
REPORT FOR: CABINET

Date of Meeting:	30 th May 2019
Subject:	Harrow Walking, Cycling and Sustainable Transport Strategy
Key Decision:	Yes
Responsible Officer:	Paul Walker, Corporate Director - Community
Portfolio Holder:	Councillor Varsha Parmar, Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	Yes
Wards affected:	All
Enclosures:	Appendix A – Harrow Walking, Cycling and Sustainable Transport strategy 2019

Section 1 – Summary and Recommendations

This report sets out the Harrow walking, cycling and sustainable transport strategy for the borough and provides details regarding how sustainable transport issues identified in the Transport Local Implementation Plan (LIP3) will be delivered.

The strategy also includes the Harrow Sustainable Modes of Transport (SMOT) strategy as a final chapter in the document. Publishing the SMOT is a requirement of Section 508A of the Education and Inspections Act 2006.

Recommendations:

Approve the Harrow Walking, Cycling and Sustainable Transport Strategy set out at Appendix A subject to formal approval of the LIP3 by the full Council.

Reason: (For recommendations)

The publication of Harrow's walking, cycling and sustainable transport strategy will be provide greater clarity and more details as to how the borough will implement the Transport Local Implementation Plan (LIP3).

The publication of the Sustainable Modes of Transport (SMOT) strategy is a statutory requirement.

Section 2 – Report

Introductory paragraph

- 2.1 The Transport Local Implementation Plan (LIP3) is a statutory document required under the GLA Act that sets out all the transport objectives and strategic policies that the borough will undertake to deliver the Mayor of London's transport strategy (MTS) locally in Harrow.
- 2.2 The development and preparation of the third Transport Local Implementation Plan (LIP3) introduced a range of sustainable transport policies which have all been subject to extensive public consultation and engagement with all stakeholders as a part of the LIP3 consultation process. LIP3 was approved by the GLA Deputy Mayor for Transport on 12th April 2019.
- 2.3 The Harrow Walking, Cycling and Sustainable Transport Strategy 2019 explains in more detail the different initiatives identified in LIP3 that are being used to promote and develop sustainable transport provision in the borough.
- 2.4 This strategy replaces the previous Sustainable Transport Strategy that was agreed in February 2013.
- 2.5 The strategy covers walking, cycling, public transport, low emission vehicles and sustainable school transport. The final chapter in the strategy includes the Schools - Sustainable Modes of Transport Strategy (SMOT).

Options considered

- 2.6 No alternative options have been considered. The main policies and objectives accord with LIP3.
- 2.7 Providing the Schools - Sustainable Modes of Transport Strategy (SMOT) as a separate document was considered. However as there is considerable overlap with sustainable transport generally it was considered more appropriate to combine documents.

Background

- 2.8 The proposed works and policies provided in LIP3 provide an outline but not the details for delivering sustainable transport initiatives in the borough. There is a lot of work being delivered in the borough regarding sustainable transport and it is important that both Councillors and the public are fully aware of the measures being undertaken.
- 2.9 There are no new policies contained in this strategy as the purpose of this document is to expand on the policies already included in LIP3.
- 2.10 As part of LIP3, Harrow adopted the Healthy Streets approach to deliver improvements that will enable the borough to improve people's experience of walking, cycling and using public transport and also encourage fewer trips by car. The Healthy Streets approach is the underlying framework for the Mayor of London's Transport Strategy. The approach is a system of policies and strategies to put people, and their health, at the heart of decision making. The strategy shows how it supports and promotes the Healthy Streets agenda.
- 2.11 The strategy shows how Harrow supports walking, cycling, public transport, low emission vehicles and Schools Sustainable Modes of Transport in the following ways:

Harrow supports walking in the borough through:

- Improving the quality and experience of walking
- Improving the perceived and actual safety of pedestrians
- Improving the health of borough residents

Harrow supports cycling in the borough through:

- Make cycling journeys safer
- Promoting cycling as a convenient, safe, healthy secure, inclusive and enjoyable activity and as a sustainable way to travel
- Improving and extending the borough cycle network and cycling infrastructure to create a comprehensive network of comfortable and attractive cycle routes
- Facilitating and supporting bicycle ownership/access and secure parking

Harrow supports public transport in the borough through:

- Improve the accessibility of the public transport network and ensure increased inclusivity
- Improve the reliability of buses in the borough to encourage modal shift and enable buses to be a viable alternative to car use
- Improve public transport integration with all sustainable transport modes and improve the cycling and walking environment at transport hubs

Harrow supports low emission vehicles in the borough through:

- Increasing awareness of the impact of vehicle emissions and promoting the benefits of low emission vehicles
- Proactively developing an electric vehicle charging network across the borough in residential areas, town centres, work places and other key destinations and rapid charging infrastructure where appropriate
- Increasing in the number of electric vehicles into the Council's fleet for use by pest control, housing, parking enforcement and libraries and introduction of electric charging facilities in Harrow's new depot

Harrow supports Sustainable Modes of Transport for schools (SMOT) in the borough through:

- Promoting sustainable and healthy travel and an improved walking and cycling environment
- Encouraging individual schools to prepare, produce and review school travel plans
- Working with schools to identify local air quality issues
- Increasing opportunities for all children (including those with special education needs) to travel to and from school using environmentally sustainable modes of transport

2.12 Measureable targets for delivering the identified initiatives are included in the strategy. This will enable improved monitoring of progress in delivering the strategy.

Staffing/workforce

2.13 The delivery of the initiatives identified in the strategy will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team and Community Engagement team.

Performance Issues

2.14 The strategy has set a range of targets that will be used to monitor progress. These are as follows:

Waking targets to monitor progress	Target and year
Delivery of Wealdstone Square, Greenhill Place and Harrow Square	2021
Maintain current urban tree stock levels	Annual
Increase proportion of network covered by 20mph speed restriction to 60% by 2021/22	60% by 2021/22
Introduce countdown crossings to 20% of all controlled crossings	20% by 2021/22
Reduce pedestrian KSIs to 15 KSIs by 2022	15 pedestrian KSIs in 2022
Reduce number of vulnerable road user KSIs to 28 by 2022	28 vulnerable road users in 2022
Maintain at least 20 health walks a week	Annual
% of children using sustainable modes to travel to school	40% of children using sustainable modes to travel to school
Provide cycle training for over 1500 children per annum	1500 per year

Cycling targets to monitor progress	Target and year
Harrow has adopted a Vision Zero approach towards eliminating all road traffic deaths and serious injuries by 2041	0KSIs 2041
Increase cycling by an average of 5% each year at existing cycle crossing counts	2469 cyclists by 2021/22
Provide cycle training for over 1500 children and over 100 adults	114 adults in 2019/20 1590 children in 2019/20
Deliver aspiration strategic cycling network Metropolitan route 2017/18 Jubilee route 2018/19 Heart of Harrow route 2019/20 Bakerloo route 2020/21 Cross Harrow route 2021/22	2021/22
Provide 50 additional cycle parking stands at strategic locations across the borough each year	800 stands by 2021/22

Public transport targets to monitor progress	Target and year
Percentage of accessible bus stops across the boroughs	98% by 2021
Improved accessibility of station taxi ranks	2019/20

Public transport targets to monitor progress	Target and year
Delivery of Wealdstone town centre bus priority scheme	2020/21
Deliver road widening at Pinner Road/Station Road and at High Road/Harrow Weald to enable improved bus priority	2019/20
College Road bus and cycle only route	2019/20
In conjunction with WestTrans and TfL review bus routes to identify future bus priority work	Ongoing
Review cycle parking at stations	2020/21

Low emission targets to monitor progress	Target and year
Deliver 3 air quality events per year to be run in schools	Ongoing
Introduce 50 electric vehicle charging points by 2022	50 by 2022
Introduce 20 rapid charging points	20 rapid points by 2020/21
Provide more electric charging places in car parks	
Procure at least 20 electric cars and vans into the Council's fleet for use by pest control, housing, parking enforcement and libraries	2020/21
Depot facilities to include 53 active charging spaces and 53 passive electric charging spaces	2020/21

SMOT targets to monitor progress	Target and year
Percentage of school pupils travelling by sustainable modes	40% of children using sustainable modes to travel to school
Increase proportion of network covered by 20mph speed restriction to 60% by 2021/22	60% by 2021/22
32 schools reaching gold STARS accreditation status	32 by 2021/22
50 schools to be engaged in the STARS accreditation process by 2021/22	50 by 2021/22
3 air quality events to be held at schools each year	Annual
Provide cycle training for over 1500 children per annum	1500 per year

Environmental Implications

2.15 The sustainable transport measures detailed in the Walking, Cycling and Sustainable Transport Strategy have been assessed as part of

the Strategic Environmental Assessment (SEA) for the draft LIP3. The LIP3 SEA 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.

