

**REPORT FOR: Traffic and Road Safety
Advisory Panel**

Date of Meeting: 24th November 2010

Subject: **INFORMATION REPORT**
Local Implementation Plan 2

Responsible Officer: Brendon Hills – Corporate Director,
Community and Environment

Exempt: No

Enclosures: Appendix A – Mayor’s goals

Appendix B – Brief consultation
document

Appendix C – LIP2 Draft Policies

Appendix D – Draft LIP2 programme of
investment

Section 1 – Summary

This report outlines the contents of the second transport Local Implementation Plan for Harrow which sets out transport objectives up to 2031 and a defined programme of investment over the next three years (2011/12 – 2013/14).

FOR INFORMATION

Section 2 – Report

Background

- 2.1 The Local Implementation Plan (LIP2) is a statutory document required by the Mayor of London containing all of Harrow's transport objectives, policies, delivery plan, monitoring indicators and targets, both those funded by Transport for London and those funded by other sources including Borough capital / revenue funds. It is a key requirement that LIP2 must show how the borough will implement the Mayor's Transport Strategy.
- 2.2 The plan covers the three year period 2011/12 – 2013/14, and responds to the new Mayor of London's Transport Strategy published in April 2010. Harrow's LIP2 also provides more detailed information to support the Harrow Sustainable Community Strategy (SCS), Harrow's Local Area Agreement and other relevant monitoring data.
- 2.3 The final LIP2 will be submitted to Transport for London (TfL) who will then advise the Mayor of London whether or not to approve it.
- 2.4 In line with the revised LIP2 guidance, LIP2 will not contain a parking and enforcement plan, school travel plan strategy or road safety plan that were included in the original LIP. These documents will be reviewed separately after LIP2 is approved.

Plan development and funding

- 2.5 Specific guidance on preparing LIP2 was issued by TfL. In line with this guidance, boroughs are required to develop local objectives, a delivery plan and a performance monitoring plan.
- 2.6 Funding for the boroughs to implement works identified in LIP2 is now calculated on a needs based formula where funding is allocated to boroughs based on the following factors:
- local public transport (buses)
 - safety
 - congestion
 - environment and
 - accessibility
- 2.7 The amount allocated to each of these areas is weighted to reflect the Mayor's goals identified in the MTS. The Mayor's goals can be seen in Appendix A. TfL have advised on the likely amount to be allocated for future years in the borough draft LIP2, however following the government's October spending review, the amounts allocated may be revised.
- 2.8 In preparing LIP2 the Council has needed to consider local, London-wide, sub-regional and national policy.

- 2.9 The draft LIP2 objectives were developed to ensure that they reflect Mayoral, sub-regional and local priorities. The objectives were developed after considering the challenges faced by the borough and having considered the Borough's Core Strategy, the Borough's Sustainable Community Strategy and the West London draft sub regional transport challenges and opportunities.
- 2.10 The draft local LIP2 objectives are contained as part of the brief consultation document in Appendix B.
- 2.11 The delivery plan has been prepared to ensure that we are working towards achieving the Mayor's goals and the Mayor's high profile outputs. These will be reported as part of a three year impact report following implementation of the LIP2 programmes.
- 2.12 The funding recommended by TfL for inclusion in Harrow's LIP2 is as follows:

Year	Indicative funding (£000)
2011/2012	1,749
2012/2013	1,678
2013/2014	1,438

Plan consultation and approval

- 2.13 A report will be presented to Cabinet on the 15th December to seek approval to commence consultation on the draft LIP2 when a final draft will be considered.
- 2.14 Statutory consultees for LIP2 are the Metropolitan Commissioner of Police, TfL, organisations representing disabled people and other London boroughs whose area will be affected by LIP2.
- 2.15 Appendix B contains a brief consultation document which will be sent to stakeholders and other relevant parties. A briefing will be offered to all members during the consultation period to ensure that they are fully aware of the key issues contained in LIP2. The consultation is intended to run for 2 months from 20 December throughout all of January and February. It is a requirement to submit the draft LIP2 to TfL by the 20th December.
- 2.16 The original LIP policies have been updated to reflect the Mayor's Transport Strategy, the Labour Party manifesto and to ensure that the borough can achieve the desired objectives. The revised policies are contained in Appendix C.
- 2.17 Following consultation, LIP2 will be revised to reflect appropriate changes and will be returned to Cabinet to recommend approval to Council. It is intended that Council will be recommended to adopt LIP2

in April 2011. Once this document is adopted, the previous LIP will no longer be Council policy.

- 2.18 The existing parking and enforcement plan, school travel plan strategy and road safety plan included in the original LIP will then be revised and submitted to the portfolio holder for approval. It is intended that delegated authority will be given to the Portfolio holder by Cabinet to make changes to these documents .

Plan performance monitoring

- 2.19 It is a requirement for LIP2 to set locally specific targets for the following:

- Mode share
- Bus service reliability
- Asset condition
- Road traffic casualties
- CO₂ emissions

- 2.20 The targets set by draft LIP2 are in line with the previous National Indicators where relevant and have been discussed with various sections of the Council to ensure coordination. TfL needs to approve the targets set.

- 2.21 Implementing LIP2 will also have a positive impact on Harrow's place survey where the condition of roads and congestion are always identified as areas of concern. Based on benchmarking information provided by TfL, these are recommended to be set as follows:

Mode share:

Harrow aims to achieve a 30.5% mode share for walking in 2013/14 and a 1.5% mode share for cycling in 2013/14.

Bus service reliability:

Maintain a bus excess wait time of 1.1 minutes on high frequency routes.

Asset condition:

Harrow aims to achieve a target of 8% of principal road lengths in need of repair in 2013/14.

