

-
REPORT FOR:

**OVERVIEW AND
SCRUTINY COMMITTEE**

Date of Meeting:	5 April 2011
Subject:	Transport Local Implementation Plan
Responsible Officer:	Brendon Hills - Corporate Director Community & Environment
Scrutiny Lead	Cllr Stanley Sheinwald
Member area:	Policy lead for Sustainability Development and Enterprise
	Cllr Sue Anderson Performance lead for Sustainable Development and Enterprise
Exempt:	No
Enclosures:	Appendix A – Harrow draft Transport objectives Appendix B – Harrow Draft programme of investment Appendix C – Equality Impact Assessment

Section 1 – Summary and Recommendations

The consultation on the draft second Local Implementation Plan (LIP2) closed at the end of February. This report provides information on the consultation results.

Recommendations:

The Overview and Scrutiny Committee is requested to:

1. Note the report

Section 2 – Report

Introduction

- 2.1 LIP2 is a statutory document required by the Mayor of London that must show how the borough will implement the Mayor's Transport Strategy locally in Harrow. It contains all of Harrow's transport objectives, policies, delivery plan, monitoring indicators and targets and is funded by Transport for London (TfL), Borough capital and revenue and from other sources. LIP2 covers the period 2011 and beyond and includes a detailed programme of investment for the period 2011/12 – 2013/14.
- 2.2 LIP2 will make a significant contribution to all the Borough's corporate priorities. The policies and programmes detailed will improve the environment, support healthy lifestyles, improve safety, promote equality and develop more integrated and sustainable modes of transport.

Background

- 2.3 Cabinet approved the draft LIP2 for consulting on 15 December 2010.
- 2.4 The LIP2 public consultation ran for 2 months from 20th December throughout all of January and February. 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.
- 2.5 The key consultation issues were to determine whether consultees sought changes to the Harrow transport objectives, policies and actions identified in the draft LIP2. Harrow's draft transport objectives are provided in Appendix A. Harrow's draft LIP2 programme of investment is provided in Appendix B.
- 2.6 Following consultation, LIP2 is being revised to take account of the comments received and any appropriate changes made. The amended LIP2 will be reported to Cabinet on 19th May 2011 and Cabinet will be requested to recommend the document for approval to the Full Council on 7 July 2011. Once LIP2 is adopted, the previous LIP will no longer be Council policy.
- 2.7 It is intended that the revised LIP2 will be made available in the Council political group offices and in the Members' library from 1st April 2011.

Consultation

- 2.8 LIP2 consultation was primarily web based but also consisted of stakeholder meetings and local adverts to draw attention to the consultation.
- 2.9 Stakeholder meetings included:

- Harrow bus liaison group
- Harrow better together meeting
- Partnership with People transport sub-group
- Learning and physically disabled transport engage group
- Members and TARSAP advisors seminar
- Staff seminar

- 2.10 A full analysis of the comments is underway and a consultation report will accompany the LIP2 document for the Cabinet meeting.
- 2.11 As TfL approval is required, their comments are of key concern. Their comments were mostly favourable and in particular they stated that they considered the draft LIP2 to be “*a good, comprehensive and clearly structured draft*”. They also identified some fairly easy corrections and changes required for final approval.
- 2.12 An early summary of comments from all the consultation are:
- Quality of Metropolitan line service and in particular Harrow on the Hill station accessibility– also more to be done at Stanmore station re accessibility
 - Harrow-on-the-Hill should be a regeneration driver for the town centre
 - More information required on links with West London sub regional transport strategy
 - More information required on non-mandatory indicators
 - Some additional bus links suggested particularly to hospitals
 - Remove cycle routes they are useless
 - Make cycle routes mandatory and don't allow parking
 - Provide more car clubs

These will all be addressed further in the consultation report being prepared.

Legal comments

- 2.13 The GLA Act 1999 requires all London authorities 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's Transport Strategy and guidance issued by the Mayor.
- 2.14 The Council is also 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. .

