

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 - LIP3 CONSULTATION DOCUMENT

HARROW TRANSPORT LOCAL IMPLEMENTATION PLAN 3 (DRAFT)

PUBLIC CONSULTATION

Introduction

The draft Local Implementation Transport Plan sets out how the borough Council proposes to implement the Mayor of London's Transport Strategy locally in Harrow. The plan sets out long terms goals and transport objectives for the borough until 2041 and proposes a three-year programme of investment for the period 2019/20 - 2021/22.

LIP3 is needed to ensure that the predicted population and transport growth in the borough is managed in a sustainable way so that we address the critical environmental and climate change issues associated with transport and that healthier street environments and an improved public realm are delivered across the borough.

A Strategic Environmental Assessment has been prepared and is a requirement of the development of a new LIP and appraises the environmental effects of implementing the LIP to determine the most appropriate strategy. An Equality Impact Assessment has also been prepared to ensure that the draft LIP complies with the requirements of the Equality Act and promotes equality of opportunity.

The full draft LIP3 plan, SEA and EQIA are now available to view on Harrow's consultation portal and on Harrow's transport policies web page.

The plan does not remove the requirement for the Borough to consult on individual schemes in the programme of investment in your area when they are brought forward for design and implementation and these schemes will have separate consultation.

Recommended transport objectives

LIP3 includes the following draft 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 CO₂ 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

Proposed Schemes

The types of schemes to be implemented include infrastructure improvements, traffic management and sustainable transport measures. All of the proposed schemes are subject to the funding being available. Suggested typical schemes are:

- congestion relief measures,
- 20mph zones,
- local safety schemes,
- school road safety initiatives,
- travel planning,
- increased opening hours for Shopmobility,
- independent travel training support,
- bus priority,
- cycle training,
- increased cycling infrastructure,
- healthy street initiatives,
- active travel and air quality initiatives,
- walking schemes,
- improved freight management,
- accessibility improvements,
- extended Legible London schemes,
- school travel plan highway schemes,

- increased electric charging infrastructure,
- car clubs,
- road safety education,
- controlled parking zones,
- liveable neighbourhoods.

Conclusion

The draft Transport Local Implementation Transport Plan aims to improve the quality of life for Harrow's residents, local businesses and visitors. The aim is to encourage sustainable transport, to help people travel to destinations in a way that respects the borough's environment and helps to sustain a healthy economy.

If we successfully make the necessary changes, then in the longer term we can improve air quality, improve physical and mental health through increased active travel and also improve the attractiveness of Harrow as a place to live, work and visit.

To deliver the changes, we will need continued support, contribution and commitment from all individuals and organisations in order to help achieve the objectives of the Plan. We will therefore welcome your contribution to the development of the Plan by suggesting ideas that will help make local travel a sustainable and civilized activity.

What happens now?

Following the public consultation the full draft Transport Local Implementation Plan will be revised to take into account your views and then submitted to the Mayor of London for his approval and approval by Harrow Council. Once adopted by the Council, it will be available to view on the Harrow website.

We'd like to hear what you have to say about the draft Transport Local Implementation Plan and the proposed objectives?

In particular we would like to know:

1. Do you recommend any changes to the proposed LIP3 objectives?
2. Do you recommend any changes to the proposed LIP3 policies?
3. Do you recommend any changes to the LIP3 delivery plan?
4. Do you have any other comments?

The Council would encourage you to submit your response electronically as this is environmentally friendly and helps the Council save costs. Please submit your comments using the online questionnaire.

APPENDIX C – LIST OF CONSULTEES

Government / statutory bodies

- Transport for London
- WestTrans
- Metropolitan Police Service
- London Borough of Hillingdon
- London Borough of Barnet
- London Borough of Brent
- London Borough of Ealing
- Three Rivers District Council
- Hertsmere Borough Council
- Hertfordshire County Council

Environmental organisations

- Historic England
- The Environment Agency
- Natural England
- Pinner Local History Society
- Harrow Friends of the Earth
- Harrow Heritage Trust
- Harrow in Leaf
- Harrow Natural History Society
- Harrow Nature Conservation Forum
- Herts and Middlesex Wildlife Trust

