

# REPORT FOR: **CABINET**

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<b>Date of Meeting:</b>	19 May 2011
<b>Subject:</b>	Transport Local Implementation Plan
<b>Key Decision:</b>	Yes
<b>Responsible Officer:</b>	Brendon Hills, Corporate Director Community and Environment
<b>Portfolio Holder:</b>	Councillor Phillip O'Dell, Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes, except for the Recommendation to Council
<b>Enclosures:</b>	Appendix A: Programme of Investment Appendix B: LIP2 objectives Appendix C: Mayoral goals Appendix D: Equalities Impact Assessment Appendix E: Reference from Overview and Scrutiny Committee  <i>Local Implementation Plan (LIP2) – Due to the size of this document, it has been circulated to Cabinet Members only, Members' Library and Group Offices only. The document has been published with this agenda and can be viewed on the website.</i>

## Section 1 – Summary and Recommendations

This report sets out the changes made to the draft Transport Local Implementation Plan (LIP2).

### **Recommendations:**

Cabinet is requested to:

- Recommend to full Council to adopt the revised Transport Local Implementation Plan (LIP2)
- Delegate authority to the Portfolio Holder for the Environment and Community Safety to adjust the planned programme of investment subject to additional information on funding provided post approval of LIP2.

**Reason:** LIP2 is a statutory document and 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.

## Section 2 – Report

### Introduction

- 2.1 TfL have commended our proposed LIP2. It is particularly pleasing to have such positive feedback and will make Harrow the first of any London Borough to have a plan which is suitable to be recommended for approval by the Mayor of London. The proposed LIP2 programme of investment is shown at Appendix A.
- 2.2 LIP2 is an important statutory document required by the Mayor of London, under the GLA Act 1999, that must show how the borough will implement the Mayor of London'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. The document has undergone an extensive borough wide consultation soliciting comments from a range of sources. LIP2 objectives cover the period 2011 and beyond. The LIP2 detailed programme covers the three year period from 2011/12 to 2013/14. The approval of the plan will trigger an investment programme funded by TfL of over £5m over the next 3 years.
- 2.3 The final LIP2 must be submitted to Transport for London (TfL) who will then advise the Mayor of London whether or not to approve it. Following consultation, changes have been made to the draft

document in consultation with TfL to ensure that they will approve the final document.

- 2.4 It is no longer a requirement that the LIP contains a Parking and Enforcement plan, a Road Safety plan or a School Travel plan strategy. These documents will be revised in light of the policy framework set out in LIP2 and presented to the Traffic and Road Safety Advisory Panel for comment prior to approval by Cabinet in due course.
- 2.5 LIP2 has previously been considered by Overview & Scrutiny Committee on 5<sup>th</sup> April 2011.

### **Options considered**

- 2.6 None – the plan is a statutory requirement

### **Background**

- 2.7 LIP2 objectives are aspirational and were developed to ensure that they reflect Mayoral, sub-regional and local priorities and can be seen in Appendix B. The objectives were developed after considering the challenges faced by the borough and having considered the Borough's draft Core Strategy and the Borough's Sustainable Community Strategy. In addition, the issues concerning the proposed intensification area have been fully considered throughout the development of LIP2.
- 2.8 TfL funding for the boroughs to implement works identified in LIP2 is now on a needs based formula funding where funding is allocated to boroughs based on the following factors: local public transport (buses), safety, congestion, environment and accessibility. The amount allocated to each of these areas is weighted to reflect the Mayor's goals as indicated in Appendix C. TfL have advised the indicative funding amounts to include for future years in the draft LIP2 following the government's October spending review. The formula funding allocation does not include the maintenance funding or the major schemes funding. The formula funding recommended by TfL for inclusion in Harrow's LIP2 is as follows:

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

- 2.9 In March 2011, TfL indicated that additional funding may be made available to boroughs to implement some of the Mayor's transport policies. Details of this additional funding are still under discussion and have not been included in LIP2.

- 2.10 Following consultation the revised LIP2 has been available in the Council political group offices and in the Members' library from 1st April 2011.

### **Consultation**

- 2.11 Harrow has undertaken an extensive programme of consultation which ran for 2 months from 20<sup>th</sup> December throughout all of January and February. A wide range of stakeholders engaged with the process. Their feedback helped inform and shape the final LIP2.

