

## Summary of Local Implementation Plan programmes and policies

When the funding position becomes clearer the programmes will need to be reviewed and adjusted to match the resources available. In practice this will mean that some programmes identified here will need to be reduced or stretched over a longer period. In 2005/06, the draft programmes will need to be revised (reduced) before consultation to reflect the actual programme.

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## 1. Public Transport

1.1 Public transport is central to the Mayor of London and Government's vision of reducing car dependency and ensuring that traffic restraints targets are met. The Council has also long recognised the importance of public transport in addressing wider policy issues including:

- Improving access to jobs, services and facilities for those who do not have use of a car and providing an alternative mode of transport for those that do.
- Helping to protect the environment by reducing traffic growth.
- Contributing to the economy by improving access and reducing congestion.

1.2 The Council believes that if public transport is to be seen as an attractive and credible alternative to the car, a range of measures is required to improve its public image, quality, integration and accessibility, and to reduce social exclusion. Harrow Transport Strategy envisages a better future for public transport. It therefore seeks:

- improved reliability and operation through measures to improve bus movement on the highway,
- quality partnership schemes with Transport for London (TfL) and bus operators,
- a better passenger environment,
- high quality information,
- better accessibility for those with mobility impairments and
- increased co-operation among public transport operators (bus and rail) by co-ordinating their activities and future plans, and working more closely together and with the Council to give passengers a better service.

1.3 Harrow Council will be addressing all aspects of public transport, focusing, in particular, on the following key areas:

- **traffic management and bus priority measures**, including bus lanes, bus gates, turning priority for buses, bus advance areas, selective vehicle detection giving bus priority at junctions and/or lights, parking controls at bus stops (such as the use of bus boarders), public transport version of SCOOT (split cycle optimisation techniques) urban traffic control system and bus-only streets
- **bus stop accessibility measures**, including improved facilities for disabled passengers and control of parking and enforcement of existing regulations, providing bus boarders and clearways at all bus stops
- **sympathetic traffic calming measures on busy bus routes**, by avoiding the use of humps and other forms of vertical deflection, which are not compatible with the operation of bus services
- **co-ordination of road works**, including co-ordination of the Council's street works and liaison with statutory undertakers, taking account of bus services at a much earlier stage with the aim of minimising disruption to passengers
- **a Quality Partnership approach**, covering all aspects of operation (such as new or improved bus services in areas where the bus is best placed to satisfy demand, bus priority measures, type of vehicle used, customer care and provision of information), opportunity for this will be taken when TfL consults the Council on renewal of tenders for bus services operating in Harrow
- **station and access improvement** through implementation of complementary land use planning policies to maximise rail use (such as locating new developments near rail stations), improved pedestrian signing, provision of bus information at rail stations, provision

of station cycle racks, improved road signing to rail stations, improved safety and security using CCTV (closed circuit television) and lighting at stations and car parks, improved interchanges (especially between rail users and pedestrians, cyclists and bus users), improved bus links and better access for those travelling by bicycle or on foot, participation in the development of major transport infrastructure such as the CrossRail project, and by promoting and encouraging provision of fully accessible stations and rolling stock by Rail Network and relevant train operating companies

- **public transport information and publicity**, including working with TfL to provide ‘countdown’ information at all bus stops and to ensure that timetable displays, bus stop flags and poles are maintained to a high standard, updating the Harrow public transport and cycling map, regular advertising campaigns as part of travel awareness strategy highlighting ways in which public transport may be accessed

1.4 The Borough’s core public transport policies are:

- PT.1** The Council will seek to persuade TfL to concentrate initially on developing a ‘core strategic network’ of reliable public transport services, using existing local rail services as its key radial components, to provide an acceptable public transport alternative to car use within the Borough, by:
- prioritising the Council’s available resources to provide the road space and traffic regulatory / management infrastructure to support the development of the key non-radial bus service links within the “core network” (see PT.3 below)
  - deploying as appropriate the full range of available bus priority measures; and, where necessary to secure the required degree of bus priority benefits, seeking to develop and deploy innovative measures
  - reallocating road space away from car use – principally towards promoting bus use, but also the use of other sustainable transport modes, when significant progress has been made towards providing an acceptable public transport alternative, or such provision is imminent
- PT.2** The Council will work with the key regulators and providers of rail, Underground and bus services within the Borough to progressively develop the “core network” of public transport services – to complement the “strategic” public transport network proposed in the WLTS and secure an initial minimum level of provision of 6 services per hour on each core route (see also PT.3 & 9 below)
- PT.3** The Council will adopt a 3-stage approach to securing the key non-radial components of the “core network” within Harrow, depending on the outcome of negotiations with TfL by:
- initially, as the highest priority, adopting six existing bus routes – in a priority order of H12, H10, 186 and subsequently 183, 142 and 140 – and implementing a phased programme of integrated bus priority measures (see MapPT1)
  - subsequently, (in conjunction with PT.6) further developing the “core network”, possibly as a “figure-of-eight” style route – based largely on those same existing bus routes, but operating *wholly* within Harrow and linking the strategic interchange locations identified in the WLTS (see Map PT2)
  - finally, developing the full WLTS “core” network – either at a Borough-level or at a west London level (see Map PT3)
- PT.4** The Council will work with other west London boroughs to secure the implementation of the overall WLTS “core” network
- PT.5** The Council will work, in partnership with TfL (see also PT.9 below), to establish a fully-accessible local network of high-quality and reliable bus services within Harrow by progressively improving:
- the “penetration” of local bus services into every local neighbourhood area – either by extending existing routes or, where necessary, by promoting new routes

- the quality and reliability of all bus routes serving the Borough on the basis that:
  - works will be undertaken progressively and, as far as practicable, subsequent to or in parallel with the development of the proposed 'core' strategic public transport route network
  - no measures, having the effect of increasing the overall level of restraint on general traffic movement, will be implemented until such time as the 'core' strategic network is able to provide a generally acceptable alternative to car use

**PT.6** The Council will seek to secure a fully integrated approach to the provision and operation of public transport services within Harrow, including:

- integration between bus and rail (including Underground) services – by providing / facilitating direct and convenient personal interchange between strategic Borough-level public transport services
- integration between Borough-level and local-area public transport services – by ensuring that local bus services, designed to penetrate local neighbourhood areas, are enabled to deliver their services to the appropriate points of access to the strategic public transport network
- integrated passenger access to public transport services – by improving the ease and convenience of approach routes to service access points, and the quality and clarity of the access signing
- integrated and accessible provision of service information – by making current time-tabled and "real-time" operational information readily available to travellers and potential travellers, both within and outside the system
- integrated through ticketing, including for buses, and ease of access to ticket issuing facilities including development of Travelcard and SMART card initiatives covering all public transport modes
- taking account of the specific needs of people with impaired mobility .

