AGENDA - PART I

KEY 8. PARKING MANAGEMENT AND ENFORCEMENT STRATEGY (Pages 3 - 184)
Report of the Corporate Director, Community

14. SCHOOL ORGANISATION UPDATE (Pages 185 - 240)
Report of Corporate Director, People

AGENDA - PART II

Nil
Harrow
Transport Local Implementation Plan
2019/20 - 2021/22
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Foreword

We welcome the opportunity to set out Harrow’s third Transport Local Implementation Plan. This plan sets out long terms goals and transport objectives for the next 20 years and includes an initial three-year programme of investment to be delivered over 2019/20 – 2021/22. We are pleased that Harrow has now adopted two important and ambitious new approaches to transport and road safety delivery across the borough.

Firstly, Vision Zero, which establishes our intention to eliminate all road traffic deaths and serious injuries by 2041.

Secondly, Healthy Streets, which will help us work towards creating a healthier and more attractive street environment, increasing the number of people walking, cycling and using public transport and changing streets so that quality of life for all people is improved, enabling people to live well and reduce inequalities.

Adopting a Healthy Streets approach to transport in the borough will promote active travel and encourage modal shift. Harrow’s ambition is to increase active travel and particularly increase cycling for journeys currently made by car. This will not only improve the health of cyclists, but also improve air quality and reduce congestion which in turn has significant wider health benefits.

This transport plan will also support Harrow’s Core Strategy which sets out the Borough development strategy for the next fifteen years. The delivery of the transport plan proposals will help the borough to ensure that where housing and population growth occurs, the population does not become car dependent and that there is a preferred and easy option to choose sustainable travel as an alternative.

This new plan will also refocus our efforts on dealing with local issues and as such it will enable the borough to deliver improved air quality, more liveable neighbourhoods, improved accessibility and increased opportunities for active travel. These initiatives are so important as the borough urgently needs to address the low levels of active travel in the borough as well as the high levels of obesity and diabetes.

The plan has already undergone a wide scale public consultation which has refined the initial plans to deliver improved policies and to ensure that the borough addresses the wider needs of the population.

Through working collaboratively with other organisations and those who live and work in Harrow, we believe we have created a transport plan that will work towards better enabling Harrow to improve and to ensure that it remains an attractive place for all to live, work and spend time in.

Graham Henson - Leader of the Council

Cllr Varsha Parmar - Portfolio holder for Environment
Executive summary

The Transport Local Implementation Plan for the London Borough of Harrow sets out long terms goals and transport objectives for the borough for the next 20 years, proposes a three-year programme of investment starting in 2019/20, and includes a delivery plan for the period 2019/20 - 2021/22. It also includes the targets and outcomes the borough is seeking to achieve.

The plan identifies how the London Borough of Harrow will work towards achieving the MTS priorities which are:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

The overarching aim of the Mayor of London’s transport strategy is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. Harrow is committed to supporting these aims and priorities. It is particularly important in the borough where obesity and diabetes levels are high and activity levels are low. Delivering increased active travel and increasing activity levels are key ways to address these issues.

To deliver the Mayor’s priorities, policies in Harrow that cover walking, cycling, schools, public transport, road safety, parking and enforcement, social inclusion, public realm, regeneration, freight, highway management, changing behaviour, environmental issues and low emission vehicles and working in partnership have all been considered. Changes were needed to reflect the new Mayor of London’s transport strategy and to prepare for the significant projected population growth in London, potentially reaching 10.5 million residents by 2041.

As a result of LIP3, the borough will be able to access significant funding from Transport for London. This funding will enable the borough to deliver healthy streets, improve road safety, better environmental infrastructure and more facilities for cycling.

Included in this plan are ambitious plans to extend 20mph zones, deliver road safety education and local road safety schemes, improve conditions for walking, cycling, accessibility, network performance, bus priority and freight management and in the longer term deliver more liveable neighbourhoods in the borough. As a result of this plan, significant environmental improvements will be made across the borough which will help to prepare the borough to mitigate climate change.
1. Introduction and preparing a LIP

1.1 Introduction

1.1.1 The Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the GLA Act and sets out how the borough proposes to deliver the Mayor’s Transport Strategy (MTS) in its area, as well as contributing to other local and sub-regional goals. It has been developed in accordance with the Revised Guidance for Borough Officers on Developing the Third Local Implementation Plan.

1.1.2 This document is the third LIP for the London Borough of Harrow. It covers the same period as the MTS (published in March 2018) and it also takes account of the transport elements of the draft London Plan 1 December 2017, and other relevant Mayoral and local policies. The LIP sets out long terms goals and transport objectives for the London Borough of Harrow for the next 20 years, a three-year programme of investment starting in 2019/20, and includes a delivery plan for the period 2019/20 - 2021/22 and the targets and outcomes the borough are seeking to achieve. A more detailed delivery plan is provided for the financial year 2019/20.

1.1.3 This LIP identifies how the London Borough of Harrow will work towards achieving the MTS priorities which are:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

1.1.4 The Council notes that the overarching aim of the Mayor of London’s transport strategy is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63 per cent today, and there are different targets set for central, inner and outer London. The LIP outlines how Harrow Council will set local priorities and targets in order to assist with achieving these Mayoral priorities.

1.1.5 This document also outlines how the Council will work with TfL to assist with delivering the outcomes, polices and proposals of the MTS.

1.2 Local approval process

1.2.1 Draft contents of LIP3 (3rd Local Implementation Plan) were agreed with the Portfolio Holder at various stages in its development. A report was brought to the Harrow Traffic and Road Safety Advisory Panel (TARSAP) for consideration during the consultation period.

1.2.2 Harrow Cabinet considered the draft LIP3 and delegated final amendments to be made by the Portfolio Holder on 13th September 2018.

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1 The London Plan is the Mayor’s Spatial Development Strategy for London. The plan sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.
1.2.3 Public consultation of draft LIP3 took place in September/October 2018.

1.2.4 The final draft LIP3 was submitted to TfL on 2\textsuperscript{nd} November 2018.

1.2.5 Harrow Overview and Scrutiny Committee considered the draft LIP3 and the consultation results and amendments on 15\textsuperscript{th} November 2018.

1.2.6 Should amendments to the final draft LIP3 be required, these will be done during April 2019 and in May 2019 Harrow Council will adopt the final LIP3.

1.3 Statutory consultation

1.3.1 The borough undertook a six week public consultation on LIP3 between 17\textsuperscript{th} September and 26\textsuperscript{th} October 2018. The consultation appeared on the borough’s consultation website, and both LIP3 and the SEA Environmental Report were available for any member of the public to consider.

1.3.2 The draft LIP3 consultation and the SEA Environmental Report were also directly sent to the following organisations:

- TfL
- Metropolitan Police Service
- Harrow Association of Disabled People
- London Travel Watch
- Historic England
- The Environment Agency
- Natural England
- WestTrans
- London Borough of Hillingdon
- London Borough of Barnet
- London Borough of Brent
- London Borough of Ealing
- Hertfordshire County Council
- Three Rivers District Council
- Hertsmere Borough Council
- Voluntary Action Harrow
- Brent and Harrow chamber of commerce
- London First
- Pinner Local History Society
- Harrow Friends of the Earth
- Harrow Heritage Trust
- Harrow in Leaf
- Harrow Natural History Society
- Harrow Nature Conservation Forum
- Herts and Middlesex Wildlife Trust
Harrow Cyclists
Freight Transport Association
Road Haulage Association
The RAC
The AA
Living Streets
London cycling campaign
London Taxi Drivers Association
Sustrans
Harrow BID
Shopmobility
British Motorcycle Federation
Motorcycle Action Group
ROSPA

1.3.3 The draft LIP3 was also widely consulted within Harrow Council, with the consultation also sent to the following:
- Councillors
- Environmental Services
- Planning Services
- Regeneration
- Public Health
- Economic Development
- Housing
- Education
- Children Services
- Adult Services

1.3.4 Similar to previous LIP consultations in Harrow, the initial response was slow. To encourage increased involvement in the consultation, letters highlighting the consultation were also circulated to all schools and community champions across the borough. The Council also tweeted about the consultation throughout the consultation period and placed an advert on the Council’s main website page.

1.3.5 Following the LIP3 consultation, the initial proposed changes to LIP3 were approved at the Harrow overview scrutiny meeting of 13 November 2018. Further changes made following the overview scrutiny meeting were separately agreed with the Portfolio Holder. A consultation summary is included in the overview scrutiny report and is available via Harrow’s website\(^2\). 

1.4 Statutory duties

1.4.1 The borough has taken into account all the statutory duties and processes as set out in the requirements in the GLA Act in the preparation of this LIP.

1.4.2 The borough has met its statutory duty and conducted a Strategic Environmental Assessment (SEA) and, as recommended, an Equality Impact Assessment (EQIA) on the contents of LIP3. The LIP3 Outcomes and programmes have been assessed for both purposes, and this process has not identified any necessary changes to LIP3 and. No changes to LIP3 were made as a result of this assessment).

1.4.3 The SEA scoping report went out for consultation for five weeks via email to statutory consultees and environmental groups on 6th July 2018 and was available on the Harrow website until 10th August 2018. The consultation was also sent to environmental and planning parts of Harrow Council for internal consideration. The statutory consultees for the SEA are:

- Historic England
- The Environmental Agency
- Natural England

1.4.4 The following organisations were also consulted on the SEA scoping report:

- Harrow in Leaf
- Harrow Friends of the Earth
- Harrow Natural History Society
- Harrow Nature Conservation Forum
- Pinner Local History Society
- Herts and Middlesex Wildlife Trust
- Harrow Heritage Trust
- TfL

1.4.5 The following responses were received regarding the SEA scoping consultation

<table>
<thead>
<tr>
<th>Source</th>
<th>Change made</th>
</tr>
</thead>
<tbody>
<tr>
<td>TfL</td>
<td>Added to SEA objective: 8. Promote recycling by encouraging responsible sourcing of materials as well as BES 6001 accreditation for appropriate suppliers</td>
</tr>
<tr>
<td>Internal Harrow consultation</td>
<td>M² of increased grass verge baseline measure now changed to Square meterage of removed hard paving to introduce soft landscaping such as grass verges</td>
</tr>
</tbody>
</table>
### Source

<table>
<thead>
<tr>
<th>Change made</th>
</tr>
</thead>
</table>
| Added the following from Harrow’s core strategy:  
Protect the Green Belt, Metropolitan Open Land, and Areas of Special Character  
And also added overarching policy objectives include:  
• Resist any loss of Green Belt.  
• Safeguard and enhance Metropolitan Open Land.  
• Resist any net loss of open space and where possible seek to increase provision |

1.4.6 Following the SEA scoping consultation, the SEA Environmental Report was prepared including a non-technical summary of the report. This Environmental Report is available on Harrow’s website on the Harrow transport policy documents page of the Harrow website\(^3\).

1.4.7 The EQIA will be submitted to Harrow Cabinet along with the draft LIP3 document on 13\(^{th}\) September 2018 and will also be available on the transport policy page on Harrow’s website.

1.4.8 The SEA Environmental Report, including a non-technical summary, and a draft of the EQIA were available on the borough’s website during the consultation period. Suggested changes to the Environmental Report and LIP3 will be considered and if appropriate included in the documents following consultation. The Environmental Report, Environmental Statement and the final EQIA will remain on the transport policy page of Harrow’s website.

### 1.5 LIP approval

1.5.1 The draft Harrow Transport Local Implementation Plan (LIP3) was submitted to the Mayor on 2nd November and approved by the Mayor on 12\(^{th}\) April 2019.

### 2. Borough Transport Objectives

#### 2.1 Introduction

2.1.1 This chapter sets out the local policy context for the third round of LIPs. It covers the borough’s detailed interpretation at a spatial level and the local policies and proposals which will help deliver the MTS. The chapter also considers the link between the LIP and other key frameworks against which the borough plans and delivers local services.

2.1.2 This LIP firmly demonstrates that it is informed by evidence and analysis of local needs and issues and that it is shaped by the wider context of the MTS vision, the MTS Healthy Streets Approach and the MTS policies, proposals and outcomes.

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\(^3\) [http://www.harrow.gov.uk/info/100011/transport_and_streets/951/harrow_transport_policy_documents](http://www.harrow.gov.uk/info/100011/transport_and_streets/951/harrow_transport_policy_documents)
2.2 TfL City planner tool

2.2.1 TfL has developed a city planner tool that has been used as a source of information throughout this plan. The tool includes 200 datasets of information that have been aggregated to form the basis of the TfL city planner tool. The tool uses 6 million different pieces of data and is based on a hex-based analytical grid. Each hex, or “walkable neighbourhood” is 350 metres across and all the relevant transport planning data is aggregated onto the grid. This data has been used extensively this plan.

2.3 Local context

2.3.1 Harrow is an outer-London borough situated approximately 10 miles to the northwest of central London with a land area of some 5,047 hectares (50 sq. kilometres or 20 sq. miles). It is the 12th largest borough in London by area but 21st in terms of size of population. Neighbouring local authorities are the London boroughs of Barnet, Brent, Ealing and Hillingdon, and to the north Hertsmere Borough Council and Three Rivers District Council in Hertfordshire. Figure 3 shows the borough in the London context.

2.3.2 Harrow town centre is one of 12 Metropolitan centres in London but has not kept pace with growth experienced by neighbouring centres and is in need of some renewal. Harrow has unique strengths, in terms of its diverse, highly skilled and entrepreneurial population that provide the opportunity for the borough to carve out a clear role for itself in support of west and outer London’s wider economic offer. Figure 4 shows the metropolitan, major, district and local centres in the borough.

Deprivation

2.3.3 The English Indices of Deprivation 2015 is a tool for identifying the most deprived areas in England at the small area level (LSOA). The data is provided by the Department for Communities and Local Government. Figure 1 shows the City Planner index of multiple deprivation summary for the borough.

2.3.4 The Index of Multiple Deprivation (IMD) 2015 is a measure of multiple deprivation based on combining together seven distinct domains of deprivation. This data has been aggregated to hexagon cells through a dasymetric mapping approach as per the IMD guidelines. The metric is disaggregated to within each output area and weighted by population. The weighted metric is then aggregated to hex cells by summing for postcodes within each hex cell and dividing by the total weighting. This process distributes the IMD metric to areas with postcodes to approximate distribution. The resulting metric is then ranked for the GLA. The data is sorted descending with the highest rank (1) and highest percentile (1) assigned to the cell with the greatest relative deprivation. When multiple hex cells are combined the lowest value (highest rank (1)) is displayed.

2.3.5 The map shows that Harrow has some areas with the highest deprivation in the country. These areas occur in the wards of Roxbourne, Stanmore Park, Hatch End, Harrow Weald, Pinner, Edgware, Harrow on the Hill and Kenton East.
Population

2.3.6 London faces significant projected population growth (70,000 every year), reaching 10.5 million in 2041. This means that just to meet demand, at least 66,000 new homes need to be built in London every single year. In Harrow, the borough needs to build 13,920 new homes by 2028/29\(^4\) to meet the growing demand.

2.3.7 In addition to population growth, the demographic of the population is forecast to change, including an increase in ethnic minority groups, one person households, lone parents and multi occupation households.

2.3.8 Harrow residents enjoy good life expectancy (82.7 years for men and 86.1 years for women) resulting in a disproportionately high increase in the proportion of older residents and adults living alone. Forecasts show these trends are set to continue with an increasing number of people aged over 85. At the opposite end of the age spectrum, the borough will also see a growth in the under 15 age group (9.8%) reflecting Harrow’s role in providing suburban family accommodation. It is expected that the number of residents aged 65 plus will increase by 42% and those aged 85 plus could increase by 62% by 2029\(^5\).

\(^4\) Draft London Plan, December 2017
2.3.9 Harrow is already one of the most diverse boroughs in London and the most religiously diverse in the UK. A significant proportion of Harrow’s residents are of Indian origin and overall around 53% of the population are from minority ethnic groups with this figure being higher in certain parts of the borough (e.g. Kenton East) and in the school age population.

2.3.10 There are around 84,300 households in Harrow; the average household size in the borough is estimated to be about 2.8 persons (higher than the London average) while the proportion of one-person households is estimated to be lower than the London average.

Employment
2.3.11 There are just over 10,000 businesses in Harrow; 78% of these are small businesses employing less than 4 people and 91% employ 10 people or less. However there are 38 businesses employing 200 people or more and these account for 25% of the borough’s employment; Public administration, education and health is strongly represented in Harrow’s economy while banking, finance and insurance is under represented.

2.3.12 In recent years there has been strong growth in new business formations in the 'legal, accountancy and other business support' and 'construction, personal, community service, retail trade and repairs' sectors.

2.3.13 Employment forecasts project a net increase of 4,000 jobs in the borough over the period 2009-2026; growth sectors include hotels and restaurants, business services and other services, however contraction is expected in the manufacturing, construction, wholesale, public administration, health and education sectors.

2.3.14 Around 31% of Harrow’s residents work within the borough, 22% commute into central London, and about 25% work in the neighbouring boroughs of Brent, Hillingdon, Barnet and Ealing; there is also significant in-commuting into the borough most notably from south Hertfordshire (Watford, Hertsmere).

Health
2.3.15 One in five children in Harrow is overweight at age 5 rising to more than one in three by the time they are 11. Two thirds of Harrow adults are estimated to be overweight. Obesity increases the risk of developing heart disease, stroke, cancer and long term health conditions such as diabetes and hypertension. In 2016/17 there were 19,637 people aged 17 years or older with diabetes. The total prevalence of people in Harrow with diabetes, diagnosed and undiagnosed, is estimated to be 10.5% of the population; this is the second highest local authority prevalence in England. Wealdstone has the highest level of diabetes in the borough.

2.3.16 People with diabetes are at a higher risk of having a heart attack or stroke. In Harrow, people with diabetes were 100.5% more likely than people without diabetes to have
a heart attack compared to 86.9% nationally. Also, people with diabetes in Harrow were 44.5% more likely to have a stroke, compared to 58.5% nationally. For people with type 2 diabetes, 23.3% are of white ethnicity and 72.0% from a minority ethnic group. Encouraging active travel is one of the key ways of improving the health of those with diabetes and also a way to support effective and sustained weight loss.

2.3.17 Harrow is less active and more inactive than London and the nation as a whole: Nearly one in three (31%) of the adult population in Harrow is classed as physically inactive falling into the Chief Medical Officer’s “high risk” health category. This means that 31% of the adult population in Harrow do less than 30 minutes of moderate intensity physical activity per week. This is higher than for London (27%) and the national (27.7%) level of inactivity.

2.3.18 In 2016, a joint approach between Harrow Council and the voluntary sector undertook a large scale project to develop a picture of what local young people in the borough are going through. The project is known as This is Harrow. This work included 51 charities directly involved, heard from 4,358, young people, partnered with 8 schools and directly worked with Harrow Council departments including, Health, Harrow Clinical Commissioning Group (CCG), Harrow Local Safeguarding Children Board (LSCB), and also London Metropolitan Police. Participants represented 15% of the Harrow 10 – 19 year old population. The results of the study were published in 2018. The study showed that only 51% of 18 year olds take 30 minutes of exercise each day compared with 74% of 11 year olds. Figure 2 shows the amount of exercise children of different ages do each day.

Figure 2: Children exercise level in Harrow

![Children exercise level in Harrow](https://fingertips.phe.org.uk/profile/diabetes-ft/data#page/13/gid/1938133138/par/46/par/E39000018/ati/153/are/E38000074%20(PHE%20Fingertips%20online%20accessed%2027/6/18).

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6 [https://fingertips.phe.org.uk/profile/diabetes-ft/data#page/13/gid/1938133138/par/46/par/E39000018/ati/153/are/E38000074%20(PHE%20Fingertips%20online%20accessed%2027/6/18).

7 This is Harrow survey, 2018
2.3.19 Only 76.9% of people in Harrow do any walking at least once a week which is below the England average of 80.6%. Harrow has the 2nd lowest levels of walking in London. Premature mortality can be significantly reduced through doing more physical activity. It is estimated that around 14.2% of the new Type 2 diabetes cases in Harrow could be prevented if adults were 100% more active, and 5.6% prevented if adults were 50% more active.8

The Environment

2.3.20 Over a quarter of the borough consists of designated open space; residential gardens provide private or communally accessible spaces. Harrow’s land area includes 1,088 hectares Green Belt and a further 313 hectares Metropolitan Open Land. Statutorily protected assets include 2 Sites of Special Scientific Interest, 28 Conservation Areas, over 300 listed buildings, four historic parks and gardens, and 9 scheduled ancient monuments. Figure 5 shows the key environmental features in the borough.

2.3.21 In 2002, Harrow designated the whole borough an Air Quality Management Area and therefore has an action plan to improve air quality to within National Objective levels. Across London, there has been a gradual reduction in NO₂, PM₁₀ and PM₂.₅ concentrations at background sites in both inner and outer London and at outer London roadside sites. It is estimated that around half of nitrogen oxides (NOx) emissions come from road transport sources. Air quality is expected to improve across Harrow as motor engines become more efficient.

