

Harrow Sustainable Transport Strategy

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1. Introduction

For transport to have long term sustainability, it must minimise environmental damage. The way we travel is one of the single biggest generators of CO₂ and other toxic substances and a direct cause of climate change and the greenhouse effect. Cycling and particularly walking are the most sustainable ways of travelling. They require very little use of the planet's resources, and they are both fuelled by food, a renewable source of energy. For the purposes of this document, cycling, walking and using public transport are all considered to be sustainable transport.

Harrow's Transport Local Implementation Plan (LIP2) contains Harrow's transport objectives as well as all the strategic policies relevant to transport in Harrow. LIP2 was approved by the Mayor of London and adopted in Harrow by full Council. This document will show how these strategic policies are delivered in the borough. Harrow's transport objectives are shown in Appendix A.

Setting out Harrow's sustainable transport strategy highlights the borough's commitment to a sustainable future. In addition, the information provided here, gives greater clarity regarding how each of the sustainable travel modes are managed in the borough.

2. Why we need a sustainable transport strategy

The economic and environmental challenges that London now faces require significant changes to the way people live and carry out their lives. Recent demographic projections suggest that the population of the west London sub-region is set to grow over the next two decades, reaching 1.6 million in 2031, an increase of some 12%. The challenges arise because:

- as the population grows, traffic volumes are likely to grow seriously impacting on the economic success of the city; and
- the economy is over reliant on gas and oil imports which are dependent on increasingly unstable regimes.

As a result of both these factors:

- traffic congestion continues to damage the economy;
- air pollution is getting worse, causing thousands of premature deaths;
- overcrowding on public transport will continue to worsen unless addressed by significant further investment; and
- obesity levels and diabetes which are both exacerbated by sedentary lifestyles, continue to increase.

The population and employment growth projected is likely to result in a 40 per cent increase in demand across London for peak hour public transport by 2025, particularly on radial routes into central London.

There is a lot that has to be done to ensure that London continues to function and to ensure that it has a viable economy, a healthy population and is a place where residents and businesses can flourish and co-exist in harmony. One of the ways we can improve the local environment is to reduce our reliance on non sustainable forms of transport and to create a better environment for sustainable forms of transport. This report will show how Harrow is addressing these issues and working towards a more sustainable future.

3. Walking, Cycling and Scooting

3.1 The benefits of walking, cycling and scooting

Increasing the number of people walking, cycling and scooting in the borough has the potential to do all of the following:

- Reduce traffic congestion and noise pollution;
- Improve personal health (both physical and psychological);
- Reduce carbon emissions¹, thereby reducing the impact of climate change.
- Contribute towards safer streets and reduced levels of crime;
- Reduce social exclusion;
- Improve the economy of town centres as cyclists and pedestrians spend more in town centres than bus or car users² (average monthly spend - walk £136, cycle £114, bus £105 and car £95); and
- Enhance the public realm by reducing the spaces required for motorised traffic thereby enabling a more attractive streetscape to be introduced.

3.2 Why we should walk, cycle or scoot more

For the individual, the benefits of walking, cycling and scooting are:

- Improved personal health – particularly of benefit to those with high blood pressure, obesity³ and type 2 diabetes but also of benefit to people with stressful lives;
- For shorter journeys cycling is often the fastest modes of transport;
- Improved personal fitness level;
- Low cost mode of travel;
- More accurately estimate journey times;
- Pollution levels are lower in the open air than in motor vehicles;
- Good for the local environment;
- Improved access to essential services and facilities;
- Improved social inclusion;
- Less parking problems; and
- Increased independence

3.3 Barriers to walking, cycling and scooting

Addressing the reasons that we don't walk, cycle or scoot more is a key way to encourage increased walking and cycling. The following shows some of the reasons people give for not walking, cycling or scooting more:

¹ Emissions from transport accounts for 22% of all carbon emissions in London - excluding aviation and shipping, These emissions are from: - cars and motorcycles (49%); road freight (23%); ground-based aviation – taxiing etc. (11%); and the remainder is from public transport (trains, the underground, buses and taxis etc. (approx. 4% each).

² Travel and Spend in London's Town Centres, TfL Customer Research June 2011

³ 19.1% of adults in Harrow were identified as obese in the 2009-10 Harrow vitality profile

Reasons given for not using mode of transport	Cycling	Walking	Scotting
Route not safe	✓	✓	✓
Route perceived as too dangerous	✓	✓	✓
Too many hills	✓	✓	✓
Bad weather	✓	✓	✓
Public anti-social behaviour	✓	✓	✓
Unfamiliar with route	✓	✓	✓
Car is more convenient	✓	✓	
Too tired to walk or cycle	✓	✓	
Habit	✓	✓	✓
Distance perceived as too far	✓	✓	✓
Need to carry heavy goods	✓	✓	
Need car for next part of journey	✓	✓	
Nowhere weatherproof to leave bicycle	✓		
Nowhere to shower / change at destination	✓		
Nowhere safe to leave bicycle or scooter at destination	✓		✓
Concerns about cycle / scooter theft	✓		✓
Do not own bicycle	✓		
Streets are dirty and too much litter everywhere		✓	
No seating		✓	
Illegal cycling on the footpath makes journey feel unsafe		✓	
Footways cluttered and too often obstructed by cars, street furniture, signage		✓	✓
Poor lighting increasing perceptions of danger		✓	✓
Lack of tactile paving		✓	

3.4 Managing Cycling in Harrow

Increasing face to face contact is one of the best ways of encouraging a change in travel behaviour. In Harrow, this is done in a variety of targeted ways as outlined in this strategy.

The prime aim of the cycling strategy is to encourage cycling as a healthy mode of travel. In Harrow, this is done in a variety of ways but focuses particularly on the following:

1. encouraging new young cyclists particularly through their journeys to school;
2. alleviating barriers to cycling by improving the bikeability of all routes in Harrow and in particular ensuring that routes are increasingly made suitable for entry level cyclists;
3. offering cycle training to those who live, work or study in the borough; and
4. promoting cycling activities.

Younger cyclists are prioritised in the borough as they have a longer cycling future ahead of them, are more susceptible to changing their travel behaviour and therefore the benefits are so much greater.

The Harrow cycling policies developed in the Transport Local Implementation Plan and agreed by Harrow cabinet are shown in Appendix B. The information provided below shows how these policies are implemented in the borough.

3.5 Bikeability

Bikeability is 'cycling proficiency' for the 21st century, designed to give the next generation the skills and confidence to ride their bikes on today's roads. Bikeability is supported by cross-Government departments including the Department for Transport, Department of Health and the Department for Education.

There are three Bikeability levels. A child will typically start Bikeability lessons once they have learnt to ride a bike, with 10-11 year olds progressing through to Level 2, and then Level 3 at secondary school (11-18 year olds). Certificates and shiny luminous badges for each level are awarded to children who successfully complete each course and children are encouraged and inspired to achieve all three levels, recognising that there is always more to learn and to enjoy on a bike.



The different levels of cycling bikeability levels are:

Level 1

During Level 1 Bikeability training, cyclists learn to control and master their bikes. The training takes place in an environment away from cars or traffic – usually in a playground or closed car park. Trainees gain basic cycle control skills including starting and pedalling; stopping; manoeuvring; signalling and using the gears on their bikes.

Once Bikeability Level 1 has been achieved, the cyclist will be awarded a red badge and will be able to:

- Get on their bike, start cycling, then stop and get off
- Ride their bike using the gears
- Look then signal
- Make the bike go where they want it to, including moving around objects safely
- Stop quickly if needed
- Look all around when riding, including behind, without wobbling
- Signal if turning right and left, without wobbling
- Give their bike a simple check to ensure it is road-worthy

Level 2

During Level 2 Bikeability training cyclists will get out on the roads. Level 2 gives a real cycling experience so that cyclists are able to deal with traffic on short journeys such as cycling to schools.

