

CABINET – 15 NOVEMBER 2018

PUBLIC QUESTIONS (ITEM 4)

Under Rule 16 of the Executive Procedure Rules, members of the public may question the Executive and Portfolio Holders at meetings. There is a time limit of 15 minutes for the asking and answering of public questions.

1.

Questioner: John Rowe

Asked of: Councillor Keith Ferry, Portfolio Holder for Regeneration, Planning and Employment

Question: Is the Council progressing all possible measures to protect and maximize parking availability for existing residents adjacent to the new Civic Centre development, which is already limited at certain times of the day by commuters using Harrow & Wealdstone station (note the station car park itself is often lightly used due to the need to pay to park) and which may be severely affected by the proposed re-development, and can the Council publish details of how it is progressing each of the following mitigations:

1. Increasing the residents only window currently Monday to Friday 10-11am to 8:30 to 6:30;
2. Using some of the vacant land adjacent to the station for parking, possibly constructing a multi-storey parking facility;
3. Subsidising car club spaces in the affected area to encourage occasional drivers not to keep a vehicle;
4. Increasing parking spaces at the new Civic Centre development from the proposed 320;
5. Building bike racks at the station and segregated cycling routes.

2.

Questioner: Raksha Pandya, Harrow MIND

Asked of: Councillor Adam Swersky, Portfolio Holder for Finance and Resources

Question: We heard the budget statement by the Chancellor promising one billion pounds for Adult Social Care. What difference would this make to Harrow Council's finances next year and how can the Harrow User Group residents work with Harrow Council to campaign for a fairer funding formula for Harrow?

3.

Questioner: Adam Gabsi, Harrow Association of Disabled People

Asked of: Councillor Adam Swersky, Portfolio Holder for Finance and Resources

Question: The Taxicard scheme allows disabled people access to do a variety of things: attend appointments and social functions, visit family and friends, etc. The black cab/comcab drivers are trained and therefore offer a safe means of travel for disabled people. This is a London-wide scheme and every borough delivers a different allocation of journeys, with Harrow being the WORST, of 32 London boroughs. Harrow currently gives its disabled residents 40 Taxicard journeys per annum, with surrounding boroughs such as Barnet and Hillingdon, offering 104. In reality 40 journeys is 20 because you usually cannot go somewhere without coming back. This therefore equals one return journey every 18 days. Do you honestly believe this restriction of movement and denial of freedom is a good representation of Harrow's ethical standpoint?