

**REPORT FOR: OVERVIEW AND
SCRUTINY COMMITTEE
COMMITTEE**

Date of Meeting:	13 November 2018
Subject:	Draft Transport Local Implementation Plan 3
Responsible Officer:	Paul Walker, Corporate Director - Community
Scrutiny Lead Member area:	Councillor Ghazanfar Ali (Co-Chair, Scrutiny Lead Member for Community) Councillor Jean Lammiman (Co-Chair, Scrutiny Lead Member for Community)
Exempt:	No
Wards affected:	All
Enclosures:	Appendix A – Mayor’s Strategic Outcomes Appendix B – LIP3 consultation document Appendix C – List of consultees Appendix D – Summary of LIP3 consultation responses Appendix E – Indicative LIP3 funding Appendix F – draft LIP3

Section 1 – Summary and Recommendations

This report sets out the key contents of Harrow's Draft Transport Local Implementation Plan, the consultation process, consultation results and the recommended changes to the plan following consultation.

Recommendations:

The committee is asked to endorse Harrow's Draft Transport Local Implementation Plan consultation and to endorse the recommended changes to the plan.

Section 2 – Report

Introduction

- 2.1 LIP3 is a statutory document required by the Mayor of London that must show how the borough will implement the Mayor's Transport Strategy (MTS) locally in Harrow. It contains all of Harrow's transport objectives, policies, delivery proposals and outcomes that the borough is seeking to achieve. The final LIP3 will be submitted to Transport for London (TfL) who will then advise the Mayor of London whether or not to approve it.
- 2.2 LIP3 will contribute to all the Borough's corporate priorities. The policies and delivery programme detailed in the plan will support sustainable growth and regeneration in the borough, improve the environment, support healthy lifestyles, improve road safety and encourage sustainable transport. A copy of the draft LIP3 can be seen in **Appendix F**.

Background

- 2.3 The Mayor of London published his transport strategy (MTS) in 2018. Subsequently the borough was required to produce a revised Transport Local Implementation Plan (LIP3). The draft LIP3 was prepared in line with the Mayor of London's Guidance for Borough Officers on Developing the Third Local Implementation Plan, March 2018.
- 2.4 There are three themes to the MTS which are as follows:
- Healthy Streets and healthy people
 - A good public transport experience
 - New homes and jobs

- 2.5 The overarching aim of the MTS is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.
- 2.6 LIP3 must include borough objectives for the next 20 years until 2041 and explain how meeting these will contribute to achieving the Mayor's overarching mode share aim and each of the nine Mayoral strategic outcomes. The Mayor's strategic outcomes are shown in **Appendix A**. LIP3 must also include a three year programme of investment for the period 2019/20 - 2021/22 and the targets and outcomes the borough are seeking to achieve. It will contain a Delivery Plan for meeting the borough's objectives.
- 2.7 It is a requirement that the draft LIP3 is submitted to TfL by 2nd November 2018. Harrow submitted the draft LIP3 in advance of this deadline.
- 2.8 The draft LIP3 objectives included in the plan were developed in order to do the following:
- Assist in delivering the borough corporate priorities
 - Address Harrow's key transport concerns
 - Assist in delivering the Mayor of London's nine strategic transport outcomes identified in the MTS
 - Assist in delivering the Mayoral overarching aim for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041

Public consultation

- 2.9 The borough has a statutory duty under Section 145(2) to consult on the draft LIP3.
- 2.10 The public consultation for LIP3 ran for six weeks from 17th September 2018 to 26th October. In preparing the LIP Harrow Council is required to consult with the following:
- Commissioner of Police for the City of London.
 - Transport for London.
 - Where appropriate representatives of disabled persons.
 - Other London borough councils whose area is in the opinion of the council preparing the local implementation plan, likely to be affected by the plan.
 - Any other person required to be consulted by the direction of the Mayor.
- 2.11 The consultation was undertaken by writing directly to key stakeholders and inviting comments. The Harrow consultation portal was also used to allow the wider general public to comment and this

is the preferred method of consultation used by the Council. The consultation also included details of the final environmental report prepared as part of the Statutory Environmental Assessment for LIP3. **Appendix B** contains details of the consultation document which was made available on Harrow's consultation portal and was sent to key stakeholders.