Road traffic casualties:

Harrow intends to achieve a target of 42 KSIs or less for the years 2012 to 2014 and a target of 490 total casualties or less in 2013/14.

CO₂ emissions:

Harrow target for emissions from ground based transport is 137.82k tonnes per year in 2013.

- 2.22 In addition to these mandatory targets the borough has chosen to report on the following additional local indicators:

- Number of schools located within a 20mph zone within the borough

- School pupils per cycle parking space
- Percentage of school travel by bicycle
- Number of motorcycle casualties
- Weekday bus run times
- Proportion of school aged children in full time education travelling to school by the mode of travel that they usually use
- Number of environmentally friendly vehicle parking permits issued

2.23 These will all be reported to TfL as part of the three-year impact report.

2.24 The Mayor also requires boroughs to report on his key high profile outputs relating to cycling, walking, road safety and personal security, buses, smarter travel, environment, local area accessibility, controlled parking and freight and cleaner local authority fleets. These reports will be submitted to TfL on an annual basis.

Section 3 – Further Information

3.1 The details of the draft LIP2 were up to date at the time of producing this report, however, as the timeframe for delivering LIP2 is so tight, it is likely that changes will be continually made up until Cabinet receive the final draft and consultation is approved.

Section 4 – Financial Implications

4.1 As funding to boroughs is now formula based, LIP2 programmes have been developed based on our expected funding allocations, however, these may be cut in future years, and caveats for this have been written into the document. In addition, Council capital and revenue funding is not yet known for the full length of LIP2 and hence best estimates are made where possible. Section 106 funding is also an unknown quantity and where possible, estimates have been included.

4.2 A financial summary of the programmes is included in Appendix D.

Section 5 – Corporate Priorities

5.1 Implementing LIP2 will help to achieve all of the corporate priorities.

- Deliver cleaner and safer streets
- Improve support for vulnerable people
- Build stronger communities

Section 6 - Statutory Officer Clearance

Name: Kanta Hirani



on behalf of the
Chief Financial Officer

Date: 4th November 2010

Section 7 - Contact Details and Background Papers

Contact:

Ann Fine, Transport Policy Officer
020 8424 1496
ann.fine@harrow.gov.uk

Background Papers:

The draft LIP2 document is over 100 pages long and will be available in both the Conservative and Labour party offices prior to the cabinet meeting. Guidance on developing the second Local Implementation Plans – May 2010 is available on request from Ann Fine x2496

Appendix A – Mayor’s goals

The Mayor’s goals are:

Support economic development and population growth

Enhance the quality of life for all Londoners

Improve the safety and security of all Londoners

Improve transport opportunities for all Londoners

Reduce transport’s contribution to climate change and improve its resilience

Support delivery of the London 2012 Olympic and Paralympic Games and its legacy

Appendix B – Brief consultation document

HARROW DRAFT TRANSPORT LOCAL IMPLEMENTATION CONSULTATION

Introduction

The draft Local Implementation Transport Plan sets out how the borough proposes to implement the Mayor of London's Transport Strategy at the borough level, as well as how the borough will achieve other locally and sub-regionally important goals.

The full draft plan will be made available to view on Harrow's website after consideration by Cabinet in November 2010.

The plan does not remove the requirement for the Borough to consult on individual schemes in your area when they are brought forward for design and implementation.

Recommended transport objectives

The draft objectives identified cover the period 2011/12 to 2013/14 and beyond, reflecting the timeframe of the Mayor's Transport Strategy (ie to 2031).

The following draft objectives are suggested to direct the work undertaken by the borough:

1. Enable Harrow's residents to have the best possible access to employment opportunities and to improve the attractiveness of Harrow as a place to live, visit and work the borough will further develop the transport system to provide access to employment opportunities within and beyond the borough and also support improved access to a wide range of facilities such as retail centres and education and health services as well as access to cultural heritage and outdoor green spaces
2. Support improved orbital transport links across the Borough and between outer London centres thereby providing greater access to a wider catchment area for employment opportunities by enabling journeys currently made by car to be made by sustainable forms of transport and thereby improve the environment
3. Encourage a healthier lifestyle by promoting healthy and safe travel particularly for pedestrians and cyclists
4. Reduce CO₂ emissions in Harrow, increase environment sustainability, improve general health and deliver a better quality of life in the borough through the use of travel planning and appropriate traffic engineering measures including providing improved facilities for pedestrians and cyclists

5. Support the borough's economic growth by regenerating Harrow Town Centre and the new Area of Intensification and ensure that the transport delivery needs of the Area of Intensification are prioritised
6. Reduce the number of motorcycle casualties across the borough
7. Improve social inclusion in the borough by improving the quality, capacity and accessibility of Harrow-on-the-Hill station and Harrow bus Station and improving the accessibility, efficiency and attractiveness of all transport including public transport borough wide and in particular Transport for London stations
8. Support projected population growth within the new Intensification Area by improving transport connectivity between Harrow-on-the-Hill station/Harrow bus station and Harrow & Wealdstone station
9. 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
10. Support Harrow's local economy by reducing congestion and making essential car journeys easier
11. Improve the quality of life of residents and visitors and improve overall health the borough will improve pedestrian walkways that use and link existing parks and open spaces with town centres and public transport provision
12. Ensure that the vitality of the town centre is supported through good transport access via all modes of transport prioritising sustainable modes of transport

In line with funding available, the types of schemes to be implemented will be infrastructure improvements, traffic management schemes or sustainable transport measures.

Schemes suggested to be introduced will include the following: principal road maintenance, 20mph zones, local safety schemes, improvements to bus stop accessibility, congestion reduction schemes, school travel plan improvements, cycle training, increased opening hours for Shopmobility, more disabled bays, increased cycle facilities, road safety education, sustainable transport promotions, travel planning, street improvement schemes and major local area projects should funding become available.