- 2.12 Consultation for LIP2 was borough wide. Presentations at various meetings were provided and the public invited to engage in ideas for the future for transport in the borough. TfL were particularly complimentary about the draft LIP and although they did want some minor changes, commented that it was "*a good, comprehensive and clearly structured draft*".

- 2.13 Since consultation TfL have seen the proposed final LIP2 and said that Harrow is the first borough in London to have produced a LIP2 suitable to be recommended for approval. This is particularly important for the borough as TfL will recommend to the Mayor of London whether or not to approve the document.

- 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. The consultation for LIP2 was primarily web-based and invitations were sent to representatives of all of the following organisations as well as to a range of leisure groups:

Transport for London  
All emergency services  
Neighbouring boroughs  
Environmental, heritage and conservation groups – national and local  
Primary Care Trusts  
Learning and physically disabled groups  
Walking and cycling groups  
Bus companies  
Licensed Taxi Drivers' Association Ltd  
Freight Transport Association  
North West London Chamber of Commerce  
Harrow Association of Voluntary Service  
Harrow Citizens Advice Bureau  
Harrow Public Transport Users Association  
Age Concern  
Harrow women's centre  
Harrow refugee forum

- 2.15 Presentations were also provided to Council members and staff and also to external stakeholders. A detailed consultation report outlining

the full consultation process and changes made as a result of the consultation will be available in the Members library and on Harrow's webpage from the start of May.

- 2.16 The top three issues raised were about:
- Station access – Harrow on the Hill and Stanmore stations in particular
  - Bus route links to hospitals – bus routes going into hospital grounds
  - Cycling – safety concerns, cycle lanes both more and less wanted
- 2.17 Following consultation, minor changes to the content were made. The most noteworthy changes made include the following:
- Reference to a trial of a mandatory cycle lane
  - Reference to trialling cycling in selected parks
- 2.18 Many of the comments received were not directly applicable to the content of LIP2 but will be noted or actioned.

### **Legal comments**

- 2.19 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.
- 2.20 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**

- 2.21 LIP2 has undergone an Equalities Impact Assessment which is shown in Appendix D. Key equality groups were included as part of the public consultation including the Harrow women's centre and Harrow Equality Centre. The following table gives an overview of the impact of the proposed programme of investment on equalities groups impacted:

<b>Equalities group</b>	<b>Programmes</b>	<b>Impact</b>
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, bus stop accessibility, road safety education	Positive

## **Resources**

- 2.22 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**

- 2.23 The only financial requirement is that the Council spends the money on the schemes identified. Staff costs for all schemes included in the programme of investment are charged to scheme budgets.
- 2.24 Funding levels can vary and this programme may need to be revised and resubmitted to TfL. The risks to the programme changes as a result of changes in finance are fully included in LIP2. The variables are future government's spending reviews which affects grants, the Council's Revenue/Capital funds for future years have not been confirmed and only estimates of funding from section 106 contributions have been provided. In addition ongoing revenue maintenance is reviewed as part of the asset management plan and changes reflected in future Medium Term Financial Strategy proposals.

## **Performance Issues**

- 2.25 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. It is a requirement that the targets set are agreed with TfL and this has now been achieved.
- 2.26 Implementing LIP2 will also have a positive impact on Harrow's place survey (and its replacement) where the condition of roads and congestion are always identified as areas of concern. Based on benchmarking information provided by TfL, recommended targets are 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.
  - CO<sub>2</sub> emissions: Harrow target for emissions from ground based transport is 137.82k tonnes per year in 2013.

- 2.27 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
- 2.28 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.
- 2.29 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**

- 2.30 A full strategic environmental assessment of the draft LIP2 has been prepared. As part of this, an Environmental Report was prepared and underwent public consultation along with the draft LIP2. The report showed 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.
- 2.31 The measures contained in LIP2 will support the council's over-arching Climate Change strategy

### **Risk Management Implications**

- 2.32 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.
- 2.33 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.