- 2.12 A full list of all consultees is provided in **Appendix C**. The consultation included all of the following:
- Statutory bodies including TfL, WestTrans, neighbouring boroughs and the emergency services
 - Statutory environmental groups as required by the SEA regulations
 - Local environmental group
 - Harrow Association of Disabled People
 - London Travel Watch
 - User groups and organisations representing business and transport modes
 - Harrow Council elected representatives and senior officer representatives across the organisation
- 2.13 To encourage increased involvement in the consultation, letters highlighting the consultation were also circulated to all schools and community champions across the borough. The Council also tweeted about the consultation throughout the consultation period and placed an advert on the Council's main website page.
- 2.14 Feedback was received on a wide range of issues. However, the greatest number of responses in the consultation was on the need for segregated cycle routes and extending 20mph zones across the entire borough. A summary of the consultation responses is contained in **Appendix D**.

Transport for London feedback

- 2.15 Transport for London is not likely to respond fully to the consultation within Harrow's timeframe and will respond in detail by 7th December 2018. However an initial response has been provided with their early comments. Their response is important in getting the final LIP3 approved. Therefore further changes to the LIP are likely based on their full input.
- 2.16 Transport for London early observations and suggestions are provided below:
- Overall it's a good LIP submission which shows broad alignment to the MTS and its key aims of increasing sustainable travel, delivering Healthy Streets and adopting Vision Zero
 - The LIP is generally well supported by good evidence, setting out the case for many of the key local priorities and some of the new policies set out in the MTS

- The 13 objectives set out in the strategy are also well aligned with the aims and outcomes of the MTS – it is useful that this are referenced again under each Outcome to see which are most relevant
- Under Outcome 2 – is there more that could be said here around road safety? This section could benefit from a bit more on Vision Zero and where the priority areas are for the borough.
- Under outcome 4 – is there any additional supporting evidence that could be included such as a map of air quality hot spots for example?
- In the delivery section of the LIP – is there scope to add a bit more detail on what will be delivered under some of the headings? For example in the table for the three year plan, is there more detail that could be included in this around what bus priority schemes will be delivered and where, what cycle Quietways will be delivered etc?

Responsibilities of TFL and London boroughs

2.17 Both the labour group and conservative group members were provided with a briefing on the draft LIP3 and given the opportunity of a questions and answers session. At the conservative briefing it was requested that greater clarity be provided regarding the different responsibilities between the borough and TfL in managing traffic in London. The different responsibilities are briefly set out below:

Service area	Responsible authority	Comments
Bus services	TFL	Harrow liaises with TFL regarding the operation and provision of services
Underground and Overground rail services	TFL	Harrow liaises with TFL regarding the operation and provision of services
Bus stops and shelters	TFL	Harrow liaises with TFL regarding the provision of infrastructure.
Traffic signals works	TFL	Harrow acts as works promoter for any required changes to infrastructure and funds any changes, TFL is the asset owner.
Traffic signals maintenance	TFL	London boroughs make an annual funding contribution, all work is undertaken by TFL.
Taxi ranks	TFL	The carriage office manages and administers the provision of taxi ranks, in liaison with Harrow.
London Lorry control Scheme	TFL	The management and enforcement of the overnight and weekend ban on lorries in excess of 18T is undertaken in conjunction with London Councils.
Low Emission zone	TFL	Scheme managed and administered by TFL

Service area	Responsible authority	Comments
Legible London wayfinding	TFL	Schemes undertaken through Harrow LIP but following TFL guidance
Traffic management schemes	Harrow	Harrow LIP schemes.
Setting and changing speed limits	Harrow	Linked to delivery of LIP schemes.
Speed / Red Light Cameras	TFL	TFL liaises with Police to promote, manage and administer cameras
Parking management schemes including CPZs, waiting / loading restrictions and disabled bays	Harrow	Harrow Capital Programme Schemes.
Parking offences and moving traffic offences enforcement	Harrow	Harrow's enforcement teams.
Parking charges	Harrow	Set as a part of the Council's Fees and Charges
London Permit Scheme	TFL	TFL administers the scheme to control street works which is used by London Boroughs and TFL jointly.
Street works management (borough road network)	Harrow	Harrow has network management responsibility for the borough road network.
Street works management (strategic road network)	TFL	Harrow needs to consult TFL on any proposal affecting the strategic road network because TFL has the network management responsibility for these roads.
Traffic regulation (legal orders)	Harrow	Harrow proposes and confirms most traffic regulation orders in the borough. Neighbouring boroughs and TFL are also able to make orders that could affect Harrow in consultation with Harrow.
Highway maintenance, adoption and stopping up	Harrow	Harrow is the highway authority with responsibilities under the Highways Act.