Once Bikeability Level 2 has been achieved, the cyclist will be awarded an orange badge and will be able to:

- Start and finish a journey by road, including passing parked or slower moving vehicles

- Be aware of everything around and signal intentions to other road users when someone needs to know the cyclists movements
- Position themselves properly on the road and pass side roads
- Use junctions including turning left and right into major and minor roads
- Decide whether a cycle lane will help with the journey
- Use the Highway Code, particularly when it comes to understanding road signs

Level 3

During Bikeability Level 3 training cyclists will learn the skills to tackle a wider variety of traffic conditions than on Level 2. When a cyclist reaches Level 3 standard they will be able to deal with all types of road conditions and more challenging traffic situations. Training courses cover dealing with hazards, making 'on-the-move' risk assessments and planning routes for safer cycling. This training is normally done after starting secondary school.

Once Bikeability Level 3 has been achieved, the cyclist will be awarded a green badge and will be able to cycle almost anywhere and do the following:

- Make a trip safely to school, work or elsewhere on any roads
- Use complex junctions and road features such as roundabouts, multi-lane roads and traffic lights
- 'Filter', to keep moving through stationary traffic
- Plan routes
- Interpret road signs

3.6 Encouraging new young cyclists through their journeys to school

The borough encourages cycling from an early age through Harrow's Junior Bike Week for pre-schoolers and also Try Cycling events at selected schools. This includes promoting cycling to pre-school children at playgroups through fun Trike Rides. This also introduces new parents to sustainable transport and cycling as a way of commuting and has also had a positive impact on adult cycle training.

The borough supports schools that have active school travel plans by providing some additional funding to the schools specifically dedicated to increasing the school journey by bicycle. This funding is usually used for additional cycle parking facilities.

Schools which have active travel plans are provided on request with Travel Maps. These maps identify key infrastructure in the local area surrounding the school. This includes bus stops and bus routes, train stations, local cycle routes, school keep clear markings and park entrances. The maps also show bikeability levels on the roads surrounding the school and indicate 5 and 10 minute journeys from the school. The Travel Maps have been designed for display in a highly visible location such as notice boards and school foyers.

3.6.1 Junior bike week for pre-schoolers

Officers from the Council visit playgroups and pre-school groups in the borough which have expressed an interest in the national bike week or in assisting parents migrating children into school. These groups are organised in advance of the child starting school as this is when the decision to travel by car has not yet been made and is the best time to present an alternative option.

At these visits, officers recommend types of events that could be organised to encourage cycling at an early age. The key outcome of these meetings is to encourage the parents to see cycling as a feasible mode of transport for the journey to school by both the parent and the child. Officers provide free promotional cycling material such as bike lights, reflectors, spoke designs, stickers etc. to facilitate events. Officers will also speak to teachers and parents about the importance of cycling to school and

the planning that can be done in advance of the school term beginning in September. Harrow cycle training programmes are also promoted at these events. Suggestions put forward at these meetings included encouraging the following: nature walks over summer holidays to appreciate that the car isn't always the only option for travel, organised cycle rides for parents and children and Trike rides.



3.6.2 Try Cycling events

Successful Try Cycling events have been held in selected schools in Harrow. Typically this sort of event gives pupils and teachers activities to encourage cycling to school over a longer time period – generally around 4 weeks. During the lead up to the event, school assemblies are held encouraging participation and at the end of the assemblies registration forms are distributed. Recruitment posters are also posted around the school. During the Try Cycling period, the Council offers rewards to those achieving the highest cycling journeys to school during the event. Prizes are typically small money vouchers to music stores etc. Pupils participating have

to complete diaries showing how much they cycle each week. Dr Bike sessions are also held during the Try Cycling period. The results of this sort of events have in the main been very encouraging and in some schools have significantly increased the numbers cycling to school.

3.7 Alleviating barriers to cycling by improving the bikeability of all routes in Harrow;

Barriers along small sections of a cycle route can hinder lots of potential new cyclists. Section 3.3 highlights the types of barriers that may prohibit some people from cycling. Some of these the Council cannot control but where possible the Council is taking steps to reducing these barriers.

3.7.1 Bikeability travel maps

In 2011, the borough commissioned a cycle network audit of the whole borough. This audit produced maps showing cycling ability levels – bikeability levels - required for riding along all links and all parks in the borough at the time of the audit. The maps also identified gaps in cycle parking facilities. These maps have been very useful in prioritising future works.

Roads classified in the borough audit as suitable for Level 1 cyclists are generally traffic free roads or roads with very little traffic. Cycling in parks in Harrow is currently not allowed by local By-law. However, the borough is considering trialling permissions to cycle in selected parks. This will need to be evaluated before the major change to the By-law is made. Should this happen, these routes will probably be suitable for Level 1 cyclists.

Most roads in Harrow are classified as suitable for Level 2 cyclists. These are generally safe residential roads with some parked cars but not overly congested.

Roads classified as suitable for Level 3 cyclists are predominantly busy roads with high speed traffic, lots of parked cars and complex junctions and roundabouts.

Kenton roundabout in Harrow is classified as 3+ and is therefore identified as really difficult for cyclists to use.

Bikeability travel maps are used to help the borough better engage with existing cyclists and also potential new cyclists. Cycling leaflets have been produced based on these maps and customised maps made available to residents, new cyclists and other communities regarding the local cycle routes skills levels. All skills levels are based on bikeability criteria.

3.7.2 Cycle parking

Safe, secure and weatherproof cycle parking needs to be available at both the start and end of journeys for cycling to even be considered. To address this, gaps in cycle parking facilities were identified as part of the cycle network audit and a programme for implementation of required cycle parking developed. In the development of all scheme works implemented in the borough, additional cycle parking is considered holistically with other scheme improvements.

Cycle parking at stations

The need for cycle parking at stations is particularly important for those who are only able to cycle a short part of their overall journey or only feel sufficiently confident enough to just cycle a short distance. Most stations in the borough have some level of cycle parking available at or near the station, however the quality of parking provided is not always of the same standard.

The borough continues to liaise with TfL and Network Rail regarding suitable, secure and increased cycle parking at Harrow on the Hill and Harrow and Wealdstone stations as well as the provision of locker facilities for cyclists at these stations.

Cycle parking at schools and colleges

The Council supports schools by providing some funding for additional cycle parking, at schools where necessary. When schools update their travel plans, schools identify the level of cycle parking they have. Following completion of their school travel plan, schools are able to apply for small grants funding from TfL to supply more parking spaces.

3.7.3 Stopping bike theft

Worries about bike theft can stop some potential cyclists from buying bikes. Bike registration helps police and retailers identify and verify the legitimate owners of bicycles that have been stolen or are being resold. Security marking bicycles deters potential thieves as a security marked stolen bike can be easily traced and returned to its lawful owner. Harrow road safety officers liaise with the local Police Community Support Officers (PCSOs) to arrange their participation in events where high numbers of cyclists are expected. At these events, the PCSOs offer a free security bike marking and registration service for those attending. PCSOs also provides these services at Harrow events during busy times that promote cycling as a form of transport e.g. Christmas markets, summer fairs etc. To encourage bike marking take up, Harrow provides a Dr Bike at busy events. This co-ordinated approach provides added value and security to those considering cycling again.

3.7.4 Cycle Infrastructure standards

There are 41 km of cycle lane in the borough. These have been introduced to link key trip generators and places of interest such as stations, shopping areas, schools, open spaces etc. The majority of cycle facilities in the borough consist of on-road advisory cycle lanes only. Where there are insufficient carriageway widths to accommodate on-road cycle lanes, off-road segregated cycle facilities are provided on the footway where the footway is wide enough to do so. As a last resort to enable cycle route continuity, short sections of shared use footway for cyclists and pedestrians is considered.

Cycle parking facilities offered on-street are usually the conventional Sheffield hoops type. When additional cycle parking facilities are provided in schools they are more often the novelty designed carbon neutral cycle pods.

The standards of infrastructure introduced are always in line with those recommended by the Department of Transport and also follow the guidance provided in the TfL London Cycling Design Standards.