Where possible, all works for programmes will be co-located to minimise local disruption.

Performance Measures

In order to ensure that we are having the desired impact, the borough intends and is required to measure the following:

Mode share
Bus service reliability
Asset condition
Road traffic casualties
CO₂ emissions

These will be reported as part of a three year impact report following implementation of LIP2 programmes.

Conclusion

The draft Local Implementation Transport Plan proposes actions, programmes and initiatives that aim to improve the quality of life for Harrow's residents, local businesses and visitors.

The aim is to help people travel to work or other facilities in a way that respects the borough's built and natural heritage, and helps to sustain a healthy economy.

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?

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

We'd like to hear what you have to say about the draft Transport Plan and the proposed objectives and actions.

In particular we would like to know:

1. Do you recommend any changes to the proposed LIP2 objectives?
2. Do you recommend any changes to the proposed LIP2 borough actions, shown in Appendix B, to be implemented to support the Mayor's objectives?
3. Do you recommend any changes to the LIP2 delivery programme?
4. Do you have any other comments?

For further information, please contact Ann Fine on 020 8424 1496, email: ann.fine@harrow.gov.uk

Appendix C – LIP2 draft policies

Joined up public policies

- J1 The council will consider the improvement of local access by walking, public transport, motorcycling and cycling as a core element in future regeneration programmes for local centres and employment areas;
- J2 Ensure all projects consider their air quality and noise impact and that where possible mitigation is introduced to minimise adverse impacts;
- J3 Work with schools to consider staggering school end times by a variety of measures including encouraging more school to introduce before and after school activities;
- J4 Promote growth in areas of greatest public transport to encourage residual travel by public transport, walking and cycling;
- J5 Promote mixed use development in growth locations to reduce the need to use a vehicle for trips between residential, retail, leisure and employment areas;
- J6 Promote the use of travel plans for all educational establishments, hospitals and other places of work and where appropriate work with organisations to improve site specific travel plans;
- J7 The council will request all providers or users of transport fleets to consider how they can move towards the use of less polluting vehicles;
- J8 Encourage schools to work with the council to review catchment areas and intake policies to ensure that the transport implications of these are fully taken into account. The focus will be on avoiding decisions that exacerbate the need to travel without strong educational or social reasons and consider changing policy to reduce the need to travel by car;
- J9 The council will support health providers in their consideration and provision of more local facilities, clinics and more home services;
- J10 Request the local Metropolitan Police to review their enforcement priorities in the context of this Plan to ensure that they are consistent and action necessary changes;
- J11 Consider the improvement of local access by walking, public transport, motorcycling and cycling as a core element in future regeneration programmes for local centres and employment areas.

Public Transport

- PT1 Work with TfL to improve the penetration and expansion of local bus services into every local neighbourhood area – either by extending existing routes or, where necessary, by promoting new routes – this will

be subject to the evaluation of the local impact of any additional bus services;

- PT2 Encourage the provision of 'transport hub' facilities where these can serve wide catchment areas and connect up Harrow's and London's public transport network;
- PT3 The council will seek to secure a fully integrated approach to the provision and operation of public transport services within Harrow, including:
- Improving the ease and convenience of approach routes to service access points, and the quality and clarity of the access signing
 - Taking account of the specific needs of people with impaired sight or impaired mobility
 - Improved taxi facilities at rail and underground stations
- PT4 Persuade TfL to concentrate on continuing to improve public transport service reliability ensuring improved radial and orbital services;
- PT5 Work with TfL to prioritise available resources to provide the road space and traffic regulatory / management infrastructure to support development of the bus services as well as additional bus services;
- PT6 Deploy full range of available bus priority measures ensuring that measures are designed to reduce problems for all modes;
- PT7 Enforce all road traffic, parking and waiting regulations in the interests of improving bus priority. Where possible engineering solutions will be used to minimise the need for additional enforcement;
- PT8 Work towards introducing a fully integrated, accessible bus and underground station at Harrow on the Hill;
- PT9 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;
- PT10 The council will prepare and publish a public transport leaflet and map, and will update and distribute copies as needed;
- PT11 Lobby TfL to improve the quality, capacity and accessibility of Harrow-on-the-Hill station and Harrow bus station;
- PT12 Work with TfL to improve bus service reliability and to improve orbital bus links between the town centres and major employment locations and to other key destinations within Harrow and neighbouring boroughs;

- PT13 Improve transport connectivity within the Intensification Area between Harrow Town Centre and Wealdstone including the provision of in-station cycle parking;
- PT14 Petition TfL to bring forward improved accessibility of Harrow on the Hill station as a priority in support of Harrow town centre and to facilitate the levels of growth proposed for the Harrow & Wealdstone Intensification Area, and improve the accessibility of all other stations where there is no disabled access;
- PT15 Work with TfL to improve the frequency and reliability of weekend and late night public transport services to/from Central London;
- PT16 Work with TfL to provide buses that take routes that will reduce numbers of children interchanging on buses across the network at the end of the school day;
- PT17 The council will seek to work with public transport providers and regulators to ensure that engineering works and service closures are coordinated to minimise passenger inconvenience;
- PT18 Work with public transport providers and regulators as well as the Metropolitan Police in promoting safer travel initiatives such as Harrow's Safer Travel at Night and Cabwise - safer use of minicabs;
- PT19 Seek to ensure that all stations and bus stop locations in the Borough are progressively improved as a basis for supporting a network of fully wheelchair-accessible scheduled bus services;
- PT20 Increase the number of bus stops in the borough which are DDA compliant;
- PT21 The council will work with the key regulators and providers of rail, Underground and bus services within the Borough to progressively improve the network in terms of capacity and reliability;
- PT22 Build on existing liaison arrangements with those parties responsible for regulating and operating public transport services in the Borough – issues discussed will include concerns of public transport users with both TfL bus and all rail operators and will include bus driving standards, bus emissions, driver behaviour, bikes on buses and trains, as well as general service provision;
- PT23 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 interchange;
- PT24 Work with TfL and bus operators to ensure adequate off-highway facilities are available for the storage and maintenance of buses at appropriate locations and to ensure that bus stands are appropriately located

