – High Worples – request for 20 mph speed limit

- 2.51 A petition containing 18 signatures was presented to the council meeting on 30th November 2017. The petition states:

“High Worples is used by pedestrians and cars. Many cars speed through it and ignore pedestrians crossing the road. In order to make the road safer for all road users, we the undersigned propose reducing the speed limit to 20 mph.”

- 2.52 The core objectives of the 20mph zone programme in the Council’s Transport Local Implementation Plan (LIP) is to create a safer environment by reducing the number and severity of personal injury accidents and also to encourage greater levels of walking and cycling, particularly in the vicinity of schools to support the delivery of the Mayor for London’s transport strategy. The vast majority of the Councils existing 20 mph zones are therefore located close to or outside schools in line with the LIP objectives.

- 2.53 An assessment of High Worples indicates that this is a “road with low levels of vehicular traffic and no recorded personal injury accidents over the most recent three year period. The road therefore has a good safety conditions and would be a very low priority for consideration of a 20 mph speed limit or zone at the present time. Additionally there is no school in the near vicinity and the route is not used by pedestrians on the school journey.

- 2.54 High Worples is therefore not included within our proposed programme of works at the current time. However, we have noted the request for a 20 mph zone and will review this again in the future should circumstances change.

Petition 16 – Common Road – Request for road safety measures outside school.

- 2.55 A petition containing 18 signatures was presented to the council by a local councillor on 12th January 2018. The petition states:

“We the undersigned call upon Harrow Council to revisit and place appropriate safety measures with the knowledge that a primary school is situated in Common Road, Stanmore. There have been near misses, no zebra crossing, no reduced speed limit, no railings for pedestrians along a narrow footway and inadequate signage. The road urgently needs revisiting which is very unsafe for all pedestrians. We envisage there to be casualties or even fatalities due to the lack of safety provisions”

- 2.56 The council has been working with the school for some time now to improve road safety outside the school. A number of meetings have taken place on site with representatives of the school and the Traffic and Travel Planning teams.

- 2.57 We are continuing to work with them on the development of a school travel plan. In addition we have erected school advanced warning signs on the approaches to the school entrance in Common Road and are in the process of introducing “school keep clear markings” outside the school entrance to prevent parking, improve visibility and to highlight the school entrance to drivers.

- 2.58 In addition we have put forward a number of road safety initiatives for consideration within the LTF report for members to decide on under a separate item on tonight’s agenda.

Petition 17 – Cavendish / Dorset Drive – request changes to existing CPZ

- 2.59 A petition containing 67 signatures was presented to the council on 15th January 2018. The petition states:

“We the duly undersigned are campaigning for Harrow Council to amend the existing CPZ in Dorset Drive and Cavendish Drive to “residents permit parking 8:30 -12:00 pm and 2:00 – 6:00 pm Monday to Saturday. We additionally request the reducing of the size of the bays to prevent recovery vehicles parking and causing health and safety issues. This change is in response to the long campaign with Harrow Council to mitigate the impact of parked heavy goods vehicles from local garages”.

- 2.60 The request has been added to the list of requests to be presented to the panel in the annual parking management report which will be considered at this meeting. As members are aware all of the requests for parking

schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation.

Section 3 – Further Information

- 3.1. The purpose of this report is to inform the Panel about any new petitions received since the last meeting. No updates on the progress made with previous petitions will be reported at future meetings as officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding any updates.

Section 4 – Financial Implications

- 4.1. 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.

Section 5 - Equalities implications

- 5.1 The petitions raise issues about existing schemes in the traffic and transportation works programme as well as new areas for investigation. The officer's response indicates a suggested way forward in each case. An equality impact assessment (EqIA) will be carried out in accordance with the current corporate guidance if members subsequently decide that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions.

Section 6 – Council Priorities

- 6.1 The funds allocated by TfL and Harrow for transport improvements will contribute to achieving the administration's priorities:
- Making a difference for the vulnerable
 - Making a difference for communities
 - Making a difference for local businesses
 - Making a difference for families

Section 7 - Statutory Officer Clearance

Name: Jessie Man



on behalf of the
Chief Financial Officer

Date: 23/01/18

Ward Councillors notified:

YES

Section 8 - Contact Details and Background Papers

Contact:

Barry Philips

Tel: 020 8424 1437, Fax: 020 8424 7662, E-mail: barry.philips@harrow.gov.uk

Background Papers:

Previous TARSAP reports

Decision Notices

Public and statutory consultation documents highlighted in the report