**PT.7** The Council will seek to secure progressive and complementary upgrading of rail, Underground and bus service quality, operational performance and infrastructure, on the basis of a partnership working wherever possible, and more specifically, will seek to enter into a formal "bus quality commitment" agreement with TfL at the earliest opportunity (see also PT.9 below)

**PT.8** The Council will, wherever possible 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 facilities – by:

- identifying all bus stops and rail (including Underground) stations as one of the following:
  - strategic interchange access points – all locations where stations are served both by local radial rail services and by a 'core' strategic bus route, or which are served by two 'core' strategic bus routes
  - intermediate interchange access points – all other stations and 'intermediate' bus stops on the 'core' strategic bus routes, i.e. bus stops separated from each other and 'strategic' located at intervals of 2 to 3 minutes service running time (i.e. the same overall separation as local rail / Underground stations)
  - local interchange access point –all remaining 'local' bus stops in Harrow, which will be the usual initial point of access for Harrow residents to the overall public transport network.
    - comprehensively treating these identified access points, on a hierarchical basis, to provide secure, convenient and efficient interchange between transport modes (including walking) and a safe, secure and passenger-friendly environment, including provision of:
      - weatherproof waiting area(s)

- seats
  - easy (preferably 'no-step') access
  - scheduled and real-time service information
  - clear access/interchange information and signing
  - emergency, and passenger assistance, telephone links with options for the provision of:
    - pre-pay ticket machine/s
    - CCTV coverage
    - public pay-phone/s.
  - subsequently utilising these access points, if appropriate, as a basis for developing:
    - a network of limited-stop services as envisaged in the WLTS if or when passenger numbers justify such an enhancement
    - fully wheelchair-accessible boarding / alighting points, as a basis for supporting a network of fully wheelchair-accessible scheduled bus services. (see also PT.9 below)
- PT.9** The Council will build on existing liaison arrangements with those parties responsible for regulating and operating public transport services in the Borough to ensure effective liaison at three inter-related hierarchical levels:
- to take an overview of public transport provision
  - to develop the 'core' strategic bus priority proposals of the Strategy
  - to develop and implement key route-corridor and interchange initiatives.
- PT.10** The Council will prepare and publish a public transport leaflet and map, and will regularly distribute copies as well as seeking route information on buses
- PT.11** The Council will seek to negotiate with TfL in the context of a "quality bus commitment" an agreed set of bus operational performance standards in return for agreeing to provide specific levels of bus priority and enforcement
- PT.12** The Council will strictly enforce all road traffic, parking and waiting regulations in the interests of improving bus priority – with enforcement priority being given initially to those bus routes within the 'core' strategic public transport network
- PT.13** The Council will seek, in conjunction with TfL and operators, to carry out a fundamental review of public transport services in Harrow to ascertain ways in which current services can more effectively meet requirements, covering all aspects of the concerns raised and particularly those of specific client groups e.g. schools, older people or those with a mobility problem.

The following table indicates the proposed spending programmes over the next four years. The programmes are for bus priority measures, station access and bus stop accessibility.

**Table 1 Bus Priority Programme**

Route	Location	Scheme Description	2005/06	2006/07	2007/08	2008/09
114, 398, H10, H12	Eastcote Lane, South Harrow (between Eastcote Avenue and Rayners Lane)	Waiting and loading restriction on one side to be extended to allow opposing buses to pass	£15,000			
142, 258	Common Road junction with High Road, Stanmore	Feasibility study for bus priority schemes at junction. Implementation following year.	£15,000	£100,000		
114, 183, 223, 350, H10, H14, H18	Harrow Town Centre – bus priority study	Investigate bus priority measures on town centre roads and approaches (excluding roads on the route 140) and including Headstone Road (between Hindes Road and Greenhill Way), Sheepcote Road (between Station Road and Kenton Road), Pinner Road (between Pinner View and Greenhill Way) and Kenton Road (between Northwick Avenue and Watford Road). Implement in 2006/07.	£30,000	£300,000		
258, H17	LBI 182 scheme 7: Kenton Road / Peterborough Road junction	Bus lane and junction modifications to facilitate right turn (deferred from 2004/05 allocation due to delays in modelling)	£123,000			
183, H11, H12, H13	Bridge Street, Pinner	Investigate, design and consult on bus priority measures (Highest priority route in Local Transport Strategy).	£27,000	£49,000		
H10	Kings Road between Eastcote lane and Warden Avenue	Carriageway widening to provide verge parking and enable buses to pass with reduced delay	£10,000	£95,000		
H10, 615	Station Road, North Harrow	Parking lay-bys to remove illegal street parking which causes delays to buses	£10,000	£400,000		
79, 114	Queensbury: Honeypot Lane northbound approach to Charlton Road roundabout	Feasibility study and design of a bus lane on the northbound approach to roundabout		£15,000	£100,000	
140		Intensified Bus Priority based on results from TfL Study		X	X	
140, 487, 398	Petts Hill Bridge South Harrow	Petts Hill - Utilities diversion, land acquisition and construction Phase I	£2,480,000			
140, 487, 398	South Harrow: Petts Hill Bridge	Petts Hill – Construction Phase I		£500,000		
	South Harrow: Petts Hill Bridge	Petts Hill – Phase II				£500,000
	Various	Various Bus Priority Schemes			£200,000	£200,000
	Wealdstone: High Street	Investigate Bus Garage improvements			£15,000	£100,000
140, 182, 258, 340	Wealdstone: High Street, Edgware, Whitchurch Lane, Rayners Lane, Imperial Drive, South Harrow, Northolt Road Stanmore, London Rd/Brockley Hill	Review bus priority measures			£20,000	£205,000
		<b>Total</b>	<b>£2,710,000</b>	<b>£1,459,000</b>	<b>£335,000</b>	<b>£1,005,000</b>

**Table 2 Programme to make all bus stops accessible**

	(£000k)	(£000k)	(£000k)	(£000k)
	2005/06	2006/07	2007/08	2008/09
Making all bus stops accessible	162	404.5	364	50

## **2. Road Safety**

See Road Safety Plan (separate document)

## **3. School Travel**

See School Travel Plan Strategy (separate document)

## **4. Parking and Enforcement**

See Parking and Enforcement Plan (separate document)

## 5. Traffic

5.1 Recent decades have seen steady and significant growth in road traffic. Current policy and financial constraints mean that new road building or widening existing roads is generally not the way forward. It is therefore important that the Council strives to make the existing road network, particularly the 'main' roads, as efficient as possible.

5.2 A number of techniques can be used to improve traffic flow, including:

- traffic management schemes eg. junction improvements, banned turns etc
- use of new technology eg. signals modernisation, linking signals, cameras etc
- managing parking and removing obstructions to flow
- enforcement of parking and moving traffic offences
- reducing demand for vehicular travel (see Travel Awareness section)
- minimising and co-ordinating roadworks

5.3 A pilot study into reducing congestion is underway for Northolt Road, South Harrow. The study has found that the most significant obstruction to traffic flow is parked vehicles (legal and illegal). This highlights the conflict between traffic flow and other uses of the highway, such as parking, pedestrian crossing facilities, servicing, bus stops. A balance has to be struck between these competing uses and traffic flow. A balance also needs to be struck with the need to assist the fast and reliable operation of buses and to encourage cycling by the provision of dedicated cycle lanes. Perhaps the most important consideration is the balance to be struck with safety.