2.3.22 Harrow’s carbon footprint is calculated at 11.41 tonnes of Carbon Dioxide (CO₂) per capita, which is higher than the London average but lower than the national average at 11.28 and 12.10 tonnes of CO₂ per capita respectively. The domestic sector (i.e. Housing, and more specifically the electricity, gas and other fuels used in the home) is responsible for the highest portion of emissions, accounting for 53% of the CO₂. In total, Harrow contributes 2.1% of all the CO₂ emitted across London. This puts the borough in 28th position out of the 33 London boroughs.

2.3.23 The Green Flag Award scheme recognises and rewards well managed parks and green spaces, setting the benchmark standard for the management of recreational outdoor spaces across the United Kingdom and around the world. Harrow had achieved the ‘Green Flag’ quality status for five of its public parks: Canons Park, Harrow, Recreation Ground, Pinner Memorial Park, Roxeth Recreation Ground and Kenton Recreation Ground.

2.3.24 Rights of way in Harrow including footpaths, bridleways and byways mainly run through the borough’s countryside, which comprises greenbelt, open spaces and parks. In the entire borough there are just over 28km of rights of way. The existing rights of way are grouped around Harrow on the Hill and Greenhill wards in the south

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8 Healthwatch Harrow 2018, Diabetes care report
of the borough, throughout the greenbelt in the north of the borough and also through Pinner Park Farm, Stanmore Golf course and Canons Park open space.

2.3.25 Harrow has a composting and recycling rate of 46%, one of the highest in London, and has signed up to the Nottingham Declaration (2007) to reduce carbon dioxide emissions.

2.3.26 In 2018, Harrow’s Headstone Manor was one of six projects in London to be awarded funding for green space improvements – as part of the Mayor of London’s push to make London the world’s first National Park City. The additional funding will introduce new and attractive wetlands at the historic grounds, which will also help preserve a 14th century moat. As a result there will be new ponds, improved water quality, better and protected river networks and increased biodiversity.

2.3.27 Daily water consumption in Harrow is 170 litres per person per day (higher than the national average of 150 litres).

2.3.28 Much of the lighting in Harrow is near its end of life and therefore needs replacing. Replacing existing lighting will ensure structural integrity and provides an opportunity for lighting to be upgraded. Lighting is being improved by a change to LED, to ensure that the levels of lighting wherever needed across the borough are brought up to the necessary standards. This will also drive a reduction in the volume of energy consumed and ensure that the borough can meet the Government’s and the Mayor of London’s green agenda.

2.3.29 The borough is located at the upper reaches of the Thames basin, tributaries of the Crane, Colne and Brent Rivers rise in Harrow. Consequently, some parts of the borough are susceptible to fluvial and surface water flooding.

2.3.30 The borough is one of the safest in London, consistently in the top five lowest crime rates across the capital. Despite this, fear of crime remains high, and is one of the main concerns for residents.

**Existing borough transport**

2.3.31 Four London Underground lines serve Harrow: the Metropolitan, Bakerloo, Jubilee and Piccadilly lines; in addition the Edgware branch of the Northern line runs close to the eastern borough boundary and the London Overground network provides services in the borough which supplement the Bakerloo line. Mainline rail services connect the borough to London termini at Marylebone and Euston, and to Clapham Junction, Watford Junction, Aylesbury and Birmingham. Figure 6 shows the rail and road transport surrounding the borough.

2.3.32 Evidence shows that there is currently adequate carrying capacity on Underground services in the borough; however the provision of step-free access remains an issue at many of the borough’s stations including the busiest, Harrow-on-the-Hill Station.
2.3.33 The A40, M40 and M4 motorways are close to the southern boundary while the M1, A1 and A41 are close to the north; the M25 provides the major orbital route to the north and west while the A406 North Circular Road is to the south east.

2.3.34 Harrow is unique in London having no roads that are part of the Transport for London Road Network. This means that Harrow is responsible for the maintenance, management and operation of all non-motorway roads in the borough.

2.3.35 TfL is responsible for most of London’s public transport services, including the London Underground, London Buses, London Overground, TfL Rail, and also for all traffic lights across London. TfL is also responsible for the TfL road network and has a regulatory responsibility for the strategic road network (SRN). Changes needed to TfL public transport services, traffic lights and the TfL / SRN road networks are discussed with TfL as and when required.

2.3.36 The condition of the road network is an issue of high concern for Harrow residents. It is also a high political concern for Councillors. This is a National issue and not more relevant to Harrow than other areas.

2.3.37 There are 37 bus routes, including 5 night bus services, serving areas within the borough and links to neighbouring boroughs; however Harrow bus station is operating over capacity.

2.3.38 A network of cycle routes provides a total of 41km cycle lanes in the borough. This is around 10% of the Harrow road network. Figure 7 shows the existing cycle routes through the borough.

2.3.39 According to the 2011 census, around 76% of households in Harrow owned a car and nearly a third of households recorded that they had access to two or more cars at home. This is higher than car ownership nationally which is around 74%.

2.3.40 Public Transport Accessibility Level (PTAL) is a way of measuring connectivity to public transport. The PTAL value combines information about how close public transport services are to a site and how frequent these services are. The highest level of connectivity has a PTAL of 6b and the lowest has a PTAL of 0. Figure 8 shows PTAL levels across the borough.
Figure 3: Harrow in London
Figure 4: Borough metropolitan, major, district and local centres
Figure 5: Harrow key environmental features
Figure 6: Road and rail lines surrounding the borough
Figure 7: Cycle routes in Harrow
Figure 8: PTAL across Harrow
2.4 Changing the transport mix

Challenges and opportunities

2.4.1 Harrow is committed to changing the transport mix in the borough and increasing the amount of active travel. The current level of cycling in the borough is disappointingly low despite ongoing efforts to increase cycling opportunities. Harrow was ranked the lowest of the 33 London boroughs for residents who cycle to work in the 2011 census.

2.4.2 Changing the transport mix in the borough is being addressed through a combination of tools. These include the borough’s development and planning processes, ensuring appropriate parking restrictions are used where needed, effective travel planning, public realm improvements, active travel promoted through Harrow’s health agenda and by working with schools to increase cycle training and through improved engineering designs.

2.4.3 Improved engineering designs will deliver liveable neighbourhoods, increased neighbourhoods of the future, provide better infrastructure support for electric vehicles, more facilities for cycling (including e bikes) and an improved walking environment. To improve the environment for walking and cycling, the overall perceptions of safety in the borough also need to be considered. This will be addressed by extending 20mph zones, delivering healthy streets and delivering appropriate road safety engineering measures at specific locations. None of these measures alone will make a sufficient impact. All of these changes together can do so.

2.4.4 Active travel is also an important way that Harrow encourages more walking and cycling. Harrow is committed to increasing physical activity among residents particularly for those people who are inactive as shown in the Active Harrow Physical Activity and Sports Strategy 2016-20\(^9\). Harrow takes a life-course approach and advocates taking actions which will benefit everyone but with a greater emphasis and intensity on those who are more disadvantaged. The guiding principles for the Harrow Health and Wellbeing Strategy 2016-20 are: Start well, Develop well, Live well, Work well, Age well and work on social determinants to address the health divide between the rich and the poor. It is recognised that without a focus on being more active, obesity and diabetes rates may continue to rise.

2.4.5 In recent years, growth and development in Harrow took place on a largely ad hoc basis. However the Harrow Core Strategy (2012) and Regeneration Strategy (2015) have moved the Council from being one that is reactive to one that promotes, manages and co-ordinates development. This approach will ensure the social, economic and place-making benefits of new development and growth can be realised. Better planning can reduce the need to travel by car.

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\(^9\) Active Harrow: Physical Activity and Sports Strategy 2016-2020
2.4.6 The Harrow Opportunity Area is the focus for growth in the borough. The designation is recognised in the London Plan as being a location that can accommodate change and has capacity to do so. In district and local centres, positive policy interventions will be used to reduce vacancy rates, deliver improvements to the public realm and, where appropriate, reinforce and enhance the historic and distinctive features that contribute to a centre’s character and appeal. The focus on the Opportunity Area and the forecast growth provides an opportunity to deliver an area where the change in the transport mix will be both significant and visible.

2.4.7 Wealdstone and Station Road which are in the Opportunity Area is the focus of the borough regeneration efforts, providing for a substantial proportion of the borough’s future housing growth. Urban realm enhancements and the provision of mixed use development will drive a new urban form and the intensification of employment generating uses of industrial sites.

2.4.8 It will not be enough simply to deliver engineering solutions to the borough and hope that they have the desired behavioural effect. Changing behaviour will also require the new infrastructure to be joined up in a way that the borough effectively works. The importance of changes being made needs to be promoted. Streets need to be inviting places for all, so that residents, visitors, employers and employees can better appreciate them.

2.4.9 The Community Infrastructure Levy (CIL) and Section 106 funding are particularly difficult to realise in Outer London. The removal of TfL funding to support Harrow’s principal road maintenance has also added to the challenge of delivering some of the necessary improvements.

2.4.10 Delivering the changes in a time of austerity will be a significant challenge. However delivering the change is also an important part of the borough’s commitment to tackling the urgent environmental issues the borough faces as well as addressing the significant risks of longer term climate change.

2.4.11 Harrow’s Local Development Framework, the borough’s Core Strategy, Regeneration Strategy and the policies outlined in this Transport Local Implementation Plan will together enable the borough to deliver the necessary changes and to deliver a significant change in the borough’s transport mix.

Borough objectives
2.4.12 Harrow has developed LIP3 objectives which cover the period 2019/20 to 2021/22 and also reflect the timeframe of the mayor’s Transport Strategy up to 2041. The objectives have been developed in order to do the following:

1. Assist in delivering the borough corporate priorities
2. Address Harrow’s key transport concerns
3. Help to address local environmental issues relevant to LIP3
4. Assist in delivering the Mayor of London’s nine strategic outcomes identified in the MTS
5. Assist in delivering the Mayoral aim for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041

2.4.13 Harrow’s corporate priorities are:

- Build a Better Harrow
- Be more business-like and business friendly
- Protect the most vulnerable and support families

2.4.14 Harrow’s key transport concerns are:

1. Reduce motorcycle casualties across the borough
2. Increase cycling
3. Prioritise the transport needs of the Harrow and Wealdstone Opportunity Area
4. The condition of the principal road network which continues to be a very high issue for Harrow residents

2.4.15 Harrow’s local environmental issues of particular relevance to LIP3 include the necessity to do the following:

1. Reduce traffic as it is the main source of air pollution
2. Encourage sustainable travel
3. Reduce reliance on the car
4. Reduce the volume of car travel
5. Reduce river flooding following high rainfalls
6. Reduce carbon dioxide emissions to mitigate climate change
7. Increase flood resilience
8. Enhance biodiversity, fauna and flora
9. Deliver health improvements including reducing high levels of obesity and diabetes through active travel

2.4.16 Harrow’s transport objectives are as follows:

1. Improve the public realm through the introduction of healthy streets and liveable neighbourhoods to better enable active and safer travel particularly for pedestrians and cyclists thereby reducing congestion and improving public health and local air quality
2. Adopt a Vision Zero approach towards eliminating all road traffic deaths and serious injuries by 2041 and focus on reducing the number of motorcycle casualties across the borough
3. 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
4. Improve freight servicing and delivery arrangements to reduce congestion and delays on the network and consider other types of freight delivery options that could reduce traffic congestion.

5. Encourage the uptake of more sustainable modes of travel including travel for those with mobility difficulties and dissuade use of private cars through active travel initiatives, delivering additional healthy routes to school, promotion of cycle hire schemes, the use of parking and permit policies and prioritising road space to walking and cycling to improve the environment.

6. Encourage the uptake of ultra-low emission vehicles instead of fossil fuel powered vehicles through the use of promotional activities, increased Ultra Low emission zones, neighbourhoods of the future, and greater availability of electric charging facilities, thereby improving air quality, reducing traffic noise and reducing CO₂ emissions throughout the borough.

7. Support improved orbital transport links across the borough and between outer London centres to provide wider access to employment opportunities and to enable journeys currently made by car to be made by sustainable forms of transport and thereby improve the environment.

8. Improve transport connectivity throughout the Harrow and Wealdstone Opportunity Area and particularly between Harrow-on-the-Hill station/ Harrow bus station and Harrow & Wealdstone station.

9. Ensure that the vitality of all town centres are supported through good transport links prioritising sustainable modes of transport.

10. Improve public transport accessibility, support the expansion of bus and rail services throughout Harrow and in particular, support increased bus priority to deliver a more reliable, faster and more accessible public transport experience.

11. Prioritise sustainable travel improvements for all new developments to support population growth and housing needs identified in the London Plan and local development framework.

12. Prioritise the transport needs of the Harrow and Wealdstone Opportunity Area.

13. Keep the transport network in good condition and serviceable to encourage the use of sustainable transport modes.

2.4.17 The borough intends to deliver significant progress in the delivery of the following objectives over the shorter term.

1. Improve the public realm through the introduction of healthy streets and liveable neighbourhoods to better enable active and safer travel particularly for pedestrians and cyclists thereby reducing congestion and improving public health and local air quality.

3. 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.

5. Encourage the uptake of more sustainable modes of travel including travel for those with mobility difficulties and dissuade use of private cars through active travel initiatives, delivering additional healthy routes to school, promotion of cycle hire.
schemes, the use of parking and permit policies and prioritising road space to walking and cycling to improve the environment.

10. Improve public transport accessibility, support the expansion of bus and rail services throughout Harrow and in particular, support increased bus priority to deliver a more reliable, faster and more accessible public transport experience.

2.4.18 The link between Harrow’s objectives and the Mayor’s desired outcomes are shown in Table 2.
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<th>7. Journeys by public transport will be pleasant, fast and reliable</th>
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4. Improve freight servicing and delivery arrangements to reduce congestion and delays on the network and consider other types of freight delivery options that could reduce traffic congestion

5. Encourage the uptake of more sustainable modes of travel including travel for those with mobility difficulties and dissuade use of private cars through active travel initiatives delivering additional healthy routes to school, promotion of cycle hire schemes, the use of parking and permit policies and prioritising road space to walking and cycling to improve the environment.
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Page 34
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12. Prioritise the transport needs of the Harrow and Wealdstone Opportunity Area
13. Keep the transport network in good condition and serviceable to encourage the use of sustainable transport modes
2.5 Mayor’s Transport Strategy outcomes

2.5.1 This chapter shows how Harrow will work to deliver each of the Mayoral outcomes. A full summary of all of the Harrow policies provided in this chapter is provided in Appendix A.

Outcome 1: London’s streets will be healthy and more Londoners will travel actively

Challenges and opportunities

2.5.2 The borough has very high car ownership compared with much of London, with nearly a third of Harrow’s households having access to two or more cars. However there remain around 25% of households with no car access at all. These households are mainly in the central part of Harrow, Greenhill, Marlborough and Wealdstone areas. These are the areas with highest PTAL and connectivity to central London which reduces the need for a car and demonstrates the benefits of improving PTAL elsewhere across the borough.

2.5.3 For many of those living in the borough, the ease of taking the car is simply too appealing. To encourage those with access to a car to walk, cycle or use public transport, the alternatives need to compete favourably against the car in terms of journey times and reliability, comfort and personal independence. Active travel is far cheaper and in many cases quicker than other transport modes, but people are not always aware of this.

2.5.4 The borough supports the Mayoral aim that, by 2041, all Londoners do at least the 20 minutes of active travel that they need to stay healthy each day. Traffic and Highways are part of the Active Harrow Strategic Group. Active travel initiatives are promoted with this group and with the other council and community and voluntary sector partners. The strategic group is also developing a multi-agency focus on two geographical areas of higher obesity and physical inactivity in the borough; an action plan will be developed to promote community led opportunities to be more active in South Harrow and a Superzone pilot based in Wealdstone which will look at a whole system approach to improving the health of the urban environment.

2.5.5 Figure 9 provides the TfL City Planner summary of active travel in the borough. A higher score represents a higher relative priority location to be addressed. Indicators are calculated by averaging the scores of the contributing datasets for each hex cell. Scores are assigned (from 0 to 5) from GLA wide percentile ranks. When multiple hex cells are combined the scores of the contributing datasets are averaged for the selection.

2.5.6 The Active outcome indicator is the combination of scored modelled cycle flow (AM 2014), cycling potential (LTDS switchable trips 2010-15), pedestrian density (2005-16), walking potential (LTDS switchable trips 2010-15), residents completing 2 x 10
min active travel trips (average day 2005/06 to 2015/16). The potentially active travel locations in the borough are heavily influenced by the cycling and walking potentially switchable trips.

2.5.7 The information provided in the City Planner map will be used to focus appropriate measures to encourage increased active travel.

Figure 9: City Planner active travel summary

2.5.8 To encourage active travel and deliver a modal shift towards more sustainable forms of transport, the borough needs to improve the environment for pedestrians and cyclists in the whole borough and particularly within new growth areas such as the Harrow Intensification Area. To do this across the borough, Harrow will deliver more healthy streets and ‘Liveable Neighbourhoods’ to improve people’s experience of walking, cycling and using public transport and to encourage fewer trips by car. As ‘Liveable Neighbourhoods’ and healthy streets are introduced, increased planting and street greening will be introduced, issues of severance caused by high traffic flow will be addressed, potential reallocation of road space to benefit sustainable transport, as well as road traffic restrictions and the possible introduction of play streets.

2.5.9 The Healthy Streets approach is the underlying framework for the Mayor’s Transport Strategy. Figure 10 shows the ten indicators that are used to measure Healthy
Streets. Using these evidence based indicators will help to ensure that streets are made to be more attractive places. This will enable Harrow to work towards creating a healthier street environment increasing the number of people walking, cycling and using public transport and improve streets so that all people are included and can live well, and where inequalities are reduced.

Figure 10: Healthy Streets indicators

2.5.10 Harrow Council offices are moving. The new site is likely to be ready by 2023 and a new travel plan for the site has been agreed. There will be a significant reduction in parking spaces on the new site and significant modal shift will be required and delivered to adjust to the new premises.

2.5.11 Encouraging active travel for children and those without access to a car is far easier. Awareness of both the physical and psychological health benefits of cycling and walking and the importance of protecting the environment are all issues that encourage increased use of sustainable modes. The borough has high levels of diabetes and health improvements are being addressed through encouraging increased walking and cycling and promoting the enjoyment of Harrow’s greener spaces.

2.5.12 Fast traffic is a deterrent to walking and cycling particularly for children and vulnerable road users. The majority of pedestrian casualties occur in built up areas. The main aims of the introduction of a 20mph speed limit in an area are to:

1. improve road safety
2. discourage passing through traffic
3. encourage walking and cycling
4. improve the local environment
2.5.13 Figure 11 shows all the 20mph zones in the borough. Zones are designed to be "self-enforcing" due to traffic calming measures which are introduced along with the change in the speed limit. Speed humps, chicanes, road narrowing, and other measures are typically used to both physically and visually reinforce the slower speed limits.
Figure 11: 20mph zones within Harrow
2.5.14 Harrow has been identified as one where there is scope to increase cycling and it has been estimated that there are a potential of 228,100 cyclable trips in the borough. This is being actively pursued through more travel planning, increased cycle training and better facilities for cyclists. TfL’s Analysis of Cycling Potential published in March 2017 identified a potential to increase cycling throughout London. Harrow has also considered the Strategic Cycling Analysis (SCA) identifying future cycling demand in London published by TfL in June 2017. This shows that much of the top potential cycle demand is on London’s strategic road network. The SCA also shows that Pinner, Rayners Lane, Harrow Town Centre and Edgware carry the highest number of potentially cyclable trips in the borough, and that there is a greater propensity to cycle from these locations. Cycling Transport Accessibility Levels (CTALs) calculated in the SCA show the current potential for cycling accessibility.

2.5.15 Figure 12 shows the roads and paths in Harrow with the highest current cycle flow. Figure 13 shows roads and paths in Harrow with the highest potential cycling demand. Similarly, Figure 14 shows potential switchable trips to cycling based on 2010-15 data. Cycling potential is derived from the London Travel Demand Survey (LTDS) and stages are assigned to the network using the Cynemon model. The data represents trips made by London residents which could reasonably be cycled all the way but are not cycled at present.

Figure 12: Roads and paths in Harrow with the highest current cycle flow
2.5.16 The LTDS collects travel pattern data from ~17,000 persons a year including details of all trips undertaken the day before the interview. Cycle stages from survey years 2010 to 2015 have been included in this dataset. The trips have been weighted to represent all of London.