Walking

- W1 Work with borough primary schools to encourage additional school walking buses and support existing walking buses;
- W2 Ensure that all aspects of the walking environment are effectively considered when delivering works for major schemes, neighbourhood and corridor improvements. This will include signage, barriers and permeability and design to facilitate pushchairs or wheelchairs;
- W3 Encourage active walking as a mode of transport;
- W4 Increase the amount and variety of trees and plants across the Borough's open spaces and within streetscapes;
- W5 In all neighbourhoods, corridors and major schemes the borough will consider the Better Streets principles and in particular the need to reduce clutter, improve traffic management, increase the permeability of streets, creating spaces that make it easier for cyclists, pedestrians and disabled people to get about;
- W6 Provide effective alternatives to the car to encourage modal shift and increase provision for non-motorised modes of travel including cycling on all local access roads and treating walking as a priority travel mode, to be treated on a par with other means of transport;
- W7 Encourage recreational walking and work in partnership with health providers to continue to promote walking specifically linked to health policy;
- W8 Ensure that walking links to parks and open spaces are fully considered in new neighbourhood and corridor funded programmes;
- W9 Address the identified areas of deficiency regarding access to parks and open spaces through improved cycling and walking infrastructure as shown in Harrow PPG17 study (2010);
- W10 G2.8 Improve access to Harrow's green spaces and historic areas and improve pedestrian walkways that use and link existing parks and open spaces with the town centre and transport interchanges;
- W11 G2.12 Work to implement the statement of action identified in Harrow's Rights of Way Improvement Plan in order to:
- Extend the rights of way network to provide for new routes
 - Improve public information and publicity about the rights of way
 - Improve overall accessibility of the network to all but giving particular consideration to those with mobility difficulties

- W12 The council will work with the Metropolitan Police in using their powers of enforcement to deal with illegal cycling on pavements and footpaths;
- W13 Take into account the needs of those with mobility difficulties who would benefit from additional seating in all new schemes giving particular consideration to road side seating in areas beyond the town centres which would enable many people to take short walking trips outside their own homes;
- W14 Ensure that walking permeability (a multiplicity of routes to give easy accessibility to, from and within a site) is assessed and prioritised for all new residential or business developments;
- W15 Ensure convenient access for walking, cycling and public transport be required in the design and layout of new development;
- W16 Improve pedestrian linkage between Harrow town centre and Harrow on the Hill.

Cycling

- C1 Provide cycle training for adults and children and encourage the use of bicycles generally and in particular for journeys to school;
- C2 The council will promote the recreational use of cycling – but give priority to its aim of increasing cycling as an alternative to car use;
- C3 Ensure cycle routes and facilities in the borough are appropriately located and regularly cleaned and maintained and that whenever possible, cycle tracks in parks are available at all hours;
- C4 Encourage the use of bicycles generally and in particular for journeys to school;
- C5 Encourage employers to make provision for employees wishing to cycle to a similar standard to that required from new development including the provision of “cycle pools”;
- C6 Publish and distribute cycling leaflets and maps in areas of the borough identifying the locations of designated cycle routes, cycle parking facilities, barriers to use and main road crossings;
- C7 The council will use its powers as local planning authority to make planning permission for future development conditional upon the availability of an appropriate level of pedal cycle parking and facilities such as showers and lockers and encourage provision of “cycle pools”;
- C8 The council will use its powers and resources to provide secure and weather-protected cycle-parking at sites generating/attracting significant numbers of cycling trips – most particularly, at strategic interchanges and

stations; and encourage other authorities with specific responsibilities within the Borough to do the same;

- C9 Work with TfL to support the Mayor's Cycle Superhighways schemes regarding improving access to the existing schemes or on the basis of bike hire space availability and work towards becoming a biking borough;
- C10 The council will ensure the progressive achievement and maintenance of a high quality of cycle route provision, as well as clear continuity and consistency in design; and will ensure that, wherever practicable, provision is designed and implemented to cater for tricycle and trailer use;
- C11 Provide effective alternatives to the car to encourage modal shift and increase provision for non-motorised modes of travel including cycling on all local access roads and treating walking as a priority travel mode, to be treated on a par with other means of transport;
- C12 Liaise with Railtrack and Transport for London to address the lack of cycle parking on station land particularly at Harrow and Wealdstone and Harrow on the Hill stations.

Car Use

- Cr1 Provide effective alternatives to the car to encourage modal shift and increase provision for non-motorised modes of travel including cycling on all local access roads;
- Cr2 Ensure that the vitality of town centres are supported through good transport access via all modes of transport prioritising sustainable modes of transport;
- Cr3 Address congestion issues and maximise the efficiency and reliability of the operation of the road network through methods outlined further in Harrow's Highway Network Management Plan;
- Cr4 Encourage safe and considerate driving, at appropriate speeds, as part of travel awareness and road safety education campaigns and review existing speed limit to ensure they are appropriate to the location;
- Cr5 Prioritise in all schemes, the needs of those with mobility difficulties who need to drive to work, shops or other facilities;
- Cr6 Pursue the viability of introducing a revised parking permit structure based on vehicle emissions;
- Cr7 When considering housing developments the council will encourage developers to explore the potential for schemes to provide access to cars without individual ownership, possibly linked to inducements to use other modes.

