
REPORT FOR: TRAFFIC & ROAD SAFETY ADVISORY PANEL

Date of Meeting:	23 October 2019
Subject:	INFORMATION REPORT Wealdstone Transport Infrastructure Projects
Key Decision:	No
Responsible Officer:	Paul Walker, Corporate Director - Community
Portfolio Holder:	Councillor Varsha Parmar, Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	No, report is for information
Wards affected:	All
Enclosures:	List all documents attached which include information relevant to the report Appendix A – Town centre and bus improvement scheme Appendix B – Bus network and proposed scheme journey time improvements Appendix C – Liveable Neighbourhood proposals Appendix D – TfL Cycle Way route

Section 1 – Summary and Recommendations

This report sets out progress with developing major transport infrastructure projects for Wealdstone to support regeneration and growth.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introductory paragraph

- 2.1 The Wealdstone area has been identified by the Council and the Mayor of London as a priority area for regeneration and is designated in the Harrow Core Strategy and the London Plan as an Opportunity Area. The vision for the area as described in the Harrow and Wealdstone Area Action Plan and updated in the Regeneration Strategy 2014 – 2026 is to deliver 5,500 new homes, two new schools and around 3,000 additional new jobs.
- 2.2 The redevelopment of a number of key development sites in the area will change travel patterns and increase travel demand which will have implications for transport infrastructure in Wealdstone. The three main sites in the Council's regeneration programme are Poets corner (existing civic centre site), Byron Park (leisure centre site) and the new Civic Centre site (Peel House car park). These sites are still under review at the current time.
- 2.3 In order to help unlock the wider development potential of Wealdstone a transport study for the town was undertaken and completed in 2017. The study assessed the impact of all known and committed development in the town that would affect the transport network and identified interventions required to enhance the public realm and transport network to support growth. The two major transport infrastructure initiatives arising out of the study were:
- A town centre improvement scheme improving the High Street corridor and the bus network through the town.
 - A liveable neighbourhood in the wider area around the town centre that creates healthy streets to reduce the dominance of traffic and increase the level of walking, cycling and public transport use in the town.

- 2.4 The findings of the study were reported to the panel in November 2017.
- 2.5 In addition to these projects there is a major cycle route planned for the borough being developed by Harrow in conjunction with Transport for London over the next three years. This route will run parallel with the A409 north / south corridor through Kenton, Harrow town centre, Wealdstone and Harrow Weald.

Options considered

- 2.6 The proposed programme of investment for Wealdstone set out in this report accords with the aims and objectives of the Council's Transport Local Implementation Plan, Harrow and Wealdstone Area Action Plan and Regeneration Strategy which have all been subject to extensive public consultation and engagement.

Major project 1 - Town centre and bus improvement scheme

Development of scheme

- 2.7 The Wealdstone transport study reviewed a range of outline options for the town centre and used a transport model to assess the performance of each option and review the benefits. The study refined the list down to two options that focussed on improvements to the High Street corridor and bus services passing through the town for further study as follows:
- Option 11A - A southbound diversion of bus routes along a central bus lane on A409 George Gange Way between the High Street and Canning Road and one way operation in that section of the High Street with southbound buses entering the town via Canning Road and one way operation into the town on Palmerston Road and Canning Road.
 - Option 11B – Enhanced two-way bus operation on the High Street with one way operation into the town on Palmerston Road and Canning Road.
- 2.8 In 2017/18 Transport for London (TfL) agreed to fund a detailed VISSIM transport model to assess the two options in order to establish the exact level of improvement to bus services and to develop the economic case for a scheme. The VISSIM modelling auditing process takes a lengthy period of time and involves undertaking detailed traffic surveys, building the model, refinement of the base model, validation of the model by TfL, undertaking outline junction designs and then a performance assessment of the options which is also validated by TfL.
- 2.9 It was established early on that option 11A with a bus lane was demonstrating greater potential to improve bus journey times and to

provide a higher benefit / cost ratio. It was further considered that the benefits could be enhanced through the use of a SCOOT traffic management system to link and optimise the performance of all the traffic signals in central Wealdstone on the A409 corridor and town centre.

