

# APPENDIX A

## **Mayor of London's nine strategic transport outcomes**

Outcome 1: London's streets will be healthy and more Londoners will travel actively

Outcome 2: London's streets will be safe and secure

Outcome 3: London's streets will be used more efficiently and have less traffic on them

Outcome 4: London's streets will be clean and green

Outcome 5: The public transport network will meet the needs of a growing London

Outcome 6: Public transport will be safe, affordable and accessible to all

Outcome 7: Journeys by public transport will be pleasant, fast and reliable

Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

Outcome 9: Transport investment will unlock the delivery of new homes and jobs'

# APPENDIX B

## Draft LIP3 transport objectives

1. Improve the public realm through the introduction of healthy streets and liveable neighbourhoods to encourage active and safer travel particularly for pedestrians and cyclists thereby reducing congestion and improving public health and local air quality
2. Adopt a Vision Zero approach towards eliminating all road traffic deaths and serious injuries by 2041 and focus on reducing the number of motorcycle casualties across the borough
3. 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
4. Improve freight servicing and delivery arrangements to reduce congestion and delays on the network
5. Encourage the uptake of more sustainable modes of travel through active travel initiatives, delivering additional healthy routes to school, promotion of cycle hire schemes, the use of parking and permit policies and prioritising road space to walking and cycling to improve the environment.
6. Encourage the uptake of ultra-low emission vehicles instead of fossil fuel powered vehicles through the use of promotional activities, increased Ultra Low emission zones, neighbourhoods of the future, and greater availability of electric charging facilities, thereby improving air quality, reducing traffic noise and reducing CO<sub>2</sub> emissions throughout the borough
7. Support improved orbital transport links across the Borough and between outer London centres to provide wider access to employment opportunities and to enable journeys currently made by car to be made by sustainable forms of transport and thereby improve the environment
8. Improve transport connectivity throughout the Harrow and Wealdstone Opportunity Area and particularly between Harrow-on-the-Hill station/ Harrow bus station and Harrow & Wealdstone station
9. Ensure that the vitality of all town centres are supported through good transport links prioritising sustainable modes of transport
10. Improve public transport accessibility, support the expansion of bus and rail services throughout Harrow and in particular, support increased bus priority to deliver a more reliable, faster and more accessible public transport experience
11. Prioritise sustainable travel improvements for all new developments to support population growth and housing needs identified in the London Plan and local development framework
12. Prioritise the transport needs of the Harrow and Wealdstone Opportunity Area
13. Keep the transport network in good condition and serviceable to encourage the use of sustainable transport modes

# APPENDIX C

## Draft LIP3 policies

### Walking

- W1 Promote sustainable and healthy travel choices and healthy walking routes to school through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking and cycling environment
- W2 Encourage recreational walking as well as active walking as a mode of transport and support of national walking campaigns
- W3 Provide additional school walking buses
- W4 Work in partnership with health providers to promote walking and the Walking for Health scheme
- W5 Work with the Active Harrow Strategic Group to promote active and sustainable travel
- W6 Promote the Walk London network and new leisure routes through Harrow's extensive green areas
- W7 In partnership with Harrow Public Health, work with selected communities to promote the benefits of walking
- W8 Review the Harrow Rights of Way Improvement Plan with a view to increasing active travel through Harrow's parks and open spaces
- W9 Ensure that all aspects of the walking environment including links to parks and open spaces are effectively considered when delivering works for liveable neighbourhoods and corridor schemes
- W10 Improve access to Harrow's green spaces and historic areas and improves pedestrian walkways that use and link existing parks and open spaces with the town centre and transport interchanges.
- W11 Improve pedestrian linkage between Harrow town centre and Harrow on the Hill

### Cycling

- C1 Promote and deliver cycle training for children and adults who work, study or live in the borough
- C2 Promote and deliver cycle training for children and adults who work, study or live in the borough
- C3 Promote the recreational cycling – but give priority to increasing cycling as an alternative to car use.
- C4 Encourage cycling generally and in particular for journeys to school
- C5 Provide cycle training for children and additional cycle parking in schools
- C6 Provide safe and secure cycle parking
- C7 Review the level of cycle parking available across the borough
- C8 Review cycle parking on station land particularly at Harrow and Wealdstone, Harrow on the Hill station, Stanmore and Rayners Lane stations
- C9 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
- C10 In partnership with WestTrans, trial introduce dockless cycle hire in the town centre with a view to expanding the service throughout the borough
- C11 Review the existing cycle delivery plan with a view to expanding the network