5.4 Notwithstanding the need to consider many competing factors, the programme below seeks to focus on improving flow and reducing congestion. The programme focuses on 'A' roads and busy bus routes, with the presumption that efficient traffic flow is a priority on these roads. The map below shows locations where congestion has been identified and studies to improve flow are programmed. Given the major role that managing kerbside parking is likely to take in these projects, the programme has been co-ordinated with the controlled parking zone programme. In addition, TfL's requirement for a review of parking and loading on 'A' roads and busy bus routes and "parallel initiatives" will be combined with this programme. This includes the following steps:

- Identification of sections of road to review by 2005 (splitting the network into homogenous sections to enable workability)
- Determining principal functions of the section of the network in terms of the importance of different road users by July 2005 (developing a hierarchy of road users for the section of the road)
- Assessment of the problems experienced on the section of network by road users taking account of the priorities for main roads identified by December 2006 (assess problems for key road users including consulting them)
- Design and development of schemes to address the problems identified by March 2011 (identify and implement program of works)

5.5 The benefit of working in this way is that consideration is given to all shop/business frontage requirements as well as traffic flow and parking regulations. The aim of this initiative is to ensure that the key sections of the road network are appropriately managed. For example, to ensure that parking and loading controls provide the appropriate balance between bus and traffic flow and the needs of frontages, local shops, pedestrians etc.

5.6 Harrow key policies on management of the highway network are as follows:

- Mh.1** The Council will pursue a range of management techniques to support the Strategy including:
- “Hardware” based e.g. using existing powers of regulation and including elements such as speed limits, routeing, traffic signal control, safety improvements, vehicle bans and lighting
  - “Soft” policies e.g. using the street environment and its signing to change perception, increase awareness and influence behaviour
  - Enforcement based e.g. using physical design to encourage compliance; introducing new techniques for automated enforcement; and linking through to travel awareness to make it important to comply
- Mh.2** The Council will implement any new schemes for the management of the highway as far as possible as packages, e.g. for town centres, for Clear Zones and Home Zones with the programmes for road space reallocation
- Mh3** The Council will adopt a rolling 3 year programme of road safety schemes which will be subject to annual monitoring and review
- MH4** The Council will manage the highway in the context of a broader urban design strategy to create a sense of place, including traffic control
- Mh5** The Council will seek to ensure that its proposals for managing the highway accord with policies for town centre regeneration, air quality monitoring, community safety and environmental improvement
- Mh.6** The Council will ensure that in respect of proposed development, measures to improve the local management of the highway are integrated with other planning and highway conditions and agreements
- Mh.7** The Council will investigate new methods of enforcement of highway regulations, for example using cameras
- Mh.8** Increased efficiency in the use of road space brought about by new technology and traffic signal control will be used to implement new priority schemes for pedestrians, cyclists and buses
- Mh.9** In exceptional circumstances, the Council will consider increasing highway capacity where this will assist improvements in public transport, walking and cycling, but ensure that this does not increase the overall capacity available for private motorised transport.

**This page consists of an ordnance survey map which is not available electronically.**

5.7 The locations identified for review and implementation works are shown in the table below. The dates recommended allow the programme to be coordinated with the CPZ and bus priority programmes.

**Table 3 Parallel Initiatives/Congestion hotspots / Parking and loading locations for review**

	Review	Implement	Identified as congestion problem	To be coordinated with these programmes
Harrow Town Centre	05/06	06/07	✓	CPZ and Bus Priority
Northolt Road, South Harrow	05/06	06/07	✓	CPZ
Wealdstone	05/06	06/07	✓	CPZ and Bus Priority
Rayners Lane	05/06	06/07		CPZ
Harrow Weald	06/07	07/08		CPZ
Pinner Road, West Harrow	06/07	07/08		CPZ
Sudbury Hill Station Area	07/08	08/09		CPZ
Pinner, Uxbridge Road	07/08	08/09		CPZ
Kingsbury Circle Area	08/09	09/10		CPZ
Kenton Station Area	08/09	09/10		CPZ
Burnt Oak Broadway	08/09	09/10	✓	
High Street, Edgware & Whitchurch Lane	08/09	09/10	✓	Bus Priority
George V & Pinner Road	09/10	10/11	✓	
The Alpine	09/10	10/11	✓	
Uxbridge Road, Stanmore	09/10	10/11	✓	
Uxbridge Road, Hatch End	09/10	10/11	✓	

## 6 Town Centres

To follow – awaiting TfL supplementary guidance

There may be an opportunity to include a small number of town centres in this programme. Such projects would aim to:

- Improve the physical and living environment
- Reduce adverse effects of traffic
- Improve accessibility to key attractors
- Improve conditions for cyclists, pedestrians and bus users and encourage more trips by these modes
- Improve personal security, reduce the fear of crime particularly for travel at night
- Improve social inclusion

The priority project is the on-going TfL funded improvements of Harrow Town Centre. This is a 3-year programme commencing in 2004/05 at an estimated cost of just under £2 million

The possible inclusion of a further town centre for subsequent years will be reviewed when the supplementary guidance is received and further information is received from TfL on the availability of funds.

## 7 Highway Maintenance

- 7.1 A well-maintained infrastructure reduces accidents and personal injuries and provides a comfortable ride-surface for vehicle drivers, bus passengers, cyclists and pedestrians. However, poor coordination of maintenance activities can cause traffic delays, frustrate road users and cause general disruption to businesses, emergency services and local residents.
- 7.2 Harrow has a principal road network of just over 45 km in length and its general condition is reasonably good. Hammersmith and Fulham are the lead Borough for the London-wide Principal Road Condition Survey. This survey gathers information on those roads in the principal road network that are not part of the Transport for London Road Network. This information is then used to ensure that funding is directed towards roads most in need of maintenance work. There are sections on Harrow's principal roads where the condition is less satisfactory and falls outside the nationally accepted standard. It is these sections that are being targeted by Harrow within its programme, working on a worst first basis to raise the overall standard of the principal road network.
- 7.3 Harrow takes a holistic approach to road maintenance. This ensures that all road maintenance work including essential drainage, street lighting and signage works are carried out at the same time to minimise disruption to all road users. In addition, opportunities to upgrade paving/street lighting are identified before works begin and therefore duplication and waste are minimised.
- 7.4 All works on the highway are carried out strictly in accordance with Harrows Considerate Contractor Scheme with special emphasis on minimising traffic disruption.
- 7.5 The Borough has a statutory duty to ensure that all its highway structures are safe to carry the permitted highway loads. Harrow's priorities for bridge maintenance are to make provision for safe movement of traffic (including buses, cycling and walking) and to preserve the asset value of the highway and rail network. Highway structures in Harrow include rail and footbridges, culverts, subways, retaining walls and embankments.
- 7.6 Highway maintenance programmes include the following:

**Table 4 Maintenance activities**

Activity	Funding source	Cost (£000)			
		2005/06	2006/07	2007/08	2008/09
Principal Roads Highway maintenance	TfL	1194	1234	1264	1290
Preparing asset management plans	Borough revenue	43	43	43	43
Borough road enhancements	Borough capital	1100	1300		
Structural inspections	Borough capital and revenue	95	95	95	95
Street lighting improvements	Borough capital	2810	2810	2810	2810
Public Realm improvements	Borough capital	1500	1500		

## 8. Travel Awareness

8.1 Harrow Council recognises the value of travel awareness initiatives in changing travel behaviour to support the wider objectives set out in the LIP. Travel awareness is an all-embracing aspect of the Council's LIP strategy and cuts across most of the other transport topic areas. The key travel awareness objectives are:

- To raise awareness among businesses, schools and the general public of the environmental, health, economic and social effects of car use
- To promote more sustainable modes of transport, and lifestyles, which require less travel.
- To encourage targeted groups, notably school and college students and employees, to use modes other than the car for their regular school or work journeys.
- To encourage a change in attitude that might ultimately lead to a less car-dependent lifestyle.
- To publicise further improvements in the area of safety and security of public transport and in accessibility for those with mobility impairment.

8.2 The Council has demonstrated support for the national TravelWise initiative over a number of years. Harrow Council is a member of the National TravelWise Association, which seeks to co-ordinate and gives support to the implementation and promotion of TravelWise initiatives. Good Going initiative, pioneered by Tower Hamlets, has been adopted by Transport for London (TfL) and is set to replace TravelWise as the main means of promoting travel awareness across London from 2005/06. The Council is committed to on-going support and partnership working with a number of bodies including TfL and is prepared to commit its own resources to promote travel awareness.

8.3 The Council recognises the importance and need to engage the support of all sectors of the community in promoting travel awareness initiatives. The Council has been undertaking travel awareness initiatives for a number of years and these have involved the following:

- Creating a clearly focused and targeted campaign to raise awareness (such as the walk-to-school week)
- Using standard media campaigns supplemented where appropriate by innovative promotional opportunities
- Supporting national and regional initiatives and working to maximise their impact by producing local campaigns that work in synergy
- Developing a general campaign to raise awareness of the need for travel activities in schools and reviewing methods of working with schools on awareness raising activities to reflect changing priorities and budgets
- Contacting large business organisations and clusters of small businesses to establish their concerns and requirements
- Taking account of travel awareness measures (including green travel plans as a planning condition) in planning and development control decisions

8.4 This LIP includes a travel awareness programme of £120,000 per year from 2006/07 (see Table Y) to fund initiatives and schemes that will promote or encourage more environmentally friendly modes of travel. The work will target businesses, school and the general public. A bid for revenue funding from the Council is currently being assessed. This will include the cost of providing a dedicated staff to promote travel awareness in the Borough.

8.5 The travel awareness programme gives due consideration to the fact that travel patterns take many years to develop and that there is a close relationship between choice of location for residence or work and the choice of mode to travel between the chosen location. An outer London borough such as Harrow faces particular problems in that for many journeys alternatives to the private car do not always exist.

8.6 Nonetheless, the Council recognises that 'do nothing' is not an option. As important as the need to provide good alternatives to the use of the car is the need to foster positive attitudes towards lifestyle choices that are not car dependent. It may take many more years (perhaps another generation) to change travel behaviour and it may require actions that are initially unpopular. It will however be necessary to preserve the quality of life in Harrow. This strategy and the comparatively modest programme of travel awareness represent the first stage along the way.

## 9. Walking

9.1 Encouraging people to walk more is a key part of the strategy to combat the growth in traffic congestion. Walking is an important means of travel in its own right as well as a means of getting to and from public transport services. The pedestrian environment is also an important aspect of the quality of life of those who visit, live and work in the borough. Promoting walking can provide benefits in environmental, social, health and economic terms.

9.2 To encourage people to walk more, it is essential that a good walking environment exists. Obstacles to walking include, pavements in poor condition, poor street lighting, extensive street clutter and graffiti and barriers caused by traffic. Individually, these may have a minor impact on the number of people walking, but combined they can make an impact.

9.3 In 2001, the Council worked in partnership with Living Streets (formerly the Pedestrians' Association) to carry out street audits of the main walking routes to/from the two major public transport interchanges in the Borough, Harrow on the Hill and Harrow and Wealdstone. This work resulted in a comprehensive list of potential improvements to be investigated and implemented. Many of these proposals have been implemented either independently or incorporated in other initiatives such as the wider Town Centre improvements or the Harrow and Wealdstone interchange improvements. Other outstanding proposals feature in the future programme of works below. This programme also includes as a key feature further joint working with Living Streets to carry out walking audits and develop improvement programmes.

9.4 In Harrow, walking is encouraged through the following:

- Working with Living Streets to develop walking audits
- Developing specific walking programmes that have either originated from the public or from walking audits
- Improving conditions of the footways throughout the Borough
- Reviewing pedestrian accident statistics and considering remedial measures
- Assessing the need for pedestrian crossing facilities on demand
- Considering pedestrian phases at traffic signals as they are reviewed
- Ensuring all highway schemes and new development are pedestrian friendly
- Developing Safer Routes to Schools in liaison with school communities and local residents including promoting 'walking buses'
- Promoting walking through travel awareness campaigns and travel plans

9.5 Key policies in Harrow for promoting walking are as follows:

- W.1** The Council recognises walking as a priority travel mode, to be treated on a par with other means of transport
- W.2** The Council will assess walking permeability (a multiplicity of routes to give easy accessibility to, from and within a site) for all new residential or business developments
- W.3** The Council will prepare a walking strategy, which sets out specific local criteria and action based on the national policy guidance, building on the LPAC's Walking Report and Sustainable Access to Town Centres
- W.4** The Council will reinforce the need for new development to give priority to walking access be in the revisions to the UDP (see Section 4.1)
- W.5** The Council will require that walking routes form an integral part of the improvement programme for public transport, with priority bus stops being treated as an interchange within the overall street design
- W.6** The Council will require that any plans for local area packages or local initiatives, e.g. a regeneration programme, a new school, employment site or other facility, are assessed to determine their walking catchments and how they can be enlarged
- W.7** The Council will undertake street audits including assessing safety and security issues on defined routes as well as barriers - with priority being given to those identified by the community as particularly dangerous or important