User groups and organisations

- Harrow Association of Disabled People
- Voluntary Action Harrow
- London Travel Watch
- Freight Transport Association
- Harrow Cyclists
- The RAC
- The AA
- Road Haulage Association
- Brent and Harrow chamber of commerce
- Living Streets
- London cycling campaign
- London First
- London Taxi Drivers Association
- Sustrans
- Harrow BID

- Shopmobility
- British Motorcycle Federation
- Motorcycle Action Group
- ROSPA

Internal

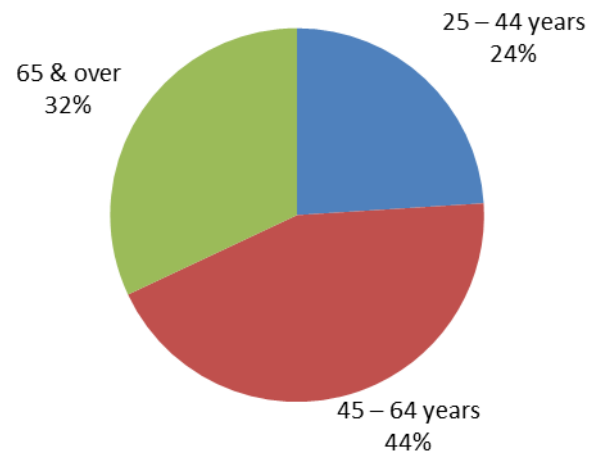
- Councillors
- Environmental Services
- Planning Services
- Regeneration
- Public Health
- Economic Development
- Housing
- Education
- Children Services
- Adult Services

APPENDIX D – SUMMARY OF LIP3 CONSULTATION RESPONSES

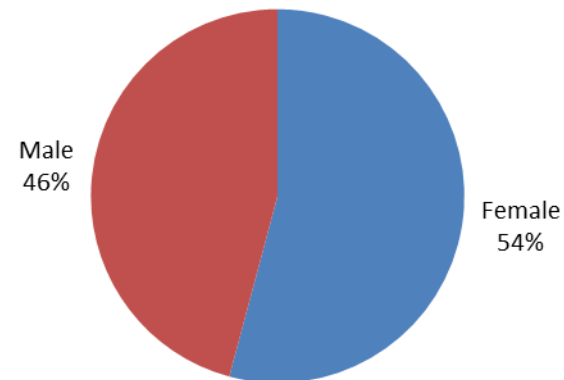
Total number of responses received: 35

Organisations responding: 6

Age of respondents



Gender of respondents



Q1. Do you recommend any changes to the proposed LIP3 objectives?

Respondents not suggesting any changes: 15
 % of respondents not suggesting any changes: 43%

Some issues raised as a result of this question have resulted in recommended policy changes. These changes are shown in a summary table at the end of this appendix.

Issues raised are shown in the following table:

Comment	Harrow response
New housing developments increase road traffic	Future population forecasts are driving an increase in housing and development which will result in a higher demand to travel and make mitigations necessary.
Safety perceptions are really important	Agree, Harrow wants to maintain its status as one of the safest London Boroughs.
Would support earlier target for Vision Zero	The target set is already very ambitious and an earlier target is difficult to achieve.
Step free access at Harrow and West Harrow stations particularly for elderly and disabled	Priorities for step free access include Harrow-on-the-Hill station.
Do not think that 80% target for journeys to be made by foot or public transport is compatible with lifestyles in borough	Future population forecasts for London will increase pressure on road and transport networks and make modal shift a necessity to accommodate demand to travel.
Cyclists and motor vehicles should not share the same roads	Cycle networks will be developed to reduce any conflict with motorised traffic including segregation where necessary.

Comment	Harrow response
Too much focus on cyclists	Cycling is Harrow's weakest mode share and provides the greatest potential for modal shift and as such requires a greater focus within the Plan.
Can route 186 become a 24 hour route?	Revisions to bus routes will be considered by TfL and the Council's public transport liaison group.
No objectives to support families and communities	In line with the Council's corporate objectives these policies take account of families and communities who are also road users, pedestrians, cyclists, motorists, etc.
Plan focuses on town centres but not enough on other places such as Stanmore as Canons Park	All areas of the borough and town centres are covered within the policy although opportunity areas are seen as a priority.
Access to main lines that may be in other boroughs, such as Edgware station on the Northern line, or Kingsbury / Wembley on the Jubilee line or Bakerloo line needs considering	Connectivity at stations with other transport modes is included within the policies, particularly liaison with TfL who have greater influence over bus and rail services.
CPZs don't work	Managing parking is a very important and necessary tool to curtail unnecessary car journeys and promote sustainable transport alternatives whilst also improving quality of life and parking access for local residents.
Do not provide emission zones	The London Mayor sets this policy which is necessary to tackle London's air quality crisis.
Permit policies are nonsense	Managing parking is a very important and necessary tool to curtail unnecessary car journeys and promote sustainable transport alternatives whilst also improving quality of life and parking access for local residents.