Road and personal safety

- R1 In the development of all corridors and neighbourhoods, the council will follow the detailed guidelines as outlined in the road safety plan;
- R2 Monitor motorcycle casualties and develop a localised response to address locations where accidents arise prioritising actions according to the severity of casualties;
- R3 Maximise the effective use of camera enforcement where there are safety benefits to be gained from better enforcement;
- R4 Adopt the national and London casualty reduction targets and maintain an effective method of accident monitoring for the borough;
- R5 Prepare a three year programme of 20 mph zones in the borough and incorporate these into neighbourhood schemes for TfL funding;
- R6 Reduce the number of motorcycle casualties in the borough through educational campaigns;
- R7 Prioritise schemes that maximise casualty reduction predictions and in particular the numbers killed and seriously injured per annum for the available finance;
- R8 Encourage safe and considerate driving, at appropriate speeds, as part of travel awareness and road safety education campaigns and review existing speed limit to ensure they are appropriate to the location;
- R9 Work with schools and police to address perceptions of personal safety on buses;
- R10 Provide road safety education events at schools throughout the borough;
- R11 Ensure that the safety concerns of all road users are considered when considering any traffic scheme;
- R12 Carry out safety audits of all new significant traffic and highway proposals;
- R13 Ensure speed activated signs are located at the most appropriate locations for reducing accidents;
- R14 Work with schools to reduce the number of school trips made by car and liaise with schools regarding suggested highway works required in school locality.

Changing behaviour

- CB1 Improve the Council travel plan to reduce the need for staff or visitors to travel by car and review options for securing parking and improved

facilities for bicycles, electric vehicles, motorcycles and car share vehicles;

- CB2 Encourage and support schools, higher and further education establishments to review their own travel plans and to achieve TfL accredited status where appropriate;
- CB3 Encourage the use of more environmentally friendly vehicles through the provision of reduced cost parking permits for appropriate vehicles and electric charging points;
- CB4 Produce a rolling five year Travel Awareness Campaign Programme which includes customer engagement to target behaviour change;
- CB5 Promote and support the development of travel plans in accordance with TfL guidelines either for individual organisations or on an area-wide basis as appropriate;
- CB6 Improve the environment for pedestrians and cyclists in the whole borough and particularly within the Harrow Intensification Area;
- CB7 Promote sustainable and healthy travel choices through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking environment;
- CB8 Encourage modal shift towards more sustainable forms of transport;
- CB9 Secure deliverable Travel Plans for major trip generating development;
- CB10 Ensure that the policies in the LDF promote the provision of local facilities in accessible town centre locations;
- CB11 Ensure convenient access for walking, cycling and public transport be required in the design and layout of new development;
- CB12 The council will seek to ensure that new facilities to reduce car dependency e.g. real time public transport information and shopping lockers are placed in shopping centres;
- CB13 The council will seek to ensure through its LDF that provision of local leisure facilities, particularly play and community-based, are close to residential areas, together with appropriate town centre venues;
- CB14 Require developers to produce access plans for non-car users as well as car users for new leisure development (including redevelopment).

Freight

- F1 Ensure that freight movement, delivery and servicing within the borough is provided for in an environmentally sensitive, economic and efficient manner and ensuring appropriate routing avoiding residential areas;

- F2 The council will support the continuation and effective enforcement of the London Lorry Ban;
- F3 The council, while recognising that road transport will remain the basis for freight movement, delivery and servicing provision within Harrow, will promote and maintain local area lorry bans together with supporting initiatives to move freight by non-road transport modes;
- F4 Work with GPS providers to ensure that freight routes are appropriately guided within the borough and avoid residential areas;
- F5 Periodically review the provision in town centres and the Area of Intensification for all aspects of servicing, delivery, loading/unloading and freight movement, with particular regard to its impact on pedestrian movement, the local economy and the local environment;
- F6 The council will seek to provide adequate delivery and servicing access to shops, businesses and residential premises and in particular to provide convenient on-street short-stay spaces for servicing / delivery vehicles;
- F7 Continue to work with Freight Quality Partnership as a consultative forum for consideration of all matters of mutual interest;
- F8 The council will produce and publish a map setting out key information in respect of restrictions on lorry movement within the Borough, in terms of:
- Width, weight and length restrictions
 - Low bridges
 - Loading bans
 - Access restrictions, including pedestrian areas
 - Preferred routes for lorries
- F9 The council will require, as a condition of securing planning permission, that development proposals make proper off-street provision for servicing and loading/unloading within the development site, in such a way that all vehicles entering or leaving a site are enabled to do so in a forward gear;
- F10 The council will support and seek, via the responsible regional/sub-regional authorities, appropriate sub-regional provision of break-bulk, consolidation, distribution and modal-transfer facilities for freight management, and appropriate and effective access to those facilities from the Borough.