- W.8** The Council will ensure through its urban design activities that all aspects of the walking environment are effectively considered including signage, barriers and permeability
- W.9** The Council will prepare a community street audit pack to enable local people to be involved or take the lead in undertaking the audits
- W.10** The Council will utilise the outputs from the above audits and assessments as part of the on-going assessment of priorities for action
- W.11** As part of any wider review the Council will reassess local and town centres as to whether the pavement space is adequate for its functions and how much extra space is needed, giving priority to those centres that are subject to regeneration action plans and thereby providing an input for the roadspace reallocation programme
- W.12** In the context of the reviews, the Council will give consideration to changing the emphasis given to vehicles at the expense of people in a limited number of areas, particularly in local centres or residential areas with high levels of pedestrian/vehicle conflict, as part of reinforcing safe walking routes
- W.13** The Council will ensure that bus priority measures are designed to avoid creating additional problems for pedestrians and where necessary implemented outside areas identified for pedestrian priority, by relocating traffic queues
- W.14** The Council will encourage recreational walking and a special initiative on walking to sport and leisure facilities, linked to health policy, will be set up in partnership with the providers
- W.15** The Council will seek to secure the identification and implementation of a number of “walking bus” pilot projects as part of “Travel plans” for schools.
- W.16** The Council will ensure that provision for pedestrian movement and crossing is designed to facilitate buggies or wheelchairs.

## **Programmes**

### Infrastructure Maintenance.

- 9.6 The programme to improve the condition of footways is part of the highway maintenance programme. The criteria for prioritising works are provided in the maintenance section of this Plan

### Walking Audits

- 9.7 In addition to the planned walking programmes, the Borough will again be working in partnership with the local branch of Living Streets to develop walking audits along key routes to stations in Harrow. Priority will be given to the most used stations. The audits will be developed with Living Streets on a route basis and will include the following aims:

- Bring infrastructure improvements for pedestrians;
- Deliver safety and security benefits;
- Improve accessibility;
- Remove street clutter and barriers to pedestrian flow.

- 9.8 The audits will be converted into agreed works programmes.

9.9 The following schemes are based on the walking audits to date:

**Table 5 Walking programmes**

<i>Scheme Name</i>	<i>Description of impact</i>	<i>2005/06</i>	<i>2006/07</i>	<i>2007/08</i>
<b>ACCESS TO HARROW TOWN CENTRE AND HARROW-ON-THE-HILL STATION</b>				
Bessborough Road near Butler Avenue – Puffin crossing	New crossing to improve safety and access to synagogue, Harrow Business village, Harrow Town Centre, Harrow on the Hill Railway Station and Harrow Bus Station across a busy three lane road (A312).	£50,000		
Pinner Road near Bessborough Bridge – Puffin crossing	New crossing to provide direct north-south link across railway avoiding detour via town centre underpass system. Improves link to Neptune Road industrial area.	£50,000		
The Grove Walk	Upgrade of existing footpaths, signage and lighting to improve access to Harrow Town centre, Harrow on the Hill Station and Harrow College.	£130,000		
Bessborough Bridge –	Enhancement of CCTV coverage in underpass		£70,000	
Station Road j/w Bonnersfield Lane	Raised table to assist crossing of side road improving access to Harrow town centre from residential area to the north east			£30,000
<b>ACCESS TO WEALDSTONE</b>				
Ellen Web Drive / Headstone Drive / Cecil Road – Proposed Traffic Signals.	Introduction of signal control to provide crossing facilities for pedestrians at a complex and awkward junction. Improves access to Wealdstone town centre and Harrow and Wealdstone station from the north and west. <b>Feasibility study/preliminary design to be carried out in 2004/5 funded by Harrow Council</b>	£150,000		
Headstone Drive Cul-de-sac (south side)	Surfacing improvements to improve attractiveness and ambience of Headstone Drive shopping area and improve route into Wealdstone town centre from the west	£70,000		

<b>Scheme Name</b>	<b>Description of impact</b>	<b>2005/06</b>	<b>2006/07</b>	<b>2007/08</b>
Headstone Drive j/w Harrow View	Feasibility study to investigate the introduction of pedestrian crossing facilities at a busy signal controlled junction	£10,000		
Gordon Road	Raised entry treatment to assist crossing of side road on main approach to Wealdstone town centre and Harrow and Wealdstone station from the north	£15,000		
High Street j/w Ladysmith road	Gateway feature to give definition to Wealdstone town centre enhancing general ambience and emphasising area of high pedestrian activity		£10,000	
High Street j/w Spencer Road	Raised entry treatment to assist crossing of side road on main approach to Wealdstone town centre and Harrow and Wealdstone station from the north		£45,000	

Other identified walking improvements:

<b>ACCESS TO HEADSTONE LANE STATION</b>				
Headstone Lane j/w Broadfields	Introduction of signal control to provide safe crossing facilities for pedestrians improving access to Headstone Lane station and schools and shops on north side of railway	£50,000		
Headstone Lane	Bridge walkway feasibility study to improve pedestrian route across railway between residential area to the south and schools and shops to the north.	£20,000		
<b>OTHER SCHEMES</b>				
Belmont Circle Pedestrian Underpass	Improved pedestrian route between car park on north side of road and schools, bus stops (route H18, 186) and local shops on south side. Lies on recreational walking route to Stanmore.	£75,000		

Stanmore Hill j/w Broadway	Feasibility study to investigate the introduction of pedestrian crossing facilities at a busy signal controlled junction	£10,000		
Service Road by Jesmond Way	New footway links across verge to improve route from pedestrian crossing on Stone Grove to schools in Pangbourne Drive	£5,000		
Imperial Drive j/w Ridgeway	Feasibility study to investigate the introduction of pedestrian crossing facilities at a busy signal controlled junction		£10,000	
Eastcote Road j/w Ellement Close	Refuges to improve pedestrian crossing facilities		£10,000	
Marsh Lane j/w London Road (north)	Feasibility study to look into the completion of pedestrian crossing facilities at a busy signal controlled junction			£10,000

## Traffic Signal Reviews

- 9.10 Traffic Signal timings need to be regularly reviewed. Studies show that signals become 3% less efficient per annum, if not reviewed. Many signals in Harrow have not been reviewed for a long time. The consequence of this is unnecessary pollution and congestion.
- 9.11 The programme for reviews of pelican and toucan crossings is to be co-ordinated with TfL's equipment modernisation programme. Approximately 4 junction reviews or 8 pelican/toucan/puffins or a mixture of these will be done annually. As any signal is reviewed, pedestrian phases to the signals are investigated and considered. The priority for reviewing junction signals is based on when the last timing review took place.