- 2.10 A plan of the preferred option can be seen in **Appendix A**.
- 2.11 Further funding was provided by TFL to complete the modelling work in 2018/19 in order to finalise the business case and benefits. The Council's transport consultant completed this work at the end of August 2019 and the models have now been submitted to TfL for final validation. Details of the Wealdstone bus network and the provisional bus journey time improvements to bus routes achieved from the model can be seen in **Appendix B**.
- 2.12 In general schemes with a benefit / cost ratio in excess of 2 are given further consideration by TFL. The provisional modelling results for the Wealdstone scheme is showing a benefit / cost ration of between 7 and 8.

Scheme costs and funding

- 2.13 The proposed improvement scheme will involve the following elements:
- Reconstruction of the highway in the High Street between the station and the A409 George Gange Way. This will allow the public realm and highway layouts to be redesigned with wider footways, higher quality materials, less street clutter and new street furniture in order to improve the travelling experience for pedestrians, cyclists and bus passengers.
 - Amendments to the layout of pay and display parking, loading bays and disabled bays will be made to enhance the highway design of the High Street.
 - The High Street between Canning Road and George Gange Way will be made one way northbound with the existing traffic signals at the High Street / George Gange Way amended for this arrangement.
 - Improvements on George Gange Way to introduce a central bus lane and a signalised junction with Canning Road to facilitate buses turning right into the town. The junction will also provide crossing points for pedestrians. Canning Road will be one way into the town and still give access to the car parks.
 - Palmerston Road will be made one way into the town and facilitate bus standing facilities which are currently not available in order to improve bus services. The traffic signals at the High Street / Palmerston Road junction will be removed.
 - The traffic signals at the High Street / Masons Avenue junction will also be improved.

- 2.14 Funding of £300,000 has already been released by TfL in 2019/20 to undertake public consultation, detailed design and statutory consultation so that the necessary preparation work has been completed in advance of implementation. The public consultation on the scheme is planned for November 2019. The construction of the scheme, subject to approval, is proposed for 2020/21 and is provisionally estimated to cost £2,400,000.
- 2.15 The construction of the scheme will require funding from both TfL and the borough and the cost of construction would be made up of £1,500,000 of TfL funding and a match fund of £900,000 from Harrow. It is proposed that the Council contribution comes from the Community Infrastructure Levy funds and a bid for funding is being submitted. It is proposed that the Council contribution comes from the Community Infrastructure Levy funds and a bid for funding is being submitted as part of the 2020/21 Capital MTFs process. The 2020/21 capital programme is subject to Cabinet and Council approval in February 2020.
- 2.16 At the time of writing this report the VISSIM model, final business case and proposed scheme design is planned to be presented to TfL at a future meeting in November / December 2019 to discuss the way forward and the allocation of funding.

Major project 2 - Liveable Neighbourhood

Liveable Neighbourhood programme

- 2.17 During 2017 a new Mayor's Transport Strategy was approved. The key objective of the strategy was to increase the proportion of travel by sustainable transport modes to 80% by walking, cycling and public transport and reducing 3 million car journeys each day by 2041. The aims of the strategy are:
- Healthy Streets and healthy people
 - A good public transport experience
 - New homes and jobs
- 2.18 The healthy streets for London initiative aims to ensure people and their health are put at the centre of decision making in London. It ultimately aims to reduce reliance on personal vehicles, in favour of walking, cycling and using public transport to create a healthy city. The Liveable Neighbourhood programme will be an important delivery mechanism for healthy streets.
- 2.19 The Liveable Neighbourhood programme is open to London Boroughs annually and provides an opportunity to submit bids for projects that deliver healthy streets. Bids up to £10 million can be submitted under this programme and have to be submitted in November each year.
- 2.20 Harrow intends to submit a bid for Wealdstone this year and the deadline for bids is 29th November 2019.