Parking and Enforcement

- PE1 Encourage the use of cleaner and more environmentally friendly vehicles through prioritising specific facilities for parking of “greener” vehicles at all

council owned car parks, e.g. providing specific locations for parking
providing charging points for electric vehicles;

- PE2 Ensure that charges for parking support the economic vitality of all town centres;
- PE3 In the development of parking schemes, the council will ensure convenient car parking for people with disabilities is considered;
- PE4 Give high priority to the enforcement of parking and road traffic regulations, particularly to those affecting the safety of all road users, reliable operation of bus services and the prevention of traffic congestion;
- PE5 Maximise the effective use of camera enforcement where there are safety benefits to be gained from better enforcement;
- PE6 Promote and secure the adoption of consistent and complementary strategies at national, regional, London, sub-regional and neighbouring local authority levels and through the restraint-based car-parking standards;
- PE7 In the development and operation of parking schemes and to ensure transparency , the council will follow the guidelines as outlined in the parking and enforcement plan which will be regularly reviewed and updated;
- PE8 Support local businesses by giving priority to short stay on-street parking and by discouraging long-stay parking;
- PE9 As reviews of CPZs take place, progressively enable the provision of business parking permits in CPZs for vehicles where permits are required as a major part of the operation of the business and where such journeys are not viable without such parking permits;
- PE10 Ensure that charges for off-street parking:
- Support the economic vitality of all town centres
 - Finance progressive improvements to the standards of the council owned car parks
 - Maintain price competitiveness with comparable privately operated car parks
 - Encourage short stay parking with rapid turnover of spaces and deter long-stay parking where appropriate
 - Reduce the demand on surrounding on-street pay and display parking
 - Are set with the aim of car parks being 85% full in peak periods

- Are self financing
- PE11 Monitor and review the provision and operation CPZs in all areas of the Borough experiencing on-street parking stress and install new CPZs subject to, demand and consultation with the local community;
- PE12 Where practicable, seek to secure consistent cross-boundary parking charges in conjunction with neighbouring authorities;
- PE13 Where alternative options exist, prevent or deter parking on footways and verges ensuring that the safety and convenience of both pedestrians, the visually impaired and disabled people is paramount;
- PE14 Use Section 106 Planning Agreements to secure developer contributions towards the costs of meeting and ameliorating the travel demand generated by development through improvement to public transport, walking and cycling, installing parking controls and, where necessary, creating regulated and controlled public car-parks;
- PE15 In considering planning applications for non-residential development the council will have regard to the specific characteristics of the development including provision made for:
- Operational parking and servicing needs
 - Convenient car-parking for people with disabilities
 - Car parking related to shift and unsociable hours working
 - Convenient and secure parking for bicycles (and provision of showers and changing facilities for cyclists)
 - Needs of parking for motorcyclists
- PE16 Where accessibility by non-car modes is particularly good or can be made so, the council will actively seek to secure lower levels of car parking provision or even zero provision in developments, and require the completion of a binding agreement to ensure that any measures necessary to improve accessibility by non-car modes are secured;
- PE17 The council will work with the Mayor, the GLA and the Government to pursue the progressive removal / control of “free” parking – through planning agreements (new development), through voluntary initiatives (retail partnerships) or by extending the principle of charging for car parking spaces.

Highway Management

- H1 Give high priority to the enforcement of parking and road traffic regulations, particularly to those affecting the safety of all road users, reliable operation of bus services and the prevention of traffic congestion;
- H2 Address congestion and maximise the efficiency and reliability of the operation of the road network through methods outlined further in Harrow’s Highway Network Management Plan;

- H3 Improve on the condition of Harrow roads by continuing to prioritise road maintenance in Harrow's capital and revenue budgets;
- H4 Reduce traffic volumes on local roads through traffic management techniques and where possible by diverting traffic to main arterial/distributor roads;
- H5 When financially possible, continue to support the expansion of both Harrow and Wealdstone Shopmobility services and their opening hours;
- H6 Develop a 3 year rolling strategic programme for corridors and neighbourhood scheme improvements;
- H7 Develop a 3 year rolling major schemes programme that considers area improvements on a holistic basis;
- H8 Ensure that all schemes implemented follow the Harrow street furniture design guide ensuring best practice for materials and reducing street clutter.

New policies regarding Intensification Area

- IA1 Seek to contribute to the delivery of an Area Action Plan for the Harrow and Wealdstone intensification area;
- IA2 Seek opportunities for new tree planting in the Intensification Area;
- IA3 Prioritise the implementation of neighbourhood and corridor and area based schemes which most benefit connectivity in the Intensification Area;
- IA4 Review the parking regulations in the Intensification Area to ensure that the needs of planned growth are appropriately addressed;
- IA5 Promote mixed use development in growth locations to reduce the need to use a vehicle for trips between residential, retail, leisure and employment areas.

Appendix D – draft LIP2 programme of investment

Programme areas		Funding source	Funding				MTS goals				
			2011/12	2012/13	2013/14	Total	Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change
Corridors and Neighbourhoods	Streatfield Road / Christchurch Ave Traffic calming /review £60 + 45k cycle improvements - address KSI clusters around junctions and review heavy use by HGVs using this route	LIP allocation	105	0	0	105	✓	✓	✓	✓	✓
	Harrow Town Centre traffic calming KSIs - specifically targetting pedestrian KSIs and motorcycle casualties	LIP allocation	50	0	0	50	✓	✓	✓	✓	✓
	Warren Lane (BAE Site) Junction improvements/ access issues /lighting/footpath	Developer	100	0	0	100	✓	✓	✓	✓	✓
	Wood Lane Parking controls / warning signing	Developer	15	0	0	15	✓	✓	✓	✓	✓
	Stanmore Hill /Uxbridge Road signal work /congestion relief - improve bus accessibility by linking 4 sets of signals - possibly introduce ped phase at the Stanmore Hill/The Broadway junction	LIP allocation	150	30	0	180	✓	✓	✓	✓	✓
	Honeypot Lane / Whitchurch Lane KSIs - address high number of KSIs along corridor	LIP allocation	103	0	0	103	✓	✓	✓	✓	✓
	Shaftesbury Ave, Roxeth Hill, Sudbury Hill, Whitmore Road KSIs - particularly address KSI clusters around junctions	LIP allocation	70			70	✓	✓	✓	✓	✓
	Address key motorcycle and child ped accident locations	LIP allocation		100	100	200	✓	✓	✓	✓	✓
	Stanmore Hill bus stop accessibility - hard surfacing, signing and lining and kerb height adjustment as necessary	LIP allocation	25	0	0	25	✓	✓	✓	✓	✓
	Edgware Road bus stop accessibility - hard surfacing, signing and lining and kerb height adjustment as necessary	LIP allocation	30	0	0	30	✓	✓	✓	✓	✓
	Elm Pk Rd / Cannon Lane / Rayners Lane bus stop accessibility corridor - hard surfacing, signing and lining and kerb height adjustment as necessary	LIP allocation	30	0	0	30	✓	✓	✓	✓	✓
	Bus stop accessibility improvements	LIP allocation	0	50	50	100	✓	✓	✓	✓	✓
	Marsh Lane cycling improvements - minor improvements for cycles to cross Marsh Lane which acts as a barrier. These will enable improved bikeability levels	LIP allocation	50			50	✓	✓	✓	✓	✓