Comment	Harrow response
Get rid of humps along 20mph roads and have speed cameras so you can make money.	A range of measures are used to enforce 20mph roads. These include speed humps, chicanes and road narrowing. Speed cameras are not used as an area speed control measure and are never introduced to raise money.

Q2. Do you recommend any changes to the proposed LIP3 policies?

Respondents not suggesting any changes: 15
 % of respondents not suggesting any changes: 43%

Some issues raised as a result of this question have resulted in recommended policy changes. These changes are shown in a summary table at the end of this appendix.

Issues raised are shown in the following table:

Comment	Harrow response
Object to making life more difficult for drivers. Many reasons people need to drive.	It is recognised that some travel by car will continue , however, future population forecasts for London will increase pressure on road and transport networks and make modal shift a necessity to accommodate demand to travel.
Need more segregated cycle lanes and to stop parking in so-called cycle lanes Need safe continuous cycle routes Build segregated cycle routes along major roads Building a high quality comprehensive network of segregated cycle lanes along major roads is a top priority	Cycle networks will be developed to reduce any conflict with motorised traffic including segregation where necessary and will be developed to provide a continuous and joined up network of routes which connects with transport hubs in accordance with the Council's approved Cycle Strategy.
Save the environment	The plan has been subject to an environmental assessment which has demonstrated benefits to the environment from undertaking the proposed measures.
Walking should be alternative to short car journeys	The plan promotes all aspects of walking and the associated health benefits which is a key objective of the London Mayor's Transport strategy.

Comment	Harrow response
Extent of 20mph zones to all side roads that are not bus routes	The plan proposes to extend 20 mph zones in the borough around schools and in residential areas, bus routes are usually avoided.
Better enforce 20mph limits within 400m of all schools	In general 20mph zones are designed to be self-enforcing using physical measures in order to minimise the need for enforcement activity, the borough routinely has liaison with the Police over any required traffic tasking.
Do not penalise car journeys.	It is recognised that some travel by car will continue , however, future population forecasts for London will increase pressure on road and transport networks and make modal shift a necessity to accommodate demand to travel
Encourage cleaner cars by making parking easier for them	The plan proposes that the use of ULEV vehicles is incentivised through no charges for parking permits in CPZs or in electric vehicle charging bays.
Build low traffic neighbourhoods	This will be delivered through a liveable neighbourhoods programme.
Set default speed limit at 20mph Introduce borough wide 20mph on all roads	The plan proposes to extend 20 mph zones in the borough around schools and in residential areas.
Add policy regarding ensuring sustainable long-term funding for cycling	The proposed programme of investment provides a significant proportion of funding to cycle schemes.

Comment	Harrow response
Build better footways which are clutter free and pedestrian crossings which use desire lines	<p>Harrow complies with best practice and standards at all locations and does take account of all pedestrian desire lines in developing crossings and does work to reduce street clutter.</p> <p>The Council maintains footways to ensure they are as good as possible within current available resources.</p>
Provide borough wide car clubs not just in Opportunity area	Car clubs will be encouraged through the use of the planning process
Jointly with Ealing, lobby the Mayor and TfL to do more and take the lead on pushing motorcycle safety initiatives including on for a London-wide more consistent approach to education and training	Harrow does recognise the importance of pushing motorcycle safety initiatives and this is included in the current Plan.
Jointly with Ealing lobby the Mayor and TfL for better night time public transport provision including the Uxbridge branch of the Piccadilly Line but also night bus services between outer local centres such as Northolt and Greenford in LB Ealing in support of shift workers.	Harrow will work with TfL to improve the frequency and reliability of weekend and late night public transport services to/from Central London.
Remove RS22 which refers to enforcing illegal cycling on pavements and footpaths	This issue has previously been highlighted as being of concern to Harrow residents
Extend motorcycle policies to also address cycling concerns.	Based on road safety evidence Harrow is particularly concerned about motorcycle collisions, however, cycling concerns are given significant emphasis in the Plan and will be addressed.