2.34 Risk included on Directorate risk register? No.

2.35 Separate risk register in place? No.

### Corporate Priorities

2.36 LIP2 supports the new Council 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, 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
- **Supporting our Town Centre, our local shopping centres and businesses** – 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: 7 April 2011		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 12 April 2011		



## Section 4 – Performance Officer Clearance

Name: Wayne Longshaw	<input checked="" type="checkbox"/>	on behalf of the Divisional Director Partnership, Development and Performance
Date: 11 April 2011		

## Section 5 – Environmental Impact Officer Clearance

Name: Andrew Baker	<input checked="" type="checkbox"/>	on behalf of the Divisional Director (Environmental Services)
Date: 7 April 2011		

## Section 6 - Contact Details and Background Papers

**Contact:** Ann Fine, Transport Policy Officer, Tel: 020 8424 1496

### Background Papers:

Consultation Report

Cabinet Report and Minutes of 15 December 2010 – Section 22

<http://moderngov:8080/mgConvert2PDF.aspx?ID=60259&T=10>

<b>Call-In Waived by the Chairman of Overview and Scrutiny Committee</b>	<b>NOT APPLICABLE</b>  <i>[Call-in applies, except to the Recommendation to Council]</i>
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## Appendix A: 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	<b>Streatfield Road / Christchurch Ave Traffic calming /review £60 + 45k cycle improvements</b> - address KSI clusters around junctions and review heavy use by HGVs using this route	LIP allocation	105	0	0	105	✓	✓	✓	✓	✓
	<b>Harrow Town Centre traffic calming KSIs</b> - specifically targetting pedestrian KSIs and motorcycle casualties	LIP allocation	50	0	0	50	✓	✓	✓	✓	✓
	<b>Warren Lane (BAE Site)</b> Junction improvements/ access issues /lighting/footpath	Developer	100	0	0	100	✓	✓	✓	✓	✓
	<b>Wood Lane</b> Parking controls /warning signing	Developer	15	0	0	15	✓	✓	✓	✓	✓
	<b>Stanmore Hill /Uxbridge Road signal work /congestion relief</b> - 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	✓	✓	✓	✓	✓
	<b>Honeypot Lane / Whitchurch Lane KSIs</b> - address high number of KSIs along corridor	LIP allocation	103	0	0	103	✓	✓	✓	✓	✓
	<b>Shaftesbury Ave, Roxeth Hill, Sudbury Hill, Whitmore Road KSIs</b> - particularly address KSI clusters around junctions	LIP allocation	70			70	✓	✓	✓	✓	✓
	<b>Address key motorcycle and child ped accident locations</b>	LIP allocation		100	100	200	✓	✓	✓	✓	✓
	<b>Stanmore Hill bus stop accessibility</b> - hard surfacing, signing and lining and kerb height adjustment as necessary	LIP allocation	25	0	0	25	✓	✓	✓	✓	✓
	<b>Edgware Road bus stop accessibility</b> - hard surfacing, signing and lining and kerb height adjustment as necessary	LIP allocation	30	0	0	30	✓	✓	✓	✓	✓
	<b>Elm Pk Rd / Cannon Lane / Rayners Lane bus stop accessibility corridor</b> - hard surfacing, signing and lining and kerb height adjustment as necessary	LIP allocation	30	0	0	30	✓	✓	✓	✓	✓
	<b>Bus stop accessibility improvements</b>	LIP allocation	0	50	50	100	✓	✓	✓	✓	✓
	<b>Marsh Lane cycling improvements</b> - 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 (£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
<b>Long Elmes / College Avenue / The Avenue cycling improvements</b> - minor improvements for cycles to cross Long Elmes and High Road which act as barriers. These will enable improved bikeability levels	LIP allocation	50	0	0	50	✓	✓	✓	✓	✓
<b>Common Road / Brookhill cycling improvements</b> - minor improvements needed to enable improved bikeability levels along predominantly rural type roads.	LIP allocation	50	0	0	50	✓	✓	✓	✓	✓
<b>Pinner Road bus priority</b> - carriageway widening to incorporate full width left turn lane for all traffic including buses	LIP allocation	60	0	0	60	✓	✓	✓	✓	✓
<b>Rayners Lane bus priority completion</b> - completion of inset parking bays and cycle track relocation	LIP allocation	40	0	0	40	✓	✓	✓	✓	✓
<b>Bus route joint inspection meetings and implementations</b>	LIP allocation	0	100	150	250	✓	✓	✓	✓	✓
<b>Electronic bus lane signs</b> - introduce revolving signs to clarify bus lane operational hours	LIP allocation	10	0	0	10	✓	✓	✓	✓	✓
<b>Locket Road parking review</b> - Increase road width for turning buses	LIP allocation	5	2	0	7	✓	✓	✓	✓	✓
<b>Clamp Hill / Uxbridge Road cycling corridor</b> - Improved bikeability in a topographically difficult location	LIP allocation	0	166	90	256	✓	✓	✓	✓	✓
<b>STUDY Pinner area cycle facilities and legal loading bays</b>	LIP allocation	25	0	0	25	✓	✓	✓	✓	✓
<b>STUDY Walking studies</b> - identifying key pedestrian corridors for future work	LIP allocation	15	0	0	15	✓	✓	✓	✓	✓
<b>Belmont trail</b> - 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	✓	✓	✓	✓	✓
<b>Disabled parking and dropped kerb programme</b> - Additional requirements necessary to address an increasingly mobility impaired population	LIP allocation	35	65	65	165	✓	✓	✓	✓	✓
<b>Cannon Lane schools 20mph zone</b> - traffic calming on local roads to encourage walking and cycling	LIP allocation	50	0	0	50	✓	✓	✓	✓	✓
<b>Priestmead schools 20mph zone</b> - traffic calming on local roads to encourage walking and cycling	LIP allocation	60	0	0	60	✓	✓	✓	✓	✓