Equalities impact

- 2.15 LIP2 has undergone an Equalities Impact Assessment. Key equality groups were included as part of the public consultation including the Harrow women's centre and Harrow Equality Centre and a specific meeting with a Learning and physical difficulties transport engage group. The general policies and programmes promoted in LIP2 are consistent with Harrow's original LIP which had a positive impact on equality target groups. The following table gives an overview of the likely equalities impact of the proposed programme of investment:

Equalities group	Programmes	Impact
Women	Bus priority, cycling improvements, traffic calming, principal road maintenance, cycle training	Positive
Children	School travel plans, traffic calming, principal road maintenance, cycle training, road safety education, walk to school week, walk on Wednesdays, sustainable travel theatre in education, road safety theatre	Positive
People with mobility difficulties	Shopmobility, dropped kerbs, bus stop accessibility, additional disabled parking bays, traffic calming	Positive

- 2.16 The Harrow Equality Impact Assessment form is provided in Appendix C. It will be signed for inclusion in the LIP2 Cabinet report on 19 May 2011.

Resources

- 2.17 The works identified in the draft LIP2 will be fully resourced by the TfL LIP funding and supporting funds from Harrow. The delivery of the programme will be undertaken by existing staff resources within the Traffic & Highway Network team.

Financial Implications

- 2.18 There are no implications to the Council capital or revenue based on this plan although the timetables for works could change in line with Council changes in priorities. In addition, TfL major scheme funding is subject to bids.
- 2.19 The only financial requirement is that we do spend the money provided by TfL on the schemes identified. Staff costs for all schemes included in the programme of investment are charged to scheme budgets.

Performance Issues

- 2.20 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. The targets set by 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 468 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 which will all be reported to TfL as part of a three-year impact report:

- 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 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.

2.24 At the end of the second LIP period, in 2014, the borough will prepare and publish a three-year impact report setting out the expenditure and implementation of LIP2 programmes, target achievement and evidence of how LIP2 has contributed to the wider policy objectives for Harrow.

Environmental Impact

2.25 A full strategic environmental assessment of the draft LIP2 has been prepared. This was published along with the draft LIP2. This report reviews the impact of implementing LIP2 on all environmental issues. It shows that there are no negative environmental implications as a result of LIP2 and that the key influences are a positive impact on air quality and human health.

2.26 The measures contained in the LIP will support the council's over-arching Climate Change strategy

Risk Management Implications

2.27 The major risk to delivery of all schemes is lack of funding and lack of skilled staff to deliver the works. None of the funding shown in the draft LIP2 is guaranteed. Funds for work outlined in the plan is mainly from Transport for London through the LIPs needs based funding although some is through the Council capital/revenue grant. Both of these are potentially subject to large cuts. In addition, the poor state of the economy and a possible further

recession will result in less funding available through any associated development Section 106 funding.

- 2.28 Schemes included in LIP2 are included in the department risk registers. In addition, any major scheme that progressed would also call for a specific risk register. If funding for works programmed in this LIP2 is less than expected, works will be reprofiled to start at a later date.
- 2.29 Risk included on Directorate risk register? No.
- 2.30 Separate risk register in place? No.

Corporate Priorities

- 2.31 The LIP2 will support the new corporate priorities as follows:
- **Keeping neighbourhoods clean, green and safe** – supported by area based schemes, 20mph zones, local safety improvements, principal road renewal, sustainable travel promotions, major schemes, environmental promotions
 - **United and involved communities: a Council that listens and leads** – supported by school travel plans and associated schemes, car clubs, cycle training, bike week, walking works, road safety educational activities
 - **Supporting and protecting people who are most in need** – supported by disabled parking facilities, Shopmobility, bus stop accessibility schemes, travel training, 20mph zones, principal road renewal, bus priority schemes, pedestrian crossings
 - **A Town Centre to be proud of: changing Harrow for the better** – supported by bus priority measures, area based schemes, local safety improvements, cycle and pedestrian improvement, electric charging points, freight loading bays

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the* Chief Financial Officer
Date: 15 March 2011		
Name: Abiodun Kolawole	<input checked="" type="checkbox"/>	on behalf of the* Monitoring Officer
Date: 14 th March 2011		

Section 4 - Contact Details and Background Papers

Contact: Ann Fine, Transport Policy officer, 020 8424 1496 (x2496)

Background Papers:

Cabinet Report and Minutes of 15 December 2010
Draft LIP2.