Existing situation

- 2.21 The Wealdstone area is generally suburban with large areas of terraced and semidetached housing stock, but also serves as a district town centre, transport node, and administrative centre for the borough, along with some light industrial land use and employment. Wealdstone also forms part of the Harrow and Wealdstone Opportunity Area – the 'Heart of Harrow'. The population of this area is forecast to grow by 32% by 2026.
- 2.22 A review of the current situation indicates that Wealdstone is a suburban centre with a lot of potential and does have a number of strengths as follows:
- Wealdstone enjoys above average public transport provision and is served by London Overground, London Underground, National Rail, and London bus services.
 - The existing street network structure provides a good degree of accessibility in the neighbourhood, which allows pedestrians to reach most key destinations in the area within a 15 minute walk from the Town Centre.
 - There is a range of small independent businesses, as well as larger chain stores, offering retail outlets and services spreading down the High Street and beyond the railway line along Station Road.
 - There are several schools and cultural centres located across the area including Harrow Central Mosque – an active Islamic centre in London.
 - There are green spaces located at Headstone Manor, Byron Recreation Ground (which includes the borough's main leisure centre), and Kenton Recreation Ground.
 - Wealdstone encompasses several large sites for development opportunity including the Kodak Factory, the Civic Centre which are expected to provide over 3,000 new homes and around 3000 new jobs in the area over the next five years, as well as to create new links and uplift the surrounding streets.
- 2.23 However, Wealdstone also is a neighbourhood that faces many challenges which negatively impact the liveability of the area. The main weaknesses are as follows:
- This is the most concentrated area of deprivation in the borough, household income is below average and there is a significant area to the west of the town centre falling within 20% of the most deprived children in London. Crime rates are above average, including high levels of street and gang crime.

- There is an acute overall deficiency in access to green spaces in Wealdstone, including both larger and smaller parks, in particular the north and eastern side of Wealdstone have deficient access to all types of greenspace.
- High car ownership and motor vehicle dominance have also contributed to poor air quality in Wealdstone, particularly around the town centre and the routes leading to it, in these areas NO₂ concentrations are above the legal limit of 40 ug/m³.
- There is a lot of severance within the town. The West Midland Railway cuts Wealdstone in half from its northeast to southwestern corners and railway crossings are limited. The A409 (High Street / George Gange Way / Station Road) runs on a north/south alignment through Wealdstone carrying a significant volume of traffic that causes difficulties for pedestrians and cyclists crossing or following the route.

The public realm generally provides a poor pedestrian environment and the excessive amount of street clutter are additional barriers to active travel in the neighbourhood.

Proposed bid for 2019

- 2.24 A comprehensive liveable neighbourhood bid was prepared and submitted last year which consisted of improving strategic travel gateways into the town and improving local residential neighbourhoods around the town centre. TARSAP received a report in October 2018 setting out the main details to be included in the bid.
- 2.25 Unfortunately Harrow were informed by TfL at the beginning of 2019 that the borough had been unsuccessful.
- 2.26 TfL's advice to boroughs is that pre-bid discussions are a critical step in ensuring a bid is consistent with the Liveable Neighbourhoods outcomes and Harrow has therefore met with TfL to go through the 2018 bid and received feedback on their assessment.
- 2.27 TfL informed Harrow that the 2018 bid was very strong and the core aims, objectives and interventions proposed should continue to be the basis of the 2019 bid going forward. A number of areas that needed to be improved were clarified which included demonstrating the deliverability of interventions on the railway line, demonstrating community engagement and demonstrating the interaction with other major projects in the area. The focus for developing the bid this year will therefore be on strengthening the 2018 bid in these particular areas that were not considered fully developed by TfL.
- 2.28 The core elements of last year's bid to be included in the 2019 bid are explained in the following sections of the report.

Proposed bid - Travel gateways and connections

- 2.29 In order to unlock the potential of Wealdstone's strengths and address its weaknesses, a combination of physical interventions and behaviour change initiatives needs to be put in place.
- 2.30 There are several key interventions which are vital in unlocking Wealdstone's potential as a thriving commercial and employment centre, an active travel hub and a 'liveable' neighbourhood.
- 2.31 These focus on the key active travel gateways to the town centre and links across the railway which also provides access to vital green space. Getting these key connections right and rebalancing these 'gateways' for pedestrians and cyclists is key to improving liveability in Wealdstone. There are eight areas identified for improvement as shown in **Appendix C**. These are as follows:

	Location	Main Issues	Potential Interventions
1	Headstone Drive	The main link to Wealdstone town centre from the west. Traffic-dominated junctions and substandard railway underpass act as big deterrents for pedestrians and cyclists getting to and from the town centre.	Underpass - lighting / public art interventions, Junctions - redesign junctions to prioritise pedestrian desire lines and cycle movement Public realm - guardrail removal, improved wayfinding to Town Centre.
2	The Bridge	Part of the A409, linking the southern part of Wealdstone and Harrow Central Mosque to the town centre over the railway. Despite its wide width and views across the area, motor traffic dominates the route rendering it unpleasant for pedestrians and dangerous for cyclists.	A409 - Narrow road and relocate space to cyclists and pedestrians Wayfinding - Use brick wall parapet for wayfinding / public art Junction - provide wider footways on the town centre side Greening - explore opportunities for tree planting
3	George Gange Way	George Gange Way bypasses the town centre to the east. This road features key crossing points for pedestrians and cyclist heading eastwards through the town centre to key green spaces, Harrow leisure centre and established residential areas. At present the road poses a significant barrier to pedestrians and cyclists	A409 – Remove excess guard railing Roundabout – redesign as a 4 arm junction reallocating space to pedestrians / cyclists Controlled crossing - provide a wide crossing opposite Peel Road for east-west desire line from Civic Centre development site towards Leisure Centre Palmerston Road -