- 2.18 To clarify this issue further the following paragraph has now been added to LIP3:

TfL is responsible for most of London's public transport services, including the London Underground, London Buses, London Overground, TfL Rail, and also for all traffic lights across London. TfL is also responsible for the TfL road network and has a regulatory responsibility for the strategic road network (SRN). Changes needed to TfL public transport services, traffic lights and the TfL / SRN road networks are discussed with TfL as and when required.

Analysis of consultation responses and recommended changes

- 2.19 Appendix D sets out a detailed analysis of responses and provides a summary of all the issues highlighted by respondents to the public consultation with comments on how these will be addressed. The comments have been summarised in order to highlight the main points and minimise any repetition to make reading the report easier because the volume of individual points and observations submitted is considerable. Any changes required are also summarised.

- 2.20 Many of the comments made in the consultation recommended detailed changes to the policies or objectives. The feedback received broadly covered the following issues:

- Cycling provision and safety including cycle route networks and segregation from motorists.
- Cycle parking facilities at all stations as well as provision for adapted bikes.
- Impact of housing development.
- Impact of car ownership and car dependency
- Road safety issues and Vision Zero.
- Public transport accessibility including step free access.
- Reservations over achieving the 80% target for sustainable transport by 2041.
- Transport connectivity with stations and interchanges.
- Concerns over effectiveness of parking policy and parking schemes.
- Low emission zones and air quality.
- Removal of road humps.
- Expansion of 20mph zones, including consideration of a borough wide 20mph limit.
- Concerns about impact of policies on motorists.
- Walking needs to be promoted as alternative for shorter car journeys.
- Cleaner more environmental cars are required and more charging points.
- Impact of pollution and vehicle emissions.
- Road safety is important particularly in vicinity of schools.
- Consider low traffic neighbourhood.
- Improve cycle parking particularly in residential dwellings.

- Impact of driving standards on vulnerable road users particularly cyclists / motorcyclists.
- Open spaces use needs to be promoted
- Healthier lifestyles need to be promoted.
- Consider use of road user pricing / congestion charging.

2.21 In general most of the issues raised were already covered within the scope of the objectives and policies in LIP3 and where necessary clarifications or additions will be made accordingly.

2.22 In response to the consultation feedback the following changes to the LIP3 objectives are proposed:

Existing objective	Revised objective
4. Improve freight servicing and delivery arrangements to reduce congestion and delays on the network	4. Improve freight servicing and delivery arrangements to reduce congestion and delays on the network and consider other types of freight delivery options that could reduce traffic congestion
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.	5. Encourage the uptake of more sustainable modes of travel including travel for those with mobility difficulties and dissuade use of private cars 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.

2.23 In response to the consultation feedback the following changes to the LIP3 objectives are proposed:

Policy number	Existing policy	Proposed Policy
C8	Review cycle parking on station land particularly at Harrow and Wealdstone, Harrow on the Hill station, Stanmore and Rayners Lane stations	Review cycle parking on station land particularly at Harrow and Wealdstone, Harrow on the Hill station, Stanmore and Rayners Lane stations and work towards cycling provision meeting likely demand at these stations and further afield

Policy number	Existing policy	Proposed Policy
RS4	Ensure that the safety concerns of all road users are considered when considering any traffic scheme	Ensure that the safety concerns of all road users, including pedestrians, cyclists, horse riders and those in motorised vehicles are considered when developing any traffic scheme
RS12	Educate road users on the shared responsibility for safer motorcycle journeys, through driver and motorcyclist skills training and communications	Educate road users on the shared responsibility for safer cycle and motorcycle journeys, through driver and motorcyclist/cyclist skills training and communications
RS23	New policy	Support the police to address anti-social behaviour around Harrow bus station
PE19	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	Prevent or deter parking on footways and verges ensuring that the safety and convenience of pedestrians, the visually impaired and disabled people is prioritised
PR8	New policy	Ensure that all new public realm improvements and neighbourhood schemes consider their impact on heritage assets and their setting alongside the local archaeological potential as well as designated and non-designated assets.
SI1	Prioritise in all new schemes the needs of those with mobility difficulties who need to drive to work, shops or other facilities	Prioritise in all new schemes the needs of those with mobility difficulties who need to walk, cycle or drive to work, shops or other facilities and local amenities