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
<b>Roxbourne schools 20mph zone</b> - traffic calming on local roads to encourage walking and cycling	LIP allocation	0	40	0	40	✓	✓	✓	✓	✓
<b>Elmgrove schools 20mph zone</b> - traffic calming on local roads to encourage walking and cycling	LIP allocation	0	50	0	50	✓	✓	✓	✓	✓
<b>Weald schools 20mph zone</b> - traffic calming on local roads to encourage walking and cycling	LIP allocation	0	50	0	50	✓	✓	✓	✓	✓
<b>Belmont schools 20mph zone</b> - traffic calming on local roads to encourage walking and cycling	LIP allocation	0	0	50	50	✓	✓	✓	✓	✓
<b>Additional linear greenways projects</b>	LIP allocation			60	60	✓	✓	✓	✓	✓
<b>Shopmobility</b> - increased opening hours of service particularly at weekends and in Christmas sales	LIP allocation	5	5	5	15	✓			✓	✓
<b>Legible London signing for Harrow town centre and Wealdstone</b>	LIP allocation			100	100	✓	✓	✓	✓	✓
<b>Environment inc charging points</b> - Promotion and installation of charging points in Harrow - Air quality education through multi media resources	LIP allocation	40			40	✓	✓		✓	✓
<b>Future programme development</b> - identify future work and support ongoing work and for traffic surveys	LIP allocation	40	50	50	140	✓	✓	✓	✓	✓
<b>Bus Priority: South Harrow - Eastcote Lane</b> - Waiting and loading restriction on one side to be extended to allow opposing buses to pass near Kings Road	LIP allocation		60	20	80	✓	✓	✓	✓	✓
<b>Bus Priority: Stanmore - Common Rd/ High Rd junction</b> - 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	✓	✓	✓	✓	✓
<b>Bus Priority: Stanmore - London Rd/Brockley Hill</b> - Bus Priority measures at junction and along London Road	LIP allocation			10	10	✓	✓	✓	✓	✓
<b>Eastcote Lane / Rayners Lane reconfigure junction</b> Work needed to relieve congestion and smooth traffic flows and to address accidents at the junctions	LIP allocation		50		50	✓	✓	✓	✓	✓
<b>Kymerley Rd/ College Rd review</b>	LIP allocation			150	150	✓	✓	✓	✓	✓