		crossing between the west and east.	enhance entrance to the town centre.
4	High Street (north) (Spencer Rd to Grant Rd)	The northern half of the High Street forms has many independent shops and restaurants. Fast traffic speeds make it hard for pedestrians to cross easily from one side to the other. Despite a high place function, this part of the High Street feels very disconnected from the stretch to the south.	Public realm - declutter the footpaths, resurface the footpaths in accordance with the public realm design guide, remove railings, provide wayfinding signage at key entrances to the High Street
5	High Street (south) (Grant Rd to Masons Av)	The southern half of the High Street is of poor quality and does little to promote local shopping trips or the creation of additional local jobs. At the southern end of the high street, Harrow & Wealdstone Station sits uncomfortably on the other side of a crossroads which has been designed to favour motor traffic.	Junction (A409/High St) - redesign junction to visually link the north and south stretches of the high street so it appears continuous, consider a raised table or different colour surface as a traffic calming measure Junction (High St / Masons Av) - redesign junction adjacent to provide more space for pedestrian and cyclists on desire lines Public realm - declutter and resurface the footpath along the high street in accordance with the public realm design guide
6	Kenmore Avenue / Elmgrove Road (underpass)	Substandard design and unattractive appearance of railway underpass acts as a big deterrent for pedestrians and cyclists travelling between Station Road and Kenton Recreation Ground.	Underpass - lighting / public art interventions, Wayfinding - improved wayfinding to local amenities.
7	Carmelite Road (bridge)	Substandard design and unattractive appearance of railway bridge acts as a big deterrent for pedestrians and cyclists travelling between residential estates and local amenities.	Bridge - lighting / public art interventions, enhancement of bridge condition Wayfinding - improved wayfinding to local amenities.

8	Potential railway crossing (Hailsham Drive – Cecil Road)	There is a need for an additional crossing point over the railway between Carmelite Road and Headstone Drive, a distance of about half a kilometre. The midpoint would provide improved access to the proposed Kodak East development site.	Footbridge – Consider making a case for a new footbridge across the railway.
---	---	---	---

Proposed bid - residential neighbourhoods

2.32 Another important aspect of a bid is the actual residential areas close to the centre of Wealdstone which are split into six distinct sub-neighbourhoods. These areas encircle the town centre and are linked together by the network of main routes which serve local bus routes as shown in **Appendix C**.

2.33 Each sub-neighbourhood has a unique set of characteristics which contribute to the urban environment of Wealdstone, and it is proposed to work with these communities on a range of small changes that have a wider beneficial impact on improving liveability and active travel in those areas.

2.34 It is suggested that a distinct budget within the bid will be assigned to each sub-neighbourhood and local working groups set up to provide community governance and participation in each sub-neighbourhood. This arrangement will help the community to have involvement in the development and ownership of these local interventions. In order to ensure that interventions are focussed on supporting the wider aims of the bid there would need to be three key objectives as follows:

- Increasing wayfinding and legibility to facilitate more active travel and encourage local pride and identity,
- Encouraging bus use by improving local access to stops and routes,
- Creating safer streets by reducing speeds to 20mph.

2.35 Typical interventions that could be considered by the local working groups are:

- Creating green spaces, pocket parks, parklets, tree planting and considering improved sustainable drainage.
- Improving public space around park entrances.
- Traffic calming measures.
- Permeability filters (restrictions on motorised traffic)
- Crossing improvements on pedestrian routes.
- Wayfinding to local amenities and destinations.
- Improved street lighting and security measures on highways and alleyways.

- Adding colour and texture to street designs to create interesting features, use of public art features.
- Cycle parking.
- Promotion of local bus routes.
- Play streets.