2.5.17 Harrow will consider the local CTAL scores and the areas for potential switchable trips in identifying new cycling infrastructure and additional cycle parking facilities. The routes shown in both these figures ties up with the Harrow programme for cycle route delivery.
Figure 14: City planner cycling potential switchable trips 2010-15
2.5.18 Figure 16 shows Harrow’s cycling connectivity map and Figure 16 shows the connectivity map and aspirational routes across the whole borough. The programme for delivering these routes is shown in Table 3.

<table>
<thead>
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<th>Table 3: Cycling connectivity timetable</th>
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<td>Metropolitan route</td>
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Figure 15: Harrow connectivity map
Figure 16: Harrow cycling connectivity map and aspirational routes
2.5.19 Figure 17 shows Harrow prioritised strategic cycling connections. This shows the priority levels assigned to each cycling connection, based on their potential contribution to addressing London’s greatest cycling needs. Each connection is shown as a direct ‘crow flies’ line between origins and destinations and is subject to further refinement. The corridors are only prioritised from a cycling perspective and under the Healthy Streets Approach, they would need to be considered in terms of their wider impacts and deliverability.

Figure 17: Prioritised Strategic Cycling Connections

2.5.20 To encourage increased cycling, cycle training is offered to all schools in the borough as well as offered outside the school environment. Cycle training is also facilitated for Special Educational Needs and Disability (SEND) schools providing an extended duration of training and adapted bikes for pupils to participate in training. The borough also offers women only cycle training courses. To ensure that those who need to benefit from the health of increased cycling, promotional leaflets are provided across Harrow in doctor’s surgeries and libraries, leisure centres, community notice boards, social media accounts/council website, Harrow People
Magazine and Annual Council Tax guide promoting the health benefits of cycling and also providing information on how to access cycle training.

2.5.21 Harrow is proposing to construct a brand new BMX cycling facility to transform the lives of young people from disadvantaged communities and encourage the social and health benefits of cycling. The facility will serve the whole community and aims to increase cycling participation with young people from lower social grades and from BAME (Black, Asian and Minority Ethnic) backgrounds to promote cycling in an exciting and engaging way. The facility will be based within one of the more deprived wards in the borough.

2.5.22 In schools across Harrow, the borough also offers Learn to Balance and ride cycle training for those aged 3-11. During these sessions, free bicycles are provided to children to help them to learn the core fundamentals of cycling.

2.5.23 Tour de Salah is the largest Muslim cycling event in the UK and introduces cycling to novices within traditionally harder to reach groups. Participating cyclists cover up to 100km across the capitals iconic landmarks and mosques over one day. This year the Harrow Mosque is part of the route and the event is being promoted across the borough.

2.5.24 Harrow promotes travel training to eligible children and young adults at all schools in the borough. This provides support for those with learning difficulties to develop the skills and confidence to travel independently. By promoting independence from an early age and reducing people’s dependence on specialist transport, participants can develop independence through accessing learning and employment opportunities and maintain an improved quality of living.

2.5.25 To encourage staff cycling, together with WestTrans, Harrow, took part in an e-bike trial. This involved six e-bikes being loaned to staff for a month at a time, to allow them to develop the habit of cycling to work and encourage them to purchase an e-bike for themselves. 36 staff and teams participated in trialling the bikes during the trial.

2.5.26 Figure 18 shows potential switchable trips to walking based on 2010-15 data. This has been derived from the London Travel Demand Survey (LTDS). The data represents trips made by London residents which could reasonably be walked all the way but are not walked at present. The LTDS collects travel pattern data from ~17,000 persons a year including details of all trips undertaken the day before the interview. Pedestrian stages from survey years 2010 to 2015 have been included in this dataset. The data is aggregated by plotting walking trips along the road network (ITN) and summing the length of these trips per cell. The trips have been weighted to represent all of London.
2.5.27 The information regarding walking potential will be used for all future borough liveable neighbourhood work and in particular does show the importance of improving walking in Wealdstone which is a high priority to the borough.

Figure 18: City Planner walking potential summary 2010-2015

![City Planner Map]

2.5.28 To support increased active travel, Harrow provides free Health Walks for local residents with an opportunity to walk regularly in a relaxed and friendly environment and enjoy some of Harrow’s beautiful green spaces. The walks are varied in length and level and are all led by qualified and insured volunteer walk leaders, who encourage participants to walk at their own pace.

2.5.29 Harrow promotes the London AirTEXT service on the Council website. This gives advance warning of elevated pollution levels. Harrow has also committed to monitoring air quality sites near schools with a main road within a 5 minute walk of the school. Diffusion tubes put in place at the schools will measure nitrogen oxide emissions at each location. The air quality work has resulted in increased direct engagement with schools, an increase in awareness and understanding of air quality issues, increased face to face engagement with local businesses and increased advice to drivers through anti-idling campaigns at schools.

2.5.30 Parking controls can have a beneficial effect on air quality and public health. Measures to restrain unnecessary car journeys as a result of parking controls will help
to reduce emissions from road traffic as well as reduce public health issues related to poor air quality.

2.5.31 Harrow Council welcomes and supports community events, such as street parties to celebrate both local and national events. Applications for street closures are available on Harrow’s website.

2.5.32 The annual Pinner Fair with fairground stalls and rides has been taking place in the borough for nearly 700 years. Many roads are closed to support the fair and visitors are advised to use the extensive public service transport available including buses and Metropolitan underground trains.

2.5.33 Encouraging active travel and adopting healthier lifestyles needs to begin early. Health and length of life are both known to be influenced by early lifestyles. To support the promotion of active travel to school age children, Harrow will work with schools to do the following:

- Promote sustainable and healthy travel choices and healthy walking routes to school through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking and cycling environment
- Encourage cycling generally and in particular for journeys to school
- Provide and promote cycle training for children and adults who work, study or live in the borough
- Encourage and support schools, higher and further education establishments to review their own travel plans and to achieve and improve TfL accredited status where appropriate
- Work with schools to reduce the number of school trips made by car and liaise with schools regarding suggested highway works required in school locality
- Work with schools to set up additional school walking buses

2.5.34 To encourage increased walking and cycling throughout the borough, Harrow will do the following:

- Work with TfL to contribute to delivery of strategic cycle routes including Quietways
- Encourage recreational walking as well as active walking as a mode of transport and support national walking campaigns
- Work in partnership with Public Health to promote walking and the Walking for Health scheme
- Work with the Active Harrow Strategic Group to promote active and sustainable travel
- In partnership with Harrow Public Health, work with selected communities to promote the benefits of walking - using the TFL data on switchable journeys to walking
• Provide and promote cycle training for children and adults who work, study or live in the borough
• Introduce measures and programmes to encourage persons from BAME and other statistically cycling adverse groups to take up cycling and to cycle more often
• Promote sustainable and healthy travel choices and healthy walking routes to school through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking and cycling environment
• Promote recreational cycling – but give priority to increasing cycling as an alternative to car use.
• Encourage cycling generally and in particular for journeys to school.
• Publish and distribute cycling leaflets and maps in areas of the borough identifying the locations of designated cycle routes, cycle parking facilities, barriers to use and main road crossings
• Promote the Walk London network and new leisure routes through Harrow’s extensive green areas
• Provide additional cycle parking in schools, review and increase the level of safe and secure cycle parking available across the borough

2.5.35 To ensure that the public realm is designed to encourage walking and cycling, the borough will encourage healthy streets by doing the following:

• Ensure that the vitality of town centres are supported through good transport access via all modes of transport prioritising sustainable modes of transport
• Increase the extent of 20mph roads in the borough and expand the existing 20mph zones to cover more areas where people live, work and shop and where children travel to school
• Ensure the progressive delivery and maintenance of a high quality of cycle route provision, consistent with London Cycling Design Standards, as well as clear continuity and consistency in design; and ensure that, wherever practicable, provision is designed and implemented to cater for tricycles and bikes with trailers
• Encourage the delivery of secure and weather-protected cycle parking at sites generating/attracting significant numbers of cycling trips – most particularly, at strategic interchanges and stations and at local shopping areas; and encourage other authorities with specific responsibilities within the Borough to do the same
• In partnership with WestTrans, trial and introduce dockless cycle hire in the town centre with a view to expanding the service throughout the borough
• Review the existing cycle delivery plan with a view to expanding the network
• Encourage employers to make provision for employees wishing to cycle to a similar standard to that required from new development including the provision of “cycle pools”
• Ensure convenient access for walking, cycling and public transport be required in the design and layout of all new development
• Work with TfL to expand Legible London throughout the Harrow Opportunity Area and into more areas in Harrow such as Stanmore and Headstone Lane
• Improve pedestrian linkage between Harrow town centre and Harrow on the Hill station
• Ensure that all aspects of the walking environment including links to parks and open spaces are effectively considered when delivering works for liveable neighbourhoods and corridor schemes
• Improve access to Harrow’s green spaces and historic areas and improves pedestrian walkways that use and link existing parks and open spaces with the town centre and transport interchanges.
• Provide effective alternatives to the car to encourage modal shift and increase provision for non-motorised modes of travel including cycling on all local access roads and treating walking as a priority travel mode, to be treated on a par with other means of transport
• Review the Harrow Rights of Way Improvement Plan with a view to increasing active travel through Harrow’s parks and open spaces
• In all liveable neighbourhoods schemes the borough will consider planting and street greening to provide shade and shelter and to create a more attractive environment, the potential reallocation of road space to benefit sustainable transport, as well as road traffic restrictions and the possible introduction of play streets

2.5.36 To enable those with mobility difficulties to access work, shops and leisure facilities, the borough will do the following:

• Prioritise in all new schemes the needs of those with mobility difficulties who need to walk, cycle or drive to work, shops or other facilities and local amenities
• Consider accessibility improvements in all new schemes, such as dropped kerbs, tactile paving and audible signals
• Consider the provision of additional seating in all new schemes to benefit the needs of those with mobility difficulties, giving particular consideration to road side seating in areas beyond the town centres which would enable many people to take short walking trips outside their own homes
• Continue to support the expansion of the Harrow Shopmobility services and their opening hours
• Work with schools to promote travel training for children and young people with learning difficulties
• Ensure convenient car parking for people with disabilities is considered in the development of all parking schemes
• Prevent or deter parking on footways and verges ensuring that the safety and convenience of pedestrians, the visually impaired and disabled people is prioritised

Borough Objectives
2.5.37 The key borough objectives to deliver Outcome 1 are as follows:

1. Improve the public realm through the introduction of healthy streets and liveable neighbourhoods to better enable active and safer travel particularly for pedestrians
and cyclists thereby reducing congestion and improving public health and local air quality

3. 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

5. Encourage the uptake of more sustainable modes of travel including travel for those with mobility difficulties and dissuade use of private cars through active travel initiatives, delivering additional healthy routes to school, promotion of cycle hire schemes, the use of parking and permit policies and prioritising road space to walking
Outcome 2: London’s streets will be safe and secure

Challenges and opportunities

2.5.38 Figure 19 provides a summary of TfL City Planner safety information in the borough. A higher score represents a higher relative priority location. This was developed using a combination of scored All modes total casualties (2014 to 2016) and Street Crime Rate (2014-15).

Figure 19: City Planner safety summary

2.5.39 The casualty rate in the borough is very low and the borough has continually reported some of the lowest casualty rates in London. Because of this there are no specific locations with high accident rates. Recent problems in getting full STATS19 data from the police have exacerbated the borough’s ability to identify accident locations. Figure 20 shows the locations of vulnerable road users casualties 2014-2016. This information is also provided in separate City Planner maps for motorcyclists, pedestrians and cyclist.
2.5.40 Harrow has adopted a Vision Zero approach towards eliminating all road deaths and serious injuries by 2041. In 2018, gang violence resulted in a motorcycle fatality. Other accidents were caused by a variety of reasons. The borough will continue to run road safety educational campaigns on all issues including dedicated road safety education for motorcyclists to specifically to address their safety concerns.

2.5.41 Motorcycle casualties are a significant problem across the borough and the number of motorcycle accidents in the borough increased in both 2016 and 2017. Addressing this issue is a key objective for the borough. Unfortunately, the reduction in resources for both road safety and road maintenance in the borough limits how road safety issues can be addressed. Figure 21 shows City Planner motorcycle casualties for 2014-2016 across the borough.
2.5.42 Figure 22 and Figure 23 show City Planner pedestrian and cycle KSIs 2014-2016 respectively. Cycling casualties are fortunately low, but it is recognised that this is in part as a result of the low number of cyclists across the borough.

2.5.43 The location with the highest pedestrian KSI casualties is predominantly along the A409 which is Station Road and High Street Wealdstone. This ties in well with the Harrow Wealdstone Liveable neighbourhood bid.
Figure 22: City Planner pedestrian KSIs casualties 2014-2016

Figure 23: Cycle KSI casualties 2014-2016
2.5.44 The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 - the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting And SHaring (CRASH) system in October 2015. This has had a number of impacts on the data that is available to Transport for London (TfL), and the London Boroughs in the ACCSTATS database for collision investigation.

2.5.45 Under the new systems officers use an ‘injury-based assessment’ in line with DfT STATS 20 guidance and online self-reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.

2.5.46 TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre November 2016 data to be compared with post November 2016 data. These initial back cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the Mayor’s Transport Strategy, namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041. The targets contained in this final version of the LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite these revised figures.

2.5.47 The reported crime rate in Harrow was the lowest across all London boroughs averaging 56 crimes per thousand residents in 2017 compared with a London average of 93 crimes per thousand residents across London in the year ending December 2017. Similarly bicycle theft was reported at a lower rate in Harrow, 0.58 crimes per thousand residents compared with 2.39 for all of London. Wealdstone has been in the top five wards in the borough for crime over the last five years. Hot-spots for gangs and youth violence in the borough include Rayners Lane, Wealdstone and South Harrow. Criminal damage, drink and drugs as well as arson are prevalent in Wealdstone. This is one of the top crime areas for anti-social behaviour and has 38 incidents per 1000 persons compared with the London average 31 and England & Wales 35. Figure 24 shows locations of reported anti-social behaviour across the borough for quarter 2 in 2017.

2.5.48 There are also some problem crime locations within the town centre which are:

- pedestrian links between the High Street and Gladstone Way/Peel Road (Wealdstone Centre),
- footpaths between Gladstone Way and George Gange Way (drug dealing and gang activity)
2.5.49 Wealdstone “hosts” gangs in the borough with many members being on the London Wide Gang Matrix, consequently, there has been regular activity in the area by the Police Proactive Team, Trident Officers and Council community safety teams. Rates of gang flagged offences in the borough are low but resident concern is rising.

2.5.50 Antisocial behaviour around Harrow on the Hill bus station is often raised as a concern to Harrow residents. However the police have addressed this issue with ongoing police presence and the use of CCTV.

2.5.51 Lighting can significantly increase people’s perception of safety. Lighting across the borough is being improved by a change to LED lighting. This will ensure that the levels of lighting wherever needed across the borough are brought up to the necessary standards.
Figure 24: Reported locations of anti-social behaviour in 2017 Q2
2.5.52 To improve road safety for children in Harrow schools, Harrow will do the following:

- Provide road safety education events at schools and colleges throughout the borough
- Provide and promote cycle training for children and adults who work, study or live in the borough
- Work with TfL to ensure take-up of Children's Traffic Club, a London road danger reduction education resource for pre-schoolers
- Work with TfL to ensure take-up of the Safety and Citizenship pre-transition safe and responsible behaviour sessions for Year 6 pupils
- Work with TfL to ensure take-up of the Junior Travel Ambassador and Youth Travel Ambassador schemes, addressing transport and road safety issues in schools
- Work with the parking service and police to enforce and promote safe driving and parking in school zones

2.5.53 To ensure that the roads in Harrow are best designed to improve safety, and that the appropriate road safety training is provided, Harrow will do the following:

- Adopt a Vision Zero approach towards eliminating all road deaths and serious injuries by 2041
- Employ a road danger reduction approach to design, using the streets toolkit for designers, Road Safety Audit, and Healthy Streets Check for Designers
- Prepare a programme of 20 mph zones in the borough and incorporate these into schemes for future TfL funding
- Ensure that all aspects of a safe environment, including improved lighting, better sight lines particularly for vulnerable road users and well-lit waiting areas, are effectively considered when delivering works for all new schemes
- Where possible use engineering solutions to minimise the need for additional road safety enforcement
- Maintain an effective method of accident monitoring for the borough
- Use accident statistical data to recognise trends and deliver targeted educational and engineering initiatives, with a focus on roads with a higher risk of motorcyclist collisions
- Reduce the number of motorcycle casualties in the borough through road safety educational campaigns
- Support the police in targeting illegal and non-compliant behaviour that puts motorcyclists at risk, using data to focus on the roads with a higher risk of motorcyclist collisions
- Educate road users on the shared responsibility for safer cycle and motorcycle journeys, through driver and motorcyclist/cyclist skills training and communications
• Promote Motorcycle Industry Association (MCIA) accredited training providers to motorcyclists looking to undertake Compulsory Basic Training
• Provide BikeSafe vouchers for subsidised courses delivered by local Motorcycle Industry Association (MCIA) accredited training providers
• Improve the safety of street design by following the design guidance set out in TfL’s Urban Motorcycle Design Handbook
• Prioritise schemes that maximise casualty reduction predictions and pose the highest risk to vulnerable road users and in particular the numbers killed and seriously injured per annum for the available finance
• Encourage safe and considerate driving, at appropriate speeds, as part of travel awareness and road safety education campaigns and review existing speed limit to ensure they are appropriate to the location
• Support the police in targeting illegal and non-compliant behaviour that places other road users at risk
• Ensure that the safety concerns of all road users, including pedestrians, cyclists, horse riders and those in motorised vehicles are considered when developing any traffic scheme
• Carry out road safety audits of all new significant traffic and highway proposals.
• Provide and promote cycle training for children and adults who work, study or live in the borough
• Deliver appropriate road safety interventions and resources for road users aged 60+ by targeting community groups, day centres and social clubs, facilitating bespoke workshops and presentations and providing road safety literature
• Provide additional cycle parking in schools, review and increase the level of safe and secure cycle parking available across the borough

2.5.54 To ensure that people in Harrow feel safe, the borough will do the following:

• Work with TfL to improve the frequency and reliability of weekend and late night public transport services to/from Central London
• Support the police to maintain focus on disrupting the criminal gangs involved in motorcycle theft and enabled crime
• Work with the Metropolitan Police in using their powers of enforcement to deal with illegal cycling on pavements and footpaths
• Work with schools and police to address perceptions of personal safety on buses
• Work with GPS providers to ensure that freight routes are appropriately guided within the borough and avoid residential areas
• Work with the Metropolitan Police to consider introducing traffic calming to lower speed and reduce impact of hostile vehicles in selected locations
• Support the police to address anti-social behaviour around Harrow bus station
• Improve lighting across the borough by a change to LED lighting

Borough Objectives
2.5.55 The key borough objectives to deliver Outcome 2 are as follows:
1. Improve the public realm through the introduction of healthy streets and liveable neighbourhoods to better enable active and safer travel particularly for pedestrians and cyclists thereby reducing congestion and improving public health and local air quality.

2. Adopt a Vision Zero approach towards eliminating all road traffic deaths and serious injuries by 2041 and focus on reducing the number of motorcycle casualties across the borough.
Outcome 3: London’s streets will be used more efficiently and have less traffic on them

Challenges and opportunities

2.5.56 To reduce road traffic and use London’s streets more efficiently, a change in attitude to single car occupancy and driving short journeys are both needed as well as some increase in the available capacity on public transport. Harrow will work to encourage shorter journeys to be made by active travel - cycled or walked and this will enable bus capacity to be more appropriately used for longer journeys.

2.5.57 Census 2011 shows that around only 1% of working population (in employment and not working at home) cycle to work and 7% walk to work – yet 12% of the same population live less than 2km away from work and 16% between 2 and 5 km.

2.5.58 The latest modal split data for trips originating in Harrow by main mode is shown in Figure 25. This shows main mode for average day (7-day week) 2014/15 to 2016/17. The use of motorised transport needs to be reduced to enable Harrow to grow sustainably, to improve air quality and to reduce road traffic.

Figure 25: Harrow modal split 2014/15 to 2016/17

Source: Travel in London 10 supplementary information
Total trips per day 460,000

2.5.59 The most congested roads in Harrow are the A409, Marsh Lane/London Road/Stanmore Broadway in Stanmore, Marsh Road, Imperial Drive and Northolt Road. In all these locations, congestion issues will be addressed through managing the network performance and encouraging sustainable travel choices. In Northolt Road the congestion will also be addressed through introducing bus priority measures and removing some of the existing on-street parking. Figure 27 shows the average delays on Harrow roads between 7am and 10am between Jan 2016 and Nov 2016.
2.5.60 Reducing traffic levels will also improve the local air quality. Air pollution has a significant impact upon public health, with both short and long term health effects increasing the risk of conditions such as asthma, cardiovascular, and respiratory disease, as well as risk of death\textsuperscript{10}. Reducing the rate of NO\textsubscript{2} across the borough to under 20.5μg/m\textsuperscript{3} over the next ten years could reduce the number of cases of asthma by 112 cases and diabetes by 437 cases per 100,000 population per year. Reducing PM2.5 rates to >12.3μg/m\textsuperscript{3} across the borough would reduce the number of cases of coronary heart disease by 462, cases of chronic obstructive pulmonary disease by 260, cases of stroke by 120, cases of diabetes by 466 and prevent 260 deaths per 100,000 population per year.