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
Smarter travel	<b>layout</b> - Increase bus station capacity by creating standing space on Kymberley Rd	Developer			250	250					
	<b>Station Road feasibility study</b> - Review ped crossing, central islands and bus lane layout	LIP allocation			50	50	✓	✓	✓	✓	✓
	<b>Smoothing traffic issues</b> General congestion relief	LIP allocation			50	50	✓	✓	✓		✓
	<b>Burnt Oak CPZ review of scheme including review of parking around new Krishna Avanti school</b>	Harrow capital	30			30	✓	✓	✓	✓	✓
		Developer	40			40					
	<b>Canons Park station area CPZ review</b>	Harrow capital	70	30		100	✓	✓	✓	✓	✓
		Developer	40			40					
	<b>Pinner CPZ review and extension</b>	Harrow capital	60	40		100	✓	✓	✓	✓	✓
	<b>Harrow CPZ review and potential expansion to Harrow View area</b>	Harrow capital	50	20		70	✓	✓	✓	✓	✓
	<b>Harrow Weald potential new CPZ area</b>	Harrow capital	50	20		70	✓	✓	✓	✓	✓
	<b>Kenton Station area CPZ review</b>	Harrow capital		50	30	80	✓	✓	✓	✓	✓
		Harrow capital			90	90	✓	✓	✓	✓	✓
	<b>North Harrow CPZ</b>	Developer			30	30					
		Harrow capital	20	20	20	60	✓	✓	✓	✓	✓
	<b>Problem streets</b> - Improvements to streets with limited accessibility for service and Emergency vehicles and where specialist access is required	Harrow capital	20	20	20	60	✓	✓	✓	✓	✓
	<b>Freight issues investigation and implementation and signing strategy for London Lorry ban</b>	LIP allocation		100	60	160	✓	✓	✓		✓
	<b>Rights of Way legal issues and mapping</b> Update definitive map as required	LIP allocation		10	15	25		✓	✓	✓	✓
<b>PETTS HILL payback</b>	LIP allocation	333	333		666						
<b>School support</b> - 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		✓	✓	✓	✓	
<b>Promoting sustainability</b> - Promotion of active travel events tying up to Olympics - Ongoing promotions for sustainable travel (using social media)	LIP allocation	45	45	45	135	✓	✓			✓	
<b>Road safety education</b> - 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 (£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
	<b>Cycle training</b> - 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	✓	✓	✓	✓	✓
	<b>School travel plan advisor</b> - financial support to maintain position	LIP allocation	22	22	22	66		✓	✓		✓
	<b>Pedestrian / cycling safety promotions</b>	LIP allocation	10	10	10	30			✓		
	<b>Travel training</b> - provide support to those with learning difficulties to use public transport	LIP allocation		5	6	11	✓	✓	✓	✓	✓
<b>Integrated transport total</b>			<b>2,224</b>	<b>1,858</b>	<b>1,858</b>	<b>5,940</b>					
<b>Local Transport Fund – projects to be agreed by Transport Portfolio Holder</b>			<b>100</b>	<b>100</b>	<b>100</b>	<b>300</b>					
Maintenance	<b>A4090 Alexandra Ave - West footway High Worple to 383 Alexandra Ave</b>	LIP allocation	102			102	✓	✓	✓	✓	✓
	<b>A 4005 LONDON RD / SUDBURY HILL - Roxeth Hill to 30m South Of South Hill Ave</b>	LIP allocation	122			122	✓	✓	✓	✓	✓
	<b>A 410 UXBRIDGE ROAD - Milne Field Roundabout to Anselm Rd (DUAL C/WAY)</b>	LIP allocation	295			295	✓	✓	✓	✓	✓
	<b>A 312 Northolt Rd - North - Templars Hse to Police Station</b>	LIP allocation	53			53	✓	✓	✓	✓	✓
	<b>A 409 High St - East footway -Locket Rd to No 96 &amp; Spencer Rd To Claremont Rd</b>	LIP allocation	52			52	✓	✓	✓	✓	✓
	<b>Additional roads based on road condition surveys</b>	LIP allocation		500	500	1,000	✓	✓	✓	✓	✓
	<b>Bridge assessment and strengthening - Prioritised locations</b>	Council revenue	90	90	90	270	✓	✓	✓	✓	✓
	TfL interim measures	25	25	25	75	✓	✓	✓	✓	✓	
<b>Maintenance total</b>			<b>739</b>	<b>615</b>	<b>615</b>	<b>1,969</b>					
Major Schemes	<b>Mollison Way</b>	LIP allocation	1,000			1,000	✓	✓		✓	✓
	<b>Rayners Lane</b>	LIP allocation	150			150	✓	✓	✓	✓	✓
		Developer	25			25					
	<b>Northumberland Road</b>	LIP allocation		100	900	1,000	✓	✓	✓	✓	✓
		LIP allocation			100	100	✓	✓	✓	✓	✓
	<b>Station Road Intensification Area</b>	Developer				0					
<b>SUSTRANS greenway route from Stanmore, through to Brent and then Ealing all the way to the Thames (funding is for all boroughs)</b>	LIP allocation		200	1,000	1,200	✓	✓	✓	✓	✓	
<b>Major Scheme total</b>			<b>1,175</b>	<b>300</b>	<b>2,000</b>	<b>3,475</b>					