3.8 Offering cycle training to those who live, work or study in the borough

In a single year Harrow school children achievements:

617 children reached Level 1 bikeability standard

499 children reached Level 2 bikeability standard

The borough offers free cycle training using external trainers provided by *Cycle Experience* to all those that live or work within the borough. This training is offered to both children and adults. The courses are for total beginners up to an advanced level and offer skills and training specific to the needs of the individual and include all aspects of cycling safely. Cycle Experience trainers are all accredited to the national standard, CRB checked and first aid trained.

3.8.1 School cycle training

All schools can apply for funds to purchase school bicycles to ensure that children from families that can't afford to buy a bike can benefit from the free cycle training on offer. Schools which own several bikes are use the bicycles during sports lessons and also in establishing bike clubs.

3.8.2 Cycle training for school children

Training for school children follows the national standards bikeability syllabus and follows an agreed programme designed to give young cyclists the necessary skills to be safe road users. School cycle training is promoted through the school travel plan, newsletters and onsite advertising.

There are three levels of training which are arranged for pupils in Harrow of different age groups and ability:



Level 1: For children age 8/9 years – This provides a two hour session of playground training covering basic cycle control. Pupils need their own bicycle, and should have the ability to ride a short distance without assistance. These lessons are usually provided by 2 instructors to 16 trainees. Level 1 training always takes place in a safe off-road environment.

Level 2: For children over 10 years - four sessions of two hours. Sessions are held in the playground and on local roads around the school site. Pupils should have reasonable balance and control of their bicycles, which should be suitable for riding on the road. These sessions are usually provided by 2 instructors to 6 pupils. Before level 2 training takes place in schools, a year 6 school assembly take place to promote the course and encourage enrolment. This ensures that the benefits of cycling are

widely understood by all and promotes cycling as a fun, practical and healthy way of travelling to school.

Level 3: For children aged over 12 years – Five sessions of two hours. Sessions are predominantly held on the road and enable trainees to deal with roundabouts and complex junctions. These training sessions involve route planning and often at the end of this training the instructor will cycle with trainees on their usual route to school. These sessions are usually provided by 2 instructors to 4 pupils.

3.8.3 High school bike clubs

After running Canons School bike club, the percentage of participants that had no confidence when cycling to school fell from 46% to 9% and a total of 82% indicated moderate confidence or above for cycling to school.

After running Harrow High School bike club, the amount of pupils that never cycled to school reduced down from 94% to 14% and 86% of the Bike Club participants cycle to school twice a week or more.

Bike clubs have been introduced in selected high schools. These clubs usually run for 8 weeks of 2 hour training sessions. At the end of the 8 weeks, participants usually achieve level 3 bikeability. The courses cover route planning, bicycle maintenance, the environmental and health benefits of cycling and the role of the bicycle in communities.

3.8.4 Adult cycle training

Free adult cycle training is available to those who live or work within the borough. The training is arranged by the Harrow Road Safety office and is funded by Transport for London.

Training is provided by Cycle Experience, using professional cycle instructors. It is offered for new riders or for those that want to improve their ability or confidence cycling. Regular group sessions are held at a central Harrow location or where appropriate individual instruction can be arranged. Loan cycles can be provided for a small charge.

Free training is limited to two hours of instruction, except for complete beginner riders who can receive up to three hours. For a fee, additional cycle training can be provided directly through Cycle Experience.

In Harrow, most of the adult training is offered to total beginners, though both intermediate and advanced courses are offered. For the advanced users the training may involve travelling on the trainee's usual route to work. Maps are provided to individuals at the cycle training to help map out the routes they are most likely to use to further improve their cycling confidence.

The advanced courses for adult cycling offers training to ensure riders can cycle on fairly busy roads and know how to deal with complex junctions and roundabouts. The courses are also used to promote recreational cycling. These courses are usually offered by 2 instructors to 6 trainees.

3.8.5 Special needs cycle training

At schools with high numbers of children with special needs cycle training is offered with trainers working alongside the pupils' teachers. This additional support allows for training to be offered with a single teacher for each pupil trained.

For adults with special needs, training is usually offered by a single instructor to a single trainee.

3.9 Promoting cycling activities

To increase the attractiveness of cycling the borough encourages new cyclists and offers personal route mapping facilities via a series of events and promotions tied in with National Bike Week – roaming bike buddy, beat the bus and Back on your Bike.

Cycle promotion events encouraging people to get on their bikes take place at various times of the year in Harrow. These events enable potential cyclists to try out different types of bicycles as well as to consider bike maintenance issues. The event also promotes cycle training to the wider community.

The sustainable website campaign www.itsuptoallofus.co.uk is used to encourage cyclists to engage on cycle parking issues in the borough, promoting cycling to new cyclists and promoting cycle training and other Harrow cycling events. The website also highlights the important health benefits associated with cycling and ties up with the borough's Active Travel promotions. Harrow will continue to encourage cycle journeys via social media and Harrow's sustainable transport Twitter feed, YouTube channel and blog.

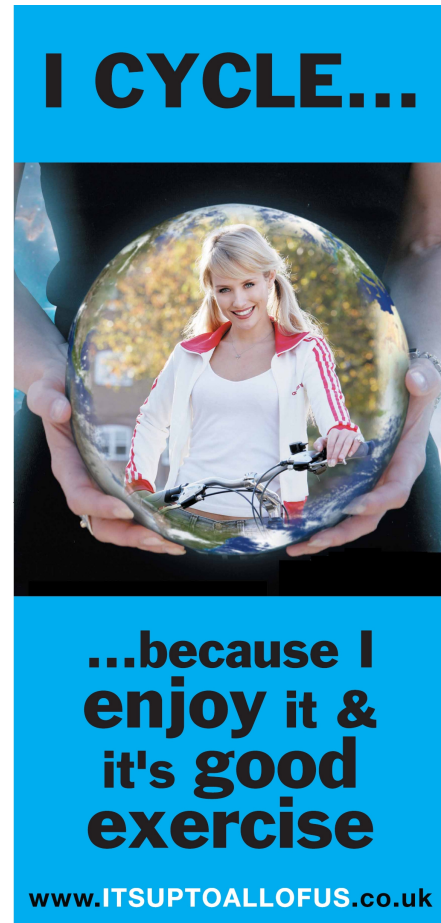
The borough liaises with businesses highlighting how cycling can be an effective and cost efficient solution for short journeys. In particular, workplaces are strongly encouraged to increase facilities for cyclists through their travel plans.

The borough also liaises with charities and other organisations encouraging organised bike rides and other sustainable transport. For these events, Council officers assist with appropriate route planning, event management, event promotion and provision of the Dr Bike service for participating cyclists.

Cycling is also promoted through the distribution of bikeability maps showing the skills needed to cycle in various areas in the borough.

3.9.1 Dr Bike events and bike maintenance skills

Dr Bike events are organised by the Council at various public events to provide a free maintenance review and repair service on the condition of cyclists' bicycles. It is a great way of encouraging people who may not have used their bikes for some time to get their bikes out of storage and to start cycling again. At these events, trained mechanics are provided to advise on the safety and condition of bicycles participating in the event. Most minor problems are fixed for free on the spot. Only when the condition of the bicycle cannot be fixed in the time available are cyclists advised to visit a local cycle repair shop. These events are very good at tempting out cyclists just for the purpose of repairing their bikes and this often leads to participants returning to cycling again. Dr Bike events are also an excellent opportunity of promoting the borough cycle training programme, linking in with cycle



maintenance through the ITSUPTOALLOFUS YouTube channel and also of promoting sustainable transport to participants.

Dr Bike events are also scheduled to compliment the school cycle training programme and are provided at selected schools for this purpose.



The borough has produced and continues to promote a series of cycle training videos available on Harrow's ITSUPTOALLOFUS YouTube channel. These videos advise users on various cycle skills such as how to choose a bike, how to fit a helmet, safer cycling, how to repair a puncture etc.

Cycle Maintenance courses are also offered by Cycle Experience. These courses offer basic cycle maintenance for both adults and children aged 10 and over. The courses aim to give individuals the skills to be able to make their everyday journeys without the fear of breaking down and having to 'walk the bike home' and/or 'leave the bike in the garage considered broken'.