2.5.61 In order to discourage private car ownership, both on and off street car clubs are being encouraged by new developments in the town centre. These are being introduced through the planning process in exchange for a reduction in the availability of private parking and are funded by Section 106 development funding.

2.5.62 Another way that car ownership is being addressed in selected areas in the borough is through parking permit restrictions that are applied to some properties that are intended to be 'car free' or have a low parking provision and are in areas with good access to public transport. Blue badge holders may still apply for permits at these locations. These conditions or agreements are applied at the time planning permission was approved for the development or conversion of a property.

2.5.63 The borough will also introduce parking control schemes to enable increased parking restraint measures and to encourage greater use of sustainable transport modes. This will increase the number of people walking and cycling and lead to more active and healthy lifestyles.

2.5.64 Congestion and efficiency are being addressed in the borough through improved parking layouts and providing appropriate parking and loading facilities across the borough thereby reducing obstructive and illegal parking as well as reducing wasted travel by vehicles searching for spaces to park or load vehicles. In residential areas, controlled parking zones (CPZs) are introduced to ensure that there is sufficient parking available for those with disabilities, to support local businesses and to enable appropriate servicing and delivery where needed. CPZs incorporating residents parking schemes improve safety, access and residential amenity and assist management of parking in town centres to ensure more short stay shopper / visitor spaces are available. Harrow will be standardising the operational hours of CPZs across the borough to change away from one hour only for all areas and making the operational hours appropriate for the busiest times of the zone.

\textsuperscript{10} Public Health England, 2018. A tool to test the long term health and cost impacts of air pollution at a local authority level
2.5.65 Badly managed parking regulations can result in inefficient road use and as mentioned can also result in increased congestion and drivers wasting journeys looking for parking spaces or places to park or load. There is also an economic impact of poorly managed parking with time wasted by delivery services unable to park near their destinations or taking too long stuck in congestion. This is not only inefficient, but also costly and frustrating. Well managed parking regulations can both reduce wasted journeys and encourage the use of “greener” vehicles.

2.5.66 Following the Harrow Council move, which is likely to be by 2023, the travel plan for the new premises will include car pools which will be available for necessary car journeys and will be used as an economic alternative to private car use. This will reduce car use by Council officers.

2.5.67 Harrow is collaborating with WestTrans in developing a freight heat map which will enable the borough to be better informed about the parking and loading needs of freight in the borough. Improving the parking and loading needs for freight vehicles will also help reduce congestion caused by illegal parking.

2.5.68 Figure 26 shows the City Planner efficiency summary for the borough. The City Planner efficient outcome indicator is the combination of scored Modelled freight flow (AM 2012), Car/van accessibility per household (ONS Census 2011) and Modelled car/taxi flow (AM 2012). The higher score locations represent a higher relative priority location. The high scores in the north of the borough are influenced by high car ownership in the area. Highest scores are shown along the Uxbridge Road and between Bushey Heath and Kingsbury and reflect the high levels of traffic trying to use these routes.
2.5.69 Another way congestion is addressed in the borough is through promoting sustainable travel choices and reducing the need to travel by car. Requiring development and regeneration to be situated in places best served by public transport and with appropriate facilities for sustainable travel choices will help to address some congestion issues.
2.5.70 In 2012 Harrow introduced a borough freight strategy. This enabled the borough to prevent some heavy goods vehicles from cross cutting through local roads in the
borough as a shortcut to reach destinations beyond Harrow. This significantly reduced heavy goods vehicles misusing local roads in the borough. The borough will continue to consider introducing and enforcing weight restrictions and road width restrictions to prevent the misuse of roads by inappropriate vehicles.

2.5.71 Harrow supports the London Lorry Control Scheme (LLCS) which controls the movement of heavy goods vehicles over 18 tonnes. The LLCS operates at night and at weekends on specific roads in London helping to minimise noise pollution. Harrow will support the continuation and effective enforcement of the London Lorry Ban.

2.5.72 Well-designed freight delivery servicing facilities can help reduce traffic. To ensure this happens, Harrow will do the following:

- Ensure that freight movement, delivery and servicing within the borough is provided for in an environmentally sensitive, economic and efficient manner and ensuring appropriate routing avoiding residential areas while reducing impacts and conflicts with other modes, for example bus lanes, cycle lanes
- Periodically review the provision in town centres and the Harrow Opportunity Area for all aspects of servicing, delivery, loading/unloading and freight movement, with particular regard to its impact on all other modes of transport, the local economy and the local environment
- Seek to provide adequate delivery and servicing access to shops, businesses and residential premises and in particular to provide convenient on-street short-stay spaces for servicing/delivery vehicles
- Produce and publish a map setting out key information in respect of restrictions on lorry movement within the borough, in terms of:
  - Width, weight and length restrictions
  - Low bridges
  - Loading bans
  - Access restrictions, including pedestrian areas
  - Preferred routes for lorries
- Work with WestTrans to develop a freight heat map enabling the borough to be better informed about the parking and loading needs of freight in the borough
- Require, as a condition of securing planning permission, that development proposals make proper off-street provision for servicing and loading/unloading within the development site, in such a way that all vehicles entering or leaving a site are enabled to do so in a forward gear
- Support and seek, via the responsible regional/subregional authorities, appropriate sub-regional provision of break-bulk, consolidation, distribution and modal-transfer facilities for freight management, and appropriate and effective access to those facilities from the borough
- While recognising that road transport will remain the basis for freight movement, delivery and servicing provision within Harrow, Harrow will promote and maintain
local area lorry bans together with supporting initiatives to move freight by non-road transport modes

- Use the planning process on major planning applications to require a Construction Logistics Plan that reduces the environmental impact through the use of lower vehicle emissions and reduced noise levels; improves the safety of road users; reduces vehicle trips particularly in peak periods and encourages efficient working practices

2.5.73 To address congestion in the borough, Harrow will do the following:

- Maximise the efficiency and reliability of the operation of the road network through methods outlined further in Harrow’s Highway Network Management Plan
- Reduce traffic volumes on local roads through traffic management techniques and where possible by diverting traffic to main arterial/distributor roads
- Work with schools to consider staggering school end times by a variety of measures including encouraging more school to introduce before and after school activities
- Give high priority to the enforcement of parking and road traffic regulations, particularly to those affecting the safety of all road users, reliable operation of bus services and the prevention of traffic congestion
- Monitor and review the provision and operation of CPZs in all areas of the borough that are experiencing on-street parking stress and install new CPZs subject to, demand and consultation with the local community
- For new CPZs, and as CPZs are reviewed, change the operational hours of enforcement to target the busiest times of the location
- Review the parking regulations in the Opportunity Area to ensure that the needs of planned growth are appropriately addressed

2.5.74 To reduce traffic on roads in Harrow, the borough will do the following:

- Encourage modal shift towards more sustainable forms of transport and in developing travel plans work with businesses to give consideration to support switching deliveries from vans to sustainable travel modes including cargo bikes
- Provide effective alternatives to the car to encourage modal shift
- Increase provision for non-motorised modes of travel including cycling on all local access roads and treating walking as a priority travel mode, to be treated on a par with other means of transport
- Work with schools to reduce the number of school trips made by car and liaise with schools regarding suggested highway works required in school locality
- Promote and support the development of travel plans in accordance with TfL guidelines either for individual organisations or on an area wide basis as appropriate
- Promote sustainable and healthy travel choices through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking environment
- Secure deliverable Travel Plans for major trip generating development
2.5.75 To ensure that parking is managed efficiently in the borough, Harrow will do the following:

- Ensure that charges for parking support the economic vitality of all town centres
- Promote and secure the adoption of consistent and complementary strategies at national, regional, London, sub-regional and neighbouring local authority levels and through the restraint-based car-parking standards
- In the development and operation of parking schemes and to ensure transparency, the council will follow the guidelines as outlined in the parking management strategy which will be regularly reviewed and updated
- Support local businesses by giving priority to short stay on-street parking and by discouraging on-street long-stay parking
- Charges are set to discourage the use of private cars, however where off-street parking is available, ensure that charges for off-street parking:
  - Support the economic vitality of all town centres
  - Finance progressive improvements to the standards of the council owned car parks
  - Consider price competitiveness with comparable privately operated car parks
  - Encourage short stay parking with rapid turnover of spaces and deter long-stay parking where appropriate
  - Reduce the demand on surrounding on-street long stay pay and display parking
  - Are set with the aim of car parks being 85% full in peak periods
  - Are self-financing
- Where practicable, seek to secure consistent cross-boundary parking charges in conjunction with neighbouring authorities
- Encourage the use of cleaner and more environmentally friendly vehicles through prioritising specific facilities for parking of “greener” vehicles at all council owned car parks where practicable e.g. providing specific locations for parking providing charging points for electric vehicles
- Give high priority to the enforcement of parking and road traffic regulations, particularly to those affecting the safety of all road users, reliable operation of bus services and the prevention of traffic congestion
- Monitor and review the provision and operation of CPZs in all areas of the Borough that are experiencing on-street parking stress and install new CPZs subject to, demand and consultation with the local community
- Prevent or deter parking on footways and verges ensuring that the safety and convenience of pedestrians, the visually impaired and disabled people is prioritised
• Consider introducing virtual permitting system for most permit types where practicable across the borough and following this remove free parking for motorcycles\(^{11}\) borough wide

**Borough Objectives**

2.5.76 The key borough objectives to deliver Outcome 3 are as follows:

1. **Improve the public realm through the introduction of healthy streets and liveable neighbourhoods to better enable active and safer travel particularly for pedestrians and cyclists thereby reducing congestion and improving public health and local air quality**

2. **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**

3. **Improve freight servicing and delivery arrangements to reduce congestion and delays on the network and consider other types of freight delivery options that could reduce traffic congestion**

\(^{11}\) Free parking has been available for motorcycles borough wide as displaying parking permits on motorcycles is not practical.
Outcome 4: London’s streets will be clean and green

Challenges and opportunities

2.5.77 Harrow is in a privileged position in London, in that it contains a substantial amount of accessible open space, extensive areas of Green Belt and also some attractive and unique historic neighbourhoods. Change, as well as growth, needs to be managed in a way that respects local character and heritage, and also enhances it whenever possible. New development, public realm improvements, as well as issues such as air quality need to be dealt with carefully to ensure Harrow remains an attractive place to live and work.

2.5.78 Figure 28 shows NO\(_2\) emissions in the borough for 2013. The map also shows the borough focus areas for NO\(_2\). These are locations that not only exceed the EU annual mean limit value for NO\(_2\) but are also locations with high human exposure. The map clearly shows the impact of road traffic pollution on the environment.

2.5.79 Figure 29 shows the City Planner green indicator summary. This is the combination of scored NO\(_2\) levels (\(\mu g/m^3\), 2020) and PM\(_{10}\) levels (\(\mu g/m^3\), 2020).
Figure 28: NO₂ emissions, 2013

Focus Areas LAEI 2013 in Harrow
2.5.80 Climate change is predicted to increase global temperatures, and could also lead to increased flooding. Harrow therefore needs to reduce its carbon dioxide emissions and its impact on the environment in general, to contribute to climate change mitigation, whilst at the same time adapting the built environment to become more resilient to the effects of climate change. This includes flood resilience measures being designed into developments, and other sustainable construction techniques being encouraged, whilst protecting the heritage around us. Secondly, lifestyles have to become more sustainable and so issues such as reducing car travel, tackling waste and increasing the provisions for recycling need to be addressed.

2.5.81 The development of enhanced public realm throughout the borough also needs to consider the impact of noise, dust, vibrations, pollution and vehicle emissions in the locality as these can detract from the enjoyment of any environment. Damage can occur through vehicle emissions which can accelerate the erosion and decline of an area’s historic fabric. The siting of signage, road markings, pavement works and crossings can all impact on the visual aesthetic of an area and their locations must be sensitively considered.

2.5.82 In 2017/18 Harrow introduced its first ultra-low emission zone, neighbourhood of the future (NOF) in Harrow town centre. Measures included in the zone are:
• amending parking policies to incentivise Ultra Low Emission Vehicles (ULEV) ownership and providing parking discounts
• providing increased charging infrastructure in destination car parks near to the two main shopping areas of St Ann’s and St George’s shopping centre
• providing free credited training to mechanics in the area to ensure ULEVs can be safely and easily serviced
• up skilling local mechanics to support local businesses, making Harrow a centre of excellence for ULEV servicing and maintenance and boosting the local economy
• enabling businesses based in the borough to trial Low Emission Vehicles (LEVs) for their fleets, implementing a long term behaviour change strategy to raise awareness of the benefits of LEVs and overcome any misconceptions.

2.5.83 Harrow is considering restricting private cars from accessing Station Road/College Road and allowing only ULEVs access into the zone. The borough is researching current road signage issues that limit the borough’s ability to do this.

2.5.84 Based on the success of the Harrow NOF, Harrow is now considering the delivery of more NOFs across the borough.

2.5.85 Harrow intends to develop a broader borough wide policy to address the need to increase the uptake of electric vehicles in the borough. A lack of off-street parking in some residential areas prohibits uptake of electric vehicles due to the inability to safely charge vehicles while off-street. An electric vehicle borough policy will help identify locations where electric vehicle charging facilities will be most beneficial for both private residential areas and in commercial centres such as shopping centre car parks. It will also help identify appropriate locations for rapid charging infrastructure.

2.5.86 The Harrow Council vehicle depot is currently being redeveloped. Vehicles using the depot are refuse and recycling vehicles, school buses and pool cars. The new depot facilities will include up to 40% electric vehicle charging points for service vehicles. Harrow Council buses are currently Euro V and Euro VI diesel but the borough will have a full fleet of Euro VI diesel vehicles by early 2019. Refuse vehicles are Euro V but the borough will have a full fleet of Euro VI vehicles by early 2019. Tipper and pool cars are planned to switch to a combination of diesel and electric vehicles by 2020. The new depot is scheduled to be complete by 2020.

2.5.87 Potential flooding in the borough is being addressed through a variety of measures. These include using the planning process to ensure surface water from developments is restricted; creating flood storage areas; silt and vegetation management on watercourses; maintaining kerbside gullies and improving and maintaining flood defence structures along Harrow’s water courses.
2.5.88 For new developments, the discharge rate is restricted to the Greenfield run off rate. This is achieved through a combination of various Sustainable Drainage System (SuDS) features which include green roofs, balancing ponds, rain gardens, swales and attenuation tanks.

2.5.89 The borough actively creates surface flood storage areas and river restoration in parks and open spaces. In addition to flood protection these also improve water quality; and by creating new and varied habitat also increase biodiversity. This also improves resilience to climate change by reducing flooding. These projects improve public amenity, provide educational opportunities and encourage public engagement and volunteering.

2.5.90 The borough has a kerbside gulley cleansing programme which is targeted to ensure cleansing frequencies are appropriate for each road. Watercourse trash screens are categorised into weekly, monthly or quarterly cleansing regimes.

2.5.91 Lighting across the borough is being improved by a change to LED lighting. This will ensure that the levels of lighting wherever needed are brought up to the necessary standards. The levels of lighting will be further enhanced by the use of higher output units in locations such as major junctions and crossing points. This will also drive a reduction in the volume of energy consumed to ensure that the borough works to meet the Government’s and the Mayor’s green agenda. The change to LED lighting is being based upon changing the oldest stock first. For the oldest stock, this includes changing the entire lighting installation.

2.5.92 Trees in the borough provide a range of environmental, economic and social benefits to Harrow residents. On a practical level trees help to mitigate and adapt to climate change and improve air quality. Trees are good for the environment as they absorb carbon dioxide as they grow and the carbon that they store in their wood helps slow the rate of global warming. Trees also help prevent flooding and soil erosion, absorbing thousands of litres of stormwater.

2.5.93 The residents of Harrow are fortunate to have a significant amount of mature tree cover across many parts of the Borough. Trees are also particularly good for the physical and psychological wellbeing of all those who visit areas where they grow. The borough aims to undertake to annually plant more trees than are removed. To ensure that Harrow benefits from additional trees, the borough will do the following:
- Increase the amount and variety of trees and plants across the borough’s open spaces and within streetscapes
- Seek opportunities for new tree planting in the Opportunity Area

2.5.94 Harrow is concerned about the impact of new heavier buses on the Harrow road network. Newer heavier buses have a detrimental impact on the road network and the frequency that roads need to be repaired. Despite the new buses being
‘greener’, they have a local environmental impact in terms of road material replacement frequency and requirements. In addition, Harrow is not always informed in advance about bus frequency changes or bus model changes.

2.5.95 Delivering a high quality public realm increases the attractiveness of the streets, supports local shops and businesses and can enhance personal safety. Cleaner and greener environments are also crucial to enabling healthier communities.

2.5.96 To improve local air quality, reduce traffic noise and encourage the use of more environmentally friendly vehicles, the borough will do the following:

- Continue to support the Harrow town centre neighbourhood of the future and deliver new NOFs across the borough
- Provide reduced cost residential and other relevant parking permits for appropriate greener vehicles
- Provide additional public electric charging points at key locations and consider the provision of rapid charging points to assist taxis, freight vehicles and car clubs
- Review the viability of introducing a revised parking permit structure based on vehicle emissions
- Encourage the use of cleaner and more environmentally friendly vehicles through prioritising specific facilities for parking of “greener” vehicles at all council owned car parks where practicable e.g. providing specific locations for parking by providing charging points for electric vehicles
- Request all providers or users of Council transport fleets to consider how they can move towards the use of less polluting vehicles
- Work with schools to identify local air quality issues surrounding schools and where appropriate access the Mayor’s Air Quality Fund to provide appropriate solutions and raise awareness of the issue
- Use new polymer modified materials with EME material (Enrobé a Module Élevé) a derivative for use on bus stops where there is heavy static loading and low speed heavy movements for road surfacing to reduce noise, increase durability and increase the roads lifespan. New materials and better road conditions can reduce noise by up to 20%
- Maximise procurement opportunities for Small and medium-sized enterprises (SMEs) and local suppliers to minimise supply chain journeys
- Work with schools and police with regard to issues of traffic noise pollution, particularly from motorcycles

2.5.97 To enable Harrow to deliver a cleaner and greener environment, Harrow will do the following:

- Improve the environment for pedestrians and cyclists in the whole borough and particularly within the Harrow Opportunity Area
In all new neighbourhood schemes the borough will consider the Healthy Streets checklist

Ensure that all schemes implemented follow the Harrow public realm design guides ensuring best practice for materials, reducing street clutter and conserving the local environment

Improve on the condition of Harrow roads by continuing to prioritise road maintenance in Harrow’s capital and revenue budgets in line with best practice asset management principles

Ensure all projects consider their air quality and noise impact and that where possible mitigation is introduced to minimise adverse impacts

In all liveable neighbourhood schemes the borough will consider planting and street greening to provide shade and shelter and to create a more attractive environment, the potential reallocation of road space to benefit sustainable transport, as well as road traffic restrictions and the possible introduction of play streets

Ensure that all new public realm improvements and neighbourhood schemes consider their impact on heritage assets and their setting alongside the local archaeological potential as well as designated and non-designated assets

Improve pedestrian and cycle wayfinding across the borough and work with TfL to expand Legible London in Harrow

Raise awareness among residents about the planning requirements around paving over front gardens and opportunities to use permeable surfacing

Support the introduction of rapid electric charging facilities for freight, taxis and car club vehicles to enable the introduction of Zero Emission Capable (ZEC) taxis

Use the planning process to ensure that the discharge rate for new development is restricted to the Greenfield run off rate using various SUDS measures

In addition to flood protection, create surface flood storage areas in parks and open spaces to improve water quality and increase biodiversity

For all new schemes, review opportunities to introduce rain gardens, additional trees and protect existing grass verges to increase local biodiversity. Wherever practicable grass verge areas will be introduced and extended to ensure that the maximum amount of water will be contained within the highway area to percolate through to the sub-soil, rather than in to the local sewer system

Borough Objectives

2.5.98 The key borough objectives to deliver Outcome 4 are as follows:

1. Improve the public realm through the introduction of healthy streets and liveable neighbourhoods to better enable active and safer travel particularly for pedestrians and cyclists thereby reducing congestion and improving public health and local air quality
3. 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

5. Encourage the uptake of more sustainable modes of travel including travel for those with mobility difficulties and dissuade use of private cars through active travel initiatives, delivering additional healthy routes to school, promotion of cycle hire schemes, the use of parking and permit policies and prioritising road space to walking and cycling to improve the environment.