- 2.16 Key air quality benefits identified were from reducing car travel, encouraging greener vehicles and reducing congestion.
- 2.17 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.

Risk Management Implications

- 2.18 Risk included on Directorate risk register? No
- 2.19 Separate risk register in place? Yes. The delivery of interventions and schemes included in the strategy are subject to separate risk assessments.
- 2.20 The major risk to delivery of all schemes is lack of funding. None of the funding shown is guaranteed.
- 2.21 If funding is not available for identified works, the timetable will change but there will still be an attempt to deliver the works.

Procurement Implications

- 2.22 Where needed, consultants and contractors will be procured to deliver some proposals. This is business as usual. The work will be procured in line with the Public Contract Regulations 2015 and our internal Contract Procedure Rules .

Legal Implications

- 2.23 The Harrow Walking, Cycling and Sustainable Transport Strategy is supplementary to the LIP3. Being a supplementary document, it can only expand on and provide details to support the policies in the LIP3 and must be consistent with the policies in the LIP3.

Financial Implications

- 2.24 Funding for the initiatives included in the strategy is predominantly provided by TfL annual LIP funding. There is no guarantee from TfL that the level of funding will be available over the lifetime of the LIP and therefore the figures included in LIP3 are indicative only and/or subject to a separate bidding process. The projects will only be implemented based on funding availability. Lack of funding will result

in delayed delivery and/or the risk of not achieving the performance targets.

Equalities implications / Public Sector Equality Duty

2.25 LIP3 underwent an Equalities Impact Assessment which includes all the policies in this strategy. In preparing the measures adopted in the Harrow Walking, Cycling and Sustainable Transport Strategy, the Council has had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.

2.26 It is considered that the proposals in the Harrow Walking, Cycling and Sustainable Transport Strategy will be of benefit to all and particularly the groups in the table below:

Protected characteristic	Benefit
Age (young and old people)	Improved bus service reliability which many older people are dependent on. Increased independence from learning to cycle Improved safety for schools journeys from 20mph zones Health benefits from more active travel Safer and more sustainable journeys to school Better air quality particularly around schools
Sex (Women in particular)	Women only cycle classes
Disability (People with mobility difficulties)	An improved environment for walking and cycling Reduced road speeds improving safety Dropped kerbs to support mobility Cycle training for SEND schools Improved road crossings for those with visual or auditory impairment

Council Priorities

2.27 The following table show the key inputs from the strategy that will support the Council priorities.

Council Priorities	Sustainable transport strategy input
Building a Better Harrow	Sustainable transport support for growth areas, healthy streets, liveable neighbourhoods, walking and cycling infrastructure improvements
Supporting Those Most in Need	Healthy streets, cycle training for vulnerable users, road safety improvements, dropped kerbs, Cycle training for vulnerable users, reduced

	traffic dominance will improve safety
Protecting Vital Public Services	Sustainable school transport support, 20mph zone extensions, healthy streets, cycle training
Delivering a Strong local Economy for All	Healthy streets, liveable neighbourhoods, electric charging infrastructure
Modernising Harrow Council	Improved pedestrian crossings and cycle facilities, electric charging infrastructure

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 25/04/19		
Name: Abiodun Kolawole	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 26/04/19		

Name: Nimesh Mehta	<input type="checkbox"/>	on behalf of the Head of Procurement
Date: 23/04/19		

Name: Paul Walker	<input type="checkbox"/>	Corporate Director
Date: 29/04/19		

Ward Councillors notified:	YES, as a part of LIP3
EqIA carried out:	YES, as a part of LIP3
EqIA cleared by:	Dave Corby, Community - Equality Task Group (DETG) Chair

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:

Harrow Transport Local Implementation Plan (LIP3)

Sustainable Transport Strategy (2013)

**Call-In Waived by the
Chair of Overview and
Scrutiny Committee**

*(for completion by Democratic
Services staff only)*

YES/ NO / NOT APPLICABLE*

** Delete as appropriate
If No, set out why the decision is
urgent with reference to 4b - Rule
47 of the Constitution.*