Policy number	Existing policy	Proposed Policy
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	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, giving consideration to the potential reallocation of road space to benefit sustainable transport, road traffic restrictions and the introduction of play streets
R12	Ensure that all schemes implemented follow the Harrow street furniture design guide ensuring best practice for materials and reducing street clutter	Ensure that all schemes implemented follow the Harrow public realm design guides ensuring best practice for materials, reducing street clutter and conserving the local environment
PW16	New policy	Work with schools and police with regard to issues of traffic noise pollution, particularly from motorcycles
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	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, a fully wheelchair-accessible boarding / alighting points, as a basis for supporting a network of fully wheelchair-accessible scheduled bus services

Policy number	Existing policy	Proposed Policy
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	Work in partnership with public transport service providers and regulators to 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, including adequate and secure cycle parking facilities
CB3	Encourage modal shift towards more sustainable forms of transport and in developing travel plans work with businesses to support switching deliveries from vans to cargo bikes	Encourage modal shift towards more sustainable forms of transport and in developing travel plans work with businesses to give consideration to support switching deliveries from vans to sustainable travel modes including cargo bikes

2.24 Other changes that will be made to LIP3 include:

1. Including details on Harrow's rights of way network.
2. Providing information about anti-social behaviour around Harrow bus station.
3. Including details about the LIP3 consultation and responses.

Final LIP3 submission to TfL

- 2.25 The Portfolio holder for Environment is authorised by Cabinet to make final changes to the LIP3 and will take account of the feedback from the Overview and Scrutiny Committee as well as TfL.
- 2.26 Following making and final changes to the draft LIP3 as a result of the consultation, the revised LIP3 will be submitted to TfL by 16 February 2019. TfL will then make a recommendation to the Mayor of London whether to approve LIP3. Mayoral approval of LIP3 is expected to be agreed by March 2019.
- 2.27 The final version of LIP3 approved by the mayor is expected to be presented to Cabinet in April 2019 in order to recommend the adoption of LIP3 by full Council. Once LIP3 has been adopted as Council policy, the previous LIP2 will be superseded.

Staffing/workforce

- 2.28 The works identified for delivery in the draft LIP3 will be fully resourced by the TfL LIP funding, Section 106 funding and some supporting funds from Harrow. The delivery of the programme will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team and using the engaged consultants and contractors.

Legal comments

- 2.29 Section 145 of the Greater London Authority Act 1999 requires all London Borough Councils to prepare a LIP setting out their own proposals on how they intend to implement the Mayor's Transport Strategy for their area.
- 2.30 Councils are required to consult various bodies and must include a timetable for when they intend to implement the proposals in their plan.
- 2.31 In preparing its LIP, the Council is required to have regard to the Mayor of London's Transport Strategy and the guidance issued by the Mayor.
- 2.32 The Council is required to revise its LIP if the Mayor's Transport Strategy is revised. A revised LIP is subject to public consultation and approval by the Mayor of London.
- 2.33 Any legal implications relating to individual schemes will be further considered and reported at appropriate times to the relevant decision-making body. London boroughs are required to include adequate measures in their LIPs for the purpose of implementing the Mayor of London's Transport Strategy.
- 2.34 Section 153 of The GLA Act 1999 gives the Mayor powers to issue legally binding directions to the boroughs that they must comply with. A direction may cover any matter relating to how a borough exercises its LIP functions, such as:
- The timetable for completing or revising a LIP
 - The bodies or persons that must be consulted in preparation of a LIP
 - Timetables and dates within the LIP
 - Actions to be taken to implement the proposals in the LIP
 - Steps to be taken to remove the effects of an action that is incompatible with the proposals in the LIP
- 2.35 The Mayor of London can exercise his powers under section 152 of the GLA Act on behalf of the council the powers that the council has in connection with the implementation of those proposals. where he considers a borough has failed or is likely to fail, satisfactorily to implement any proposal contained in a local implementation plan as required by section 151(1)(a) of the GLA Act Should the Mayor

exercise this power he is entitled by virtue of section 152(7) to recover the reasonable costs of doing so. However, it is anticipated that if this power is exercised it is most likely to be in cases where the borough deviates significantly from its LIP and the Mayor's Transport Strategy, rather than minor programme variations.

Community safety

- 2.36 Public safety and perceptions of safety are likely to improve following implementation of the LIP3 programme. This is likely to be a result of an improved public realm, increased use of the street environment, more walking and cycling, reduced traffic speeds and better air quality.
- 2.37 The LIP3 will seek to achieve these community safety improvements by developing initiatives that support healthy streets, including liveable neighbourhoods, in order to design out any aspects of the street environment that act as a barrier to walking, cycling and sustainable transport modes and also mitigating any negative perceptions of on-street crime and safety.