## Rayners Lane Home Zone

- 9.12 Walking is also encouraged by the continued development of Rayners Lane Home Zone which will continue according to the programme below. The Home Zone is specifically designed to change the balance between vehicles and pedestrians in favour of pedestrians. The development of Rayners Lane Home Zone on Maryatt Avenue between Coles Crescent and Drinkwater Road is underway. This will encourage motorists to drive more slowly and includes a 'flat' road with no raised pavements, roadside 'planters' filled with shrubs, improved lighting, additional trees, high quality paving and benches. The programme of works for the home zone is as follows:

**Table 6 Rayners Lane Home Zone works**

Programme	Phase/Year/Estimate (£'000s)						Total
	Phase 1			Phase 2	Phase 3		
	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	
Consultation	5	5	0	35	5	0	50
Design	20	20	0	20	20	0	80
Construction	0	60	125	120	160	100	565
<b>Total</b>	<b>25</b>	<b>85</b>	<b>125</b>	<b>175</b>	<b>185</b>	<b>100</b>	<b>695</b>

## 10 Cycling

10.1 Promoting cycling is a key part of national, London and Harrow's transport strategy. It is part of the strategy to combat the growth in traffic congestion by increasing choice and providing alternatives to the car. Cycling also improves accessibility, is pollution free and beneficial to health.

10.2 Cycling is promoted by:

- Providing cycle routes
- Providing cycle parking facilities
- Providing cycle training for children
- Providing better cycle information and raising awareness of the benefits of cycling
- Ensuring all new highway schemes are cycle friendly

10.3 The Council's key policies on cycling are:

**C.1** The Council will promote, support and encourage the use of bicycles generally, and in particular for journeys to schools, workplaces and shops as a key element of the Strategy

**C.2** Given the inherent relative danger of cycling vis-à-vis other vehicular transport modes, the Council will give priority to the safety issues of cycling when considering schemes

**C.3** The Council will progressively develop a Borough-level network of cycle routes incorporating all LCN routes together with such additional routes and/or 'spurs' as will be necessary to serve all major generators / attractors of person-trips, such as town centres; schools/colleges; stations; libraries; parks; local shopping centres; sports centres; hospitals; and major work locations; and will undertake "cycle audits" at key stages of developing a cycle route

**C.4** The Council will seek to achieve the highest practicable standards of cycling safety and convenience, by means of engineering design and sensitive implementation; wherever practicable, and depending on the specific characteristics of an individual cycle route or site, segregate cyclists from other vehicular and pedestrian traffic

**C.5** In considering individual schemes, the Council will seek to provide both for the most direct routes for cycling between places and for the segregation of cyclists from other vehicular traffic by means, in priority order, of:

- Fully segregated cycle tracks (from both vehicles and pedestrians)
- Cycle tracks fully segregated from vehicular traffic but occupying a clearly delineated part of a footway
- Mandatory cycle lanes on local or main roads or a "dual provision" approach to offer choice
- Cycle tracks in parks, available at all hours

and only where such provision is not practicable consider:

- Shared use of bus lanes
- Cycle tracks in parks, during park opening hours, together with appropriate diversionary routes at other times
- Advisory cycle lanes on local or main roads
- Shared use of footways

**C.6** Where schemes are designed to permit car parking beside cycle tracks/lanes, the Council will ensure, by appropriate design and implementation, that cyclists are not obliged to deviate from their 'normal' line of travel and are accommodated between the parked cars and the footway

**C.7** 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

- C.8 The Council will give a high priority in its maintenance and other programmes affecting the road network to keeping cycle facilities available and in good condition
- C.9 In all future plans and when considering any transport and development proposals the Council will give more priority to provision for non-motorised modes of travel including cycling on all local access roads
- C.10 The Council will publish and distribute cycling leaflets and maps, in areas of the Borough, identifying the locations of designated cycle routes, barriers to use (including main roads) and main road crossings
- C.11 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
- C.12 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 (see parking standards) and facilities such as showers and lockers and encourage provision of “cycle pools” (see also Appendix 1)
- C.13 In existing developments, the Council will encourage employers to make provision for employees wishing to cycle to a similar standard to that it requires from new development including the provision of “cycle pools”
- C.14 The Council will support schemes which make pedal cycles available for hire – possibly on the basis of an on-demand “take-here / leave-there” service
- C.15 The Council will promote the recreational use of cycling – but give priority to its aim of increasing cycling as an alternative to car use.

RS1 The Council will provide children cycle training for Borough residents during the Easter, half term and summer holiday periods

RS2 The Council will arrange cycle training at all middle and high schools that have benefited from TfL’s additional cycle parking facilities.

10.3 Between 1991 and 2001 cycling in the borough increased by a third (33.9%, source LATS), the 5th highest increase in London. However, there are fewer cycle trips in the borough than the average for London. According to the last London-wide survey in 2001 Harrow were 21st highest of 33 London boroughs.

### ***Building a network of cycle routes***

10.4 The London Cycle Network (LCN) has been under development since 1994 when the Government Office for London and the 33 London Local Authorities began to implement a wide range of strategic cycle routes and facilities across London. It was planned that by 2005, the LCN will provide almost 3000km of cycle routes across the Capital.

10.5 Funding to build the LCN has been mainly been by the Government Office for London and more recently Transport for London (TfL). In addition, parts of the network are sometimes provided as part of other schemes ie Local Safety Schemes, Section 106 agreements etc. In 2002 TfL reviewed the LCN routes and decided to concentrate their efforts on a reduced length of 900 km of cycle routes across London which are to be completed by 2010 of which approximately 20km are in Harrow. and named them as the London Cycle Network Plus (LCN+) routes. These routes were considered to be most suitable for commuter and other utility cyclists short journeys. The revised network is designed to attract 100-300% increase in cycle flows. In 1994 the Council agreed a proposed cycle network for Harrow, as part of a proposed London-wide network, known as the London Cycle Network (LCN). The proposed LCN was very extensive encompassing all 33 London Boroughs. It comprised some 3000 km of cycle lane/track.

10.6 So far in Harrow, 15 km of the LCN+ has been implemented and 10 km of the LCN. The following summary programme of schemes to provide more cycle routes is divided into the LCN+ and the Local Cycle Network, being the name for the remainder of the London Cycle Network.

10.7 A summary of cycling programmes in Harrow follows:

Table 7 LCN+ programme

Link	Scheme (Location, Start & End Roads)	Proposal	Total Cost	Bid 2005/6	2006/7	2007/8	Other funding
	<b>LCN+ NW9/13 Route 88 Northolt - North Harrow - Canons Park - Edgware</b>		0				
87 (2)	Belmont Circle - Kenton Lane/Kenmore Ave.	Cycle tracks on footway and conversion of 2 crossing to Toucans. Parking review	227	207	20		
87 (3)	Wemborough Road between Western Drive and Marsh Road linking completed section of LCN+ route along Whitchurch Lane B461 (between Marsh Rd and Mead Rd). Consultation completed.	1.5m wide advisory cycle lanes either side of carriageway. Removal of existing buildout at the zebra crossing near Abercorn Road and edge of carriageway markings before it. This will link up with completed section of LCN+ link 87 along Whitchurch Lane (B461).	107	107			
87 (4)	Whitchurch Lane (B461) between Mead Road and High Street Edgware.	1.2m wide advisory cycle lanes either side of carriageway, implementation of waiting restrictions and pay and display parking bays/lay-bys. This will complete link 87 connecting Harrow T.C to Edgware.	127	107	20		Partly funded by Local Safety Scheme budget
89 (6)	Greenford Road A4127/Sudbury Hill/Sudbury Court Drive (feasibility study in 2004-2005).	Advance stop lines on all arms and markings/central islands within the signalled junction being reviewed. Appropriate markings for cyclists within the junction area.	127	107	20		
87 (5)	Station Road outside North Harrow Station.	Conversion of existing Pelican to Toucan. (TTS aware and ready to implement ASAP)	40	40			
86,87,88,89 (6)	Links 86, 87, 88 and 89.	Signage and Local Surface Upgrades	135	45	45	45	