Simple tasks like changing a tyre and mending a puncture are demonstrated and then performed by participants under the supervision of a qualified Instructor. Those participating also receive simple advice on seat height adjustments, different valve types, tyre pressures and tyre/inner tube sizes.

These maintenance sessions lasts about two hours and are practical hands-on courses.

3.10 Scooters as a mode of transport

Scotting is a fun, healthy and active way to get around. It is also inexpensive for parents and is an environmentally friendly way to travel. For children, it helps them develop basic road safety awareness, as well as skills which are essential for cycling such as balancing, steering and stopping.

Scotting to school is becoming increasingly popular for young children. It is a good way for children to undertake daily physical exercise, which helps to keep them fit and maintain a healthy lifestyle. Scotting is also often faster and more fun than walking. This is particularly so for children not yet able to cycle.



Scotting can also help to reduce the number of cars doing the schools run and therefore reduce school gate congestion.

Scooter training came about in Harrow, because of concerns that very young children were requesting cycle training and wanted to cycle independently to school and that children who were scooting to school were involved in an array of small scale collisions with traffic and other pedestrians. To address both these issues, free scooter safety training was developed and is now offered to most year 2 pupils aged 6 and 7 year olds across the borough. This training is offered by Harrow's road safety officers.

The training involves 15 minutes of playground scooter activity and 25 minutes on the local pavements surrounding the school. Training is offered on a ratio of 2 instructors to 10 trainees.

Participants in scooter training receive a certificate for participating. Most schools in the borough do receive scooter training in their playgrounds and these schools usually also do have scooter storage facilities.

It is clear that children usually love scooting but are not always aware of basic safety rules.

Some of the issues covered during scooter training are:

- Awareness of driveways – encouraging children to stop, look out and listen for vehicles
- Awareness of pavement obstructions
- Consideration for other pedestrians using the pavements
- Stopping safely
- Leg swapping
- Scooter safety checks

3.11 Managing Walking in Harrow

The prime aim of the walking strategy is to encourage increased walking particularly as a healthy mode of travel. In Harrow, this is done in a variety of ways but particularly focuses on the following:

1. encouraging walking both as a mode of transport and for recreational purposes; and
2. improving the walking environment and the overall safety of pedestrians.

The Harrow walking policies developed in the Transport Local Implementation Plan and agreed by Harrow cabinet are shown in Appendix C. The information provided below shows how these policies are implemented in the borough.

3.12 Encouraging walking both as a mode of transport and for recreational purposes

The borough encourages walking by doing the following:

- Encouraging young people to choose sustainable modes of travel for their journeys to school;
- Enhancing the public realm;
- Improving greenways and promoting them;
- Improving road safety; and
- Promotional events.

In order to maximise the benefits of all walking promotions, the borough works in partnership with other organisations with similar interests.



3.12.1 Walking to school

The borough encourages walking to school by supporting and promoting events such as Living Streets Walk to School campaign, International Walk to School Month, Walk on Wednesdays, Theatre in Education, Junior Walks and encouraging school walking buses. These all form part of the school travel plan.

The Living Streets Walk to School campaign is aimed at encouraging more parents, children and young people to make walking to school part of their daily routine. The Council supports this by



providing schools with additional resources to engage pupils in the campaign such as badges for reaching specific targets, wall charts to enable classroom discussions, calendars, T-shirts, pencils and certificates for participating.

International Walk to School Month is held in October every year in a bid to promote the health and environmental benefits of avoiding cars. The month is a long awareness event held in October each year where schools across the world join forces to promote walking to schools. The aim is to encourage fun events and activities to be run to raise awareness about walking to school. It gives children,

parents, school teachers and community leaders an opportunity to be part of a global event as they celebrate the many benefits of walking. Walkers from around the world walk to school together hoping to create communities that are safe places to walk.

Walk on Wednesdays is an initiative schools use as part of the school travel plan and is aimed at reducing car use for the school run. It is aimed at changing the habits of children's travel on the school journey in hope that the children and parents will learn from a small change in the way they travel once a week to changing their behaviour further.

Theatre in Education provides a theatre production across selected primary schools in the borough and aims at encouraging sustainable travel for the children through an interactive experience. The show lasts for under an hour, it is a high energy enthusiastic show which is then followed by an interactive game to ensure that the children have understood the issues raised in the play. Issues raised in the play include:

- Car sharing
- Public transport
- Walking
- Fuel pollution
- Climate change
- Walking and cycling being fun, healthy and sociable
- Basic road safety

This play is always well received by schools, teachers and children.

Junior walks are encouraged to preschoolers through nurseries and playgroups where staff and parents are encouraged to take part in nature walks in the local area. This instils confidence in parents to take their children out for walks and opens a new experience for many children.

Another way school children are encouraged to walk to school is through school travel maps. These maps are individually prepared for schools that have travel plans and identify key infrastructure in the local area surrounding the school. Information shown on the maps include bus stops and bus routes, train stations, local cycle routes, school keep clear markings and park entrances. The map also includes an 800m cordon around the school. Within this 800m zone ideally children should be walking to school. The Travel Maps have been designed for display in a highly visible location such as notice boards and school foyers.

3.12.2 Walking promotions

Walking is promoted annually during February, April, May and usually July. These tie in with National Heart Week in February, National Walk to Work week and Living Streets Walking Works in April and May.

In February, these promotions include a promotional stand in conjunction with NHS Harrow in the town centre where the health benefits of walking are highlighted as is the benefits of all active travel; walk leader training is also promoted as well as the led walks in the borough. Heart health is particularly highlighted which reflect the tie in with NHS and the British Heart Foundation.

In Walk to Work week in April, promotions are geared towards businesses and also promote work place travel plans. This is usually done through distribution literature and offers of walking challenges to staff.

Walking Works is a national initiative designed by Living Streets and supported by TfL. This aims to get people to walk more during a single week in May. Harrow supports this through online challenges organised walks, promotional stands and step counter giveaways tied in with a personal travel planning consultation where increasing individual levels of walking are discussed.

In July, as the weather is usually brighter, a series of online promotions through ITSUPTOALLOFUS which highlight organised walks in the borough, provide tips for new walkers and encourage including walking as part of a daily routine.

In the winter months Winter Walking is promoted through organised walks which highlight the changing season and the environmental sights which would not typically be seen in the summer months. These are sometimes incentivised through Winter Wanders which are scheduled walks that provide taster sessions of the following:

- Nordic walking
- Power walking
- Nature walking
- Business walk shops

In December, walking is encouraged tied up with “shop local” promotions. This is incentivised through shopping in the town centre and receiving rewards related to local businesses in the area.

Volunteer walk leader training is provided throughout the year by NHS Harrow which officers support through assisting in the recruitment process and encouraging people to train up as walk leaders and lead their own walks in the borough.

Local events are supported throughout the year. These include events such as healthy living day at doctors’ surgeries, where officers provided step counters to support the GP one to one life style consultation.

3.12.3 Road safety workshops

Pedestrian safety presentations are offered to all school children in the borough. These are done by road safety officers at group assemblies for reception to year 2 and then years 3 to 6 and then each individual year at high school from year 7 to year 11. For the younger children in year’s reception to year 2, the presentations involve visual role play considering safe places to cross roads, parked vehicles, junctions, different crossing types. Years 3 to 6 presentations includes all of the earlier stuff but also deals with distractions that can occur on the way to school. High school presentations are shown video clips regarding distractions and their dangers.

Pedestrian safety is also presented to year 7 children through a theatre show which addresses issues such as distractions that arise from mobile phones, iPods, music, friends and peer pressure. This is a graphic and moving drama which engrosses the children and they are presented with a workshop at the end involving group discussions. These shows have received very good feedback regarding the messages presented.