6. Encourage the uptake of ultra-low emission vehicles instead of fossil fuel powered vehicles through the use of promotional activities, increased Ultra Low emission zones, neighbourhoods of the future, and greater availability of electric charging facilities, thereby improving air quality, reducing traffic noise and reducing CO₂ emissions throughout the borough

9. Ensure that the vitality of all town centres are supported through good transport links prioritising sustainable modes of transport

11. Prioritise sustainable travel improvements for all new developments to support population growth and housing needs identified in the London Plan and local development framework
Outcome 5: The public transport network will meet the needs of a growing London

Challenges and opportunities

2.5.99 Harrow’s population is growing and the demographic of residents is changing. Households are getting smaller, life expectancy is anticipated to increase, and technological advances are changing the way people live, travel and work. Harrow residents enjoy good life expectancy (82.7 years for men and 86.1 years for women) resulting in a disproportionately high increase in the proportion of older residents and adults living alone. It is expected that the number of residents aged 65 plus will increase by 42% and those aged 85 plus could increase by 62% by 2029.

2.5.100 A lack of good transport options can be a significant barrier to social inclusion and independence. Because older people are more dependent on public transport, they suffer more than most from poor public transport and a badly maintained transport infrastructure. The Borough will also see a growth in the under 15 age group (9.8%) which will also need to be considered regarding their future transport needs.

2.5.101 Figure 31 shows the City Planner summary for connected public transport in the borough. This is the combination of scored Average PTAL 2015, Jobs accessible in a 45 min journey 2011 (Jobs 2011 PT 2011), Population accessible in a 45 min journey 2011 (Popn. 2011 PT 2011) and Households accessible in a 45 min journey 2011 (HH2011, PT 2011). The areas showing the highest scores in this map are primarily the green areas in the borough with very low population levels. Therefore many of the areas just below the Harrow green areas and showing a connectivity PT indicator of 3.1 are also a priority to be addressed.
2.5.102 Night time public transport is important to support London’s growing night time economy and also to support those working at night. Harrow currently benefits from a 24 hour 7 days a week service on the 140, N98 and N18 bus services but a 24 hour service at weekends only on the 183 and 114 service. This means that places like Kenton, North Harrow and Pinner in the northern and western part of the borough only have a night time bus service on the weekends (to match the night tube service). However, rest of the week they neither have night tube nor night bus service. Harrow will work with TfL to improve the frequency and reliability of weekend and late night public transport services to and from Central London.

2.5.103 Although many older residents in the borough remain independent, there is undoubtedly a need to ensure that the public realm is both welcoming and accessible to meet their needs and the needs of all those who face similar obstacles. To address these issues, Harrow will do the following:

- Work with TfL to improve the penetration and expansion of local bus services into every local neighbourhood area – either by extending existing routes or, where necessary, by promoting new routes – this will be subject to the evaluation of the local impact of any additional bus services
- Persuade TfL to concentrate on continuing to improve public transport service reliability ensuring improved radial and orbital services
• Work with TfL to improve bus service reliability and to improve orbital bus links between the town centres and major employment locations and to other key destinations within Harrow and neighbouring boroughs
• Review cycle parking at stations, particularly at Wealdstone, Harrow on the Hill, Stanmore and Rayners Lane stations and work towards cycling provision meeting likely demand at these stations and further afield
• Work towards introducing a fully integrated, accessible bus and underground station at Harrow on the Hill
• Consider the provision of additional seating in all new schemes to benefit the needs of those with mobility difficulties, giving particular consideration to road side seating in areas beyond the town centres which would enable many people to take short walking trips outside their own homes
• In partnership with public transport service providers and regulators, seek to ensure that all stations and bus stop locations in the borough are progressively improved with the intention of developing at access points, a fully wheelchair-accessible boarding / alighting points, as a basis for supporting a network of fully wheelchair-accessible scheduled bus services
• Improve transport connectivity within the Opportunity Area between Harrow Town Centre and Wealdstone including the provision of in station cycle parking
• Work with the key regulators and providers of rail, Underground and bus services within the borough to progressively improve the network in terms of capacity and reliability
• Build on existing liaison arrangements with those parties responsible for regulating and operating public transport services in the borough – issues discussed will include concerns of public transport users with both TfL bus and all rail operators and will include bus driving standards, bus emissions, driver behaviour, bikes on buses and trains, as well as general service provision
• Seek to secure a fully integrated approach to the provision and operation of public transport services within Harrow, including:
  - Improving the ease and convenience of approach routes to service access points, and the quality and clarity of the access signing
  - Taking account of the specific needs of people with impaired sight or impaired mobility
  - Improved taxi facilities at rail and underground stations
• Support the extension of additional taxi rank operational hours where this supports late travel such as the night time running of the Jubilee Line
• Work with TfL to improve the frequency and reliability of weekend and late night public transport services to/from Central London
• Ensure that road markings to better enable bus priority enforcement are prioritised in all schemes

Borough Objectives
2.5.104 The key borough objectives to deliver Outcome 5 are as follows:
5. Encourage the uptake of more sustainable modes of travel including travel for those with mobility difficulties and dissuade use of private cars through active travel initiatives, delivering additional healthy routes to school, promotion of cycle hire schemes, the use of parking and permit policies and prioritising road space to walking and cycling to improve the environment.

6. Support improved orbital transport links across the borough and between outer London centres to provide wider access to employment opportunities and to enable journeys currently made by car to be made by sustainable forms of transport and thereby improve the environment.

8. Improve transport connectivity throughout the Harrow and Wealdstone Opportunity Area and particularly between Harrow-on-the-Hill station/ Harrow bus station and Harrow & Wealdstone station.

9. Ensure that the vitality of all town centres are supported through good transport links prioritising sustainable modes of transport.

11. Prioritise sustainable travel improvements for all new developments to support population growth and housing needs identified in the London Plan and local development framework.

12. Prioritise the transport needs of the Harrow and Wealdstone Opportunity Area.
Outcome 6: Public transport will be safe, affordable and accessible to all

Challenges and opportunities

2.5.105 For many years, Harrow has been lobbying for improved accessibility at Harrow on the Hill station. Step free access is now being introduced at the station and is scheduled to be completed by 2020. This is a major victory for accessibility in Harrow town centre. Further underground accessibility improvements are required at Stanmore, Rayners Lane and Canons Park stations. Stanmore station has some accessibility through the car park but it is far from adequate.

2.5.106 Harrow was one of the first boroughs in London to introduce an audit of bus stop accessibility and has continued to progress with improving accessibility levels. 99% of bus stops in the borough are now accessible.

2.5.107 Figure 31 shows the City Planner summary of inclusive public transport in the borough. This shows the combination of scored Average travel time 2015 step free vs. not step free % diff, Jobs accessible 2015 step free vs. not step free % diff and Population accessible 2015 step free vs. not step free % diff. The poor accessibility of Harrow on the Hill station heavily influences this map. Many of the areas shown with a low score have very poor public transport. There is little difference in journey times between no public transport and no accessible public transport.

Figure 31: City Planner inclusive public transport summary
2.5.108 To support those with mobility difficulties, Harrow Council provides the Freedom Passes, Blue Badges and Taxicards enabling concessionary transport services for eligible residents. Freedom Passes allow free travel in the Greater London area on buses, tube, national rail (London network), DLR and Tramlink, for older and disabled people who reside in the borough. They also allow free bus travel on local bus services anywhere in England. The Blue Badge scheme gives free and dedicated parking close to amenities for drivers and passengers with mobility related disabilities, or who are blind. Taxicards are made available to those with serious difficulties with walking (including breathing problems and sight loss) to travel in taxis at reduced rates.

2.5.109 Harrow Community Transport provides community transport services for those in Harrow with mobility needs. Their service is provided to local community and voluntary groups in the borough. They are charity funded through donations and deliver essential services in both the London boroughs of Harrow and Brent. They also provide Group Transport, Individual Transport, Community Car Service (CCS), Driver Training - MiDAS (Minibus Driver Awareness Scheme), Technical Advice / Vehicle Management and Contract Services.

2.5.110 To support those with mobility difficulties in Harrow and to improve the safety and accessibility of travelling in Harrow, the borough will do the following:

- Adopt a Vision Zero approach towards eliminating all road deaths and serious injuries by 2041
- In the development of parking schemes, the council will ensure convenient car parking for people with disabilities is considered
- Ensure adequate provision of blue badge parking is available in all town centres
- In partnership with public transport service providers and regulators, seek to ensure that all stations and bus stop locations in the borough are progressively improved with the intention of developing at access points, a fully wheelchair-accessible boarding / alighting points, as a basis for supporting a network of fully wheelchair-accessible scheduled bus services
- Work towards introducing a fully integrated, accessible bus and underground station at Harrow on the Hill
- Petition TfL to improve the accessibility of all stations in the borough where there is no disabled access
- Seek to ensure that all stations and bus stop locations in the borough are progressively improved as a basis for supporting a network of fully wheelchair-accessible scheduled bus services
- Liaise with the Public Carriage Office regarding improving the accessibility of taxi ranks in the borough
• Continue to support the expansion of the Harrow Shopmobility services and their opening hours
• Work with schools to promote travel training for children and young people with learning difficulties
• Work with Harrow Association of Disabled People and other disability organisations to address a range of accessibility issues

Borough Objectives
2.5.111 The key borough objectives to deliver Outcome 6 are as follows:

2. Adopt a Vision Zero approach towards eliminating all road traffic deaths and serious injuries by 2041 and focus on reducing the number of motorcycle casualties across the borough
10. Improve public transport accessibility, support the expansion of bus and rail services throughout Harrow and in particular, support increased bus priority to deliver a more reliable, faster and more accessible public transport experience
Outcome 7: Journeys by public transport will be pleasant, fast and reliable

Challenges and opportunities

2.5.112 Harrow will continue to liaise with TfL and public transport operators and user groups through its regular public transport liaison group meetings. Harrow works through the public transport liaison group to review and improve standards to improve the attractiveness of bus travel in the borough.

2.5.113 Harrow liaises with TfL about the transport needs of the borough but has limited influence over the services that actually run. As TfL faces significant funding restrictions, the borough is concerned that this might result in cuts to local bus services in terms of bus routes and bus frequency. If this were to happen, then overcrowding would become a greater issue and the necessary public transport support for new growth areas would not be provided. In addition, the new orbital bus services needed in Outer London would not be delivered.

2.5.114 Figure 32 shows the City Planner quality public transport summary. This shows the combination of scored Bus oyster boardings (15/16), Bus scheduled km (AM 11/11/2016) and Bus speed change % (AM 14/15-16/17). The areas with the highest boardings are most severely impacted by speed changes.

Figure 32: City Planner quality public transport summary
2.5.115  The reliability of bus routes can be improved by good design, better managed roadworks and well managed kerbside space through appropriate parking regulations. Introducing appropriate bus priority including additional bus lanes, bus gates, introducing signal reviews, changes to bus lane operational hours and accessible bus stops can all improve the reliability of the bus service. In addition, the importance and reliability of the bus service is always considered in managing the road network in the borough. Enforcement of road traffic, parking and waiting regulations need to be considered in the interests of improving bus priority and where possible engineering solutions need to be used to minimise the need for any additional enforcement.

2.5.116  To support buses and taxis to provide a pleasant, fast and reliable service, Harrow will do the following:

- Deploy full range of available bus priority measures ensuring that measures are designed to reduce problems for all modes
- Work with TfL to prioritise available resources to provide the road space and traffic regulatory / management infrastructure to support development of the bus services as well as additional bus services
- Seek to work with public transport providers and regulators to ensure that engineering works and service closures are coordinated to minimise passenger inconvenience
- Enforce all road traffic, parking and waiting regulations in the interests of improving bus priority. Where possible engineering solutions will be used to minimise the need for additional enforcement.
- Work in partnership with public transport service providers and regulators to 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 interchanges, including adequate and secure cycle parking facilities
- Seek to ensure that all stations and bus stop locations in the borough are progressively improved as a basis for supporting a network of fully wheelchair-accessible scheduled bus services
- Liaise with the Public Carriage Office regarding improving the accessibility of taxi ranks in the borough
- Support improved orbital transport links across the borough and between outer London centres to provide wider access to employment opportunities and to enable journeys currently made by car to be made by sustainable forms of transport and thereby improve the environment
- Work with TfL and bus operators to ensure adequate off-highway facilities are available for the storage and maintenance of buses at appropriate locations and to ensure that bus stands are appropriately located
Borough Objectives

2.5.117 The key borough objectives to deliver Outcome 7 are as follows:

10. Improve public transport accessibility, support the expansion of bus and rail services throughout Harrow and in particular, support increased bus priority to deliver a more reliable faster and more accessible public transport experience

13. Keep the transport network in good condition and serviceable to encourage the use of sustainable transport modes
Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

Challenges and opportunities

2.5.118 The London Plan parking standards are used to drive down car ownership in the borough and to increase cycle parking facilities. The standards ensure that new developments of various types contain high levels of access to cycle parking. Harrow will be developing a new transport Supplementary Planning Document (SPD) to support the Local Plan and to better explain and enable the borough to enforce the need for reduced car ownership through the planning process. The SPD is likely to include threshold information on parking requirements for residential and non-residential developments, details on travel plan requirements and travel plan bonds, cycle storage and parking as well as specific information on assessing restaurants and takeaways and the development of residential garages.

2.5.119 Figure 33 shows the City Planner sustainable travel summary. This is the combination of scored Car/van accessibility per household (ONS Census 2011), Modelled car/taxi flow (AM 2012) and Average PTAI 2015. The areas showing the highest scores in this map are primarily the green areas in the borough with very low population levels.

Figure 33: City Planner sustainable travel summary
2.5.120 The Harrow and Wealdstone Opportunity Area in the centre of the borough will be the focus for borough regeneration, providing for a significant portion of new development and include much of the borough growth in population, housing and employment within the borough. An Area Action Plan for the Opportunity Area has been developed and to support this growth, the area will need to be the focus of many new transport initiatives in the borough. Other areas of growth across the borough will be directed to town centres where additional transport needs will also be considered.

2.5.121 Harrow has developed high quality town centre design standards and also a materials pallet that are being used for the Harrow and Wealdstone Opportunity Area. These higher standards will be rolled out to other areas where regeneration occurs.

2.5.122 To ensure that growth in Harrow is sustainable, Harrow will do the following:

- Promote growth in areas of greatest public transport to encourage residual travel by public transport, walking and cycling
- Consider the improvement of local access by walking, public transport, motorcycling and cycling as a core element in future regeneration programmes for local centres and employment areas
- Promote mixed use development in growth locations to reduce the need to use a vehicle for trips between residential, retail, leisure and employment areas
- Consider the improvement of local access by walking, public transport, motorcycling and cycling as a core element in future regeneration programmes for local centres and employment areas
- Seek to ensure that new facilities to reduce car dependency e.g. real time public transport information and shopping lockers are placed in shopping centres
- Work with the Mayor, the GLA and the Government to pursue the progressive removal / control of “free” parking – through planning agreements (new development), through voluntary initiatives (retail partnerships) or by extending the principle of charging for car parking spaces
- Where accessibility by non-car modes is particularly good or can be made so, the council will actively seek to secure lower levels of car parking provision or even zero provision in developments, and require the completion of a binding agreement to introduce residential permit restrictions on the developments to limit the increase in car use and ensure that any measures necessary to improve accessibility by non-car modes are secured
- For new larger developments, use travel plan bonds, for failure to meet performance of agreed travel plans and secure Developer funding to pay to monitor the travel plans; monitoring will continue for at least five years following development completion
- In preparing Transport Assessments and Transport Statements to demonstrate sufficient/appropriate levels of car parking provision for locations outside of high...
PTAL areas, trip generation data should be assessed alongside Census travel to work and car ownership data for the relevant ward or Middle Super Output Layer (Office for National Statistics)

- When considering housing developments the council will encourage developers to explore the potential for schemes to provide access to cars without individual ownership, possibly linked to inducements to use other modes
- Ensure convenient access for walking, cycling and public transport be required in the design and layout of new development
- Ensure that walking permeability (a multiplicity of routes to give easy accessibility to, from and within a site) is assessed and prioritised for all new residential or business developments
- Secure deliverable Travel Plans for major trip generating development
- Promote the use of travel plans for all educational establishments, hospitals and other places of work and where appropriate work with organisations to improve site specific travel plans
- Use its powers as local planning authority to make planning permission for future development conditional upon the availability of an appropriate level of pedal cycle parking and facilities such as showers and lockers and encourage provision of “cycle pools”
- Use the planning process on major planning applications for larger developments to require a Construction Logistics Plan that reduces the environmental impact through the use of lower vehicle emissions and reduced noise levels; improves the safety of road users; reduces vehicle trips particularly in peak periods and encourages efficient working practices
- Use Section 106 Planning Agreements to secure developer contributions towards the costs of meeting and ameliorating the travel demand generated by development through improvement to public transport, walking and cycling, installing parking controls and, where necessary, creating regulated and controlled public car-parks
- In considering planning applications for non-residential development the council will have regard to the specific characteristics of the development including provision made for:
  - Operational parking and servicing needs
  - Convenient car-parking for people with disabilities
  - Car parking related to shift and unsociable hours working
  - Convenient and secure parking for bicycles
  - Needs of parking for motorcyclists
- For new residential developments, parking permits will be restricted for all developments in areas of PTAL 5/6. Permits may also be restricted in new residential developments in areas of lower PTAL rates at the discretion of Harrow Highway’s Service. This will not apply to residents with blue badges.

**Borough Objectives**

2.5.123 The key borough objectives to deliver Outcome 8 are as follows:
1. Improve the public realm through the introduction of healthy streets and liveable neighbourhoods to better enable active and safer travel particularly for pedestrians and cyclists thereby reducing congestion and improving public health and local air quality

3. 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

5. Encourage the uptake of more sustainable modes of travel including travel for those with mobility difficulties and dissuade use of private cars through active travel initiatives, delivering additional healthy routes to school, promotion of cycle hire schemes, the use of parking and permit policies and prioritising road space to walking and cycling to improve the environment.

11. Prioritise sustainable travel improvements for all new developments to support population growth and housing needs identified in the London Plan and local development framework
Outcome 9: Transport investment will unlock the delivery of new homes and jobs’

Challenges and opportunities

2.5.124 London faces significant projected population growth (70,000 every year), reaching 10.5 million in 2041. This means that just to meet demand, at least 66,000\(^{12}\) new homes need to be built in London every single year. In Harrow, the borough needs to build 13,920 new homes by 2028/29.

2.5.125 The borough needs to deliver new homes and jobs to meet the forecast growth in population. To deliver new housing and regeneration in Harrow, the borough will continue to work with TfL to pursue opportunities for mixed-use development and redevelopment in and around rail and bus stations. Harrow is already working in partnership with TfL reviewing TfL landholdings to improve efficiency use and identifying development opportunities around Harrow on the Hill station. In addition, the borough will seek contributions from developers through Section 106 agreements and using the Community Infrastructure Levy (CIL) for bus and cycle infrastructure improvements that will help support this growth.

2.5.126 Figure 34 shows the City Planner unlocking development summary. This is the combination of scored Population change 2011 to 2041 (LTS v7.1) and Employment change 2011 to 2041 (LTS v7.1). This data is in line with the information provided in Figure 35 which shows the planned growth in the borough.

\(^{12}\) Draft London Plan, 2017
2.5.127 Bus routes throughout the borough may need to be extended to ensure that the growth in population doesn’t result in a disproportionate and unsustainable growth in car use. Good bus services as well as walking and cycling facilities are all vital to unlocking the delivery of new homes and jobs in the borough. Where cars are needed, there needs to be a move to more sustainable vehicle choices supported through increased provision of electric charging facilities. This will all be assisted through the delivery of more liveable neighbourhoods and neighbourhoods of the future. Additional cycle routes and cycle parking at public transport interchanges and other key locations will also be needed to support planned growth.

2.5.128 Harrow supports the development of the West London orbital line. However the proposed route is unlikely to have a considerable impact on travel in the borough. The borough needs improved orbital links to increase access to employment opportunities. Harrow does have an excellent bus link to Heathrow airport. Bus route 140 offers a direct and high frequency service taking 75-100 minutes to reach the airport. The borough will work with TfL to assess suggested service improvements.