- C12 Ensure the progressive delivery and maintenance of a high quality of cycle route provision, consistent with London Cycling Design Standards, as well as clear continuity and consistency in design; and ensure that, wherever practicable, provision is designed and implemented to cater for tricycles and bikes with trailers
- C13 Encourage the delivery of 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
- C14 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”
- C15 Work with TfL to contribute to delivery of strategic cycle routes including Quietways

### **Schools**

- S1 Promote sustainable and healthy travel choices and healthy walking routes to school through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking and cycling environment
- S2 Encourage and support schools, higher and further education establishments to review their own travel plans and to achieve and improve TfL accredited status where appropriate
- S3 Encourage cycling generally and in particular for journeys to school
- S4 Provide cycle training for children and additional cycle parking in schools
- S5 Provide additional school walking buses
- S6 Work with TfL to ensure take-up of Children's Traffic Club, a London road danger reduction education resource for pre-schoolers
- S7 Work with TfL to ensure take-up of the Safety and Citizenship pre-transition safe and responsible behaviour sessions for Year 6 pupils
- S8 Work with TfL to ensure take-up of the Junior Travel Ambassador and Youth Travel Ambassador schemes, addressing transport and road safety issues in schools
- S9 Provide road safety education events at schools and colleges throughout the borough
- S10 Work with schools to reduce the number of school trips made by car
- S11 Liaise with schools regarding suggested highway works required in school locality
- S12 Work with schools to identify local air quality issues surrounding schools and where appropriate access the Mayor's Air Quality Fund to provide appropriate solutions and raise awareness of the issue
- S13 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
- S14 Work with schools to promote travel training for children and young people with learning difficulties

### **Public transport**

- PT1 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

- PT2 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
- PT3 Support the extension of additional taxi rank operational hours where this supports late travel such as the night time running of the Jubilee Line
- PT4 Seek to work with public transport providers and regulators to ensure that engineering works and service closures are coordinated to minimise passenger inconvenience
- PT5 Deploy full range of available bus priority measures ensuring that measures are designed to reduce problems for all modes
- PT6 Liaise with the Public Carriage Office regarding improving the accessibility of taxi ranks in the borough
- PT7 Support improved orbital transport links across the Borough and between outer London centres to provide wider access to employment opportunities and to enable journeys currently made by car to be made by sustainable forms of transport and thereby improve the environment
- PT8 Work with TfL to assess suggested service improvements for the Heathrow bus link route 140 as well as any additional routes needed to support the proposed Heathrow expansion

### **Road safety**

- RS1 Adopt a Vision Zero approach towards eliminating all road deaths and serious injuries by 2041
- RS2 Employ a road danger reduction approach to design, using the streets toolkit for designers, Road Safety Audit, and Healthy Streets Check for Designers
- RS3 Prioritise schemes that maximise casualty reduction predictions and pose the highest risk to vulnerable road users and in particular the numbers killed and seriously injured per annum for the available finance
- RS4 Ensure that the safety concerns of all road users are considered when considering any traffic scheme
- RS5 Prepare a programme of 20 mph zones in the borough and incorporate these into schemes for future TfL funding
- RS6 Increase the extent of 20mph roads in the borough and expand the existing 20mph zones to cover more areas where people live, work and shop and where children travel to school
- RS7 Work with parking enforcement and police to enforce and promote safe driving and parking in school zones
- RS8 Where possible use engineering solutions to minimise the need for additional road safety enforcement
- RS9 Maintain an effective method of accident monitoring for the borough
- RS10 Use accident statistical data to recognise trends and deliver targeted educational and engineering initiatives, with a focus on roads with a higher risk of motorcyclist collisions