## Appendix B: LIP2 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 CO<sub>2</sub> 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 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, improving the efficiency of servicing and delivery 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

## Appendix C: Mayoral 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 D – 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**

<b>1.</b> Is this a new or an existing policy?	Existing
<b>2.</b> What are the aims, objectives or purpose of the policy?	To implement the Mayor's Transport Strategy at the local level
<b>3.</b> 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
<b>4.</b> How does the policy contribute to the council's corporate aims and	It meets all the new corporate priorities as follows: <ul style="list-style-type: none"> <li>• <b>Keeping neighbourhoods clean, green and safe</b> – supported by area based schemes,</li> </ul>

objectives?	<p>20mph zones, local safety improvements, principal road renewal, sustainable travel promotions, environmental promotions</p> <ul style="list-style-type: none"> <li>• <b>United and involved communities: a Council that listens and leads</b> – supported by school travel plans and associated schemes, car clubs, cycle training, bike week, walking works, road safety educational activities</li> <li>• <b>Supporting and protecting people who are most in need</b> – supported by disabled parking facilities, Shopmobility, bus stop accessibility schemes, travel training, 20mph zones, principal road renewal, bus priority schemes, pedestrian crossings</li> <li>• <b>Supporting our Town Centre, our local shopping centres and businesses</b> – supported by bus priority measures, area based schemes, local safety improvements, cycle and pedestrian improvement, electric charging points, freight loading bays</li> </ul>
5. Who is intended to benefit from this policy and in what way?	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>6. Is responsibility for the policy shared with another department, authority or organisation? If so:</p> <ul style="list-style-type: none"> <li>• Who are the partners?</li> <li>• Who is responsible for the policy?</li> </ul>	<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>
<b>Stage 2: Collecting Evidence</b>	
<p>7. What data or benchmarking information is available to facilitate the screening of this policy?</p> <ul style="list-style-type: none"> <li>• Results from the Place Survey</li> <li>• Customer Satisfactions</li> </ul>	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>Surveys</p> <ul style="list-style-type: none"> <li>Local or national research</li> <li>Complaints or compliments received</li> <li>CAA, liP or other assessments</li> </ul>	
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**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			
Religion or Belief			
Sexual Orientation			
Other (please state)			







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	Possibly improved sense of safety	None
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><b>15.</b> 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"> <li>• promote equality of opportunity,</li> <li>• eliminate discrimination</li> <li>• promote good relations between different equality groups</li> </ul> <p>If the answer is none or N/A please state why? What amendments could be made?</p>	<p><b>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.</b></p>					
<p><b>16.</b> Has an impact been identified?</p>	<b>Yes</b>	X	<p>If yes, is the impact positive or negative?</p>	<b>Positive</b>	X	Go to Q17
	<b>No (go to Q17)</b>			<b>Negative</b>		Go to Q16 A
<p><b>16A.</b> If there is a negative impact on any group(s), is that impact legal?</p>	<b>Yes</b>		<p>If illegal, take legal advice</p>	<b>If legal, is the impact intended?</b>	<b>Yes</b>	
	<b>No</b>	X			<b>No</b>	



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		
<b>Decision</b>			
22. On the basis of your answers so far, what is the potential for differential impact? (see note 19.8 in Corporate Guidance Document)  <b>Mark with an X</b>	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>
			<b>X</b>
	Continue on to Part 2 for a full assessment.		Go to Stage 4 for any actions to improve policy and sign off.