Link	Scheme (Location, Start & End Roads)	Proposal	Total Cost	Bid 2005/6	2006/7	2007/8	Other funding
	<b><u>LCN+ NW8 Route 49 Pinner - Harrow - Kingsbury - Brent Cross</u></b>		0				
89	A404 Lowlands Road/Tyburn Lane/Kenton Road.	New continuous cycle link between A312 Bessborough Road and A404 Watford Road including two very complex roundabouts and a signal junction at Peterborough Road.	200		200		
86, 87, 89, 88 (7)	A404 Pinner Road/A4090 Station Road junction.	Cycle crossing facilities through very complex junction involving complex stats. This will link completed LCN+ routes on all four arms at the junction.	250		250		
	<b><u>LCN+ NW8 Route 86 Harrow- Sudbury - Perivale - Ealing</u></b>		0				
89	Section between the borough boundary with Ealing and Sudbury Court Drive/Sudbury Hill.	Conversion of one crossing into Toucan advisory cycle lanes plus short lead-in cycle tracks to crossing points, 100m anti-skid by Toucan, segregated cycle /pedestrian footbridge	630		30	600	
	<b><u>LCN+ NW13 Route 89 Pinner - Eastcote</u></b>		0				
86	Eastcote Road between railway overbridge and Hillingdon Borough Boundary.	On road cycle lanes and mini-roundabout conversion into T-junction. Linking up to Hillingdon.	90			90	
	<b><u>LCN+ Route 89 Northwood - Edgware</u></b>		0				
	Harrow View/Hindes Road.	Signalisation including cycle priority crossings	100		100		
	<b>GRAND TOTAL</b>		<b>3068</b>	<b>613</b>	<b>685</b>	<b>735</b>	

**Table 8 Local Cycle Network**

<i>Scheme Details</i>	2005 2006	2006 2007	2007 2008	2008 2009
<b><u>Newton Farm Ecology Park Cycle Track and Alexandra Avenue Toucan</u></b> Linking residential area of Rayners Lane to the completed LCN+ (NW8 route) via the Ecology Park (toucan crossing across Alexandra Avenue) and to the adjacent schools via Malvern Avenue and Merlins Avenue. Providing cross borough link to Hillingdon.	300			
<b>Headstone Lane Cycle Route</b> Linking existing LCN+ route along Pinner Road and LCN route along Uxbridge Road (between ST. Thomas Drive and Rowlands Avenue).Mid point link to Headstone Lane railway Station and Pinner Park School which at present is being consulted on a "Safe Routes to School" scheme with proposed implementation 2004-05.	80			
<b>Cycle Parking Stands and Cycle Directional Signs in Harrow (Borough Wide)</b> Provision of cycle stands and cycle directional signs at railway stations, bus stations, shopping centres, employment centres, leisure centres etc along LCN+ and local cycle routes.	10	10	10	10
<b><u>High Road, Harrow Weald to Wemborough Road Cycle Route)</u></b> LCN route 1.7km long linking completed section of LCN route in Harrow Weald with completed section of LCN+ route along Weston Drive in Belmont which forms the east-west strategic route through Harrow.		135		
<b>Rayners Lane/Roxbourne Park to Pinner via Moriah School (Green Corridor route &amp; junction / site specific treatments &amp; accessibility improvements)</b> Linking Rayners Lane completed LCN+ route 88 (NW9) to Pinner and proposed LCN+ route 89 (NW13) via High Worple, Roxbourne Park, Cannons Lane, & Eastcote Rd.		100		
<b>Rayners Lane to Eastcote and Pinner (Green Corridor route &amp; junction / site specific treatments &amp; accessibility improvements)</b> Linking completed sections of the LCN+ route 88 (NW9) from Rayners Lane to Eastcote and Pinner, via village way, The Avenue, (& Rayners Lane, Hillcroft Ave.) Church Ave, Durley Ave., Cannon Lane, & Cannonbury Ave., & Whittington Way. (including new cycle foot/bridge over Yeading Brook).		100		
<b><u>Uxbridge Road Cycle Route (Stanmore to Northwood)</u></b> Route 89 – via Uxbridge Rd (A410) between Clamp Hill and Grimsdyke Rd, Hallam Gardens, Evelyn Drive, Albury Drive, and Potter Street. This will link completed section of LCN route 89 along Uxbridge Rd between Cannons Corner to Clamp Hill and St. Thomas Drive to Rowlands Rd (LSS for 04.05 implementation).			250	
<b><u>Eastcote Lane, South Harrow to Northolt, Hillingdon</u></b> Cross borough link via LCN+ route 88 (NW9) along Alexandra Avenue, Eastcote Lane, Walton Avenue, and Somerville Road'			120	
<b>Borough Cycling Strategy and Borough Cycle Action Plan</b> <b><i>ERCDT assessment has identified a need to produce a Borough Cycle Action Plan.</i></b>				10
<b>Harrow Town Centre to West Harrow Recreational Ground ( Green corridor route &amp; Junction/site specific treatments &amp; accessibility improvements)</b> Linking completed sections of the LCN+ 49/45 (NW8/NW6) via Vaughan Rd, Wilson Gs, West Harrow Rec. ground linking up with Ridgeway.				160
<b>Harrow &amp; Wealdstone to Harrow Town Centre (Junction/site specific treatments &amp; accessibility improvements)</b> Connecting completed LCN+ route 88/45 (NW9/NW6) via Princess Drive, Barons Rd, Milton Way, Blawith Rd, Colton Rd, Hamilton Rd, Crescent, Greenhill Rd./Greenhill Way. Also existing pelican crossing to be converted to a toucan on Greenhill Way.				80
<b>South Harrow to West Harrow leading to Harrow T.C (Junction/site specific treatments &amp; accessibility improvements)</b> <b><i>Linking South Harrow to completed LCN+ route 88 (NW9) via Wood End, Park Lane, to Eastcote Lane via Roxeth Green Ave (which is to be funded by the N.H.P 2004-06), Porlock Ave, to West Harrow and finally via Lascelles Ave, Bessborough Rd to Harrow T.C.</i></b>				100
<b>Belmont to Kenton (Junction/site specific treatments &amp; accessibility improvements)</b> Linking proposed LCN+ route 88 (NW9/13) to LCN route 49 (Kenton) via Uppingham Ave, Streatfield Rd, Kenmore Rd, & Charlton Rd.				80
<b>TOTAL</b>	<b>390</b>	<b>345</b>	<b>380</b>	<b>440</b>