Q3. Do you recommend any changes to the LIP3 delivery plan?

Respondents not suggesting any changes: 12
 % of respondents not suggesting any changes: 34%

Some issues raised as a result of this question have resulted in recommended policy changes. These changes are shown in a summary table at the end of this appendix.

Issues raised are shown in the following table:

Comment	Harrow response
Borough should ensure institutions eg Hospitals-sign and increase cycling parking for visitors as well as staff (inadequate at NPH-on borough boundary).	The plan includes the commitment to work with employers to encourage cycling and also to develop travel plans. This includes hospitals as well as other organisations. Identifying gaps such as the need for more cycle parking and signage would be addressed as part of the travel plan process.
Much more priority must be given to cycle lane improvement, maintenance and true segregation.	Cycle networks will be developed to reduce any conflict with motorised traffic including segregation where necessary.
Cycle parking at stations-needs improving and much more eg at Pinner as well as other stations mentioned. The Pinner overflow into supermarket cycle parking makes it difficult to find cycle parking for shopping.	The plan includes the commitment to review the level of cycle parking available across the borough.
Install or facilitate provision of residential cycle parking in existing dwellings that currently do not have adequate access to it (for instance flats and terraced housing)	This can only be achieved through the planning process by commenting on planning applications for developments. All new development needs to comply with London Plan standards.

Comment	Harrow response
Harrow should become a 20mph borough 20 mph needs to be extended to all side roads and some through roads.	The plan proposes to extend 20 mph zones in the borough around schools and in residential areas, bus routes are usually avoided.
Borough should ensure that all existing 20mph roads that lead to schools have traffic calming measures such as road humps introduced. Too many residents and parents drive well above the limit and I have not witnessed a single incident where someone slows down due to the 20mph slow down lights flashing up at people. If Harrow council is actually serious about avoiding deaths and making roads safer for children then this is a MUST.	In general 20mph zones are designed to be self-enforcing using physical measures in order to minimise the need for enforcement activity, the borough routinely has liaison with the Police over any required traffic tasking. A range of measures are used to enforce 20mph roads. These include speed humps, chicanes and road narrowing.
Training through borough for car drivers to respect cyclists.	Harrow carries out road safety education campaigns specifically to target drivers. These campaigns do show the dangers of speeding and the importance of respecting other road users. Driver training is an issue that cannot be addressed in Harrow alone and needs to be done on a national basis.
Many drivers in Harrow are very selfish or have no idea how their driving can impact others. Harrow residents living on streets with schools should be sent information from the "think" campaign that graphically shows them the difference between driving 20mph vs 30 vs 40.	Harrow carries out road safety education campaigns specifically to target drivers. These campaigns do show the dangers of speeding and the importance of respecting other road users. Driver training is an issue that cannot be addressed in Harrow alone and needs to be done on a national basis.
All roads used by children should also have a designated place where children can cross - i.e. a proper Zebra crossing with the flashing lights.	Harrow works with schools to promote sustainable and healthy travel choices and healthy walking routes to schools through the use of school travel planning. This process identifies appropriate crossings in the school environment.

Comment	Harrow response
<p>Need some way of preventing people parking on the streets and have a consistent policy in place on ALL roads around a train station for example, to prevent build up in on particular part of the area. e.g. most people who park their cars are unlikely to walk further than 15mins. Therefore all roads in this area should have commuter time no-parking e.g. from 8-10am and 5-7pm</p>	<p>Parking policy needs to be appropriate to the location. Many of Harrow's parking regulations are set according to the centre designations in the London Plan (e.g. metropolitan, major, district and local) with appropriate measures. Commuting hours are considered when establishing any CPZ.</p>

Question 4: Do you have any other comments?

Some issues raised as a result of this question have resulted in recommended policy changes. These changes are shown in a summary table at the end of this appendix.