3.13 Improving the walking environment and the overall safety of pedestrians

The walking environment is often improved through subtle public realm enhancements such as pedestrians signalling, pavement widening, zebra crossings, tree planting, decluttering, better lighting, provision of benches, better street signing information etc. Harrow generally makes these improvements as part of major scheme improvements or as part of other works taking place at appropriate locations.

Harrow has an excellent record in road safety and is one of the safest boroughs in London. This is achieved through addressing road safety improvements at schools through the introduction of 20mph zones and also through introducing road safety improvements at locations where patterns of road casualties are identified. In all road safety improvement works pedestrian safety is considered of paramount importance.

3.13.1 Legible London

Legible London is a pedestrian wayfinding system which is being introduced across London and in Harrow. It uses a range of information, including street signs and printed maps to help people find their way. It is also integrated with other transport modes so when people are leaving the Underground, for example, they can quickly identify the route to their destination. The maps provide clear and intuitive information that show: details of landmarks passed on journeys; and estimates for the walking times it takes to reach destinations. Once Legible London posts are installed in Harrow they will also serve as focal points for organised walks to encourage residents and visitors to the borough who would not usually walk to explore the borough.

3.13.2 Greenway improvements

Harrow regularly upgrades and promotes greenway links within the borough. The Belmont Trail which is a disused railway line and runs for 2.5km north south in the borough has been the main focus of greenway upgrade. The Council has been making small scale improvements along this route and this will continue over the coming years. The intention is that the route will become cycle friendly and more attractive to local walkers.

The improvement to the Belmont Trail was accompanied by an extensive online promotion linking in outdoor walking and getting to know your local area



with the trail being highlighted as a must see area of the borough.

The borough uses the green grid links to find the safest and most scenic routes to link areas together and thereby encourage new walkways. Planting additional trees and improving signage help to improve these pedestrian walkways.

3.13.3 20mph zones

20mph zones around schools not only improve the safety of an area, but also improve the perception of safety. 20mph zones are generally introduced around schools to reduce the risk to school children from accidents with speeding traffic. Harrow will continue to introduce 20mph zones around schools with the intention of giving pupils the confidence to walk and cycle to their school

Encouraging good road safety behaviour at a young age is a key part of Harrow's road safety programme. This is done through educational events in schools using role theatre and role play activities.

3.13.4 Local safety schemes

Local Safety schemes are introduced to reduce casualties in any area where clusters of accidents occur. Pedestrians crossing roads are particularly vulnerable when involved in accidents with motorised vehicles, particularly when vehicles are travelling at speed. The types of improvements that can be made to improve safety for pedestrians in these schemes are: improved and new crossing facilities such as zebras, Pelican, Puffin and Toucan crossings, or all red phased signalled crossings; traffic speed limit signs; vehicle activated traffic speed signs; improved lighting; and reduced parking to improve visibility for pedestrians.

PELICAN crossings are controlled by the pedestrian pressing the button on the WAIT box. Pedestrians can only cross when the green man lights up and all the traffic has stopped. There is a bleeper to help blind or partially sighted people know when it is safe to cross. In many locations, there is also a rotating knob underneath the WAIT box, which turns when the green man lights up to enable those who have poor sight and hearing to know when to cross.

The length of the signal cycle is initiated by a pedestrian demand.

PUFFIN CROSSING are an updated version of a Pelican Crossing. One of the main differences is that the red and green man signals are just above the WAIT box and not on the other side of the road. Puffin crossings have special built in sensors which can detect a pedestrian waiting and make sure that traffic remains stopped until all the pedestrians have crossed the road.

Puffin crossings have two forms of detection for pedestrians. These are:

- a) kerb-side detectors. These cancel pedestrian demands which are no longer required; and
- b) on-crossing detectors which can extend the all-red time period.

TOUCAN crossings are designed for both



pedestrians and cyclists. On a Toucan there is a green and red bicycle signal as well as the more familiar red and green man. The Toucan Crossing has the same form of vehicular detection as the Pelican and Puffin crossings and the same form of pedestrian on-crossing detector as the Puffin crossing. Additionally, unlike the pelican crossing, before the lights for vehicles go back to green, a steady red and amber are displayed instead of flashing amber.

4. Travel planning

Smarter travel aims to reduce congestion and reduce transport's contribution to climate change by helping people to make the most effective use of London's transport network and encouraging greater use of public transport, cycling and walking. This involves a range of initiatives such as: raising awareness of available travel options through targeted promotions; supporting sustainable travel through small scale infrastructure projects such as cycle racks; building an understanding of factors motivating travel behaviour; and engaging directly with schools, workplaces and local communities.

Harrow encourages smarter travel through assisting schools, businesses and other places of work to develop and promote site specific travel plans.

The Harrow travel planning policies developed in the Transport Local Implementation Plan and agreed by Harrow cabinet are shown in Appendix D.

School travel planning, workplace travel plans and residential development travel plans are all described in this chapter.

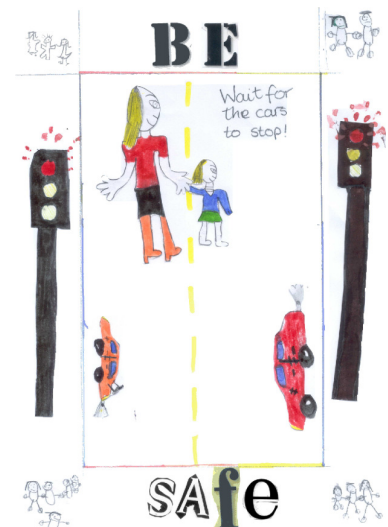
4.1 The School Run and Car Use

In 2004/5 a small sample survey (less than 10 schools) showed that the number of pupils travelling to school by car was 38%. In 2010, based on information obtained from school travel plans, 27.5% of pupils travelled to school by car and in 2011 this had dropped to 26% of pupils. There are significant differences between schools, this is partly geographical but there are also significant differences in car use where faith schools are concerned. The numbers travelling by car to school is far higher in Harrow than in many other boroughs and this does contribute to traffic congestion on Harrow's roads during the peak periods. In addition, Harrow has one of the highest levels of car ownership in London with 45% of households owning at least a car/van, and 25% owning 2 or more cars. This is based on the London Travel Demand Survey. As a result, many households own a second car that is available for the school journey and are therefore more inclined to drive children to school.

4.2 School travel planning

With nearly 90 schools and some 33,000 pupils in the borough, school travel is a major issue for Harrow Council. There is still considerable concern about the number of children who are taken to and from school by car and the impact this has on local residents and peak hour traffic congestion.

A School Travel Plan enables individual schools to put forward ideas and solutions for reducing car use, identifying problem areas that currently discourage walking, cycling and scooting, and increase awareness of other travel initiatives that will benefit the school and local community. The travel plan is used as an opportunity for the Council in partnership with the school community (including children, parents, staff emergency services and governors) and service providers to identify and propose solutions to address school travel related issues.



4.3 Cycling to School

Parents have shown a reluctance to allow their children to cycle to school because of the perceived dangers to young cyclists. The lack of secure school cycle parking adds to this. Initiatives by Transport for London in funding secure cycle parking facilities have helped to address this. There is increasing interest being shown by schools to the promotion and use of bicycles and many now ask for evidence from pupils that they have attended a training course before allowing them to ride to school.

The promotion of cycling to school children is included in the regular visits made to schools by Road Safety Officers who are now looking at ways of including some form of practical training for pupils at all schools. Training carried out at first and middle schools lay the groundwork for encouraging cycling for children when they move on to high schools.

4.4 Walking to School

Encouraging children to walk or cycle to school improves their health and for first and middle school pupils gives them the road safety skills needed for when they transfer to high schools and travel on their own. The lack of road skills and awareness of safety issues is apparent with the high proportion of road casualties in the 11 to 14 age group.

4.5 Parental Safety Concerns

Many parents feel that they have no alternative other than to drive their children to and from school because of fears for the children's safety both from traffic and other issues. As traffic congestion increases, these fears get worse and so does the traffic congestion. To achieve a significant shift in travel mode, parents need reassurance and convincing that they and their children will be safer as pedestrians or cyclists.