- RS11 Support the police in targeting illegal and non-compliant behaviour that puts motorcyclists at risk, using data to focus on the roads with a higher risk of motorcyclist collisions
- RS12 Educate road users on the shared responsibility for safer motorcycle journeys, through driver and motorcyclist skills training and communications
- RS13 Promote Motorcycle Industry Association (MCIA) accredited training providers to motorcyclists looking to undertake Compulsory Basic Training
- RS14 Provide BikeSafe vouchers for subsidised courses delivered by local Motorcycle Industry Association (MCIA) accredited training providers
- RS15 Improve the safety of street design by following the design guidance set out in TfL's Urban Motorcycle Design Handbook
- RS16 Encourage safe and considerate driving, at appropriate speeds, as part of travel awareness and road safety education campaigns and review existing speed limit to ensure they are appropriate to the location
- RS17 Support the police in targeting illegal and non-compliant behaviour that places other road users at risk
- RS18 Carry out road safety audits of all new significant traffic and highway proposals
- RS19 Deliver appropriate road safety interventions and resources for road users aged 60+ by targeting community groups, day centres and social clubs, facilitating bespoke workshops and presentations and providing road safety literature
- RS20 Support the police to maintain focus on disrupting the criminal gangs involved in motorcycle theft and enabled crime
- RS21 Improve lighting across the borough by a change to LED lighting
- RS22 Work with the Metropolitan Police in using their powers of enforcement to deal with illegal cycling on pavements and footpaths

### **Parking and Enforcement**

- PE1 Give high priority to the enforcement of parking and road traffic regulations, particularly to those affecting the safety of all road users, reliable operation of bus services and the prevention of traffic congestion
- PE2 Monitor and review the provision and operation CPZs in all areas of the Borough experiencing on-street parking stress and install new CPZs subject to, demand and consultation with the local community
- PE3 For new CPZs, and as CPZs are reviewed, change the operational hours of enforcement to target the busiest times of the location
- PE4 Review the parking regulations in the Opportunity Area to ensure that the needs of planned growth are appropriately addressed
- PE5 As reviews of CPZs take place, progressively enable the provision of business parking permits in CPZs for vehicles where permits are required as a major part of the operation of the business and where such journeys are not viable without such parking permits
- PE6 Provide reduced cost parking permits for appropriate greener vehicles
- PE7 In the development of parking schemes, the council will ensure convenient car parking for people with disabilities is considered
- PE8 Ensure adequate provision of blue badge parking is available in all town centres
- PE9 Enforce all road traffic, parking and waiting regulations in the interests of improving bus priority.

## **Social inclusion**

- SI1 Prioritise in all new schemes the needs of those with mobility difficulties who need to drive to work, shops or other facilities
- SI2 Consider accessibility improvements in all new schemes, such as dropped kerbs, tactile paving and audible signals
- SI3 Work towards introducing a fully integrated, accessible bus and underground station at Harrow on the Hill
- SI4 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
- SI5 Petition TfL to improve the accessibility of all stations in the borough where there is no disabled access
- SI6 Consider the provision of additional seating in all new schemes to benefit the needs of those with mobility difficulties, 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
- SI7 Continue to support of the expansion of the Harrow Shopmobility services and their opening hours
- SI8 Work with schools to promote travel training for children and young people with learning difficulties
- SI9 Ensure convenient car parking for people with disabilities is considered In the development of all parking schemes
- SI10 Where alternative options exist, prevent or deter parking on footways and verges ensuring that the safety and convenience of pedestrians, the visually impaired and disabled people is paramount
- SI11 Ensure adequate provision of blue badge parking is available in all town centres
- SI12 Liaise with the Public Carriage Office regarding improving the accessibility of taxi ranks in the borough
- SI13 Ensure that all aspects of a safe environment, including improved lighting, better sight lines particularly for vulnerable road users and well-lit waiting areas, are effectively considered when delivering works for all new schemes
- SI14 In the development of parking schemes, the council will ensure convenient car parking for people with disabilities is considered
- SI15 Work with schools to promote travel training for children and young people with learning difficulties
- SI16 Work with Harrow Association of Disabled People and other disability organisations to address a range of accessibility issues

