

**REPORT FOR: TRAFFIC & ROAD
SAFETY ADVISORY
PANEL**

Date of Meeting: 6 February 2013

Subject: Harrow Sustainable Transport Strategy

Key Decision: No

Responsible Officer: Caroline Bruce, Corporate Director of Environment and Enterprise

Portfolio Holder: Councillor Phillip O'Dell, Portfolio Holder for Environment & Community Safety

Exempt: No

Decision subject to Call-in: Yes, following consideration by the Portfolio Holder

Enclosures: Appendix A: Harrow sustainable transport strategy

Section 1 – Summary

This report provides information as to how the sustainable transport policies agreed in Harrow's Transport Local Implementation Plan are being delivered in the borough.

Recommendation:

The Panel is requested to note the report and recommend to the Portfolio Holder for Environment and Community Safety to adopt the report.

Reason for Recommendation:

This report will broaden the understanding of the way all aspects of sustainable transport are being addressed as well as highlight the achievements made so far.

Section 2 – Report

Introduction

- 2.1 The Transport Local Implementation Plan (LIP) was agreed by Cabinet on 19th May 2011 and adopted by full Council on 7th July 2011. It is a statutory document required under the GLA Act that sets out all the transport objectives and strategic policies that the borough will undertake to deliver the Mayor of London's transport strategy (MTS) locally in Harrow.
- 2.2 The sustainable transport strategy focuses purely on sustainable modes of transport such as cycling, scooting, walking and public transport and explains in more detail the different work programmes and initiatives being used to promote and develop sustainable transport systems in the borough in accordance with the policies set out in the LIP. The strategy also explains the way in which these combine to deliver an effective set of measures that will mitigate the impact of transport on the environment and that will contribute to the wider measures being taken to tackle climate change.

Options considered

- 2.3 Providing a strategy on each transport mode separately (e.g. walking, cycling, etc.) was considered, however, as sustainability is an important aspiration of the LIP and MTS and there is a significant overlap between the transport modes a strategy focussed on sustainable transport generally was considered more effective.

Background

- 2.4 Many of the strategic policies provided in LIP2 are not explained in sufficient detail for councillors and the public to be fully aware of the

extent of the measures being implemented by officers to fulfil the policies identified. The sustainable transport strategy provides this detail, explaining all the different initiatives undertaken and how they contribute to sustainability. The sustainable strategy document can be seen in Appendix A. There are no new policies contained in the strategy as the purpose of this document is to expand on those policies already adopted in the LIP.

- 2.5 The sustainable transport strategy considers cycling, walking, scooting, travel planning, school transport and public transport issues. Environmentally friendly vehicles are not included as this is not an entirely sustainable way of travelling. The following are all included in the strategy:

Harrow supports cycling in the borough through:

- Encouraging new young cyclists through their journey to school
- Alleviating barriers to cycling by improving the bikeability of all routes in Harrow
- Offering cycle training to those who live work or study in the borough
- Promoting cycling activities

Harrow supports walking in the borough through:

- Encouraging walking both as a mode of transport and for recreational purposes
- Improving the walking environment and the overall safety of pedestrians

Harrow promotes sustainable transport modes through:

- School travel planning information as previously provided in the Home to School travel plan strategy
- Workplace travel planning
- Liaison with TfL, bus, underground and rail operators and public transport interest groups regarding improvements to services.

- 2.6 The sustainable transport strategy will be updated when significant changes to working practices take place. Following approval the document will become available on Harrow's website.

Financial Implications

- 2.7 All schemes and initiatives to improve sustainable transport are implemented in accordance with this strategy and are funded by annual grant funding from Transport for London which is provided to support the delivery of the LIP.

Risk Management Implications

- 2.8 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.9 There is an operational risk register for transportation projects, which covers all the risks associated with developing and implementing physical alterations to the highway and this would include all projects covered within the scope of this strategy.

Equalities implications

- 2.10 Was an Equality Impact Assessment carried out? Yes.
- 2.11 The Equalities Impact Assessment that was produced for the Transport Local Implementation Plan has covered all aspects of this strategy. There are positive impacts of the LIP on the sex, age and disability equality groups, particularly for women, children and people with mobility difficulties.

Corporate Priorities

- 2.12 Corporate priorities are improved as follows:

Keeping neighbourhoods clean, green and safe.

Increasing sustainable modes of transport will reduce the damage done by non-sustainable vehicles, will improve air quality which in turn will protect vegetation and trees required for the green environment.

United and involved communities: A Council that listens and leads.

Improved cycling, walking and scooting is done with widespread community support. Also, more people on the street invites improved community cohesion.

Supporting and protecting people who are most in need.

Reducing the dangers of air pollution and fast traffic is of benefit to those most in need and this is being addressed by improving the attractiveness of sustainable modes of transport.

Supporting our town centre, our local shopping centres and businesses.

Increased walking and cycling enables easier public penetration into the town centres and to businesses and evidence shows that those arriving in town centres by walking or cycling tend to spend more in the town centres.

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 15/01/13		
Name: Stephen Dorrian	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 17/01/13		

Contact: Ann Fine, Transport Policy Officer, 020 8424 1496 (x2496)

Background Papers:

Harrow transport LIP

http://www.harrow.gov.uk/info/200107/transport_policy/852/transport_policy