4.6 Applying for a school place

Parents need to be encouraged to select schools that are within easy and safe walking distance. Whenever possible, children are, offered a place at their local school, which would normally be within walking distance. However, some parents exercise their rights to choose by selecting other schools that are further away from home. Such parents are more likely to use the car for the school journey because of travel difficulties. This results in higher levels of car use. The Council also has a number of faith schools that attract pupils from within and outside the whole borough; these again tend to attract a larger number of car journeys.

4.7 Developing school travel plans

The Council assists schools in developing their school travel plan by providing additional specific resources to help in their preparation. These include assisting with school travel maps, providing access to a dedicated school travel plan website, assisting with TfL accreditation and helping to organise appropriate school events and promotions.

4.7.1 School travel maps

Harrow Council created a dedicated resource to encourage sustainable travel on the journey to school. School Travel Maps were produced for each school in the borough providing information of a school's locality and transport links in the school vicinity. The maps are readily available to all pupils, parents and staff.

Each map identifies key infrastructure in the local area surrounding the school. This includes bus stops and bus routes, train stations, local cycle routes, school keep clear markings and park entrances.



The map also includes an 800m cordon around the school; it has been suggested that if a family lives within 800m of a school, ideally they should be walking to school. The Travel Maps have been designed for display in a highly visible location such as notice boards and school foyers.

4.7.2 School travel plan website

Harrow commissioned a dedicated School Travel Plan website to assist schools in developing their travel plans. Following the success of this website and other borough's travel plan websites, TfL developed a centralised website version which has now been rolled out across London and is called STARTRACK. The Harrow website is integrated with TfL's STARTRACK website and enables schools to map school journeys for each pupil by mode of travel. This allows the school to better coordinate the services they provide. The less time they spend developing and reviewing their school travel plan, the more time the school can spend implementing identified initiatives to increase sustainable travel modes.

4.7.3 TfL accreditation

The London School Travel Plan Accreditation Scheme was created in 2007 to set a recognised standard for schools with travel plans that not only promote safe and active travel but achieve it as well.

The scheme has three levels of accreditation:

- Sustainable (Bronze)
- Higher Standards (Silver)
- Outstanding (Gold)

The scheme has the following objectives:

- To target schools in London that have impact on the road network in terms of congestion, safety and public transport delay to meet the minimum standard to become accredited for travel activity
- To guide and encourage schools to deliver against core TfL aims to increase walking and cycling levels and reduce the number of collisions involving young people on London roads

To encourage schools to work independently as a community and to commit to monitoring and evaluating travel activity through an online toolkit

Harrow encourages schools to review their own school travel plans and to achieve the TfL accredited status where possible. To assist this process, Harrow runs half day workshops which all schools are invited to attend and where they are supported in their applications for accreditation.

Any school that achieves a bronze status accreditation can apply to the Council for small grants funding which can be used for a wide range of activities that support sustainable travel initiatives at the school. This may include additional cycle parking facilities or promoting walking events etc.

In 2012, 48 schools in Harrow had bronze accreditation for their travel plans, 1 silver and 1 gold accreditation.

4.7.4 School events

The borough helps to address the traffic problems associated with the school run by supporting events such as Walk to School Week, Walk to School Month, Walk on Wednesdays, Theatre in Education and encouraging school walking buses. In addition to this, child and adult cycle training and try cycling events as well as scooter training are promoted to parents and their children to encourage changes to the way they travel to school.

4.7.5 School promotions

To further promote healthy and safe travel to school, the borough produces a quarterly newsletter for all schools in the borough. Information in the newsletter promotes best practice across the borough and provides ideas for schools to implement. It also promotes future events and initiatives being undertaken by schools in the borough. The newsletter regularly includes information on road safety and travel awareness

4.8 Workplace travel plans

The Council promotes sustainable travel and healthy ways to travel both to work places and to residents. This is done through workplace travel plans and a series of events under the umbrella of a smarter travel campaign. The promotions are tied in with many wider London initiatives. Some events are developed in conjunction with NHS Harrow and links made between transport and health through aggressive promotion of active travel initiatives tied in with the borough's Sports Development team.

Workplace travel plans are site specific plans that are developed to encourage sustainable transport to and from the site for both employees and visitors. Most of the workplace travel plans focus on site specific promotional activities to encourage employees to walk and cycle to work more frequently. This is often supported by a series of hard measures which typically include additional on site shower facilities for cyclists, increased cycle parking, car sharing spaces and car club bays and incentives to walk to work. This is supported by the Council and TfL through offering incentives such as free cycle Sheffield stands for cycle parking and promotional material and publicity tie-ins.

WestTrans offer ongoing support in promoting workplace travel plans given that most of these travel plans are voluntary and therefore hard to secure. WestTrans support may include provision of additional cycle parking facilities or guidance for travel planning at faith based sites etc. Harrow also encourages businesses in Harrow to adopt WestTrans cycling standards which encourage a higher cycle parking space to car parking space ratio which is better suited to outer London boroughs.

4.9 Residential development travel plans

Residential development travel plans are linked to planning applications and usually accompany the application. Before a travel plan is submitted, the developer is given a checklist from the Council stating the travel plan must pass the TRAVL test, adhere to current TfL guidelines and have I-Trace compatible surveys. The checklist ensures that all applicants clearly identify site parking facilities and polices, incentives for walking and cycling and how the plan will be monitored.

Residential developments are strongly encouraged to increase facilities for cyclists and cleaner fuelled vehicles in the pre-application planning process through the development of their travel plans. Electric charging points and car clubs are also encouraged for inclusion in residential developments through the development travel plans which are required as part of the borough planning process.

A close relationship between the development travel plan officer and the council is encouraged early on in the application process. This ensures that if monitoring targets are not met, then a revised plan of promotional activities and on-site enhancements can be agreed. When the development travel plan officer is struggling to maintain adequate levels of travel plan promotions the Council can offer assistance through small events such as Dr Bikes, cycling road shows and roaming bike buddies.

5. Public Transport

The predominant provider of public transport in London is Transport for London (TfL). TfL's main role is to implement the Mayor's Transport Strategy for London and manage transport services across the Capital for which the Mayor has responsibility.

These services include:

- London's buses
- London Underground
- Docklands Light Railway (DLR)
- London Overground
- Tramlink
- London River Services
- Victoria Coach Station



5.1 Managing public transport in Harrow

The Council does not have any direct controls over public transport provision within the borough. However it does liaise with bus, underground and rail operators regarding improvements to services required and facilitates improved communication between public transport interest groups and TfL.

The Harrow public transport policies developed in the Transport Local Implementation Plan and agreed by Harrow cabinet are shown in Appendix E.

5.1.1 Public transport and traffic Liaison meetings

Bus Liaison and Rail Liaison meetings take place on a quarterly basis. These meetings are attended by relevant Council officers as well as transport operators, TfL and borough Councillors. Traffic Liaison meetings are attended by relevant Council officers and also attended by London Buses and the emergency services.

All these meetings address service provision problems, possible improvements, route changes to ensure that all relevant people are kept up to date with changes and ensure that where necessary mitigation measures can be put in place to ensure minimal disruption to the travelling public.

5.1.2 Harrow Public Transport Users Association

Harrow Public Transport Users Association (HPTUA) looks after the interests of all public transport users who live, work, or travel in Harrow. HPTUA represents users at meetings organised by the Council such as Rail Liaison, Bus Liaison and Traffic Liaison. TravelWatch also attend these meetings and represents all public transport users in London.

5.1.3 Bus operations

Because Harrow is on the Western edge of London, buses travel in and out of the borough which are not managed by TfL. At the time of writing, routes 614, 644 and 615 are the only non –TfL routes in the borough. Route 615 runs from Stanmore to Hertfordshire and routes 614 and 644 run from Wembley Park to Hertfordshire. The routes are managed by Hertfordshire County Council. Because these routes are not managed by TfL, TfL's oyster travel cards are not valid on these services.