Issues raised are shown in the following table:

Comment	Harrow response
Non-segregated cycle routes do not work Cars and cyclists should be segregated particularly to encourage school children to cycle	Cycle networks will be developed to reduce any conflict with motorised traffic including segregation where necessary. Non-segregated routes can still be effective where the level of conflict is low such as with Quietway routes. School travel plans promote safer cycling routes in accordance with bikeability standards on both segregated and non-segregated routes.
Introduce more 20mph roads off the main roads Introduce 20mph on all roads excluding bus routes	The plan proposes to extend 20 mph zones in the borough around schools and in residential areas, bus routes are usually avoided.
When consultations reject schemes they shouldn't be introduced – such as 20mph zones	Public and statutory consultation is important for the development of schemes in the programme of investment and the schemes benefits and consultation feedback is carefully considered before making any decisions in accordance with the Council's constitution.
20mph zones should be restricted to areas where there is a higher risk of accidents and where they can be enforced	The plan proposes to extend 20 mph zones in the borough around schools and in residential areas, in general such schemes are prioritised on areas experiencing road safety issues.

Comment	Harrow response
Level of development planned will result in gridlock, more flooding during inclement weather and misery	It is clear that development planned is required to facilitate future population forecasts for London which will increase pressure on road and transport networks and this makes modal shift a necessity to accommodate demand to travel
New civic centre should have parking	The level of parking for developments needs to accord with the Mayor for London's Transport Strategy and London Plan and the LIP3 needs to support these strategies.
Address parking around West Harrow station. Issue is for resident on Butler Rd outside CPZ.	This does not relate to the proposed LIP3 directly, any measures in this area would be considered as a part of the annual parking management programme.
Children should be educated on dangers of playing in the roads	In general there are no play streets in the borough. The Council proposes road safety education programmes and campaigns at schools to educate children about road safety.
Open spaces are really important	The council recognises the need to utilise open space to support healthier and active lifestyle and this is reflected in the plan.
Wealdstone becoming a dumping ground with too many problems such as car exhaust pollution, speeding, noise, litter, fly tipping and personal safety issues	The wider policies in the proposed plan are intended to provide a wider environmental improvement.
Dogs on public transport are frightening and put people off from using public transport. Dogs should be muzzled on public transport	This does not relate to the proposed LIP3 directly, this is an issue for TfL and will be raised at the public transport liaison group.
Too many dogs in open spaces and that prevents others from using the spaces	This does not relate to the proposed LIP3 directly, the comments are noted.

Comment	Harrow response
Provide a circular road around the borough with adequate transit system to support people from outside car parks to the shopping centres to improve air quality	The development of such an initiative would require a strong business case for the massive level of cost involved in acquiring land and building infrastructure, current regional transport studies have not identified a need for such a scheme.
Make the 186 bus a 24 hour route as it connects with Northern, Jubilee and Bakerloo and Metropolitan lines as well as West Coast main line and Overground and Chiltern railways. Also could be extended to serve the Piccadilly line.	Revisions to bus routes will be considered by TfL and the Council's public transport liaison group.
Provide more electric charging points on the streets	This is proposed in the plan
Provide money to residents to install charging points at home	The Council is investigating all alternatives available for facilitating access to electric charging infrastructure, including residential areas.
Environmental issues relating to pollution and emissions can be a considerable factor when experiencing the historic environment and individual heritage assets The link between the conservation of the historic environment and emissions should be more prominently highlighted	Developing enhanced public realm throughout the borough also needs to consider the impact of noise, dust, vibrations, pollution and vehicle emissions in the locality as these can detract from the enjoyment of any environment. Damage can occur through vehicle emissions which can accelerate the erosion and decline of an area's historic fabric. The siting of signage, road markings, pavement works and crossings can all impact on the visual aesthetic of an area and their locations must be sensitively considered.
Is it possible to consider a direct link bus route (express) between Ealing Broadway and Harrow Town Centre	Revisions to bus routes will be considered by TfL and the Council's public transport liaison group.