2.36 TfL has issued guidance on these “small change, big impact” initiatives which provides examples of the type of changes possible. This can be seen at the following link:

<http://content.tfl.gov.uk/small-change-big-impact.pdf>

Behaviour change

- 2.37 The development of a comprehensive behaviour change programme will be a key part of a bid. Simply building infrastructure will not achieve the increase in active travel in isolation. It is therefore necessary to work with communities to encourage and promote the necessary change in travel behaviour and explain the wider benefits of active travel.
- 2.38 The proposal to work with communities at sub-neighbourhood level will provide opportunities to influence this change and promote the benefits.
- 2.39 Existing active travel promotion and engagement work will continue to support this initiative including school and workplace travel planning, cycle training, road safety training, public health initiatives and regular liaison with local schools.

Working with the community

- 2.40 In order to address the issue highlighted by TfL about community engagement an online community engagement portal has recently been commissioned from a company called Commonplace that has supported other London borough`s with their liveable neighbourhood projects successfully.
- 2.41 The consultation platform allows residents, local groups and businesses to discover more about the bid and put forward their own suggestions, comments or ideas and to register for regular updates which can be provided through the portal. The web page uses a heat map to locate areas of concern and provide the opportunity to give comments. Information about how the bid is developing and potential highway interventions can be added as necessary.
- 2.42 Engagement with the people who live, work and visit Wealdstone is critical to this project and changing the way our streets work must be planned with the people of Wealdstone for the people of Wealdstone.
- 2.43 The website has been live since late September and has already received over 250 comments. The link to the portal is:

<https://wealdstoneinmap.commonplace.is/>

2.44 The councils bid to TfL aims to contain plenty of bold ideas, and the only thing that is fixed at this stage is our ambition and determination to make Wealdstone and the surrounding area a better, healthier place with cleaner air, safer more accessible streets and a thriving mix of local businesses and attractions in the area. Our engagement aims involve:

- Working with businesses to allow them to thrive with a better environment for everyone
- Focusing on improving access to our estates including outreach work with young people
- Working closely with schools, faith and neighbourhood groups in the area
- Giving a voice to those sometimes excluded from major projects and considering the needs of the whole community
- Practical demonstrations, events and promotions to get everyone involved
- Opportunities for local people to reclaim and take ownership of their streets
- Promoting social inclusion and community safety by bringing communities together

Submission of bid

2.45 The bid will be prepared and submitted following the principles set out in this report. Harrow will work closely with TfL on the development of this bid during the year in order to ensure it has a good strategic fit.

Major Project 3 - TfL Cycleway Project

2.46 TfL have been working with the London Boroughs and Sustrans, a charitable cycling organisation, to assist the Mayor for London to identify a "Cycle Way" network across London. Cycle Way routes will form a network of radial and orbital cycle routes designed to overcome barriers to cycling and target cyclists who want to use quieter, low-traffic routes that provide an environment for those cyclists who want to travel at a gentler pace.

2.47 TfL focusses routes on areas where its strategic analysis of cycling identifies a potential demand for an uptake in cycling. A Cycle Way project has been identified for Harrow by TfL because there is a potential demand identified from the Council's programme of regeneration.

- 2.48 The proposed route runs north-south through Kenton, Harrow town centre, Wealdstone and Harrow Weald. The scheme will be implemented over three years in three phases as follows:
- Phase 1 – Kenton Road (Kenton) – Kenmore Avenue (Kenton West)
 - Phase 2 – Kenmore Avenue (Kenton West) – Gordon Road (Wealdstone)
 - Phase 3 – Gordon Road (Wealdstone) – Weald Lane Harrow Weald)
- 2.49 A plan of the proposed route can be seen in **Appendix D**.
- 2.50 This programme of work is funded separately from LIP and is funded directly from TfL's Cycle Way programme.
- 2.51 Sustrans have been commissioned recently to undertake detailed design in accordance with TfL's criteria. Phase one will commence at the Gayton Road / Kenton Road junction and will terminate at the bridge under the railway line in Elmgrove Road. We anticipate the Community engagement to begin from November 2019. Initial consultation has taken place recently with shopkeepers in Manor Parade on Station Road with regard to the proposals.
- 2.52 The second phase of the project will run through the heart of Wealdstone town centre. The design of the town centre scheme is therefore being developed to accommodate the route of the proposed Cycle Way.

Staffing/workforce

- 2.53 The delivery of a successful Liveable Neighbourhood scheme would be undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants as needed.