5.2 Bus priority improvements

Traffic congestion, traffic signals, road designs, junctions and parking layouts can impact on the speed that buses travel safely through the borough. Problems along routes are identified by public transport operators, Council officers and the public and improvements to all of these are made where possible. In all instances, the needs of all travellers – pedestrians, cyclists and cars are considered holistically to ensure maximum benefit for all.

5.3 Public transport infrastructure

Borough officers are involved in regular communications with operators regarding possible improvements to train rolling stock design, station layouts, bus stop design and bus routing with a view to ensuring that the highest standards of design can be achieved.

5.3.1 Public transport accessibility improvements

Significant infrastructure improvements are necessary to ensure that those with mobility difficulties can benefit from public transport services. This includes ensuring that disabled parking is available at appropriate locations to access the services provided, particularly at train stations, and that there is a step free route to access the service. Where possible, the Council provides dedicated parking facilities for those with disabilities to access all public transport services.

There has been a London wide improvement to the number of bus stops which are suitable for low floor buses which is necessary to ensure that bus travel can be accessed by those with mobility problems,. Low floor buses reduce the height differential between the kerb and bus floor and are beneficial to those with mobility difficulties as well as passengers with pushchairs and heavy shopping.

The entire TfL bus network is now operated using low floor vehicles, which have a single step entry, a low floor in the front part of the vehicle, and either a sloping gangway, or step towards the rear, over the drive axle. In Harrow bus stop accessibility improvements have been made across the borough to ensure that buses can drive up close to kerb edges and to ensure that the stops are suitable for low floor buses.

Bus stops are always located to allow passengers to board and alight safely and conveniently. Ideally, they are situated near places of particular need, such as local shops, libraries, clubs, health facilities and sheltered housing. Stop locations are determined by London Buses in consultation with Harrow officers. Harrow also consults Harrow Public Transport Users Association and the police regarding the location decision and then notifies local residents and businesses.

5.4 Public transport promotions

The borough's sustainable transport events promote the use of public transport. At these events the reduced carbon footprint of using a bus or train, health benefits and cost are all promoted as a means of transport which is convenient and does not create a car culture. How to use an Oyster card is demonstrated at some events and there is regular online promotion of public transport at www.itsuptoalofus.co.uk as well as through videos accurately showcasing the benefits of using public transport.

5.5 New developments

When new developments in the borough are agreed, changes to public transport services are often required. This is as a result of the changing travel behaviour that can arise as a result of a new supermarket, shopping centre, block of flats etc. The changes needed to services are discussed and agreed between Harrow officers, the developer and TfL. This process ensures that the services provided are appropriate to the existing built environment.

6. CONCLUSION

The information provided in this report shows how the borough works to minimise environmental damage through improving transport sustainability. However there are many other aspects of minimising environmental damage that need to take place. These include:

- protecting against flooding;
- adapting buildings to minimise the need for cooling;
- enhancing the emergency response to heat waves;
- addressing delays to transport from rail buckling as a result of heat waves;
- dealing with additional subsidence as a result of rainfall pattern changes;
- changes to the biodiversity resulting in increased pollution of watercourses and an increase in algal blooms;
- addressing the water supply deficit, including water loss from broken water mains; increased demand for water from people and wildlife and the supply needed to irrigate sites of nature conservation;
- dealing with changing health impacts as a result of extremes in temperatures; and
- addressing cancers arising from increases in ultra violet radiation flux,

None of these measures in isolation is enough to combat the serious environmental challenges now faced. The only way that the environmental challenges can be addressed is by Government organisations and individuals working together to make the changes necessary.

Appendix A Harrow Transport Objectives

The agreed transport objectives in Harrow are as follows:

1. Enable Harrow's residents to have the best possible access to employment opportunities and to improve the attractiveness of Harrow as a place to live, visit and work, the borough will further develop the transport system to provide access to employment opportunities within and beyond the borough and also support improved access to a wide range of facilities such as retail centres and education and health services as well as access to cultural heritage and outdoor green spaces
2. Support improved orbital transport links across the Borough and between outer London centres thereby providing greater access to a wider catchment area for employment opportunities by enabling journeys currently made by car to be made by sustainable forms of transport and thereby improve the environment
3. Encourage a healthier lifestyle by promoting healthy and safe travel particularly for pedestrians and cyclists
4. Reduce CO₂ emissions in Harrow, increase environment sustainability, improve general health and deliver a better quality of life in the borough through the use of travel planning and appropriate traffic engineering measures including providing improved facilities for pedestrians and cyclists
5. Support the borough's economic growth by regenerating Harrow Town Centre and the new Area of Intensification and ensure that the transport delivery needs of the Area of Intensification are prioritised
6. Reduce the number of motorcycle casualties across the borough
7. Improve social inclusion in the borough by improving the quality, capacity and accessibility of Harrow-on-the-Hill station and Harrow bus Station and improving the accessibility, efficiency and attractiveness of all transport including public transport borough wide and in particular Transport for London stations
8. Support projected population growth within the new Intensification Area by improving transport connectivity between Harrow-on-the-Hill station/Harrow bus station and Harrow & Wealdstone station
9. Increase the number of people cycling in the borough in order to improve public health, improve air quality, reduce congestion and to reduce the impact of climate change
10. Support Harrow's local economy by reducing congestion, improving the efficiency of servicing and delivery and making essential car journeys easier
11. Improve the quality of life of residents and visitors and improve overall health the borough will improve pedestrian walkways that use and link existing parks and open spaces with town centres and public transport provision
12. Ensure that the vitality of the town centre is supported through good transport access via all modes of transport prioritising sustainable modes of transport

Appendix B Harrow cycling policy

Harrow cycling policy was developed and revised as part of the preparation of LIP2. The policy underwent a borough wide public consultation and was then updated and agreed by the Mayor of London and by full Harrow Council.

The strategic Harrow cycling policies are as follows:

- C1 Provide cycle training for adults and children and encourage the use of bicycles generally and in particular for journeys to school
- C2 The council will promote the recreational use of cycling – but give priority to its aim of increasing cycling as an alternative to car use.
- C3 Ensure cycle routes and facilities in the borough are appropriately located and regularly cleaned and maintained and that whenever possible, cycle tracks in parks are available at all hours
- C4 Encourage the use of bicycles generally and in particular for journeys to school.
- C5 Encourage employers to make provision for employees wishing to cycle to a similar standard to that required from new development including the provision of “cycle pools”
- C6 Publish and distribute cycling leaflets and maps in areas of the borough identifying the locations of designated cycle routes, cycle parking facilities, barriers to use and main road crossings
- C7 The council will use its powers as local planning authority to make planning permission for future development conditional upon the availability of an appropriate level of pedal cycle parking and facilities such as showers and lockers and encourage provision of “cycle pools”
- C8 The council will use its powers and resources to provide secure and weather-protected cycle-parking at sites generating/attracting significant numbers of cycling trips – most particularly, at strategic interchanges and stations and at local shopping areas; and encourage other authorities with specific responsibilities within the Borough to do the same
- C9 Work with TfL to support the Mayor’s Cycle Superhighways schemes regarding improving access to the existing schemes or on the basis of bike hire space availability and work towards becoming a biking borough
- C10 The council will ensure the progressive achievement and maintenance of a high quality of cycle route provision, as well as clear continuity and consistency in design; and will ensure that, wherever practicable, provision is designed and implemented to cater for tricycle and trailer use
- C11 Provide effective alternatives to the car to encourage modal shift and increase provision for non-motorised modes of travel including cycling on all local access roads and treating walking as a priority travel mode, to be treated on a par with other means of transport
- C12 Liaise with Railtrack⁴ and Transport for London to address the lack of cycle parking on station land particularly at Harrow and Wealdstone and Harrow on the Hill stations.

⁴Railtrack Group plc was renamed RT Group plc and was dissolved in 2010. Since this time, the borough liaises with Network Rail in place of Railtrack.

Appendix C Harrow walking policy

Harrow walking policy was developed and revised as part of the preparation of LIP2. The policy underwent a borough wide public consultation and was then updated and agreed by the Mayor of London and by full Harrow Council.

