
**REPORT FOR: TRAFFIC & ROAD SAFETY
ADVISORY PANEL**

Date of Meeting: 25 June 2019

Subject: **INFORMATION REPORT**
Transport Local Implementation Plan,
Road Safety Strategy and Sustainable
Transport Strategy

Key Decision: No

Responsible Officer: Paul Walker – Corporate Director,
Community

Portfolio Holder: Varsha Parmar, Portfolio Holder for
Environment

Exempt: No

**Decision subject to
Call-in:** No, report is for information

Wards affected: All

Enclosures: **Appendix A:** Transport Local
Implementation Plan
Appendix B: Road Safety Strategy 2019
Appendix C: Walking, Cycling &
Sustainable Transport Strategy 2019

Section 1 – Summary

This report updates the Panel regarding the council's Transport Local Implementation Plan, Road Safety Strategy & Sustainable Transport Strategy which were approved by Cabinet in May 2019.

Recommendation:

None, the report is for information only.

Reason:

None, the report is for information only.

Section 2 – Report

Introductory paragraph

- 2.1 This report updates the Panel regarding the Council's Transport Local Implementation Plan (LIP3), Road Safety Strategy & Sustainable Transport Strategy which were recently approved at the Council's Cabinet meeting in May 2019.

Options considered

- 2.2 There are no alternative options under consideration as the LIP3, Road Safety Strategy & Sustainable Transport Strategy have been approved.

Transport Local Implementation Plan 3

- 2.3 The Panel received a report on the draft LIP3 in October 2018.
- 2.4 Members will recall that the LIP3 is a statutory document required by the Mayor of London that shows how the borough will implement the Mayor's Transport Strategy (MTS) locally in Harrow. LIP3 is required to identify how the borough will work towards achieving the Mayor's Transport Strategy (MTS) priorities which are:

- Healthy Streets and healthy people
 - A good public transport experience
 - New homes and jobs
- 2.5 The LIP3 will supersede the previous versions of the plan (LIP2 and LIP1).
- 2.6 Since the Panel considered the content of the draft LIP3 it has been through an extensive consultation and engagement process with the public, key stakeholders, the Overview & Scrutiny Committee, the Portfolio Holder – Environment and Transport for London. LIP3 has now received formal approval from the GLA Deputy Mayor for Transport, Heidi Alexander, on 12th April 2019 and is considered by TFL / GLA to meet the requirements of the GLA Act.
- 2.7 The Council's Cabinet subsequently received a report on the final version of LIP3 on 30th May 2019 and recommended that full council adopt LIP3 when it meets on 18th July 2019. LIP3 is a statutory plan and under the Council's constitution it needs to be adopted by full Council.
- 2.8 The final LIP3 document approved by Cabinet is provided in **Appendix A** for information.
- 2.9 The LIP3 programme of investment covers a three year period from 2019/20 to 2021/22. The progress report on the agenda for this meeting provides details of the 2019/20 programme.
- 2.10 Two key themes in the MTS and LIP3 are Vision Zero and Healthy Streets. Vision Zero aims to prevent all road deaths and serious injury collisions in London and Healthy Streets initiatives aims to support an increase the in mode share of sustainable travel in London to 80% by 2041. These are ambitious aspirations and so Harrow has developed two transport strategies to expand on the policies contained in LIP 3 and set out more detail on how these will be achieved in Harrow. These documents are as follows:
- Harrow Road Safety Strategy 2019
 - Harrow Walking, cycling & Sustainable Transport Strategy 2019
- 2.11 These strategies were approved by Cabinet on 30th May 2019 in conjunction with the approval of LIP3 and are explained further in the following sections of this report.

Road Safety Strategy 2019

- 2.12 The development and preparation of the draft third Transport Local Implementation Plan (LIP3) amended many of the existing road safety

policies and introduced new road safety policies. These have all been subject to extensive public consultation and engagement with all stakeholders as a part of the LIP3 consultation process. These updated policies have now all been incorporated into a new Road Safety Strategy which details how the policies will be implemented.

- 2.13 This strategy will set out how the borough delivers road safety improvements through the use of engineering, education, training and enforcement. The strategy also shows that the borough complies with the statutory duties as laid out in the 1988 Road Traffic Act and the Mayor's Transport Strategy 2018 (MTS). This road safety strategy will replace the previous road safety plan that was prepared in 2015.
- 2.14 Vision Zero is a key policy in the London Mayor's Transport Strategy which aims to eliminate all killed and serious injury accidents by 2041. This is a very ambitious target and the Borough has set out its approach to meeting this target in the strategy. The core road safety objectives are to:
- Use engineering and enforcement measures to improve borough road safety
 - Provide cycle training to Bikeability standards for children and adults who work, study or live in the borough
 - Provide road safety education events in schools and road safety support for pre-schoolers to develop traffic awareness and road safety skills
 - Conduct road user safety campaigns and road safety training courses aimed at reducing the number of collisions on the roads
- 2.15 The strategy also sets out a range of targets and outputs to monitor progress. These initiatives will be delivered through the annual TfL grant funding allocation. The amended Road Safety Plan 2019 can be seen in **Appendix B** for information.
- 2.16 This document includes all the approved road safety objectives and targets as detailed in LIP3 as well as information on how these will be delivered. The Road Safety Plan supports all of the council's corporate priorities.
- 2.17 The road safety casualty reduction targets included in the strategy accord with the Transport Local implementation Plan 3 and have been set by the Mayor for London.
- 2.18 The interventions and initiatives set out in the Road Safety strategy will enable the borough to best achieve these casualty reduction targets.