Programme areas	Funding source	Funding				MTS goals				
		2011/12	2012/13	2013/14	Total	Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change
Long Elmes / College Avenue / The Avenue cycling improvements - minor improvements for cycles to cross Long Elmes which acts as a barrier. These will enable improved bikeability levels	LIP allocation	50	0	0	50	✓	✓	✓	✓	✓
Common Road / Brookshill cycling improvements - minor improvements needed to enable improved bikeability levels along predominantly rural type roads.	LIP allocation	50	0	0	50	✓	✓	✓	✓	✓
Pinner Road bus priority - carriageway widening to incorporate full width left turn lane for all traffic including buses	LIP allocation	60	0	0	60	✓	✓	✓	✓	✓
Rayners Lane bus priority completion - completion of inset parking bays and cycle track relocation	LIP allocation	40	0	0	40	✓	✓	✓	✓	✓
Bus route joint inspection meetings and implementations	LIP allocation	0	100	150	250	✓	✓	✓	✓	✓
Electronic bus lane signs - introduce revolving signs to clarify bus lane operational hours	LIP allocation	10	0	0	10	✓	✓	✓	✓	✓
Locket Road parking review - Increase road width for turning buses	LIP allocation	5	2	0	7	✓	✓	✓	✓	✓
Clamp Hill / Uxbridge Road cycling corridor - Improved bikeability in a topographically difficult location	LIP allocation	0	166	90	256	✓	✓	✓	✓	✓
STUDY Pinner area cycle facilities and legal loading bays	LIP allocation	25	0	0	25	✓	✓	✓	✓	✓
STUDY Walking studies - identifying key pedestrian corridors for future work	LIP allocation	15	0	0	15	✓	✓	✓	✓	✓
Belmont trail - to maximise use of this important green corridor (former railway line) through the urban environment, ongoing improvements will be made including rubbish clearance, signage, ground levelling and planting	LIP allocation	33	60	0	93	✓	✓	✓	✓	✓
	Community Wildlife Grant	10	0	0	10	✓	✓	✓	✓	✓
Disabled parking and dropped kerb programme- Additional requirements necessary to address an increasingly mobility impaired population	LIP allocation	35	65	65	165	✓	✓	✓	✓	✓
Cannon Lane schools 20mph zone - traffic calming on local roads to encourage walking and cycling	LIP allocation	50	0	0	50	✓	✓	✓	✓	✓
Priestmead schools 20mph zone - traffic calming on local roads to encourage walking and cycling	LIP allocation	60	0	0	60	✓	✓	✓	✓	✓

Programme areas	Funding source	Funding				MTS goals				
		2011/12	2012/13	2013/14	Total	Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change
Roxbourne schools 20mph zone - traffic calming on local roads to encourage walking and cycling	LIP allocation	0	40	0	40	✓	✓	✓	✓	✓
Elmgrove schools 20mph zone - traffic calming on local roads to encourage walking and cycling	LIP allocation	0	50	0	50	✓	✓	✓	✓	✓
Weald schools 20mph zone - traffic calming on local roads to encourage walking and cycling	LIP allocation	0	50	0	50	✓	✓	✓	✓	✓
Belmont schools 20mph zone - traffic calming on local roads to encourage walking and cycling	LIP allocation	0	0	50	50	✓	✓	✓	✓	✓
Additional linear greenways projects	LIP allocation			60	60	✓	✓	✓	✓	✓
Shopmobility - increased opening hours of service particularly at weekends and in Christmas sales	LIP allocation	5	5	5	15	✓	✓	✓	✓	✓
Legible london signing for Harrow town centre and Wealdstone	LIP allocation			100	100	✓	✓	✓	✓	✓
Environment inc charging points - Promotion and installation of charging points in Harrow - Air quality education through multi media resources	LIP allocation	40			40	✓	✓	✓	✓	✓
Future programme development - identify future work and support ongoing work and for traffic surveys	LIP allocation	40	50	50	140	✓	✓	✓	✓	✓
Bus Priority: South Harrow - Eastcote Lane - Waiting and loading restriction on one side to be extended to allow opposing buses to pass near Kings Road	LIP allocation		60	20	80	✓	✓	✓	✓	✓
Bus Priority: Stanmore - Common Rd/ High Rd junction - Feasibility study for bus priority schemes at junction. Implementation following year. Scheme funding delayed by TfL due to TfL Signals resource availability. New left turn lane to bypass queuing straight ahead traffic. Involves civils, major stats and lining. Reduce journey time savings on route 258.	LIP allocation		75	75	150	✓	✓	✓	✓	✓
Bus Priority: Stanmore - London Rd/Brockley Hill - Bus Priority measures at junction and along London Road	LIP allocation			10	10	✓	✓	✓	✓	✓
Eastcote Lane / Rayners Lane reconfigure junction Work needed to relieve congestion and smooth traffic flows and to address accidents at the junctions	LIP allocation		50		50	✓	✓	✓	✓	✓
Kymerley Rd/ College Rd review layout	LIP			150	150	✓	✓	✓	✓	✓