## **Public Realm**

- PR1 Ensure that the vitality of town centres are supported through good transport access via all modes of transport prioritising sustainable modes of transport
- PR2 Continue to support the Harrow town centre neighbourhood of the future and deliver new NOFs across the borough
- PR3 Work with TfL to expand Legible London throughout the Harrow Opportunity Area and into more areas in Harrow such as Stanmore and Headstone Lane
- PR4 Improve on the condition of Harrow roads by continuing to prioritise road maintenance in Harrow's capital and revenue budgets in line with best practice asset management principles

- PR5 Ensure that all aspects of a safe environment, including improved lighting, better sight lines particularly for vulnerable road users and well-lit waiting areas, are effectively considered when delivering works for all new schemes
- PR6 Increase the amount and variety of trees and plants across the Borough's open spaces and within streetscapes
- PR7 Seek opportunities for new tree planting in the Opportunity Area

### **Regeneration**

- R1 Ensure all projects consider their air quality and noise impact and that where possible mitigation is introduced to minimise adverse impacts
- R2 In all liveable neighbourhoods schemes the borough will consider planting and street greening to provide shade and shelter and to create a more attractive environment
- R3 In all new neighbourhood schemes the borough will consider the Healthy Streets checklist
- R4 Improve pedestrian and cycle wayfinding across the borough and work with TfL to expand Legible London in Harrow
- R5 Promote growth in areas of greatest public transport to encourage residual travel by public transport, walking and cycling
- R6 Promote mixed use development in growth locations to reduce the need to use a vehicle for trips between residential, retail, leisure and employment areas
- R7 Consider the improvement of local access by walking, public transport, motorcycling and cycling as a core element in future regeneration programmes for local centres and employment areas
- R8 Secure deliverable Travel Plans for major trip generating development
- R9 Ensure convenient access for walking, cycling and public transport be required in the design and layout of new development
- R10 Use the planning process on major planning applications to require a Construction Logistics Plan that reduces the environmental impact through the use of lower vehicle emissions and reduced noise levels; improves the safety of road users; reduces vehicle trips particularly in peak periods and encourages efficient working practices
- R11 Improve the environment for pedestrians and cyclists in the whole borough and particularly within the Harrow Opportunity Area
- R12 Ensure that all schemes implemented follow the Harrow street furniture design guide ensuring best practice for materials and reducing street clutter
- R13 Use the planning process to ensure that the discharge rate for new development is restricted to the greenfield run off rate using various SUDS measures
- R14 Use Section 106 Planning Agreements to secure developer contributions towards the costs of meeting and ameliorating the travel demand generated by development through improvement to public transport, walking and cycling, installing parking controls and, where necessary, creating regulated and controlled public car-parks
- R15 In considering planning applications for non-residential development the council will have regard to the specific characteristics of the development including provision made for:
  - Operational parking and servicing needs
  - Convenient car-parking for people with disabilities
  - Car parking related to shift and unsociable hours working
  - Convenient and secure parking for bicycles



- Needs of parking for motorcyclists

- R16 Where accessibility by non-car modes is particularly good or can be made so, the council will actively seek to secure lower levels of car parking provision or even zero provision in developments, and require the completion of a binding agreement to introduce residential permit restrictions on the developments to limit the increase in car use and ensure that any measures necessary to improve accessibility by non-car modes are secured
- R17 For new larger developments, use travel plan bonds, for failure to meet performance of agreed travel plans and secure Developer funding to pay to monitor the travel plans; monitoring will continue for at least five years following development completion.
- R18 When considering housing developments the council will encourage developers to explore the potential for schemes to provide access to cars without individual ownership, possibly linked to inducements to use other modes
- R19 In preparing Transport Assessments and Transport Statements to demonstrate sufficient/appropriate levels of car parking provision for location outside of high PTAL areas, trip generation data should be assessed alongside Census travel to work and car ownership data for the relevant ward or Middle Super Output Layer
- R20 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
- R21 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"
- R22 Use the planning process on major planning applications for larger developments to require a Construction Logistics Plan that reduces the environmental impact through the use of lower vehicle emissions and reduced noise levels; improves the safety of road users; reduces vehicle trips particularly in peak periods and encourages efficient working practices
- R23 Require, as a condition of securing planning permission, that development proposals make proper off-street provision for servicing and loading/unloading within the development site, in such a way that all vehicles entering or leaving a site are enabled to do so in a forward gear
- R24 Maximise training, apprenticeship and employment opportunities on all schemes to ensure residents benefit from the economic opportunities generated by transport infrastructure programmes and journey to work times are reduced.

