

LONDON BOROUGH OF HARROW

COUNCIL MEETING

-

26 November 2020

QUESTIONS WITH NOTICE

A period of up to 15 minutes is allowed for the asking of written questions by members of the public or a Member of the Executive or the Chair of any Committee.

Questioner: **Mike Williams**

Asked of: **Councillor Graham Henson (Portfolio Holder for Strategy, Partnerships, Devolution & Customer Services)**

Question 1:

“How closely are major planning decisions in Harrow still based on the London Plan (March 2016) given that it predates the epidemic and therefore understandably fails to recognise the significant and lasting changes to homeworking patterns, the need for domestic outside space, and the challenges of co living developments and the need to maintain social distancing?”

Questioner: **Reshma Shah**

Asked of: **Councillor Varsha Parmar, Portfolio Holder for Environment**

Question 2:

“In relation to the LTN's can you define Excessive Negative Impacts and can you give some specific examples?”

Questioner: Miep Golabi

Asked of Councillor Varsha Parmar, Portfolio Holder for Environment

Question 3:

“Before the LTN’s were installed you have told us that you could not hold a comprehensive consultation as there was a deadline imposed by DFT and TFL. However, Emma Bradley was able to access a small consultation that was held in Pinner View back in June 2020 and posted the link feedback on a Facebook page of Harrow Street Spaces. Why did our ward Councillors tell her about the consultation and were all the other residents of Headstone South left in the dark? Especially as part of the Council’s standard is to maximise involvement in all consultations”.

Questioner: Atish Anand

Asked of: Councillor Varsha Parmar, Portfolio Holder for Environment

Question 4:

“The LTNS are in certain neighbourhoods at present. How is the equality impact of the pilot on the population both within the neighbor hoods and outside then being assessed and consulted upon?”

Questioner: Surangi Mendis

Asked of: Councillor Varsha Parmar, Portfolio Holder for Environment

Question 5:

“Harrow is an area which is predominantly BAME; almost 58% of residents belong to a minority ethnic group. As you are aware, the use of cars in London tends to be higher amongst Asian Londoners compared to other BAME groups, (<http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>) for **multiple**, often valid, reasons.

Furthermore, cycling, particularly in busy suburban areas of London, is not something that most people do regularly, or can do, again for multiple reasons. We agree cycling should be encouraged but where cycling culture

is accepted, for example in Holland, there has been a gradual and steady increase over **decades** in areas where the correct infrastructure is already in place to support this. You can't enforce change upon people if they are not yet in the mindset to accept it.

Therefore, rather than hastily blocking roads to discriminate disproportionately these groups, should we not be engaging with everyone, say in community centres, places of worship, etc. to actively discourage car use whilst explaining the benefits of walking / exercise to a population that is also disproportionately affected by high blood pressure, diabetes and ischaemic heart disease?"

Questioner: Edward O'Connor

Asked of: Councillor Varsha Parmar, Portfolio Holder for Environment

Question 6:

"Harrow council has committed to carrying out regular monitoring of the new schemes and that the data collected and assessments will be shared with residents. Residents assume that the monitoring will include data on:

- public perception – whether people are in favour or oppose the changes
- emergency services obstructed journeys- no of delays and duration of delays
- transport: traffic volumes (including local vs through traffic) for motorised vehicles, walking and cycling
- transport origin and destination surveys
- journey time data for all modes (showing how the scheme has improved the convenience of active travel)
- travel diaries to monitor shifts in mobility patterns or mode choice
- physical health: air quality, frequency of physical activity, obesity levels, life expectancy
- economy: spend in local shops, frequency of local shopping trips
- wellbeing: noise, frequency of social interactions on the streets, number of friends on the street, children's radius of independence

The results of the monitoring are now overdue to be shared with Harrow residents. Many residents are concerned that the council has failed to carry out the mandatory consultation with the emergency services in particular. Can you confirm exactly what is being monitored and how the data will be assessed, i.e. what criteria will you be judging the monthly reviews on, and how does the data that has been collected compare to the baseline data and the benefits that the council expected to realise post implementation of these schemes?"