Appendix A – Harrow Draft Transport Objectives

1. To 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. Improve the efficiency of servicing and delivery reduce congestion and make 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

Appendix B – Harrow Draft Programme of Investment

Programme areas		Funding source	Funding (£000)				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	✓	✓	✓	✓	✓
	Long Elmes / College Avenue / The Avenue cycling improvements - minor improvements for cycles to cross Long Elmes and High Rd which acts as barriers. These will enable improved bikeability levels	LIP allocation	50	0	0	50	✓	✓	✓	✓	✓

Programme areas	Funding source	Funding (£000)				MTS goals				
		2011/12	2012/13	2013/14	Total	Econ. dev't and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change
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		✓	✓	✓	✓
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	✓	✓	✓	✓	✓
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	✓	✓	✓	✓	✓

Programme areas	Funding source	Funding (£000)				MTS goals				
		2011/12	2012/13	2013/14	Total	Econ. dev't and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change
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 - Increase bus station capacity by creating standing space on Kymerley Rd	LIP allocation			150	150	✓	✓	✓	✓	✓
	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	✓	✓	✓		✓

Programme areas	Funding source	Funding (£000)				MTS goals					
		2011/12	2012/13	2013/14	Total	Econ. dev't and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change	
Smarter travel	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	✓	✓	✓	✓	✓
		Developer			30	30					
	North Harrow CPZ	Harrow capital			90	90	✓	✓	✓	✓	✓
		Developer			30	30					
	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		✓	✓	✓	✓
	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			✓			

Programme areas		Funding source	Funding (£000)				MTS goals				
			2011/12	2012/13	2013/14	Total	Econ. dev't and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change
	Travel training - provide support to those with learning difficulties to use public transport	LIP allocation		5	6	11	✓	✓	✓	✓	✓
Integrated transport total			2,224	1,858	1,858	5,940					
Local Transport Fund – projects to be agreed by Transport Portfolio Holder			100	100	100	300					
Maintenance	A4090 Alexandra Ave - West footway High Worples to 383 Alexandra Ave	LIP allocation	102			102	✓	✓	✓	✓	✓
	A 4005 LONDON RD / SUDBURY HILL - Roxeth Hill to 30m South Of South Hill Ave	LIP allocation	122			122	✓	✓	✓	✓	✓
	A 410 UXBRIDGE ROAD - Milne Field Roundabout to Anselm Rd (DUAL C/WAY)	LIP allocation	295			295	✓	✓	✓	✓	✓
	A 312 Northolt Rd - North - Templars Hse to Police Station	LIP allocation	53			53	✓	✓	✓	✓	✓
	A 409 High St - East footway -Locket Rd to No 96 & Spencer Rd To Claremont Rd	LIP allocation	52			52	✓	✓	✓	✓	✓
	Additional roads based on road condition surveys	LIP allocation		500	500	1,000	✓	✓	✓	✓	✓
	Bridge assessment and strengthening - Prioritised locations	Council revenue	90	90	90	270	✓	✓	✓	✓	✓
TfL interim measures		25	25	25	75	✓	✓	✓	✓	✓	
Maintenance total			739	615	615	1,969					
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 (funding is for all boroughs)	LIP allocation		200	1,000	1,200	✓	✓	✓	✓	✓	
Major Scheme total			1,175	300	2,000	3,475					
INDICATIVE TOTALS BUT SUBJECT TO BIDS			4,238	2,873	4,573	11,684					

Appendix C – Equality Impact Assessment

Equality Impact Assessment (EqIA) Form

In order to carry out this impact assessment, it is important that you have completed the EqIA E-learning Module and read the Corporate Guidelines on EqIA's. Please refer to these to assist you in completing this form and assessment.

SCREENING

<i>What is the policy? (name and description)</i>	Harrow Transport Local Implementation Plan
Which Directorate and Service is responsible for the policy?	Community and Environment
Name & contact details of person(s) carrying out the EqIA:	Ann Fine
Date of assessment:	
Stage 1: About the Policy	
1. Is this a new or an existing policy?	Existing
2. What are the aims, objectives or purpose of the policy?	To implement the Mayor's Transport Strategy at the local level
3. What factors / forces could prevent you from achieving these aims and objectives?	Financial setbacks, lack of skilled staffing to do work, results of local consultation on projects and initiatives
4. How does the policy	It meets all the new corporate priorities as follows:

<p>contribute to the council's corporate aims and objectives?</p>	<ul style="list-style-type: none"> • Keeping neighbourhoods clean, green and safe – supported by area based schemes, 20mph zones, local safety improvements, principal road renewal, sustainable travel promotions, environmental promotions • United and involved communities: a Council that listens and leads – supported by school travel plans and associated schemes, car clubs, cycle training, bike week, walking works, road safety educational activities • Supporting and protecting people who are most in need – supported by disabled parking facilities, Shopmobility, bus stop accessibility schemes, travel training, 20mph zones, principal road renewal, bus priority schemes, pedestrian crossings • A Town Centre to be proud of: changing Harrow for the better – supported by bus priority measures, area based schemes, local safety improvements, cycle and pedestrian improvement, electric charging points, freight loading bays
<p>5. Who is intended to benefit from this policy and in what way?</p>	<p>All local residents, visitors and businesses will received improved transport facilities that will better match their needs and the needs of the travelling public</p>
<p>6. Is responsibility for the policy shared with another department, authority or organisation? If so:</p> <ul style="list-style-type: none"> • Who are the partners? • Who is responsible for the policy? 	<p>Yes, it needs to be approved by the Mayor of London. Transport for London will recommend to him whether to approve the policy or not. This is a legislative requirement and part of the Greater London Authority Act.</p> <p>Partners are schools and other Council directorates</p>
<p>Stage 2: Collecting Evidence</p>	
<p>7. What data or benchmarking information is available to facilitate the screening of this policy?</p>	<p>Regular ongoing stakeholder meetings including the Partnership with Older People transport subgroup, traffic liaison group, bus liaison group, new transport disabilities group. These will all keep us informed as to how our policy is being perceived in the public. Also, correspondence and complaints will keep the borough aware of such issues.</p>

<ul style="list-style-type: none"> • Results from the Place Survey • Customer Satisfaction Surveys • Local or national research • Complaints or compliments received • CAA, IIP or other assessments 	
---	--

8. Have you undertaken any consultation on this policy? Yes

If yes, who was consulted? (this may include staff, members, unions, community / voluntary groups, stakeholders, residents and service users)

Equality Strand	Name of Group	What consultation methods were used?	What do the results show about the impact on different equality groups?
Age	Partnership with Older People transport subgroup Age Concern Harrow	Meeting with Partnership with older People transport subgroup Email consultation to age concern Harrow	Emphasized need to better transport access for all
Disability	HAD, Learning and physical difficulties transport engage group, Harrow blind society	Meeting with learning and physical difficulties transport engage group Email consultation to HAD and Harrow blind society	Emphasized need to better transport access for all and particularly concerned about pavement conditions
Gender	Harrow Women's centre	Email consultation	None
Race	Harrow Council for Racial Equality	Email consultation	None
Religion or Belief			

Sexual Orientation		
Other (please state)		
9. If you have not undertaken any consultation, explain why?		
Proposed Consultation (for NEW policies)		
<p>NOTE: If you have not undertaken any consultation as yet, list your proposals for consultation with target dates in the section below. Any proposed consultation needs to be completed before progressing with the rest of the EqIA.</p> <p>For guidance on consultation, see consultation guidelines on the HUB http://harrowhub/site/scripts/documents.php?categoryID=127</p>		
Who do you plan to consult?	What method of consultation do you propose to use and what is your target date for consultation?	What did the results show about the impact on different equality groups?
Consultation is running from 20 December 2010 until end of Feb 2011	Meetings with stakeholder groups and internet	Benefits to groups with mobility difficulties
Stage 3: Assessing Impact		
10. Considering the information / data from your research or/and consultation, is there any reason to believe that any adverse impact occurs or has the potential to occur on any equality group?		

Mark answer with an X	Age		Disability		Gender		Race		Religion / Belief		Sexual Orientation		Socio Economic Inequality		
	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
		X		X		X		X		X		X		X	
If yes, explain what the impact is and which group(s) this affects? If none, go to question 11.															
10A. What measures are you going to take to eliminate or reduce the adverse impact(s)? E.g. consultation, research, implement equality monitoring															
Equality Group	Actions identified to eliminate/reduce adverse impact (Copy these measures into the Improvement Action Plan)														
Age															
Disability															
Gender															
Race															
Religion or Belief															
Sexual Orientation															
Socio Economic															

11. Is there any evidence or concern that **direct discrimination** may occur with reference to anti discrimination legislation?

