

# S.E.A. SCOPING REPORT FOR HARROW TRANSPORT LOCAL IMPLEMENTATION PLAN 2010/11

A RESPONSE BY THE CAMPAIGN FOR A BETTER HARROW ENVIRONMENT (CBHE)  
TO QUESTIONS POSED IN SECTION 11. PAGE 25:

## **Q.1 Are the environmental objectives (page 9) appropriate to measure the impact of LIP2 in Harrow?**

(i) The first line of each "objective" is fine but the means of trying to achieve it are also specified. This can result in potential conflict. For example in no. 1 if the Transport Strategy brings more people into contact with the wildlife then the wildlife may suffer. Many animals and birds require to be undisturbed especially in the breeding season.

A paper in Science, April 2010, was reviewed on the BBC News web site. Governments signed up to reducing the rate of loss of biodiversity by 2010 but this is not being achieved. The number of species, the size of populations and the diversity within ecosystems are all declining. Habitat loss and the spread of alien species are all increasing. The drivers of biodiversity loss include **increasing numbers of people, urbanisation and excessive consumption**. This is what is proposed for the Intensification Area and it will make preservation of biodiversity more difficult **within and on the borders** of the IA.

(ii) Re no.3 "Reduce crime and the fear of crime and ASB by..... regeneration" If regeneration means building a lot more flats in the HWIA and packing in many more people at high density this is counter productive to achieving the stated objective. Good policing, for example the Safer Neighbourhood teams, can be effective.

(iii) Re no. 5c "increasing staff awareness of energy efficiency": It is recommended that the Council should encourage its Councillors and Staff to set an example in reducing car use. They should minimise their carbon footprint, for example in the way that their own cars are used on official business. The list

should perhaps include "Rewarding people for leaving their car at home and for giving up car ownership completely", for example by subsidised train or bus tickets, or free bicycles. Car ownership and use can be so inexpensive that it will be difficult to persuade people to forego the use of the car without real incentives.

These measures would contribute to reducing congestion and pollution (objective 5) and encourage walking and cycling (2c). The use of cars from car clubs should be encouraged as an alternative to owning a car. These are particularly appropriate for the occasional user. Cutting down the amount of car parking spaces available for staff at the Civic centre and allocating them only to those who have jobs where they are required to be mobile would also help.

(iv) At 6b it might be better to say "...trees which provide shade, take up carbon dioxide from the atmosphere and store carbon"

**Q.2 Is there an environmental impact which will not be captured from the list of objectives?**

Yes; surely the list should include flood prevention and protection of water courses and the water supply from contamination? Items associated with transport such as front gardens paved for car parking, large public and private car parks have increased the risk of flooding resulting from extreme storms. These are expected to occur ever more frequently as time goes on. Salt applied to roads in winter can have bad effects when it eventually enters water courses. There is also an issue of ground contamination from parking lots where leakage from vehicles results in harmful chemicals, such as polycyclic aromatic hydrocarbons, entering the soil under and around the car park. This contaminated soil can be moved by surface water flooding.

**Q.3 Should any objectives be removed from the list?**

No, but it is desirable that they be modified as suggested.

## **ADDITIONAL COMMENTS**

### **1. CYCLING**

It is strongly recommended that, if it has not already done so, the Council should examine and learn from the results of other comparable Local Authorities in providing cycling facilities.

In section 8, Table 4, LIP2 objective 3 is to promote healthy and safe travel, particularly for pedestrians and cyclists. At present the few cyclists seen in Harrow occasionally ride on the footpaths, presumably because it is less dangerous than using the road. To encourage safe and responsible cycling the roads must be made safer and pleasanter. When cyclists flout the Highway Code, laws which allow them to be fined should be enforced

In towns and cities where segregated bicycle lanes (i.e. separated from both pedestrians and cars by a curb) are provided both cyclists and pedestrians can proceed in safety. This should be the objective when major changes to roads are made e.g. along the corridor of the HWIA. Where such provision cannot be made, a speed limit of 20m.p.h. might provide some protection to cyclists and make driving relatively less attractive while allowing a reasonable traffic flow. It should be possible to find evidence on which to base a workable policy.

Cars should not be allowed to park across cycle lanes, at any time of day or night, as they do in Pinner Road at present. Drivers need to be trained to be aware of cyclists and motor cyclists. They should also be responsible for telling their passengers not to open doors in a dangerous manner. Cyclists should be trained to ride responsibly and to wear helmets and fluorescent jackets.

### **2. ACCESSIBILITY OF PUBLIC TRANSPORT**

In 8 Table 4 no. 6 "improve the quality, capacity of Harrow on the Hill station and bus station and improve Accessibility..." This should specifically include provision

of lifts for those with mobility difficulties also those with push chairs, bicycles, heavy shopping and other luggage. It would require funding by TfL. Providing “disabled parking bays” outside the station as described in Table 6 will do little good otherwise. (SEA objective no. 4a)

### **3. WALKING**

Parents need encouragement to allow their children to walk to school, not only to avoid pollution and congestion from the “school run” but also to lay down future good health for their children. Making the roads safer and pleasanter, for example by the use of 20m.p.h. speed limits, would encourage more people to walk. Signposted walking routes around the town centre and to major facilities such as the Civic and Leisure centres, Northwick Park Hospital etc might also enhance the experience of walking. Such signs should be of a design which cannot be turned round by mischievous youths!

### **4. CAR PARKING**

It is important, in order to prevent anarchic parking behaviour, to ensure that a suitable mix of public car parking be retained for visitors to Harrow such as hotel guests, business people and shoppers who travel by car. The former need long stay parking which may not be available at the hotel. Others need to be able to park for a long enough time to have their meetings, do their shopping etc.

A Park and Ride service could relieve pressure on town centre parking for people arriving from outside the centre. If pick-up points were sited where there are frequent conventional bus services, this might be cheaper than running special car park shuttle buses.

Town centre parking for disabled users should be adequate but needs enforcement against fraudulent use of blue badges.

### **5. PRECEDENCE OF DOCUMENTS**

It is suggested that the precedence of the various documents being prepared should be stated. If contradictions between two documents occur then the document of higher precedence will apply.