Financial Implications

- 2.38 The funding needed to implement LIP3 is provided in **Appendix E**. There is a financial requirement that the borough spends the TfL allocation on the schemes identified. Staff costs for all schemes included in LIP3 are charged to scheme budgets.
- 2.39 The programmes contained in LIP3 rely on funding from a variety of sources including TfL the Council's capital budgets and Section 106 money.

Performance Issues

- 2.40 Implementing LIP3 will help to deliver Harrow's corporate priorities and in particular building a better Harrow and protecting the most vulnerable.
- 2.41 Future TfL borough LIP funding depends on approval of LIP3. If it is not approved, there is a risk that the borough would lose considerable annual funding from TfL. Non delivery of the LIP3 programme could result in increased road casualties, worsening environment and air quality and increased traffic congestion.
- 2.42 It is a requirement for LIP3 to include targets against the Mayor of London's overarching mode share aim, the Mayor of London's nine strategic transport outcomes and their respective outcome indicators. TfL needs to approve the targets set. The targets set are realistic but challenging and meeting them will be dependent on the availability of funds to implement appropriate schemes and the ability to deliver behavioural changes. These caveats are included in LIP3.
- 2.43 The targets set in LIP3 are shown in the following table.

	Target	Target year	Latest data
Overarching mode share aim			
Londoners' trips to be on foot, by cycle or by public transport	50%	2021	Between 2014/15 and 2016/17, 48% of daily trips were made by foot, cycle or public transport
Outcome 1: London's streets will be healthy and more Londoners will travel actively			
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	34%	2021	Between 2014/15 and 2016/17, 25% of residents were recorded as doing at least 20 mins active travel a day
Londoners have access to a safe and pleasant cycle network	10%	2021	In 2016, none of her residents lived within 400m of the London-wide strategic cycle network
Outcome 2: London's streets will be safe and secure			
Deaths and serious injuries from all road collisions to be eliminated from our streets (2005/09 baseline)	20KSIs	2022	The 2005/09 baseline in Harrow is 58 KSIs
Deaths and serious injuries from all road collisions to be eliminated from our streets (2010/14 baseline)	13KSIs	2030	The 2010/14 baseline in Harrow is 42 KSIs
Outcome 3: London's streets will be used more efficiently and have less traffic on them			
Reduce the volume of traffic in London.	568 million annual vehicle km miles	2021	In 2015, traffic levels recorded by the DfT were 568 million annual vehicle kms. Target is a 0% increase by 2021
Reduce car ownership in London	100,600	2021	In 2016, the number of licensed cars owned in Harrow was 104,675
Outcome 4: London's streets will be clean and green			
Reduced CO ₂ emissions	124,800 tonnes	2021	In 2013, 141,600 tonnes of CO ₂ were emitted from road transport in Harrow
Reduced NO _x emissions	210 tonnes	2021	In 2013, 460 tonnes of NO _x were emitted from road transport in Harrow
Reduced particulate emissions	43 tonnes PM ₁₀ 21 tonnes PM _{2.5}	2021	In 2013, 51 tonnes of PM ₁₀ and 28 tonnes of PM _{2.5} were emitted from road transport in Harrow
Outcome 5: The public transport network will meet the needs of a growing London			

	Target	Target year	Latest data
More trips by public transport - 14-15 million trips made by public transport every day by 2041	125,000 trips	2021	117,000 trips per day were made by public transport between 2013/14 and 2015/16
Outcome 6: Public transport will be safe, affordable and accessible to all			
Everyone will be able to travel spontaneously and independently.	5 mins	2041	Difference between total public transport network journey time and total step free public transport journey time in 2015 was 12 minutes
Outcome 7: Journeys by public transport will be pleasant, fast and reliable			
Bus journeys will be quick and reliable, an attractive alternative to the car	11.5mph	2021	In 2015, bus speeds were 11.1mph
Outcome 8: Active, efficient and sustainable travel will be the best options in new developments			
Outcome 9: Transport investment will unlock the delivery of new homes and jobs			
Delivery of Section 106 agreements	100%	2021	To be made available
CIL agreements used for strategic transport initiatives	100%	2021	To be made available