### **Freight**

- F1 Work with GPS providers to ensure that freight routes are appropriately guided within the borough and avoid residential areas
- F2 Ensure that freight movement, delivery and servicing within the borough is provided for in an environmentally sensitive, economic and efficient manner and ensuring appropriate routing avoiding residential areas while reducing impacts and conflicts with other modes, for example bus lanes, cycle lanes

- F3 Periodically review the provision in town centres and the Harrow Opportunity Area for all aspects of servicing, delivery, loading/unloading and freight movement, with particular regard to its impact on all other modes of transport, the local economy and the local environment
- F4 Seek to provide adequate delivery and servicing access to shops, businesses and residential premises and in particular to provide convenient on-street short-stay spaces for servicing / delivery vehicles
- F5 Produce and publish a map setting out key information in respect of restrictions on lorry movement within the Borough, in terms of:
  - Width, weight and length restrictions
  - Low bridges
  - Loading bans
  - Access restrictions, including pedestrian areas
  - Preferred routes for lorries
- F6 Work with WestTrans to develop a freight heat map enabling the borough to be better informed about the parking and loading needs of freight in the borough
- F7 Support and seek, via the responsible regional/subregional authorities, appropriate sub-regional provision of break-bulk, consolidation, distribution and modal-transfer facilities for freight management, and appropriate and effective access to those facilities from the Borough
- F8 Promote and maintain local area lorry bans together with supporting initiatives to move freight by non-road transport modes

### **Highway Management**

- H1 Maximise the efficiency and reliability of the operation of the road network through methods outlined further in Harrow's Highway Network Management Plan
- H2 Reduce traffic volumes on local roads through traffic management techniques and where possible by diverting traffic to main arterial/distributor roads

### **Changing behaviour**

- CB1 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
- CB2 Promote sustainable and healthy travel choices through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking environment
- CB3 Encourage modal shift towards more sustainable forms of transport
- CB4 Provide effective alternatives to the car to encourage modal shift
- CB5 Seek to ensure that new facilities to reduce car dependency e.g. real time public transport information and shopping lockers are placed in shopping centres
- CB6 Work with the Mayor, the GLA and the Government to pursue the progressive removal / control of "free" parking – through planning agreements (new development), through voluntary initiatives (retail partnerships) or by extending the principle of charging for car parking spaces
- CB7 Improve transport connectivity within the Opportunity Area between Harrow Town Centre and Wealdstone including the provision of in station cycle parking

- CB8 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
- CB9 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
- CB10 Promote sustainable and healthy travel choices and healthy walking routes to school through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking and cycling environment
- CB11 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
- CB12 Review the Harrow Rights of Way Improvement Plan with a view to increasing active travel through Harrow's parks and open spaces
- CB13 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

### **Environmental issues**

- E1 Provide additional public electric charging points at key locations and consider the provision of rapid charging points to assist taxis, freight vehicles and car clubs
- E2 Review the viability of introducing a revised parking permit structure based on vehicle emissions
- E3 Encourage the use of cleaner and more environmentally friendly vehicles through prioritising specific facilities for parking of "greener" vehicles at all council owned car parks, e.g. providing specific locations for parking by providing charging points for electric vehicles
- E4 Request all providers or users of Council transport fleets to consider how they can move towards the use of less polluting vehicles
- E5 Support the introduction of rapid electric charging facilities for freight, taxis and car club vehicles to enable the introduction of Zero Emission Capable (ZEC) taxis
- E6 Raise awareness among residents about the planning requirements around paving over front gardens and opportunities to use permeable surfacing
- E7 In addition to flood protection, create surface flood storage areas in parks and open spaces to improve water quality and increase biodiversity
- E8 For all new schemes, review opportunities to introduce rain gardens, additional trees and protect existing grass verges to increase local biodiversity
- E9 Use new polymer modified materials with EME material (Enrobé a Module Élevé) a derivative for use on bus stops where there is heavy static loading and low speed heavy movements for road surfacing to reduce noise, increase durability and increase the roads lifespan. New materials and better road conditions can reduce noise by up to 20%
- E10 Maximise procurement opportunities for SMEs and local suppliers to minimise supply chain journeys