2.5.129 Figure 35 shows the planned growth areas in the borough.
Figure 35: Growth areas in Harrow
2.5.130 To support the delivery of new homes and jobs, Harrow will do the following:

- Support improved orbital transport links across the borough and between outer London centres to provide wider access to employment opportunities and to enable journeys currently made by car to be made by sustainable forms of transport and thereby improve the environment.
- Work with TfL to assess suggested service improvements for the Heathrow bus link route 140 as well as any additional routes needed to support the proposed Heathrow expansion.
- Review cycle parking at stations, particularly at Harrow on the Hill, Wealdstone, Stanmore and Rayners Lane stations and work towards cycling provision meeting likely demand at these stations and further afield.
- Provide additional cycle parking in schools, review and increase the level of safe and secure cycle parking available across the borough.
- Ensure the progressive delivery and maintenance of a high quality of cycle route provision, consistent with London Cycling Design Standards, as well as clear continuity and consistency in design; and ensure that, wherever practicable, provision is designed and implemented to cater for tricycles and bikes with trailers.
- Publish and distribute cycling leaflets and maps in areas of the borough identifying the locations of designated cycle routes, cycle parking facilities, barriers to use and main road crossings.
- Maximise training, apprenticeship and employment opportunities on all schemes to ensure residents benefit from the economic opportunities generated by transport infrastructure programmes and journey to work times are reduced.

Borough Objectives

2.5.131 The key borough objectives to deliver Outcome 9 are as follows:

7. Support improved orbital transport links across the borough and between outer London centres to provide wider access to employment opportunities and to enable journeys currently made by car to be made by sustainable forms of transport and thereby improve the environment.
11. Prioritise sustainable travel improvements for all new developments to support population growth and housing needs identified in the London Plan and local development framework.
12. Prioritise the transport needs of the Harrow and Wealdstone Opportunity Area.
13. Keep the transport network in good condition and serviceable to encourage the use of sustainable transport modes.
2.6 Other Mayoral Strategies

2.6.1 The following Mayoral strategies were all considered in developing Harrow’s Transport Local Implementation Plan:

- The Mayor’s Transport Strategy, 2018
- Mayor’s Transport Strategy – Local Implementation Plan guidance, 2018
- London Environment Strategy, 2018
- Economic Development Strategy, 2017-18
- Vision Zero for London, 2017
- Healthy Streets for London, 2017
- Better Environment, Better Health, 2013
- Mayor’s Climate Change Adaption Strategy, Managing risks and increasing resilience, 2011

2.6.2 The first three of these documents have been the key influences on developing the Harrow LIP3.

2.6.3

2.6.4 Table 4 shows the key influences from these documents.

Table 4: Key document influences on LIP3

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Key input into LIP3</th>
<th>Sections of LIP3 most influenced</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Mayor’s Transport Strategy And Local Implementation Plan guidance</td>
<td>Driving force for all content – also an excellent source of background data and reasoning for policies</td>
<td>Development of all borough objectives Development of policy to deliver Mayoral outcomes</td>
</tr>
<tr>
<td>Draft London Plan, Spatial Development Strategy for Greater London</td>
<td>Integration of land use and transport Link between development and healthy streets indicators Car and cycle parking standards for development</td>
<td>Development of borough objectives Development of borough growth and parking policies</td>
</tr>
<tr>
<td>London Environment Strategy</td>
<td>Air quality, noise, biodiversity and climate change data and policies</td>
<td>Development of borough objectives Details for environment content</td>
</tr>
</tbody>
</table>

2.6.5 The Mayoral policies listed all contain a range of ambitions and targets. Table 5 shows targets included in the documents that are most relevant to LIP3.
### Table 5: Key ambitions and targets from Mayoral policy documents

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Relevant Key Targets / Ambition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The Mayor’s Transport Strategy</strong>&lt;br&gt;And Local Implementation Plan guidance</td>
<td><strong>Traffic</strong>&lt;br&gt;Reduce total London traffic by 10-15 per cent by 2041&lt;br&gt;80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041&lt;br&gt;By 2041, all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day</td>
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<tr>
<td></td>
<td><strong>Casualties</strong>&lt;br&gt;2022 – reduce the number of people who are killed or seriously injured by 65 per cent against 2005-09 levels&lt;br&gt;2030 – reduce the number of people who are killed or seriously injured by 70 per cent against 2010-14 levels&lt;br&gt;2041 – eliminate all deaths and serious injuries from road collisions from London’s streets&lt;br&gt;2022 – reduce the number of people who are killed or seriously injured in, or by, London buses by 70 per cent against 2005-09 levels&lt;br&gt;2030 – reduce the number of people killed in, or by, London buses to zero</td>
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<tr>
<td></td>
<td><strong>Emissions</strong>&lt;br&gt;Make London’s transport network zero emission by 2050 including achieving a health-based target of 10μg/m³ for PM_{2.5} by 2030.&lt;br&gt;All new taxis to be zero emission capable from 2018 and all new Private Hire Vehicles (PHVs) from 2023, all new buses to be zero emission from 2025, all new cars and vans from 2030 and all other vehicles from 2040</td>
</tr>
<tr>
<td><strong>Draft London Plan, Spatial Development Strategy for Greater London</strong></td>
<td><strong>10 year targets for net housing completions (2019/20-2028/29)</strong>&lt;br&gt;10 year targets (2019/20 -2028/29) for net housing completions on small sites (below 0.25 hectares in size)&lt;br&gt;Make more than 50 per cent of London green by 2050</td>
</tr>
<tr>
<td><strong>London Environment Strategy</strong></td>
<td><strong>Reducing construction traffic by five per cent by 2020, and reducing the number of freight trips during the morning peak by ten per cent by 2026</strong>&lt;br&gt;London to be zero emission city by 2050&lt;br&gt;Habitat creation targets including targets for species-rich woodland, flower-rich grassland, rivers and streams and for reedbeds&lt;br&gt;Increase the area of London under tree cover by ten per cent by 2050</td>
</tr>
</tbody>
</table>
3. The Delivery Plan

3.1 Introduction
3.1.1 This chapter sets out Harrow’s Delivery Plan for achieving the objectives of LIP3. It includes:

- Linkages to Mayor’s Transport Strategy priorities
- A list of potential funding sources for the period 2019/20 to 2021/22
- Proposed long-term interventions
- A three year indicative Programme of Investment for period 2019/20 to 2021/22
- A detailed annual programme for 2019/20

3.2 Linkages to the Mayor’s Transport Strategy priorities
3.2.1 The Delivery Plan has been developed to align the borough’s projects and programmes with the policy framework of the Mayor’s Transport Strategy, the overarching mode share aim, each of the nine outcomes, and the relevant policies and proposals. Table 6 shows the linkages between the LIP projects and programmes and the MTS outcomes.
Table 6: Linkages between LIP projects and programmes and the Mayor’s Transport Strategy outcomes (ST01)

<table>
<thead>
<tr>
<th>Project / Programme</th>
<th>MTS mode share</th>
<th>MTS outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridors and supporting measures</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>1 Road Safety Schemes (Vision Zero)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>2 Walking and Cycling Schemes</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>3 Bus Priority Schemes</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>4 Freight Management Schemes</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>5 Network Performance Schemes</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>6 Accessibility Schemes</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>7 Shopmobility</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>8 Travel Training</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>9 ULEV and Air Quality</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>10 Active and Sustainable Travel</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>11 Road Safety Education</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>18 Cycle Training</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>17 Travel Plans</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>19 Controlled Parking Zones</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Major schemes</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>1 Liveable Neighbourhoods</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>
3.3 TfL Business Plan

3.3.1 Harrow is unique in London in that none of the Transport for London road network passes through the borough. Consequently, the borough is significantly less impacted than other boroughs by TfL plans.

3.3.2 None of the schemes identified by TfL as part of their transformational schemes, major schemes or cycle superhighways are within Harrow or will impact the borough.

3.3.3 Land by Harrow on the Hill station in the Harrow and Wealdstone Opportunity Area is being developed working in partnership with TfL to bring forward additional housing.

3.4 Sources of funding

3.4.1 Harrow parking revenue is used to support the Freedom Passes and Taxicard schemes. Harrow capital funds are used to support parking infrastructure management measures including CPZs. This is usually £300k per annum. In 2019/20 and 2020/21, around £500k of Harrow capital has also been used to support principal road maintenance and to address the removal of funding by TfL. It is not yet clear if this will continue into later years.

3.4.2 Table 7 identifies potential funding sources for implementation of LIP3, including LIP3 funding allocation from TfL, contributions from the borough’s own funds, and funding from other sources.

3.4.3 The key source of funding is the borough’s LIP allocation which is formula funding based on the following factors: local public transport (buses), safety, congestion, environment and accessibility. Figures provided by TfL indicate that the borough will receive £1,290.7k per annum, however this may change.

3.4.4 In addition to the above, the borough hopes to achieve TfL Strategic and Discretionary funding for liveable neighbourhoods, bus priority, road safety, cycle Quietway and MAQF. This funding is dependent on negotiations with TfL and successful bids.

3.4.5 The sums available from developers in Harrow via section 106 agreements are likely to be around £100k per annum.

3.4.6 Receiving the financial awards from TfL and the discretionary funding awards will make a significant impact on the borough’s ability to deliver modal shift.
### Table 7: Potential funding for LIP3 delivery (ST02)

<table>
<thead>
<tr>
<th>Funding source</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>£k</td>
<td>£k</td>
<td>£k</td>
<td>£k</td>
</tr>
<tr>
<td>LIP Formula funding</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corridors &amp; Supporting Measures</td>
<td>1,290.7</td>
<td>1,290.7</td>
<td>1,290.7</td>
<td>3,872.1</td>
</tr>
<tr>
<td>GLA funding</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Realm Good Growth (Lyon Square)</td>
<td>150</td>
<td>615</td>
<td>0</td>
<td>765</td>
</tr>
<tr>
<td>Discretionary funding</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Liveable Neighbourhoods (Wealdstone town centre)</td>
<td>200</td>
<td>2,000</td>
<td>2,000</td>
<td>4,200</td>
</tr>
<tr>
<td>Strategic funding</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Priority</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>300</td>
</tr>
<tr>
<td>Road Safety</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>300</td>
</tr>
<tr>
<td>Cycle Quietway</td>
<td>1,500</td>
<td>1,500</td>
<td>0</td>
<td>3,000</td>
</tr>
<tr>
<td>MAQF</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>300</td>
</tr>
<tr>
<td>Strategic funding Sub-total</td>
<td>1,800</td>
<td>1,800</td>
<td>300</td>
<td>3,900</td>
</tr>
<tr>
<td>Borough funding</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital funding (CPZs and Principal Road Maintenance)</td>
<td>800</td>
<td>800</td>
<td>800</td>
<td>2,400</td>
</tr>
<tr>
<td>Borough funding Sub-total</td>
<td>800</td>
<td>800</td>
<td>800</td>
<td>2,400</td>
</tr>
<tr>
<td>Other sources of funding</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S106</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>300</td>
</tr>
<tr>
<td>Other funding Sub-total</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>300</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£4,341</strong></td>
<td><strong>£6,606</strong></td>
<td><strong>£4,491</strong></td>
<td><strong>£15,437</strong></td>
</tr>
</tbody>
</table>

#### 3.5 Long-Term interventions to 2041

**3.5.1** Over the longer term, changes to improve Harrow that are needed to achieve significant benefits that will ensure the economic and social vitality of the borough are the delivery of more liveable neighbourhoods. Delivering more liveable neighbourhoods will enable a visible step change in the public realm and also has the potential to deliver significant environmental improvements. The areas chosen to deliver these have predominantly been based on the TfL Strategic Cycling Analysis of potentially switchable trips. These are shown in Table 8 with indicative funding and indicative but uncommitted timescales.

**3.5.2** All new liveable neighbourhoods would address road safety and personal safety, improve accessibility, traffic calming, address environmental issues including air quality improvements, provide more trees, greenery and electric charging facilities,
deliver shaded shelter, increased places to sit and socialise in the street environment, deliver improvements to the public realm that would encourage walking and cycling and improve the overall accessibility of the area. These will also be key in enabling the borough to deliver the required change to support the Mayor’s aims and priorities.

3.5.3 Introducing liveable neighbourhoods would also enable the borough to include increased localised active travel initiatives to better address health issues such as diabetes and obesity levels.

Table 8: Long-term interventions up to 2041 (ST03)

<table>
<thead>
<tr>
<th>Project</th>
<th>Approx. date</th>
<th>Indicative cost</th>
<th>Likely funding source</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harrow and Wealdstone Town Centre Liveable neighbourhood</td>
<td>2020-2025</td>
<td>£5.0M</td>
<td>LB Harrow Tfl and developer contribution</td>
<td>To include active travel initiatives as well as liveable neighbourhood improvements (location identified as one where more cycle trips are possible)</td>
</tr>
<tr>
<td>Rayners Lane Liveable neighbourhood</td>
<td>2022-2027</td>
<td>£5.0M</td>
<td>LB Harrow Tfl and developer contribution</td>
<td>To include active travel initiatives as well as liveable neighbourhood improvements (location identified as one where more cycle trips are possible)</td>
</tr>
<tr>
<td>Stanmore Liveable neighbourhood</td>
<td>2024-2029</td>
<td>£5.0M</td>
<td>LB Harrow Tfl and developer contribution</td>
<td>To include improvements in accessibility to Stanmore station, active travel initiatives as well as liveable neighbourhood improvements</td>
</tr>
<tr>
<td>Edgware Liveable neighbourhood</td>
<td>2026-2031</td>
<td>£5.0M</td>
<td>LB Harrow Tfl and developer contribution</td>
<td>To include active travel initiatives as well as liveable neighbourhood improvements (location identified as one where more cycle trips are possible)</td>
</tr>
<tr>
<td>South Harrow Liveable neighbourhood</td>
<td>2028-2033</td>
<td>£5.0M</td>
<td>LB Harrow Tfl and developer contribution</td>
<td>To include active travel initiatives as well as liveable neighbourhood improvements</td>
</tr>
</tbody>
</table>
### 3.6 Three-year indicative Programme of Investment

#### 3.6.1 The Three Year indicative Programme of Investment is shown in Table 9.

**Table 9: Three-year indicative programme of investment for the period 2019/20-2021/22 (ST04)**

<table>
<thead>
<tr>
<th>London Borough of Harrow</th>
<th>Programme budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tfl BOROUGH FUNDING 2019/20 TO 2021/22</td>
<td></td>
</tr>
<tr>
<td><strong>Local transport initiatives</strong></td>
<td><strong>Indicative 2019/20</strong></td>
</tr>
<tr>
<td><strong>CORRIDOR, NEIGHBOURHOODS &amp; SUPPORTING MEASURES</strong></td>
<td>£k</td>
</tr>
<tr>
<td>Road Safety Schemes (Vision Zero)</td>
<td>240</td>
</tr>
<tr>
<td>Walking and Cycling Schemes</td>
<td>300</td>
</tr>
<tr>
<td>Bus Priority Schemes</td>
<td>250</td>
</tr>
<tr>
<td>Freight management schemes</td>
<td>40</td>
</tr>
<tr>
<td>Network performance schemes</td>
<td>40</td>
</tr>
<tr>
<td>Accessibility schemes</td>
<td>35</td>
</tr>
<tr>
<td>Shopmobility</td>
<td>5</td>
</tr>
<tr>
<td>Travel training</td>
<td>20</td>
</tr>
<tr>
<td>ULEV and air quality schemes</td>
<td>60</td>
</tr>
<tr>
<td>Active and sustainable travel</td>
<td>40</td>
</tr>
<tr>
<td>Road Safety Education</td>
<td>40</td>
</tr>
<tr>
<td>Cycle training</td>
<td>65</td>
</tr>
<tr>
<td>Travel plans</td>
<td>105</td>
</tr>
<tr>
<td>Forward programme development</td>
<td>50.7</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td>1,290.7</td>
</tr>
<tr>
<td><strong>DISCRETIONARY FUNDING</strong></td>
<td>£k</td>
</tr>
<tr>
<td>Wealdstone Liveable Neighbourhood</td>
<td>200</td>
</tr>
<tr>
<td><strong>STRATEGIC FUNDING</strong></td>
<td>£k</td>
</tr>
<tr>
<td>Bus Priority</td>
<td>100</td>
</tr>
<tr>
<td>Road Safety</td>
<td>100</td>
</tr>
<tr>
<td><strong>Cycle Quietways</strong></td>
<td>1,500</td>
</tr>
<tr>
<td>Mayor’s Air Quality Fund</td>
<td>100</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td>1,800.0</td>
</tr>
<tr>
<td><strong>All TfL borough funding</strong></td>
<td>3,290.7</td>
</tr>
</tbody>
</table>
3.7 Supporting commentary for the three-year programme

3.7.1 The three-year programme has been developed by considering the Mayoral and borough priorities, available borough resources and funding and also maximising the potential use of all available funding to maximum benefit. No significant differences are expected between different years in the delivery of the corridors and supporting measures over this time period.

3.7.2 Road Safety Schemes (Vision Zero) include accident remedial studies, local road safety schemes, 20mph zone extensions and school travel plan highway schemes. This will address KSI clusters along corridors and at junctions on all street types. In 2019/20, the borough will introduce 20mph zones at the following locations: Clitheroe Avenue area, Rayners Lane - Kingshill Avenue area - Kenton and focus on KSI accidents.

3.7.3 Walking and cycling schemes include all walking schemes, all cycling schemes as well as Legible London schemes. Walking schemes will facilitate walking, reduce segregation and improve pedestrian safety. Cycle schemes will implement cycle routes, Quietways and greenways identified in Harrow’s cycle strategy to deliver a complete cycle route network. In 19/20 the borough will focus on the development of Heart of Harrow cycle route running north south from Harrow Town Centre - Introduce entry treatment along A409 corridor and investigate Legible London locations.

3.7.4 Bus Priority schemes will introduce schemes to improve bus journey times and the overall public transport experience based on route tests and iBus data. In 19/20, schemes to improve bus journey times and the public transport experience will be carried out in North Harrow - Complete Pinner Road / Station Road - road widening scheme and High Road Harrow Weald.

3.7.5 Freight management schemes will implement the operational freight strategy and will include works to review weight restriction areas and implement designated freight routes. In 19/20, the borough will work to implement the revised freight strategy, and this will include works to review weight restriction areas and review advisory freight routes. Also the borough will review the existing lorry bans along Kenton Road corridor.

3.7.6 Network performance schemes will review areas of the network where journey time reliability issues have been identified and introduce improvement schemes. In 19/20 the borough will develop Queensbury Circle plans and investigate Belmont Circle and London Road corridors.
3.7.7  Accessibility improvements will introduce a programme of accessibility improvements including additional disabled persons parking places, pedestrian dropped kerbs and other minor localised improvements.

3.7.8  Shopmobility funding will enable increased opening hours for the service for times when volunteers are not available e.g. Saturdays and pre-Christmas.

3.7.9  Travel Training funding will be used to support those with learning difficulties to remove barriers to travelling independently on sustainable transport and in particular to support public transport use. The borough will attempt to target two schools per annum for assistance.

3.7.10 ULEV and air quality scheme funding will deliver air quality improvements through measures to support use of ULEV vehicles e.g. charging points, introduction of car clubs and smarter driving to reduce environmental impact of private cars. The funding will also be used to support NOFs, anti-idling campaigns, air quality monitoring and education programmes and electric vehicle promotion. In 19/20, this will also support the NOF scheme in Greenhill ward.

3.7.11 Active and sustainable travel funding will be used to promote active travel and sustainable transport modes to the general public. This includes developing and promoting travel campaigns and events (e.g. bike week, Dr bike workshops, walking works, smarter travel, dockless bike hire, e-bikes, etc.), providing support for the public and organisations in order to promote walking and cycling initiatives and public transport use, providing information about healthy streets and healthy lifestyles and links to air quality, cycling routes, walking routes, green grid network.

3.7.12 Road Safety Education funding will be used for educational initiatives in schools to teach road safety skills and remove barriers to walking, cycling and public transport use. General road safety promotions target all road users particularly driver behaviour and vulnerable road users e.g., powered 2 wheelers, cyclists and pedestrians. This is coordinated with other projects and initiatives where relevant. About 20 schools per annum are visited and all schools would be visited over a three year cycle.

3.7.13 Cycle training funds will be used to continue the programme of cycle training offered to all age groups and particularly to school children in the borough. All courses are promoted via the council website and with schools and businesses in the borough. Approximately 1100 - 1200 children are trained to bikeability levels 1 or 2 per annum.

3.7.14 Travel plan funds will support the development and implementation of School Travel Plans and STARS schemes and supporting the development of travel plans for businesses and organisations in the borough to increase active travel by sustainable transport modes.
3.7.15 The forward programme development will enable the borough to undertake surveys, feasibility studies and assessments to develop schemes for future years. This will include all street types.

3.7.16 The Wealdstone Liveable Neighbourhood is an opportunity area with extensive growth opportunities set out in its Area Action Plan. The scheme will support growth by providing an enhanced public realm to improve pedestrian and cycling movement and encourage active travel modes. The scheme will also improve capacity for the growth of bus services in the town. The GLA are funding a public square which is complementary to the wider scheme.