Comment	Harrow response
<p>We have an ignored Speeding Problem cause by a badly-engineered CPZ Northumberland Road: The (slight) problem of all-day stationary (commuter) cars has simply been replaced on our Road now by *moving* vehicles and a High-Speed Rat-Run !</p>	<p>This does not relate specifically to the Plan and the information has been passed to the relevant officers.</p>
<p>Congestion charges should be introduced to deter cars from cutting through the borough from the M1 to A40.</p>	<p>This will be kept under review. However the borough needs to consider scale and proportion of such measures before doing so as well as the impact on the surrounding road network.</p>
<p>It is very important for implementation that the pavements and roadways are in a good state of repair for walking and cycling, which they are not at present.</p>	<p>The Council maintains pavements and roads to ensure they are in the best condition possible within current available resources.</p>
<p>Accessibility is very important, for example, buses at present are very difficult for the elderly - driving too fast, stopping too suddenly and too far away from kerbs which are too high. Cyclists ride on the pavements regularly at speed.</p>	<p>Agree and this is addressed in the current plan, Harrow has improved bus stop accessibility standards on the network, TfL are responsible for bus services and Harrow will work through the public transport liaison group to review and improve standards.</p>
<p>Role of borough in improving attractiveness of public transport not sufficiently considered</p>	<p>TfL are responsible for bus services provision and Harrow will work through the public transport liaison group to review and improve standards to improve the attractiveness of bus travel in the borough.</p>
<p>Should address KSIs for other vulnerable road users not just motorcyclists</p>	<p>All KSIs will be addressed but there is a need to focus on motorcyclists based on Harrow evidence</p>
<p>Carry out full audit of facilities for accessing LU/Network Rail stations and main bus destinations including potential for step free access, cycle parking, walking and cycling routes</p>	<p>TfL has the responsibility for undertaking these reviews, Harrow will work through the public transport liaison group to review such issues, the priority is the stations listed in the Plan.</p>
<p>Add how car dependency can be reduced and public transport alternative assessed as an attractive alternative to car based transport</p>	<p>Includes commitment to provide effective alternatives to the car to encourage modal shift.</p>

Comment	Harrow response
Assess where access to the existing public transport system by sustainable means is inadequate due to proximity, barriers to reasonable access of levels of public transport service	Harrow will develop initiatives that support healthy streets, including liveable neighbourhoods, to improve access to public transport by sustainable travel modes.
Reassess waiting and loading restrictions on all bus routes to establish whether services are being delayed	Delays to buses are predominantly identified by TfL and by the public, measures to mitigate delays can include reviews of parking controls.
Ensure all bus stops are properly marked and restrictions appropriate	All schemes developed will comply with the relevant design standards and best practice.
Ensure all road markings along bus routes are adequately enforced	Bus routes are identified as a priority for all parking and moving traffic enforcement.
Progressively discourage car use for shorter journeys complemented with improved access to public transport by walking and cycling	This is included in Plan.
Provide more and better advance information on planned engineering works and implication to bus and underground/train services	This is provided by the borough and TfL through existing street works legislation requirements.
Inadequate provision for off-street residential parking does not necessarily reduce the use of cars and puts pressure on on-street parking	Lots of tools are used to reduce car use including permit restrictions, CPZs, travel planning, development control. It is the combined affect of these policies that will change travel behaviour.
Standardisation of bus lane times would be must more useful as drivers can be confronted with varying times along a short stretch of road leading to confusion and possible unintentional infringement	Bus lane hours are set to address the appropriate hours of enforcement for bus operations in the location.
More work should be done on traffic light timings to ensure smooth flow of traffic	Traffic lights are the responsibility of TfL who is the asset owner. Changes needed to traffic lights are discussed with TfL as and when required.

Comment	Harrow response
There should be published standards for parking enforcement	Parking enforcement in Harrow is carried out in line with London Councils code of practice.
Provide a target for adult and child cycling	Harrow supports the Mayor's target for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. Providing a separate cycling target is not necessary.
Harrow cycling should be included in objective 2 regarding reducing motorcycle casualties	The focus is on motorcycle casualties as supported by the data.
Provide segregated cycle routes throughout the opportunity area and particularly between Harrow on the Hill station and Harrow and Wealdstone station	Cycle networks will be developed to reduce any conflict with motorised traffic including segregation where necessary; school travel plans promote safer cycling routes in accordance with bikeability standards on both segregated and non-segregated routes.
Reduce car ownership should be an objective	This is included in the plan and no need for this to be an objective.
Revise policies to include adapted cycling facilities	Provision for adapted cycling facilities is made available where possible.
Cycle safety data is misleading as very low numbers of people cycling in the borough so it is proportionally very high	It is recognised that cycling levels in the borough are low. The key aim of the plan is to improve conditions and safety for cyclists and to promote and increase the mode share.
Casualty rates in Harrow are low because the number of people walking and cycling is low	It is necessary to develop interventions that address the existing casualties.
Include Pinner in list of liveable neighbourhoods as it is beset by school run traffic	The liveable neighbourhood areas suggested in the plan are areas which have greater potential to increase the mode share for walking / cycling.