### **Partnership working**

- PW1 Work with TfL to improve the frequency and reliability of weekend and late night public transport services to/from Central London
- PW2 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
- PW3 Persuade TfL to concentrate on continuing to improve public transport service reliability ensuring improved radial and orbital services
- PW4 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
- PW5 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.
- PW6 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
- PW7 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
- PW8 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
- PW9 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 interchanges
- PW10 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
- PW11 Work with schools to consider staggering school end times by a variety of measures including encouraging more school to introduce before and after school activities
- PW12 Work with TfL to expand Legible London throughout the Harrow Opportunity Area and into more areas in Harrow such as Stanmore and Headstone Lane
- PW13 Work with schools and police to address perceptions of personal safety on buses
- PW14 Work with the Metropolitan Police to consider introducing traffic calming to lower speed and reduce impact of hostile vehicles in selected locations
- PW15 Work with Harrow Association of Disabled People and other disability organisations to address a range of accessibility issues

# APPENDIX D

## Funding required to deliver LIP3

Annual Formula LIP funding is provided in the Corridor, Neighbourhoods & Supporting Measures programme. Other funding can be bid for through Discretionary and Strategic funding programmes subject to TFL approval. The LIP3 sets out the Borough's ambitions in this regard.

London Borough of Harrow TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Indicative 2019/20	Indicative 2020/21	Indicative 2021/22
Local transport initiatives			
<b>CORRIDOR, NEIGHBOURHOODS &amp; SUPPORTING MEASURES</b>	<b>£k</b>	<b>£k</b>	<b>£k</b>
Road Safety Schemes (Vision Zero)	240	240	240
Walking and Cycling Schemes	300	300	300
Bus Priority Schemes	250	250	250
Freight management schemes	40	40	40
Congestion Relief Schemes	40	40	40
Accessibility schemes	35	35	35
Shopmobility	5	5	5
Travel training	20	20	20
ULEV and air quality schemes	60	60	60
Active and sustainable travel	40	40	40
Road Safety Education	40	40	40
Cycle training	65	65	65
Travel plans	105	105	105
Forward programme development	50.7	50.7	50.7
<b>Sub-total</b>	<b>1,290.7</b>	<b>1,290.7</b>	<b>1,290.7</b>
<b>DISCRETIONARY FUNDING</b>	<b>£k</b>	<b>£k</b>	<b>£k</b>
Liveable Neighbourhoods	200	2,000	2,000
<b>STRATEGIC FUNDING</b>	<b>£k</b>	<b>£k</b>	<b>£k</b>
Bus Priority	100	100	100
Road Safety	100	100	100
Cycle Quietways	1,500	1,500	0
Mayor's Air Quality Fund	100	100	100
<b>Sub-total</b>	<b>1,800.0</b>	<b>1,800.0</b>	<b>300.0</b>
<b>All TfL borough funding</b>	<b>3,290.7</b>	<b>5,090.7</b>	<b>3,590.7</b>

# APPENDIX E

## Timescale for development and implementation of LIP3

<b>Task</b>	<b>Dates</b>
Boroughs prepare third LIP in detail and undertake a Strategic Environmental Assessment and Equalities Impact Assessment	Apr – Aug 2018
Cabinet - Consideration of draft LIP3, seek approval to go to consultation and delegation of final amendments to be made by Portfolio Holder	13th September 2018
Public consultation and final amendments	Sep – Oct 2018
Final version of draft third LIP submitted to TfL by deadline	2nd November 2018
Scrutiny Committee – Details of draft LIP3 and consultation results and amendments reported	13th November 2018
TfL responds to boroughs advising on adequacy or otherwise of their LIPs	Nov - Dec 2018
If required, boroughs amend LIPs and submit final version to TfL, take account of Scrutiny feedback	Jan – Feb 2019
Mayoral approval of final borough LIPs	March 2019
Cabinet – recommend adoption of Final LIP3 by full Council	11th April 2019
Council – adopt LIP3	16th May 2019

(shaded cells indicated completed actions)