3.8 Risks to the delivery of the three-year programme
3.8.1 Table 10 shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the three-year programme. The risk register summarises the strategic risks identified that could impact on the three-year programme of schemes/initiatives.
### Table 10: LIP3 Risk Assessment for three-year programme 2019/20-2021/22 (ST05)

<table>
<thead>
<tr>
<th>Risk</th>
<th>Likelihood</th>
<th>Potential mitigation measures</th>
<th>Impact if not mitigated</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>H M L</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Financial</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TFL support for long term scheme funding</td>
<td>✓</td>
<td>Some schemes would not be able to proceed if funding not provided. No mitigation available, but Harrow would rebid for funds in later years</td>
<td>Would impact on delivering cycle, walking and air quality targets</td>
</tr>
<tr>
<td>Further reduction in TFL funding allocation</td>
<td>✓</td>
<td>Most programmes would still proceed but their delivery would be delayed as less schemes each year would be delivered</td>
<td>May not achieve air quality reductions or road safety targets</td>
</tr>
<tr>
<td>Slow development/ growth and therefore reduction in S106 and CIL funding</td>
<td>✓</td>
<td>No mitigation required if no development</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Statutory / Legal</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TFL may not approve LIP3</td>
<td>✓</td>
<td>Would need to renegotiate changes to document</td>
<td>Inability to deliver targets and worsening air quality and accident rates</td>
</tr>
<tr>
<td>SEA approval</td>
<td>✓</td>
<td>Would need to reconsult on document and delay programme</td>
<td>Would impact on delivering programme and all targets</td>
</tr>
<tr>
<td><strong>Third Party</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Consultation</td>
<td>✓</td>
<td>Individual schemes would need to be redesigned to suit needs of local residents</td>
<td>Could impact on delivering some targets</td>
</tr>
<tr>
<td><strong>Public / Political</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Internal funding pressures</td>
<td>✓</td>
<td>Would need TFL to support borough in prioritising LIP3 schemes</td>
<td>Would impact on delivering all targets</td>
</tr>
<tr>
<td>Change in political support</td>
<td>✓</td>
<td>Would need to brief new PH and possibly discuss options to suit their agenda</td>
<td>May not achieve air quality reductions or road safety targets</td>
</tr>
<tr>
<td><strong>Programme &amp; Delivery</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Results from local consultations could change plans</td>
<td>✓</td>
<td>Would need to redesign selected schemes to address issues raised</td>
<td>Some schemes may not proceed</td>
</tr>
<tr>
<td>Approval timetable</td>
<td>✓</td>
<td>Would need to negotiate with TFL a delayed LIP3 submission</td>
<td>Would impact on delivering programme and all targets</td>
</tr>
</tbody>
</table>
3.9 Annual programme of schemes and initiatives
3.9.1 The annual programme of schemes has been completed and submitted to TfL via the Borough Portal and using TfL’s Proforma A. The programme of schemes will be updated annually.

3.10 Supporting commentary for the annual programme
3.10.1 The annual programme has been developed by considering the Mayoral and borough priorities, available borough resources and funding and also maximising the potential use of all available funding to maximum benefit.

3.10.2 Air quality, traffic congestion, casualty data and predicted growth have all been used to help develop the annual programme. Information from various user groups has also helped to identify borough issues. Local expertise has been used to prioritise the programme.

3.10.3 Harrow uses a programme entry assessment system to provide a formal framework for assessing all suggestions for projects, schemes or works. This enables the borough to develop a ranking list for each work category type. The work categories used in the programme entry system are based around the MTS and latest LIP. Those cases that satisfy the criteria and meet a set threshold are then used to inform the development of future programmes of investment. This enables the borough to provide better information as to why some schemes are unsuitable and also to provide better timetables for scheme delivery.

3.10.4 The ranking list for each of the specified work categories is regularly updated as and when new assessments are added so that the highest priorities can always be determined. The lists also provide historical data about previous or similar requests to ensure that consistent assessments can be made and to provide evidence to justify the priorities selected. It is very common for similar or repeat requests to be received on a specific issue and making reference to the list helps avoid any duplication and inconsistencies.

3.10.5 The assessment factors for each work category are different and specific to the category. Each programme entry case is assessed against all of the factors for the relevant work category and a judgement made by technical staff about the relative priority and position on the work category ranking list. Planned work categories also have a strategic weighting criteria applied as well as the operational criteria. This allows the strategic fit for planned works to be tested against the LIP policies, objectives and corporate priorities.

3.11 Risk assessment for the annual programme
3.11.1 Table 11 shows the principal risks associated with delivery of LIP3 together with possible mitigation actions for the annual programme and summarises the strategic risks identified that could impact on the annual programme of schemes / initiatives.
<table>
<thead>
<tr>
<th>Risk</th>
<th>Likelihood</th>
<th>Potential mitigation measures</th>
<th>Impact if not mitigated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Slow development/ growth and therefore reduction in S106 and CIL</td>
<td>✔</td>
<td>No mitigation required if no development</td>
<td>N/A</td>
</tr>
<tr>
<td>Statutory / Legal</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agreeing programme within agreed timetable</td>
<td>✔</td>
<td>Will negotiate a revised data</td>
<td>Some schemes would be delayed</td>
</tr>
<tr>
<td>Third Party</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BREXIT</td>
<td>✔</td>
<td>May need to change sourcing of some materials</td>
<td>Non delivery of selected schemes</td>
</tr>
<tr>
<td>General election</td>
<td>✔</td>
<td>Would need to delay some schemes due to purdah</td>
<td>No mitigation needed</td>
</tr>
<tr>
<td>Consultation</td>
<td>✔</td>
<td>Individual schemes may need to be redesigned to suit needs of local</td>
<td>Could impact on delivering some targets</td>
</tr>
<tr>
<td>Public / Political</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Internal funding pressures</td>
<td>✔</td>
<td>Would need TfL to support borough in prioritising LIP3 schemes</td>
<td>Would impact on delivering all targets</td>
</tr>
<tr>
<td>Change in political support</td>
<td>✔</td>
<td>Will need to brief new PH and possibly discuss options to suit their agenda</td>
<td>May not achieve air quality reductions or road safety targets</td>
</tr>
<tr>
<td>Programme &amp; Delivery</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Results from local consultations could change plans</td>
<td>✔</td>
<td>Will need to redesign selected schemes to address issues raised</td>
<td>Some schemes may not proceed</td>
</tr>
</tbody>
</table>
3.12 Monitoring the delivery of the outcomes of the Mayor’s Transport Strategy

3.12.1 Overarching mode-share aim and outcome Indicators

Table 12 shows the borough outcome indicator targets. Delivering these targets will be challenging for the borough and will be dependent on the funding available to implement appropriate schemes and the ability to deliver behavioural changes.

3.12.2 Delivery indicators

The borough will monitor and record the delivery indicators and report progress in delivery to TfL once a year in June using Proforma C.
### Table 12: Borough outcome indicator targets (ST07)

<table>
<thead>
<tr>
<th>Objective</th>
<th>Metric</th>
<th>Borough target</th>
<th>Target year</th>
<th>Borough target</th>
<th>Target year</th>
<th>Additional commentary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overarching mode share aim – changing the transport mix</td>
<td>Londoners’ trips to be on foot, by cycle or by public transport</td>
<td>Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 2013/14 - 2015/16.</td>
<td>50%</td>
<td>2021</td>
<td>64%</td>
<td>2041</td>
</tr>
<tr>
<td>Healthy Streets and healthy people</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outcome 1: London’s streets will be healthy and more Londoners will travel actively</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Londoners to do at least the 20 minutes of active travel they need to stay healthy each day</td>
<td>Proportion of London residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more).</td>
<td>34%</td>
<td>2021</td>
<td>70%</td>
<td>2041</td>
<td>Between 2014/15 and 2016/17, 25% of residents were recorded as doing at least 20 mins active travel a day. This will be an extremely difficult target for Harrow to achieve. Key programmes to help achieve this target will be additional cycle training and Harrow Health walks.</td>
</tr>
<tr>
<td>Londoners have access to a safe and pleasant cycle network</td>
<td>Proportion of Londoners living within 400m of the London-wide strategic cycle network.</td>
<td>10%</td>
<td>2021</td>
<td>51%</td>
<td>2041</td>
<td>In 2016, none of Harrow residents lived within 400m of the London-wide strategic cycle network. This will be delivered through completion of the Harrow Quietway scheme.</td>
</tr>
<tr>
<td>Outcome 2: London’s streets will be safe and secure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deaths and serious injuries from all road collisions to be eliminated from our streets</td>
<td>Deaths and serious injuries (KSIs) from road collisions, base year 2005/09 (for 2022 target)</td>
<td>38KSiS</td>
<td>2022</td>
<td>0 KSiS</td>
<td>2041</td>
<td>The 2005/09 baseline in Harrow is 109 KSIs. Focus will be on addressing motorcycle KSIs. New local safety schemes and road safety education, cycle training and motorcycle safety courses will help to achieve this target.</td>
</tr>
<tr>
<td>Objective</td>
<td>Metric</td>
<td>Borough target</td>
<td>Target year</td>
<td>Borough target</td>
<td>Target year</td>
<td>Additional commentary</td>
</tr>
<tr>
<td>-----------</td>
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<td>-------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2030 target).</td>
<td></td>
<td>24KSIs</td>
<td>2030</td>
<td>0 KSIs</td>
<td>2041</td>
<td>The 2010/14 baseline in Harrow is 79 KSIs. New local safety schemes and road safety education, cycle training and motorcycle safety courses will help to achieve this target.</td>
</tr>
<tr>
<td>Reduce the volume of traffic in London.</td>
<td>Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15 per cent.</td>
<td>568 million annual vehicle km miles</td>
<td>2021</td>
<td>540 million annual vehicle km miles</td>
<td>2041</td>
<td>In 2015, traffic levels recorded by the DfT were 568 million annual vehicle kms. Target is a 0% increase by 2021. This will be achieved by increased walking, cycling and bus priority initiatives.</td>
</tr>
<tr>
<td>Reduce the number of freight trips in the central London morning peak.</td>
<td>10 per cent reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026.</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Reduce car ownership in London.</td>
<td>Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned in London. Base period 2013/14 - 2015/16.</td>
<td>100,600</td>
<td>2021</td>
<td>100,800</td>
<td>2041</td>
<td>In 2016, the number of licensed cars owned in Harrow was 104,675. Reduction in cars owned will be achieved by changes to CPZs and attractiveness of walking, cycling and public transport.</td>
</tr>
<tr>
<td>Reduced CO₂ emissions.</td>
<td>CO₂ emissions (in tonnes) from road transport within the borough. Base year 2013.</td>
<td>124,800 tonnes</td>
<td>2021</td>
<td>32,100 tonnes</td>
<td>2041</td>
<td>In 2013, 141,600 tonnes of CO₂ were emitted from road transport in Harrow. Target will be achieved through reduced car usage particularly for shorter journeys and also increased use of greener vehicles.</td>
</tr>
</tbody>
</table>

Outcome 3: London’s streets will be used more efficiently and have less traffic on them

Outcome 4: London’s streets will be clean and green
### Objective

<table>
<thead>
<tr>
<th>Objective</th>
<th>Metric</th>
<th>Borough target</th>
<th>Target year</th>
<th>Borough target</th>
<th>Target year</th>
<th>Additional commentary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced NO$_x$ emissions.</td>
<td>NO$_x$ emissions (in tonnes) from road transport within the borough. Base year 2013.</td>
<td>210 tonnes</td>
<td>2021</td>
<td>20 tonnes</td>
<td>2041</td>
<td>In 2013, 460 tonnes of NO$_x$ were emitted from road transport in Harrow. Target will be achieved through reduced car usage particularly for shorter journeys and also increased use of greener vehicles.</td>
</tr>
<tr>
<td>Reduced particulate emissions.</td>
<td>PM$<em>{10}$ and PM$</em>{2.5}$ emissions (in tonnes) from road transport within borough. Base year 2013.</td>
<td>43 tonnes PM$<em>{10}$ 21 tonnes PM$</em>{2.5}$</td>
<td>2021</td>
<td>23 tonnes PM$<em>{10}$ 12 tonnes PM$</em>{2.5}$</td>
<td>2041</td>
<td>In 2013, 51 tonnes of PM$<em>{10}$ and 28 tonnes of PM$</em>{2.5}$ were emitted from road transport in Harrow. Target will be achieved through reduced car usage particularly for shorter journeys and also increased use of greener vehicles.</td>
</tr>
</tbody>
</table>

### A good public transport experience

#### Outcome 5: The public transport network will meet the needs of a growing London

| More trips by public transport - 14-15 million trips made by public transport every day by 2041. | Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16. | 125,000 trips | 2021 | 173,000 trips | 2041 | 117,000 trips per day were made by public transport between 2013/14 and 2015/16. This will be achieved by a combination of programmes and particular development regulations but also as a result of younger people in general being less car dependent. |

#### Outcome 6: Public transport will be safe, affordable and accessible to all

<p>| Everyone will be able to travel spontaneously and independently. | Reduce the difference between total public transport network journey time and total step-free public transport network. | 5 mins | 2041 | Difference between total public transport network journey time and total step free public transport journey time in 2015 was 12 minutes. Achieving this will be dependent on TfL improving the accessibility of stations in the borough. |</p>
<table>
<thead>
<tr>
<th>Objective</th>
<th>Metric</th>
<th>Borough target</th>
<th>Target year</th>
<th>Borough target</th>
<th>Target year</th>
<th>Additional commentary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus journeys will be quick and reliable, an attractive alternative to the car</td>
<td>Annualised average bus speeds, base year 2015/16.</td>
<td>11.5mph</td>
<td>2021</td>
<td>12.7mph</td>
<td>2041</td>
<td>In 2015, bus speeds were 11.1mph. This will be achieved by bus priority and congestion reduction schemes, traffic signal changes and reduced car use.</td>
</tr>
<tr>
<td>New homes and jobs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outcome 8: Active, efficient and sustainable travel will be the best options in new developments</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outcome 9: Transport investment will unlock the delivery of new homes and jobs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delivery of Section 106 agreements</td>
<td>Percentage of transport related Section 106 obligations met</td>
<td>100%</td>
<td>2021</td>
<td>100%</td>
<td>2041</td>
<td>S106 agreements secure funding / measures to make individual schemes acceptable in planning / highways scheme. Metric measures where subject obligations are being met by both the developer and the Council.</td>
</tr>
<tr>
<td>CIL funding allocations used for strategic transport initiatives</td>
<td>Percentage of CIL receipts allocated to transport initiatives that are used for strategic transport initiatives</td>
<td>100%</td>
<td>2021</td>
<td>100%</td>
<td>2041</td>
<td>CIL provides funding for broader infrastructure initiatives (i.e. not just infrastructure needs arising from individual developments), thereby unlocking the delivery of new homes and jobs. In reflection of this, the Harrow CIL Charging Schedule indicates that where CIL is allocated to transport / highways related infrastructure, this should be spent on strategic infrastructure.</td>
</tr>
</tbody>
</table>
Appendix A: Borough Transport policies

Walking

W1 Promote sustainable and healthy travel choices and healthy walking routes to school through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking and cycling environment
W2 Encourage recreational walking as well as active walking as a mode of transport and support national walking campaigns
W3 Work with schools to set up additional school walking buses
W4 Work in partnership with Public Health to promote walking and the Walking for Health scheme
W5 Work with the Active Harrow Strategic Group to promote active and sustainable travel
W6 Promote the Walk London network and new leisure routes through Harrow’s extensive green areas
W7 In partnership with Harrow Public Health, work with selected communities to promote the benefits of walking
W8 Review the Harrow Rights of Way Improvement Plan with a view to increasing active travel through Harrow’s parks and open spaces
W9 Ensure that all aspects of the walking environment including links to parks and open spaces are effectively considered when delivering works for liveable neighbourhoods and corridor schemes
W10 Improve access to Harrow’s green spaces and historic areas and improve pedestrian walkways that use and link existing parks and open spaces with the town centre and transport interchanges.
W11 Improve pedestrian linkage between Harrow town centre and Harrow on the Hill station

Cycling

C1 Provide and promote cycle training for children and adults who work, study or live in the borough
C2 Introduce measures and programmes to encourage persons from BAME and other statistically cycling adverse groups to take up cycling and to cycle more often
C3 Promote recreational cycling – but give priority to increasing cycling as an alternative to car use
C4 Encourage cycling generally and in particular for journeys to school
C5 Provide additional cycle parking in schools, review and increase the level of safe and secure cycle parking available across the borough
C6 Review cycle parking at stations, particularly at Harrow on the Hill, Wealdstone, Stanmore and Rayners Lane stations and work towards cycling provision meeting likely demand at these stations and further afield
C7 Publish and distribute cycling leaflets and maps in areas of the borough identifying the locations of designated cycle routes, cycle parking facilities, barriers to use and main road crossings

C8 In partnership with WestTrans, trial and introduce dockless cycle hire in the town centre with a view to expanding the service throughout the borough

C9 Review the existing cycle delivery plan with a view to expanding the network

C10 Ensure the progressive delivery and maintenance of a high quality of cycle route provision, consistent with London Cycling Design Standards, as well as clear continuity and consistency in design; and ensure that, wherever practicable, provision is designed and implemented to cater for tricycles and bikes with trailers

C11 Encourage the delivery of secure and weather-protected cycle-parking at sites generating/attracting significant numbers of cycling trips – most particularly, at strategic interchanges and stations and at local shopping areas; and encourage other authorities with specific responsibilities within the borough to do the same

C12 Encourage employers to make provision for employees wishing to cycle to a similar standard to that required from new development including the provision of “cycle pools”

C13 Work with TfL to contribute to delivery of strategic cycle routes including Quietways

Schools

S1 Promote sustainable and healthy travel choices and healthy walking routes to school through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking and cycling environment

S2 Encourage and support schools, higher and further education establishments to review their own travel plans and to achieve and improve TfL accredited status where appropriate

S3 Encourage cycling generally and in particular for journeys to school

S4 Provide and promote cycle training for children and adults who work, study or live in the borough

S5 Work with schools to set up additional school walking buses

S6 Work with TfL to ensure take-up of Children’s Traffic Club, a London road danger reduction education resource for pre-schoolers

S7 Work with TfL to ensure take-up of the Safety and Citizenship pre-transition safe and responsible behaviour sessions for Year 6 pupils

S8 Work with TfL to ensure take-up of the Junior Travel Ambassador and Youth Travel Ambassador schemes, addressing transport and road safety issues in schools

S9 Provide road safety education events at schools and colleges throughout the borough

S10 Work with schools to identify local air quality issues surrounding schools and where appropriate access the Mayor’s Air Quality Fund to provide appropriate solutions and raise awareness of the issue

S11 Work with schools to reduce the number of school trips made by car and liaise with schools regarding suggested highway works required in school locality

S12 Work with schools to promote travel training for children and young people with learning difficulties
Work with schools to consider staggering school end times by a variety of measures including encouraging more school to introduce before and after school activities.