Environmental Impact

- 2.44 The draft LIP3 has undergone a Strategic Environmental Assessment (SEA). This has indicated that there are environmental benefits from delivering the works included. The main benefits are in improving air quality and also improving the population and human health. No negative environmental issues were identified as part of the SEA.
- 2.45 Key air quality benefits identified were from reducing car travel, encouraging greener vehicles and reducing congestion.
- 2.46 Key population and human health benefits identified were from reducing casualties, encouraging active travel, health walks and as a result of improving air quality. The benefits associated with increased active travel and health walks are reduced diabetes and obesity levels.
- 2.47 Following adoption of LIP3 by full Council and in line with the Strategic Environmental Assessment guidelines, an SEA Adoption Statement will be prepared. This statement must contain the following information:
- How environmental considerations have been integrated into the plan;
 - How the environmental report has been taken into account;

- How consultation responses have been taken into account; • Reasons for choosing the Transport Plan as adopted, in the light of other reasonable alternatives dealt with;
- Measures that are to be taken to monitor the significant environmental effects of the implementation of the Transport Plan.

2.48 The Environmental Statement will be made publically available on Harrow's website.

Risk Management Implications

Risk included on Directorate risk register? No

Separate risk register in place? No

2.49 The delivery of interventions and schemes resulting from LIP3 policy will be subject to separate risk assessments.

2.50 The major risk to delivery of all schemes is lack of funding. None of the funding shown in the draft LIP3 is guaranteed.

2.51 TfL are not able to confirm funding availability over the lifetime of the LIP and therefore not all schemes will be implemented. As this will be a public document, this may raise public expectations and not be realised.

2.52 Funds for work outlined in the plan are from Transport for London through the LIPs needs based funding and other TfL / GLA bidding funding streams. Some funding is also from the Council capital grant and Section 106 funds. These funds are also not guaranteed.

2.53 Any larger scheme that is progressed will include a separate scheme risk register.

Equalities implications

Was an Equality Impact Assessment carried out? Yes

2.54 LIP3 underwent an Equalities Impact Assessment. The policies and programmes promoted in LIP3 will have a positive impact on equality target groups. The following table gives an overview of the likely equalities impact of delivering LIP3.

Protected characteristic	Programmes	Impact
Age	Healthy streets suitable for improved access for all; road safety, additional seating, an improved environment for walking and cycling and general environmental improvements. More active travel provides health benefits, cycle	Positive

	<p>training and walking for Health encouraged. School travel planning supports safer and more sustainable journeys to school. 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.</p>	
People with mobility difficulties	<p>More appropriately located disabled parking spaces. Ongoing shopmobility and travel training support. Healthy streets reviews to include appropriate dropped kerbs and improved road crossings suitable for those with visual or auditory impairments. Increased provision of healthy streets suitable for improved access for all; including improved road safety, additional seating, an improved environment for walking and cycling and general environmental improvements. Independent travel training supported for people with learning difficulties.</p>	Positive

Council Priorities

The Council's vision:

Working Together to Make a Difference for Harrow

2.55 The following tables show the key inputs from LIP3 that will support the administration priorities and the Harrow ambition plan.

Administration priorities	LIP3 key input
Making a difference for the vulnerable	Support for travel training, extending Shopmobility, disabled parking, healthy streets, road safety and cycle training for vulnerable users, road safety improvements
Making a difference for communities	Electric charging infrastructure, cycle facilities and training, road safety training, sustainable school transport support, 20mph zone extensions
Making a difference for local businesses	More appropriate CPZs and parking, reduced traffic congestion, healthy streets
Making a difference for families	Sustainable school transport support, 20mph zone extensions, road safety improvements, healthy streets, cycle training, electric charging infrastructure

Harrow ambition plan	LIP3 key input
Build a Better Harrow	Sustainable transport support for growth areas, healthy streets, liveable neighbourhoods,
Protect the Most Vulnerable and Support Families	Support for travel training, extending Shopmobility, disabled parking, healthy streets, road safety and cycle training for vulnerable users, road safety improvements

Section 3 - Statutory Officer Clearance

Name: Dawn Calvert	<input checked="" type="checkbox"/>	Chief Financial Officer
Date: 29/10/18		
Name: Patricia Tavernier	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 02/11/18		

Ward Councillors notified: YES

Section 4 - Contact Details and Background Papers

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

Background Papers:

Cabinet report 13th September 2018 – LIP3 consultation

<http://www.harrow.gov.uk/www2/documents/s152388/Cabinet%20Report%20LIP3%20-%20Main%20Report.pdf>