Performance Issues

- 2.54 The implementation of a liveable neighbourhood scheme would support the wider aims, objectives and targets in LIP3 and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

- 2.55 The draft LIP3 has undergone a Strategic Environmental Assessment (SEA) which has indicated that there are environmental benefits from delivering the proposed programme of investment which includes liveable neighbourhood schemes.

- 2.56 Key population and human health benefits include reducing reliance on travel by car, reducing casualties, reducing congestion, encouraging active travel and improving air quality. There are public health benefits associated with increased active travel which can reduce diabetes and obesity levels.

Ward Councillors' comments

- 2.57 Ward councillor's have received briefings on the finding of the Wealdstone transport study and status of the transport infrastructure projects. TARSAP has also received regular update reports.

Risk Management Implications

- 2.58 Risk included on Directorate risk register? No
- 2.59 The delivery of all the Wealdstone transport infrastructure projects would be subject to separate risk assessments.
- 2.60 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

- 2.61 There are no legal implications.

Financial Implications

- 2.62 The town centre and bus improvement scheme has received £300k of funding in 2019/20 to take forward public consultation and detailed design of the scheme. The funding for the construction phase is subject to a separate bid to TfL. A match funding from Harrow is required and a bid to Community Infrastructure Levy of £0.9m is being made as part of the 2020/21 capital MTFS process. The 2020/21 capital programme is subject to Cabinet and Council approval in February 2020.
- 2.63 The TfL guidance indicates that liveable neighbourhood bids can be submitted up to a maximum of £10 million. A bid will be developed within that cost range. A match funding from Harrow is anticipated to be required and a bid to Community Infrastructure Levy of £1.76m is being made as part of the 2020/21 capital MTFS process. The 2020/21 capital programme is subject to Cabinet and Council approval in February 2020.
- 2.64 The Cycle Way scheme has received an allocation of £75k in 2019/20 to take forward public consultation and detailed design of phase 1 of the scheme.

Equalities Implications / Public Sector Equality Duty

- 2.65 The Transport Local Implementation Plan (LIP) sets out the relevant transport policies and objectives of the Council and was subject to an Equalities Impact Assessment which identified that there was no negative impact on any of the protected groups. The transport mitigations in the report accord with the principles of the Council's LIP. Typical benefits are as follows:

Protected characteristic	Benefit
Gender	Mothers with young children and elderly people would benefit from changes to pedestrian routes as it would be easier to cross junctions to access shops, local amenities and public transport.
Disability	The redesign of pedestrian routes and the public realm will provide improved accessibility to homes, shops and other local amenities including public transport. Disabled parking bays provision directly outside homes, shops and other local amenities will make access easier, particularly by blue badge holders for long periods of the day.
Age	Reducing traffic congestion, and encouraging walking can help reduce the influx of traffic into an area, and therefore reduce particulates and air pollution, to which children and the elderly are particularly sensitive.

Council Priorities

- 2.66 The following table show the key inputs from the strategy that will support the Council priorities.

Council Priorities	Impact
Building a Better Harrow	The scheme will improve the efficiency of the highway network and support regeneration and growth.
Supporting Those Most in Need	The scheme will improve the highway network and support regeneration and associated affordable housing as a part of the Kodak development
Protecting Vital Public Services	The scheme will improve the highway network and support regeneration and associated community amenities as a part of regeneration.
Delivering a Strong local Economy for All	The scheme will improve the highway network and support regeneration and

	associated commercial development.
Modernising Harrow Council	The schemes will use the last traffic signal technology to operate efficiently and effectively.

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 09/10/19		

Name: Patrick Kelly	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 09/10/19		

Name: Paul Walker	<input checked="" type="checkbox"/>	Corporate Director
Date: 08/10/19		

Ward Councillors notified:	YES
EqIA carried out:	NO
EqIA cleared by:	An EqIA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqIA is therefore not necessary

Section 4 - Contact Details and Background Papers

Contact:

David Eaglesham, Head of Traffic, Highways & Asset Management, 020 8424 1500, david.eaglesham@harrow.gov.uk

Barry Philips , Transportation Manager, 020 8424 1649
barry.philips@harrow.gov.uk

Background Papers:

TfL Liveable Neighbourhoods Guidance (TfL website)
<https://tfl.gov.uk/info-for/boroughs/liveable-neighbourhoods>

Draft Local Implementation Plan 3 (Council website)
http://www.harrow.gov.uk/info/100011/transport_and_streets/951/harrow_transport_policy_documents