The strategic Harrow walking policies are as follows:

- W1 Work with borough primary schools to encourage additional school walking buses and support existing walking buses
- W2 Ensure that all aspects of the walking environment are effectively considered when delivering works for major schemes, neighbourhood and corridor improvements. This will include signage, barriers and permeability and design to facilitate pushchairs or wheelchairs
- W3 Encourage active walking as a mode of transport
- W4 Increase the amount and variety of trees and plants across the Borough's open spaces and within streetscapes.
- W5 In all neighbourhoods, corridors and major schemes the borough will consider the Better Streets principles and in particular the need to reduce clutter, improve traffic management, increase the permeability of streets, creating spaces that make it easier for cyclists, pedestrians and disabled people to get about.
- W6 Provide effective alternatives to the car to encourage modal shift and increase provision for non-motorised modes of travel including cycling on all local access roads and treating walking as a priority travel mode, to be treated on a par with other means of transport
- W7 Encourage recreational walking and work in partnership with health providers to continue to promote walking specifically linked to health policy
- W8 Ensure that walking links to parks and open spaces are fully considered in new neighbourhood and corridor funded programmes
- W9 Address the identified areas of deficiency regarding access to parks and open spaces through improved cycling and walking infrastructure as shown in Harrow PPG17 study (2010)
- W10 Improve access to Harrow's green spaces and historic areas and improve pedestrian walkways that use and link existing parks and open spaces with the town centre and transport interchanges.
- W11 Work to implement the statement of action identified in Harrow's Rights of Way Improvement Plan in order to:
 - Extend the rights of way network to provide for new routes
 - Improve public information and publicity about the rights of way
 - Improve overall accessibility of the network to all but giving particular consideration to those with mobility difficulties
- W12 The council will work with the Metropolitan Police in using their powers of enforcement to deal with illegal cycling on pavements and footpaths
- W13 Take into account the needs of those with mobility difficulties who would benefit from additional seating in all new schemes giving particular consideration to road side seating in areas beyond the town centres which would enable many people to take short walking trips outside their own homes.
- W14 Ensure that walking permeability (a multiplicity of routes to give easy accessibility to, from and within a site) is assessed and prioritised for all new residential or business developments
- W15 Ensure convenient access for walking, cycling and public transport be required in the design and layout of new development
- W16 Improve pedestrian linkage between Harrow town centre and Harrow on the Hill

Appendix D Harrow travel planning policies

Harrow's travel planning policies were developed and revised as part of the preparation of LIP2. The policy underwent a borough wide public consultation and was then updated and agreed by the Mayor of London and by full Harrow Council.

Harrow strategic travel planning policies are as follows:

The Council will do the following:

1. Encourage schools to work with the Council to review catchment areas and intake policies to ensure that the transport implications of these are fully taken into account. The focus will be on avoiding decisions that exacerbate the need to travel without strong educational or social reasons and consider changing policy to reduce the need to travel by car
2. Work with schools to reduce the number of school trips made by car and liaise with schools regarding suggested highway works required in school locality
3. Work with borough primary schools to encourage additional school walking buses and support existing walking buses
4. Provide cycle training for adults and children and encourage the use of bicycles generally and in particular for journeys to school
5. Encourage and support schools, higher and further education establishments to review their own travel plans and to achieve TfL accredited status where appropriate
6. Promote the use of travel plans for all educational establishments, hospitals and other places of work and where appropriate work with organisations to improve site specific travel plans.
7. Promote sustainable and healthy travel choices through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking environment.
8. Promote and support the development of travel plans in accordance with TfL guidelines either for individual organisations or on an area wide basis as appropriate.
9. Secure deliverable Travel Plans for major trip generating Development
10. Improve the Council travel plan to reduce the need for staff or visitors to travel by car and review options for securing parking and improved facilities for bicycles, electric vehicles, motorcycles, car club vehicles and car share vehicles

Appendix E Harrow public transport policies

Harrow public transport policy was developed and revised as part of the preparation of LIP2. The policy underwent a borough wide public consultation and was then updated and agreed by the Mayor of London and by full Harrow Council.

The strategic Harrow public transport policies are as follows:

- PT1 Work with TfL to improve the penetration and expansion of local bus services into every local neighbourhood area – either by extending existing routes or, where necessary, by promoting new routes – this will be subject to the evaluation of the local impact of any additional bus services
- PT2 Encourage the provision of 'transport hub' facilities where these can serve wide catchment areas and connect up Harrow's and London's public transport network
- PT3 The council will seek to secure a fully integrated approach to the provision and operation of public transport services within Harrow, including:
 - Improving the ease and convenience of approach routes to service access points, and the quality and clarity of the access signing
 - Taking account of the specific needs of people with impaired sight or impaired mobility.
 - Improved taxi facilities at rail and underground stations
- PT4 Persuade TfL to concentrate on continuing to improve public transport service reliability ensuring improved radial and orbital services
- PT5 Work with TfL to prioritise available resources to provide the road space and traffic regulatory / management infrastructure to support development of the bus services as well as additional bus services
- PT6 Deploy full range of available bus priority measures ensuring that measures are designed to reduce problems for all modes
- PT7 Enforce all road traffic, parking and waiting regulations in the interests of improving bus priority. Where possible engineering solutions will be used to minimise the need for additional enforcement.
- PT8 Work towards introducing a fully integrated, accessible bus and underground station at Harrow on the Hill.
- PT9 In partnership with public transport service providers and regulators, seek to ensure that all stations and bus stop locations in the Borough are progressively improved with the intention of developing at access points, if appropriate, a fully wheelchair-accessible boarding / alighting points, as a basis for supporting a network of fully wheelchair-accessible scheduled bus services
- PT10 The council will prepare and publish a public transport leaflet and map, and will update and distribute copies as needed
- PT11 Lobby TfL to improve the quality, capacity and accessibility of Harrow-on-the-Hill station and Harrow bus station.
- PT12 Work with TfL to improve bus service reliability and to improve orbital bus links between the town centres and major employment locations and to other key destinations within Harrow and neighbouring boroughs.
- PT13 Improve transport connectivity within the Intensification Area between Harrow Town Centre and Wealdstone including the provision of in station cycle parking.
- PT14 Petition TfL to bring forward improved accessibility of Harrow on the Hill station as a priority in support of Harrow town centre and to facilitate the levels of growth proposed for the Harrow & Wealdstone Intensification Area, and improve the accessibility of all other stations where there is no disabled access
- PT15 Work with TfL to improve the frequency and reliability of weekend and late night public transport services to/from Central London
- PT16 Work with TfL to provide buses that take routes that will reduce numbers of children interchanging on buses across the network at the end of the school day
- PT17 The council will seek to work with public transport providers and regulators to ensure that engineering works and service closures are coordinated to minimise passenger inconvenience.

- PT18 Work with public transport providers and regulators as well as the Metropolitan Police in promoting safer travel initiatives such as Harrow's Safer Travel at Night and Cabwise - safer use of minicabs
- PT19 Seek to ensure that all stations and bus stop locations in the Borough are progressively improved as a basis for supporting a network of fully wheelchair-accessible scheduled bus services.
- PT20 Increase the number of bus stops in the borough which are DDA compliant
- PT21 The council will work with the key regulators and providers of rail, Underground and bus services within the Borough to progressively improve the network in terms of capacity and reliability.
- PT22 Build on existing liaison arrangements with those parties responsible for regulating and operating public transport services in the Borough – issues discussed will include concerns of public transport users with both TfL bus and all rail operators and will include bus driving standards, bus emissions, driver behaviour, bikes on buses and trains, as well as general service provision
- PT23 Work in partnership with public transport service providers and regulators, seek to ensure that all stations and bus stop locations in the Borough are progressively improved to offer a safe, secure and passenger-friendly environment and appropriate 'state-of-the-art' passenger interchange
- PT24 Work with TfL and bus operators to ensure adequate off-highway facilities are available for the storage and maintenance of buses at appropriate locations and to ensure that bus stands are appropriately located