Comment	Harrow response
No mention of driver training only cycle training	Harrow carries out road safety education campaigns specifically to target drivers. These campaigns do show the dangers of speeding and the importance of respecting other road users. Driver training is an issue that cannot be addressed in Harrow alone and needs to be done on a national basis.
Examine the public areas surrounding especially underground/rail/bus stations and bus stops to identify barriers to their accessibility for all potential users but with special consideration for those with sight/mobility problems	Harrow will develop initiatives that support healthy streets particularly in the vicinity of stations, including liveable neighbourhoods, to improve access to public transport by sustainable travel modes.

SUMMARY – LIP 3 POLICIES

The table below is a summary of all proposed policy changes. These changes were recommended in response to the following consultation comments:

- Review cycle parking at all stations
- Consider horse riding safety
- There is anti-social behaviour at Harrow bus station
- Consideration should be given to the impact of proposals on the setting of both the designated and non-designated assets together with the potential for unknown archaeology
- All proposed transport schemes should take into consideration their impact on heritage assets and their setting alongside archaeological potential
- People with mobility difficulties also need to walk and cycle to destinations
- Examine where reallocation of road space could bring benefits to public transport pedestrians and cyclists especially near stations and in town centres
- Progressively increase motor vehicle access restrictions in town centres to improve environment for public transport users, pedestrian and cyclists
- Where it is practical, Borough should introduce street play time - after school where children can go out and play with friends without the risk of any cars driving by - this will prevent them sitting in front of the TV as an alternative
- Want to be reassured that all public realm works in the matters of siting location and design will conserve the historic environment
- No mention of noise pollution, especially motorbikes and cars that are modified to make noise
- Improve freight servicing and delivery arrangements to reduce congestion and delays on the network, including encouraging consolidation centres and last-mile cargo-cycle or walking delivery of small orders, by limiting motor vehicle access to minor streets and pedestrianised areas
- Encourage the uptake of cargo bikes and electric bikes to replace van journeys.
- Educate road users on the shared responsibility for safer cycle and motorcycle journeys
- Rewrite PW9 to include the provision of adequate and secure cycle parking
- Rewrite policy PE19 which refers to deterring parking on footways and verges

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
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.

Policy number	Existing policy	Proposed Policy
S11	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
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	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

Within the Changing Behaviour (CB) policies section there were a number of duplications noticed. Within the existing draft of LIP3 policies CB11 and CB13 will be removed because they duplicate CB9 and policy CB10 will be removed because it duplicates CB2.

In revised drafts of LIP3 the policies will be renumbered as necessary.

SUMMARY – LIP 3 OBJECTIVES

The table below is a summary of the proposed objective changes. These changes were recommended in response to the following consultation comments:

- Objective 1: Replace the word ‘encourage’ with ‘enable’.
- Improve freight servicing and delivery arrangements to reduce congestion and delays on the network, including encouraging consolidation centres and last-mile cargo-cycle or walking delivery of small orders, by limiting motor vehicle access to minor streets and pedestrianised areas.
- Policies should enable and encourage walking and cycling amongst disabled people, by providing wide, uncluttered footways, places to stop and sit, convenient and safe pedestrian crossings, parking for tricycles and other non-standard bikes, and a good quality cycling network.

Objective number	Existing Objective	Proposed Objective
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	Improve the public realm through the introduction of healthy streets and liveable neighbourhoods to better enable active and safer travel particularly for pedestrians and cyclists thereby reducing congestion and improving public health and local air quality
4	Improve freight servicing and delivery arrangements to reduce congestion and delays on the network	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.	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.
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APPENDIX E – INDICATIVE LIP3 FUNDING

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			
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	£k	£k	£k
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
Sub-total	1,290.7	1,290.7	1,290.7
DISCRETIONARY FUNDING	£k	£k	£k
Liveable Neighbourhoods	200	2,000	2,000
STRATEGIC FUNDING	£k	£k	£k
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
Sub-total	1,800.0	1,800.0	300.0
All TfL borough funding	3,290.7	5,090.7	3,590.7