Programme areas	Funding source	Funding				MTS goals					
		2011/12	2012/13	2013/14	Total	Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change	
Smarter travel	- Increase bus station capacity by creating standing space on Kymberley Rd	allocation									
		Developer		250	250						
	Station Road feasibility study - Review ped crossing, central islands and bus lane layout	LIP allocation		50	50	✓	✓	✓	✓	✓	
	Smoothing traffic issues General congestion relief	LIP allocation		50	50	✓	✓	✓		✓	
	Burnt Oak CPZ review of scheme including review of parking around new Krishna Avanti school	Harrow capital	30			30	✓	✓	✓	✓	✓
		Developer	40			40					
	Canons Park station area CPZ review	Harrow capital	70	30		100	✓	✓	✓	✓	✓
		Developer	40			40					
	Pinner CPZ review and extension	Harrow capital	60	40		100	✓	✓	✓	✓	✓
	Harrow CPZ review and potential expansion to Harrow View area	Harrow capital	50	20		70	✓	✓	✓	✓	✓
	Harrow Weald potential new CPZ area	Harrow capital	50	20		70	✓	✓	✓	✓	✓
	Kenton Station area CPZ review	Harrow capital		50	30	80	✓	✓	✓	✓	✓
		Harrow capital			90	90	✓	✓	✓	✓	✓
	North Harrow CPZ	Developer			30	30					
		Harrow capital	20	20	20	60	✓	✓	✓	✓	✓
	Problem streets - Improvements to streets with limited accessibility for service and Emergency vehicles and where specialist access is required	Harrow capital	20	20	20	60	✓	✓	✓	✓	✓
	Freight issues investigation and implementation and signing strategy for London Lorry ban	LIP allocation		100	60	160	✓	✓	✓		✓
	Rights of Way legal issues and mapping Update definitive map as required	LIP allocation		10	15	25		✓	✓		✓
PETTS HILL payback	LIP allocation	333	333		666						
School support - Workshops on reviewing school travel plans, theatre in education events, Publicity and promotions including newsletters and web based information, small grant funding, walk to school events	LIP allocation	75	70	70	215		✓	✓	✓	✓	
Promoting sustainability - Promotion of active travel events tying up to Olympics - Ongoing promotions for sustainable travel (using social media)	LIP allocation	45	45	45	135	✓	✓			✓	
Road safety education - road safety promotional material, school presentation visits, theatre in education, other additional safety campaigns	LIP allocation	35	35	35	105		✓	✓	✓	✓	

Programme areas		Funding source	Funding				MTS goals				
			2011/12	2012/13	2013/14	Total	Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change
	Cycle training - Promote cycle training to adults and children both those who live or work in the borough, through the Council's website, travel plans and sustainable travel events. Adult training is offered as either individual or group sessions, tailored to the ability of the rider and loan cycles can be provided to complete novice riders when required.	LIP allocation	98	95	100	293	✓	✓	✓	✓	✓
	School travel plan advisor - financial support to maintain position	LIP allocation	22	22	22	66	✓	✓	✓	✓	✓
	Pedestrian / cycling safety promotions	LIP allocation	10	10	10	30	✓	✓	✓	✓	✓
	Travel training - provide support to those with learning difficulties to use public transport	LIP allocation		5	6	11	✓	✓	✓	✓	✓
Integrated transport total			2,234	1,858	1,858	5,950					
Maintenance	A4090 Alexandra Ave - West footway High Worple to 383 Alexandra Ave	LIP allocation	102,483			102,483	✓	✓	✓	✓	✓
	A 4005 LONDON RD / SUDBURY HILL - Roxeth Hill to 30m South Of South Hill Ave	LIP allocation	121,562			121,562	✓	✓	✓	✓	✓
	A 410 UXBRIDGE ROAD - Milne Field Roundabout to Anselm Rd (DUAL C/WAY)	LIP allocation	294,622			294,622	✓	✓	✓	✓	✓
	A 312 Northolt Rd - North - Templars Hse to Police Station	LIP allocation	53,125			53,125	✓	✓	✓	✓	✓
	A 409 High St - East footway -Locket Rd to No 96 & Spencer Rd To Claremont Rd	LIP allocation	52,215			52,215	✓	✓	✓	✓	✓
	Additional roads based on road condition surveys	LIP allocation		500,000	500,000	1,000,000	✓	✓	✓	✓	✓
	Bridge assessment and strengthening - Prioritised locations	Council revenue	90	90	90	270	✓	✓	✓	✓	✓
	TfL interim measures	25	25	25	75	✓	✓	✓	✓	✓	
Maintenance total			624,123	500,115	500,115	1,624,353					
Major Schemes	Mollison Way	LIP allocation	1,000			1,000	✓	✓	✓	✓	✓
	Rayners Lane	LIP allocation	150			150	✓	✓	✓	✓	✓
		Developer	25			25					
	Northumberland Road	LIP allocation		100	900	1,000	✓	✓	✓	✓	✓
	Station Road Intensification Area	LIP allocation			100	100	✓	✓	✓	✓	✓
		Developer				0					
SUSTRANS greenway route from Stanmore, through to Brent and then Ealing all the way to the Thames	LIP allocation		10	100	110	✓	✓	✓	✓	✓	
Major Scheme total			1,175	110	1,100	2,385					