Direct discrimination - occurs when a person is treated less favourably than others on the grounds of their age, disability, gender, race, religion or belief, or sexual orientation. Refer to main guidelines and toolkit for examples of direct discrimination.

Mark answer with an X	Age		Disability		Gender		Race		Religion / Belief		Sexual Orientation		Socio Economic Inequality	
	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
		X		X		X		X		X		X		X

If yes, explain which equality group(s) this affects? (You are encouraged to seek Legal Advice)

12. Is there any evidence or concern that **indirect discrimination** may occur? If yes describe this below and whether you can credibly justify continuing with the policy in terms of the benefits of its wider aims?

Indirect discrimination - occurs when a rule, condition or requirement, which applies equally to everyone, has a disproportionately adverse effect on people from a particular equalities group when there is no objective justification for the rule. Refer to main guidelines and toolkit for examples of indirect discrimination.

Mark answer with an X	Age		Disability		Gender		Race		Religion / Belief		Sexual Orientation		Socio Economic Inequality	
	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
		X		X		X		X		X		X		X

If yes, explain which equality group(s) this affects? (You are encouraged to seek Legal Advice)

13. Is the policy likely to affect relations between certain groups, for example because it is seen as favouring a particular group or denying opportunities to another?

Mark answer with an X	Age		Disability		Gender		Race		Religion / Belief		Sexual Orientation		Socio Economic Inequality	
	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	X		X											X

If yes, explain which equality group(s) this affects?

See below

14. If you have any further evidence or concern the potential impact the policy may have on a particular group(s), explain these below. This could be positive or negative. (if neither positive or negative, insert none)

Equality Group	Positive	Negative
Age	Young people are being encouraged to walk and cycle more, particularly to school and therefore they will be healthier	None
Disability	There will be increased bus stops suitable for low floor buses, increased Shopmobility opening hours, increased parking for people with disabilities, all scheme updates will focus on improving facilities for those with disabilities	None
Gender		None

	Possibly improved sense of safety	
Race	Possibly improved sense of safety	None
Religion or Belief	Possibly improved sense of safety	None
Sexual Orientation	Possibly improved sense of safety	None
Socio Economic Inequality	Where major schemes are introduced, they are predominantly in areas of greater deprivation and will offer improvements to the vicinity.	None
<p>15. How does the policy conform to the requirements of the Public Equality Duties, which require all council functions and services to:</p> <ul style="list-style-type: none"> • promote equality of opportunity, • eliminate discrimination • promote good relations between different equality groups <p>If the answer is none or N/A please state why? What amendments could be made?</p>	<p>Implementation of LIP2 will promote equality of opportunity. As those with mobility difficulties are provided with improved access to the transport system, they improve their access to jobs and services.</p>	

16. Has an impact been identified?	Yes	X	If yes, is the impact positive or negative?	Positive	X	Go to Q17
	No (go to Q17)			Negative		Go to Q16 A
16A. If there is a negative impact on any group(s), is that impact legal?	Yes		If illegal, take legal advice	If legal, is the impact intended?	Yes	
	No	X			No	
17. Have you received any complaints or compliments about the policy? If so, provide details.	None					
18. What monitoring is in place to check the effects of the policy on equality groups?						
19. How will the results of any monitoring be analysed, reported and publicised?	This information will be made available on request					
20. What monitoring measures need to be introduced to ensure effective monitoring of the policy? (Include in Improvement Action Plan)	Regular ongoing stakeholder meetings including the Partnership with Older People transport subgroup, traffic liaison group, bus liaison group, new transport disabilities group. These will all keep us informed as to how our policy is being perceived in the public. Also, correspondence and complaints will keep the borough aware of such issues.					

21. When will the policy be reviewed?	3 year annual review as required by the Mayor of London		
Decision			
22. On the basis of your answers so far, what is the potential for differential impact? (see note 19.8 in Corporate Guidance Document) Mark with an X	High <i>(Large adverse impact on equality groups)</i>	Medium <i>(Some adverse impact on equality groups)</i>	Low <i>(Low potential for adverse impact on equality groups)</i>
			X
	Continue on to Part 2 for a full assessment.		Go to Stage 4 for any actions to improve policy and sign off.