## 11 Accessibility

- 11.1 The Council is aware that a significant proportion of the population has mobility difficulties or other forms of disabilities such as wheelchair dependent or visual or hearing impairments. People with slower reactions, such as the elderly, people with children or a pushchair, and those with shopping, may have similar difficulties. The Council seeks to obviate, as far as practicable and affordable, the adverse effects of disability on individual's transport needs. In addition, it is a key priority for the Mayor to improve accessibility and social inclusion on the transport network.
- 11.2 In order to ensure the borough addresses the concerns of those with mobility difficulties, Harrow will be setting up a local mobility forum which will be up and running by October 2005 and will meet quarterly. It is hoped that this group will provide advice on all door-to-door transport issues and share in development issues.
- 11.3 The Borough provides the following services for the mobility impaired:
- Door to door transport
  - Shopmobility
  - Improved local area accessibility improvements
  - Concessionary fares/Freedom passes
  - Dial-a-ride services
  - Allocated parking spaces
- 11.4 The Freedom Pass concessionary travel scheme is available for all of Harrow's residents aged 60 and over and for those with a disability. The number of Freedom pass holders in Harrow is consistent with the population profile but the Borough has the highest level of take up of all of the London Boroughs at 92%, with over 32,000 passholders, at a cost to the Borough in excess of £5.6m per annum.
- 11.5 The Freedom Pass is also available to those who are registered disabled. There are over 3,400 residents in Harrow eligible for a disabled freedom pass, at a cost to the Borough in excess of £600k per annum.
- 11.6 Harrow has the highest level of usage of the Taxicard service of all London Boroughs, with currently over 4,720 members against an average of 1,583. Membership in Harrow continues to grow by 50/60 each month
- 11.7 Harrow has been fully represented and involved in developing the concept and procedures for mobility assessments and involved in developing the standard all-London eligibility and entitlement criteria. In conducting mobility assessments, each person is assessed individually and support is directed towards those who need it most. Harrow will be the first Borough in London to pilot the new standard. Harrow would also like to implement trial trip-banding as part of a pilot scheme.
- 11.8 Harrow intends to introduce mobility assessments for all existing and new members wanting access to the Taxicard service. This will involve reassessing all 4,725 existing members (during the first 3 months) and all new applicants as they apply. Harrow hopes to be using the central procurement and assessment service that is being set up by Transport for London, beginning in January 2005.

- 11.9 Strict criteria are operated to control the provision of bays in residential areas. Although there are occasional exceptions, bays in residential areas are normally only provided where there is no possibility of off street provision and the driver is disabled. Exceptions might be made in the case of very young or very old passengers or those with mental disabilities, which mean that they cannot be left unattended. The aim is to assist mobility by allowing parking as near as possible to their place of residence. Similarly, it is the council's intention to ensure that suitable provision is made for accessibility at shopping centres and other main centres of attraction.
- 11.10 The provision of access and disabled facilities are based on the following principles:
- Improve highway access to inaccessible premises such as shops, other retail outlets and public buildings.
  - Investigate overcoming obstacles by introducing pavement-grading initiatives to facilitate access into public buildings and in particular, smaller type retail outlets.
  - Install tactile paving appropriately and correctly, offering consistency and safety to people with visual impairments as set out in DETR 'Guidelines on use of Tactile Paving'.
  - Redesign bus stops to cater for the new design of side, rear entry and low floor buses.
  - Design and install cycle lanes to incorporate a level difference alongside any adjacent pavement - (designed to the same specifications as per the recent installation of the continuation cycle route in Alexandra Avenue).
  - Consider alternatives to speed humps when introducing traffic calming measures. Humps cause difficulty to disabled people using larger type vehicles. Speed cushions are the preferred alternative, when deemed necessary.
  - Install raised tables at key crossing points, together with a programme of tactile paving, to eliminate danger to visually impaired people.
  - Maintain consistency of signage in the Borough, i.e. typeface, font size, colour, for motorist and pedestrians. Ensure traffic and building signage informs public of facilities available to disabled people.
  - Ensure increase of designated parking schemes and car parking spaces, specifically for use by disabled people, and
  - Adopt uniform models of good design practice to encompass fully the Council's "Access-for-all" philosophy across the whole range of the built environment. This should ensure more consistency in terms of access and safety as well as an improved aesthetic appearance.
- 11.11 Guided by these principles, a programme has been developed and is shown below. Harrow believes that these projects are essential to help meet one of the Mayor of London's transport objectives to make London a fairer city, which is more accessible to the disabled. The need for London boroughs to focus on improvements relating to accessibility is also a key requirement of the Mayor's Transport Strategy.
- 11.12 The accessibility programme will allow for installation and upgrading of tactile crossings Borough-wide to assist wheelchair users or blind or partially sighted people. All new schemes include the provision of tactile crossings at appropriate locations, but many requests are received from disabled residents for the inclusion of dropped kerbs (with appropriate tactile surfaces) to enable easy and safe access to facilities within the Borough.
- 11.13 In addition to the programme provided, the shopmobility in St Ann's town centre will be extended in 2006.

**Table 9 2005/06 – 2007/08 Accessibility Programme**

<b>Year</b>	<b>Site</b>	<b>Proposed measures</b>	<b>Links to other initiatives</b>	<b>Estimate</b>
2005/ 06	Long Elmes junction with High Road, Harrow weald	Conversion of a mini-roundabout and a further junction to signals with pedestrian phases and cycle facilities	Walking and cycling	£250,000
	Taunton Way	Refuge island	walking	£6,000
	Disabled persons parking spaces (Borough wide)	Signs, road markings and order making	Social inclusion	£7,500

<i>Total</i>				<i>£263,500</i>
2006/ 07	High Road, Harrow Weald	Refuge island	walking	£6,000
	College Road (from Barclays Bank to Harrow on the Hill Station.	Remove clutter and rationalise street furniture	walking	£12,000
	High Street, Pinner	Raised entry treatment/zebra crossing	walking	£20,000
	South Hill Avenue, Corbins Lane and Eastcote Road junction with Northolt Road	Raised entry treatment/zebra crossing	walking	£50,000
	Disabled persons parking spaces	Signs and road markings	Social inclusion	£7,500

<i>Total</i>				<i>£95,500</i>
<b>Year</b>	<b>Site</b>	<b>Proposed measures</b>	<b>Links to other initiatives</b>	<b>Estimate</b>
2007/ 08	Village Way	Lowered kerbs and tactile paving, footway widening, reduction of footway clutter, disabled persons parking spaces and pedestrian crossings, refuge islands	Walking	£80,000
	Headstone Lane Station Pedestrian and cycle walkway	Implementation of walkway with cycle facilities	Walking and cycling	£250,000
	Disabled persons parking spaces	Signs and road markings	Social inclusion	£8500
<i>Total</i>				<i>£338,500</i>