Walking, Cycling & Sustainable Transport Strategy

- 2.19 The Walking, Cycling & Sustainable Transport Strategy sets out the boroughs approach to achieving healthy streets and increasing the proportion of trips undertaken by sustainable modes of transport.
- 2.20 The sustainable transport strategy focuses purely on sustainable modes of transport including walking, cycling, bus and rail and electric vehicles and explains in more detail the different work programmes and initiatives being used to promote and develop sustainable transport systems in the borough. The strategy also explains the way in which these combine to deliver an effective set of measures that will mitigate the impact of transport on the environment and that will contribute to the wider measures being taken to tackle climate change.
- 2.21 The strategy accords with and expands upon the policies set out in the LIP3 and sets out all the different interventions and initiatives necessary to achieve key targets in LIP3 and how they will contribute to sustainability and modal shift. The strategy document can be seen in **Appendix C**.
- 2.22 A central theme of the MTS is to achieve 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 in order to accommodate growth in London, improve air quality and ensure the economy is not constrained by a reliance on private cars.

The strategy also sets out a range of objectives, targets and outputs to monitor progress and includes:

- Walking – improving crossing facilities and pedestrian routes and targeting switchable trips through promotions and campaigning,
- Cycling – Completing the aspirational cycle network for the borough, supporting dockless bike schemes and cycle hubs and targeting switchable trips through promotions and campaigning,
- Liveable neighbourhoods – developing and submitting bids to improve walking / cycling in key areas of the borough including Wealdstone,
- Public Transport – deliver Wealdstone bus priority scheme and improve network performance on key bus routes (e.g. route 140), lobby for improved step free access at tube stations (e.g Stanmore, South Harrow, Sudbury Hill), improve taxi facilities,
- Low emission / electric vehicles – develop more neighbourhoods of the future and roll out residential electric vehicle charging,

- School sustainable travel – Promote greater participation in school travel planning and STARS to improve accreditation ratings, providing grant support to schools for initiatives in travel plans.

2.23 These initiatives are essential to the wider delivery of LIP3 and will be delivered through the annual TfL grant funding allocation.

2.24 A regular update on progress with delivering the strategies will be provided at future meetings of the Panel and progress with delivering work programmes, outcomes and performance targets will be provided.

Ward Councillors' comments

2.25 No ward councillor's comments have been sought for this report as it is for information only.

Staffing/workforce

2.26 The delivery of schemes and initiatives contained within the policies will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants and specialised theatre companies as required.

Performance Issues

2.27 The implementation of schemes and initiatives in the plan will support the wider aims, objectives and targets in the current Transport Local Implementation Plan and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

2.28 The current Transport Local Implementation Plan has undergone a Strategic Environmental Assessment (SEA) which has indicated that there are environmental benefits from delivering the road safety schemes and educational programmes.

2.29 Key population and human health benefits include reducing reliance on travel by car, reducing casualties, reducing congestion, encouraging active travel and improving air quality. There are public health benefits associated with increased active travel which can reduce diabetes and obesity levels.

Risk Management Implications

2.30 Risk included on Directorate risk register? No

- 2.31 The development of any schemes arising from a petition would be subject to separate risk assessments.
- 2.32 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

Legal implications

- 2.33 Section 145 of the GLA Act 1999 requires all London authorities as soon as reasonably practicable to prepare a LIP setting out proposals for implementing the Mayor's Transport Strategy for their area. 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.
- 2.34 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.
- 2.35 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.
- 2.36 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
- 2.37 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.

- 2.38 It is not a statutory duty to prepare a road safety plan, however, it is an effective way to show that Harrow Council is discharging its duty under the Road Traffic Act 1988 by preparing and carrying out a programme of measures designed to promote road safety and reduce personal injury accidents.
- 2.39 The 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.
- 2.40 Section 39 of the Road Traffic Act 1988 (“RTA 1988”) places a statutory duty on local authorities to prepare and carry out a programme of measures designed to promote road safety.
- 2.41 The Harrow Road Safety Strategy will enable the Council to discharge its statutory duty under the RTA 1988 and ensure the safety of road users within the borough.

Financial Implications

- 2.42 Funding for the initiatives included in the strategies 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 could result in delayed delivery and/or the risk of not achieving the performance targets.

Equalities implications / Public Sector Equality Duty

- 2.43 An Equalities Impact Assessment has been undertaken for the Transport Local implementation Plan of which the parking management programme is a part. A review of equality issues was undertaken and has indicated no adverse impact on any of the protected characteristic groups. There are positive impacts of the plan for all groups, particularly age and disability (people with mobility difficulties).
- 2.44 It is considered that the proposals in the Harrow Road Safety Strategy will be of benefit to all the people living within the borough and in particular the groups set out in the table below:

Protected characteristic	Benefit
Age (young and old people)	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 Improved safety from road safety courses aimed at older people
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 Cycle training for SEND schools

Council Priorities

2.45 The scheme development process detailed in the report accords with the administration's priorities as follows:

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	Healthy streets, 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, 20mph zone extensions, road safety improvements, pedestrian crossings and cycle facilities, cycle training, road safety training.
Modernising Harrow Council	Improved pedestrian crossings and cycle facilities, electric charging infrastructure Camera enforcement, pedestrian countdown facilities at crossings

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 13/06/19		

Name: Patrick Kelly	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 14/06/19		

Name: Paul Walker	<input checked="" type="checkbox"/>	Corporate Director
Date: 13/06/19		

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:

Barry Philips, Team Leader – Transportation
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barry.philips@harrow.gov.uk

Jeffery Sarpong – Senior Road Safety Officer

Background Papers:

Harrow Transport Local Implementation Plan (LIP3)

Road Safety Plan 2015

Safer Streets TfL

TfL accident data

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

NOT APPLICABLE

*[Call-in does not apply as the
Recommendation is for noting
only]*