**Public transport**

PT1 Seek to secure a fully integrated approach to the provision and operation of public transport services within Harrow, including:
- Improving the ease and convenience of approach routes to service access points, and the quality and clarity of the access signing
- Taking account of the specific needs of people with impaired sight or impaired mobility
- Improved taxi facilities at rail and underground stations

PT2 In partnership with public transport service providers and regulators, seek to ensure that all stations and bus stop locations in the borough are progressively improved with the intention of developing at access points, a fully wheelchair-accessible boarding / alighting points, as a basis for supporting a network of fully wheelchair-accessible scheduled bus services

PT3 Support the extension of additional taxi rank operational hours where this supports late travel such as the night time running of the Jubilee Line

PT4 Seek to work with public transport providers and regulators to ensure that engineering works and service closures are coordinated to minimise passenger inconvenience

PT5 Deploy full range of available bus priority measures ensuring that measures are designed to reduce problems for all modes

PT6 Liaise with the Public Carriage Office regarding improving the accessibility of taxi ranks in the borough

PT7 Support improved orbital transport links across the borough and between outer London centres to provide wider access to employment opportunities and to enable journeys currently made by car to be made by sustainable forms of transport and thereby improve the environment

PT8 Work with TfL to assess suggested service improvements for the Heathrow bus link route 140 as well as any additional routes needed to support the proposed Heathrow expansion

**Road safety**

RS1 Adopt a Vision Zero approach towards eliminating all road deaths and serious injuries by 2041

RS2 Employ a road danger reduction approach to design, using the streets toolkit for designers, Road Safety Audit, and Healthy Streets Check for Designers

RS3 Prioritise schemes that maximise casualty reduction predictions and pose the highest risk to vulnerable road users and in particular the numbers killed and seriously injured per annum for the available finance
RS4 Ensure that the safety concerns of all road users, including pedestrians, cyclists, horse riders and those in motorised vehicles are considered when developing any traffic scheme

RS5 Prepare a programme of 20 mph zones in the borough and incorporate these into schemes for future TfL funding

RS6 Increase the extent of 20mph roads in the borough and expand the existing 20mph zones to cover more areas where people live, work and shop and where children travel to school

RS7 Work with the parking service and police to enforce and promote safe driving and parking in school zones

RS8 Where possible use engineering solutions to minimise the need for additional road safety enforcement

RS9 Maintain an effective method of accident monitoring for the borough

RS10 Use accident statistical data to recognise trends and deliver targeted educational and engineering initiatives, with a focus on roads with a higher risk of motorcyclist collisions

RS11 Support the police in targeting illegal and non-compliant behaviour that puts motorcyclists at risk, using data to focus on the roads with a higher risk of motorcyclist collisions

RS12 Educate road users on the shared responsibility for safer cycle and motorcycle journeys, through driver and motorcyclist/cyclist skills training and communications

RS13 Promote Motorcycle Industry Association (MCIA) accredited training providers to motorcyclists looking to undertake Compulsory Basic Training

RS14 Provide BikeSafe vouchers for subsidised courses delivered by local Motorcycle Industry Association (MCIA) accredited training providers

RS15 Improve the safety of street design by following the design guidance set out in TfL’s Urban Motorcycle Design Handbook

RS16 Encourage safe and considerate driving, at appropriate speeds, as part of travel awareness and road safety education campaigns and review existing speed limit to ensure they are appropriate to the location

RS17 Support the police in targeting illegal and non-compliant behaviour that places other road users at risk

RS18 Carry out road safety audits of all new significant traffic and highway proposals

RS19 Deliver appropriate road safety interventions and resources for road users aged 60+ by targeting community groups, day centres and social clubs, facilitating bespoke workshops and presentations and providing road safety literature

RS20 Support the police to maintain focus on disrupting the criminal gangs involved in motorcycle theft and enabled crime

RS21 Improve lighting across the borough by a change to LED lighting

RS22 Work with the Metropolitan Police in using their powers of enforcement to deal with illegal cycling on pavements and footpaths

RS23 Support the police to address anti-social behaviour around Harrow bus station
Parking and Enforcement

PE1 In the development and operation of parking schemes and to ensure transparency, the council will follow the guidelines as outlined in the parking management strategy which will be regularly reviewed and updated.

PE2 Promote and secure the adoption of consistent and complementary strategies at national, regional, London, sub-regional and neighbouring local authority levels and through the restraint-based car-parking standards.

PE3 Ensure that charges for parking support the economic vitality of all town centres.

PE4 Support local businesses by giving priority to short stay on-street parking and by discouraging on-street long-stay parking.

PE5 Charges are set to discourage the use of private cars, however where off-street parking is available, ensure that charges for off-street parking:
- Support the economic vitality of all town centres.
- Finance progressive improvements to the standards of the council owned car parks.
- Consider price competitiveness with comparable privately operated car parks.
- Reduce the demand on surrounding on-street long stay pay and display parking.
- Are set with the aim of car parks being 85% full in peak periods.
- Are self financing.

PE6 Where practicable, seek to secure consistent cross-boundary parking charges in conjunction with neighbouring authorities.

PE7 Give high priority to the enforcement of parking and road traffic regulations, particularly to those affecting the safety of all road users, reliable operation of bus services and the prevention of traffic congestion.

PE8 Work with the parking service and police to enforce and promote safe driving and parking in school zones.

PE9 Enforce all road traffic, parking and waiting regulations in the interests of improving bus priority.

PE10 Monitor and review the provision and operation of CPZs in all areas of the borough that are experiencing on-street parking stress and install new CPZs subject to, demand and consultation with the local community.

PE11 For new CPZs, and as CPZs are reviewed, change the operational hours of enforcement to target the busiest times of the location.

PE12 Review the parking regulations in the Opportunity Area to ensure that the needs of planned growth are appropriately addressed.

PE13 In the development of parking schemes, the council will ensure convenient car parking for people with disabilities is considered.

PE14 Ensure adequate provision of blue badge parking is available in all town centres.

PE15 Provide reduced cost residential and other relevant parking permits for appropriate greener vehicles.

PE16 Review the viability of introducing a revised parking permit structure based on vehicle emissions.
Encourage the use of cleaner and more environmentally friendly vehicles through prioritising specific facilities for parking of “greener” vehicles at all council owned car parks where practicable e.g. providing specific locations for parking by providing charging points for electric vehicles.

Prevent or deter parking on footways and verges ensuring that the safety and convenience of pedestrians, the visually impaired and disabled people is prioritised.

Consider introducing virtual permitting system for most permit types across the borough where practicable and following this remove free parking for motorcycles borough wide.

**Social inclusion**

**SI1**  Prioritise in all new schemes the needs of those with mobility difficulties who need to walk, cycle or drive to work, shops or other facilities and local amenities

**SI2**  Consider accessibility improvements in all new schemes, such as dropped kerbs, tactile paving and audible signals

**SI3**  Work towards introducing a fully integrated, accessible bus and underground station at Harrow on the Hill

**SI4**  Seek to ensure that all stations and bus stop locations in the borough are progressively improved as a basis for supporting a network of fully wheelchair-accessible scheduled bus services

**SI5**  Petition TfL to improve the accessibility of all stations in the borough where there is no disabled access

**SI6**  Consider the provision of additional seating in all new schemes to benefit the needs of those with mobility difficulties, giving particular consideration to road side seating in areas beyond the town centres which would enable many people to take short walking trips outside their own homes

**SI7**  Continue to support the expansion of the Harrow Shopmobility services and their opening hours

**SI8**  Work with schools to promote travel training for children and young people with learning difficulties

**SI9**  Ensure convenient car parking for people with disabilities is considered in the development of all parking schemes

**SI10**  Prevent or deter parking on footways and verges ensuring that the safety and convenience of pedestrians, the visually impaired and disabled people is prioritised

**SI11**  Ensure adequate provision of blue badge parking is available in all town centres

**SI12**  Liaise with the Public Carriage Office regarding improving the accessibility of taxi ranks in the borough

**SI13**  Ensure that all aspects of a safe environment, including improved lighting, better sight lines particularly for vulnerable road users and well-lit waiting areas, are effectively considered when delivering works for all new schemes

**SI14**  In the development of parking schemes, the council will ensure convenient car parking for people with disabilities is considered

**SI15**  Work with schools to promote travel training for children and young people with learning difficulties
SI16 Work with Harrow Association of Disabled People and other disability organisations to address a range of accessibility issues

Public Realm

PR1 Ensure that the vitality of town centres are supported through good transport access via all modes of transport prioritising sustainable modes of transport

PR2 Continue to support the Harrow town centre neighbourhood of the future and deliver new NOFs across the borough

PR3 Work with TfL to expand Legible London throughout the Harrow Opportunity Area and into more areas in Harrow such as Stanmore and Headstone Lane

PR4 Improve on the condition of Harrow roads by continuing to prioritise road maintenance in Harrow’s capital and revenue budgets in line with best practice asset management principles

PR5 Ensure that all aspects of a safe environment, including improved lighting, better sight lines particularly for vulnerable road users and well-lit waiting areas, are effectively considered when delivering works for all new schemes

PR6 Increase the amount and variety of trees and plants across the borough’s open spaces and within streetscapes

PR7 Seek opportunities for new tree planting in the Opportunity Area

PR8 Ensure that all new public realm improvements and neighbourhood schemes consider their impact on heritage assets and their setting alongside the local archaeological potential as well as designated and non-designated assets

PR9 Ensure that road markings to better enable bus priority enforcement are prioritised in all schemes

Development and regeneration

R1 Ensure all projects consider their air quality and noise impact and that where possible mitigation is introduced to minimise adverse impacts

R2 In all liveable neighbourhoods schemes the borough will consider planting and street greening to provide shade and shelter and to create a more attractive environment, the potential reallocation of road space to benefit sustainable transport, as well as road traffic restrictions and the possible introduction of play streets

R3 In all new neighbourhood schemes the borough will consider the Healthy Streets checklist

R4 Improve pedestrian and cycle wayfinding across the borough and work with TfL to expand Legible London in Harrow

R5 Promote growth in areas of greatest public transport to encourage residual travel by public transport, walking and cycling

R6 Promote mixed use development in growth locations to reduce the need to use a vehicle for trips between residential, retail, leisure and employment areas

R7 Consider the improvement of local access by walking, public transport, motorcycling and cycling as a core element in future regeneration programmes for local centres and employment areas
R8 Secure deliverable Travel Plans for major trip generating development
R9 Ensure convenient access for walking, cycling and public transport be required in the design and layout of new development
R10 Use the planning process on major planning applications to require a Construction Logistics Plan that reduces the environmental impact through the use of lower vehicle emissions and reduced noise levels; improves the safety of road users; reduces vehicle trips particularly in peak periods and encourages efficient working practices
R11 Improve the environment for pedestrians and cyclists in the whole borough and particularly within the Harrow Opportunity Area
R12 Ensure that all schemes implemented follow the Harrow public realm design guides ensuring best practice for materials, reducing street clutter and conserving the local environment
R13 Use the planning process to ensure that the discharge rate for new development is restricted to the Greenfield run off rate using various SUDS measures
R14 Use Section 106 Planning Agreements to secure developer contributions towards the costs of meeting and ameliorating the travel demand generated by development through improvement to public transport, walking and cycling, installing parking controls and, where necessary, creating regulated and controlled public car-parks
R15 In considering planning applications for non-residential development the council will have regard to the specific characteristics of the development including provision made for:
   - Operational parking and servicing needs
   - Convenient car-parking for people with disabilities
   - Car parking related to shift and unsociable hours working
   - Convenient and secure parking for bicycles
   - Needs of parking for motorcyclists
R16 For new residential developments, parking permits will be restricted for all developments in areas of PTAL 5/6. Permits may also be restricted in new residential developments in areas of lower PTAL rates at the discretion of Harrow Highway’s Service. This will not apply to residents with blue badges.
R17 Where accessibility by non-car modes is particularly good or can be made so, the council will actively seek to secure lower levels of car parking provision or even zero provision in developments, and require the completion of a binding agreement to introduce residential permit restrictions on the developments to limit the increase in car use and ensure that any measures necessary to improve accessibility by non-car modes are secured
R18 For new larger developments, use travel plan bonds, for failure to meet performance of agreed travel plans and secure Developer funding to pay to monitor the travel plans; monitoring will continue for at least five years following development completion.
R19 When considering housing developments the council will encourage developers to explore the potential for schemes to provide access to cars without individual ownership, possibly linked to inducements to use other modes
R20 In preparing Transport Assessments and Transport Statements to demonstrate sufficient/appropriate levels of car parking provision for location outside of high PTAL areas, trip generation data should be assessed alongside Census travel to work and car ownership data for the relevant ward or Middle Super Output Layer (Office for National Statistics)

R21 Ensure that walking permeability (a multiplicity of routes to give easy accessibility to, from and within a site) is assessed and prioritised for all new residential or business developments

R22 Use its powers as local planning authority to make planning permission for future development conditional upon the availability of an appropriate level of pedal cycle parking and facilities such as showers and lockers and encourage provision of “cycle pools”

R23 Use the planning process on major planning applications for larger developments to require a Construction Logistics Plan that reduces the environmental impact through the use of lower vehicle emissions and reduced noise levels; improves the safety of road users; reduces vehicle trips particularly in peak periods and encourages efficient working practices

R24 Require, as a condition of securing planning permission, that development proposals make proper off-street provision for servicing and loading/unloading within the development site, in such a way that all vehicles entering or leaving a site are enabled to do so in a forward gear

R25 Maximise training, apprenticeship and employment opportunities on all schemes to ensure residents benefit from the economic opportunities generated by transport infrastructure programmes and journey to work times are reduced.

Freight

F1 Work with GPS providers to ensure that freight routes are appropriately guided within the borough and avoid residential areas

F2 Ensure that freight movement, delivery and servicing within the borough is provided for in an environmentally sensitive, economic and efficient manner and ensuring appropriate routing avoiding residential areas while reducing impacts and conflicts with other modes, for example bus lanes, cycle lanes

F3 Periodically review the provision in town centres and the Harrow Opportunity Area for all aspects of servicing, delivery, loading/unloading and freight movement, with particular regard to its impact on all other modes of transport, the local economy and the local environment

F4 Seek to provide adequate delivery and servicing access to shops, businesses and residential premises and in particular to provide convenient on-street short-stay spaces for servicing / delivery vehicles

F5 Produce and publish a map setting out key information in respect of restrictions on lorry movement within the borough, in terms of:
- Width, weight and length restrictions
- Low bridges
- Loading bans
· Access restrictions, including pedestrian areas
· Preferred routes for lorries

**F6** Work with WestTrans to develop a freight heat map enabling the borough to be better informed about the parking and loading needs of freight in the borough

**F7** Support and seek, via the responsible regional/subregional authorities, appropriate sub-regional provision of break-bulk, consolidation, distribution and modal-transfer facilities for freight management, and appropriate and effective access to those facilities from the borough

**F8** Promote and maintain local area lorry bans together with supporting initiatives to move freight by non-road transport modes

**Highway Management**

**H1** Maximise the efficiency and reliability of the operation of the road network through methods outlined further in Harrow’s Highway Network Management Plan

**H2** Reduce traffic volumes on local roads through traffic management techniques and where possible by diverting traffic to main arterial/distributor roads

**Changing behaviour**

**CB1** Promote and support the development of travel plans in accordance with TfL guidelines either for individual organisations or on an area wide basis as appropriate

**CB2** Promote sustainable and healthy travel choices through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking environment

**CB3** Encourage modal shift towards more sustainable forms of transport and in developing travel plans work with businesses to give consideration to support switching deliveries from vans to sustainable travel modes including cargo bikes

**CB4** Provide effective alternatives to the car to encourage modal shift

**CB5** Seek to ensure that new facilities to reduce car dependency e.g. real time public transport information and shopping lockers are placed in shopping centres

**CB6** Work with the Mayor, the GLA and the Government to pursue the progressive removal / control of “free” parking – through planning agreements (new development), through voluntary initiatives (retail partnerships) or by extending the principle of charging for car parking spaces

**CB7** Improve transport connectivity within the Opportunity Area between Harrow Town Centre and Wealdstone including the provision of in station cycle parking

**CB8** Promote the use of travel plans for all educational establishments, hospitals and other places of work and where appropriate work with organisations to improve site specific travel plans

**CB9** Provide effective alternatives to the car to encourage modal shift and increase provision for non-motorised modes of travel including cycling on all local access roads and treating walking as a priority travel mode, to be treated on a par with other means of transport

**CB12** Review the Harrow Rights of Way Improvement Plan with a view to increasing active travel through Harrow’s parks and open spaces
Environmental issues

E1 Provide additional public electric charging points at key locations and consider the provision of rapid charging points to assist taxis, freight vehicles and car clubs
E2 Review the viability of introducing a revised parking permit structure based on vehicle emissions
E3 Encourage the use of cleaner and more environmentally friendly vehicles through prioritising specific facilities for parking of “greener” vehicles at all council owned car parks where practicable e.g. providing specific locations for parking by providing charging points for electric vehicles
E4 Request all providers or users of Council transport fleets to consider how they can move towards the use of less polluting vehicles
E5 Support the introduction of rapid electric charging facilities for freight, taxis and car club vehicles to enable the introduction of Zero Emission Capable (ZEC) taxis
E6 Raise awareness among residents about the planning requirements around paving over front gardens and opportunities to use permeable surfacing
E7 In addition to flood protection, create surface flood storage areas in parks and open spaces to improve water quality and increase biodiversity
E8 For all new schemes, review opportunities to introduce rain gardens, additional trees and protect existing grass verges to increase local biodiversity.
E9 Use new polymer modified materials with EME material (Enrobé a Module Élevé) a derivative for use on bus stops where there is heavy static loading and low speed heavy movements for road surfacing to reduce noise, increase durability and increase the roads lifespan. New materials and better road conditions can reduce noise by up to 20%
E10 Maximise procurement opportunities for SMEs and local suppliers to minimise supply chain journeys

Partnership working

PW1 Work with TfL to improve the frequency and reliability of weekend and late night public transport services to/from Central London
PW2 Work with TfL to improve the penetration and expansion of local bus services into every local neighbourhood area – either by extending existing routes or, where necessary, by promoting new routes – this will be subject to the evaluation of the local impact of any additional bus services
PW3 Persuade TfL to concentrate on continuing to improve public transport service reliability ensuring improved radial and orbital services
PW4 Work with TfL to improve bus service reliability and to improve orbital bus links between the town centres and major employment locations and to other key destinations within Harrow and neighbouring boroughs
PW5 Work with the key regulators and providers of rail, Underground and bus services within the borough to progressively improve the network in terms of capacity and reliability.
PW6  Build on existing liaison arrangements with those parties responsible for regulating and operating public transport services in the borough – issues discussed will include concerns of public transport users with both TfL bus and all rail operators and will include bus driving standards, bus emissions, driver behaviour, bikes on buses and trains, as well as general service provision

PW7  Work with TfL to prioritise available resources to provide the road space and traffic regulatory / management infrastructure to support development of the bus services as well as additional bus services

PW8  Work with TfL and bus operators to ensure adequate off-highway facilities are available for the storage and maintenance of buses at appropriate locations and to ensure that bus stands are appropriately located

PW9  Work in partnership with public transport service providers and regulators to 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 interchanges, including adequate and secure cycle parking facilities

PW10 Work with schools to reduce the number of school trips made by car and liaise with schools regarding suggested highway works required in school locality

PW11 Work with schools to consider staggering school end times by a variety of measures including encouraging more school to introduce before and after school activities

PW12 Work with TfL to expand Legible London throughout the Harrow Opportunity Area and into more areas in Harrow such as Stanmore and Headstone Lane

PW13 Work with schools and police to address perceptions of personal safety on buses

PW14 Work with the Metropolitan Police to consider introducing traffic calming to lower speed and reduce impact of hostile vehicles in selected locations

PW15 Work with Harrow Association of Disabled People and other disability organisations to address a range of accessibility issues

PW16 Work with schools and police with regard to issues of traffic noise pollution, particularly from motorcycles
### Glossary

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tbody>
<tr>
<td>BAME</td>
<td>Black Asian and Minority Ethnic</td>
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<tr>
<td>CO₂</td>
<td>Carbon Dioxide</td>
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<tr>
<td>CCG</td>
<td>Clinical Commissioning Group</td>
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<td>CCS</td>
<td>Community Car Service</td>
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<td>CIL</td>
<td>Community Infrastructure Levy</td>
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<td>CPT</td>
<td>City Planning Tool</td>
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<td>CPZ</td>
<td>Controlled Parking Zone</td>
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<td>CTAL</td>
<td>Cycling Transport Accessibility Level</td>
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<td>EQIA</td>
<td>Equality Impact Assessment</td>
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<td>IMD</td>
<td>Index of Multiple Deprivation</td>
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<tr>
<td>LIP</td>
<td>Local Implementation Plan</td>
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<tr>
<td>LIP3</td>
<td>3rd Local Implementation Plan</td>
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<tr>
<td>LLCS</td>
<td>London Lorry Control Scheme</td>
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<td>LEV</td>
<td>Low Emission Vehicle</td>
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<tr>
<td>LSCB</td>
<td>Local Safeguarding Children Board</td>
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<td>LSOA</td>
<td>Lower layer Super Output Area</td>
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<td>MAQF</td>
<td>Mayor’s Air Quality Fund</td>
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<td>MTS</td>
<td>Mayor’s Transport Strategy</td>
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<td>MiDAS</td>
<td>Minibus Driver Awareness Scheme</td>
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<td>MCIA</td>
<td>Motorcycle Industry Association</td>
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<tr>
<td>NOF</td>
<td>Neighbourhood Of the Future</td>
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<tr>
<td>NOx</td>
<td>Nitrogen Oxide</td>
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<td>PHV</td>
<td>Private Hire Vehicle</td>
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<tr>
<td>SCA</td>
<td>Strategic Cycling Analysis</td>
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<tr>
<td>SEA</td>
<td>Strategic Environmental Assessment</td>
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<tr>
<td>SEND</td>
<td>Special Educational Needs and Disability</td>
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<tr>
<td>SME</td>
<td>Small and Medium-sized Enterprises</td>
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<tr>
<td>SPD</td>
<td>Supplementary Planning Document</td>
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<tr>
<td>SuDS</td>
<td>Sustainable Drainage System</td>
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<tr>
<td>TFL</td>
<td>Transport for London</td>
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<tr>
<td>TARSAP</td>
<td>Harrow Traffic and Road Safety Advisory Panel</td>
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<tr>
<td>TLRN</td>
<td>Transport for London Road Network</td>
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<tr>
<td>ULEV</td>
<td>Ultra-Low Emission Vehicle</td>
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<td>ZEC</td>
<td>Zero Emission Capable</td>
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Parking Enforcement Policy

Version: 1.7
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1 Introduction

Harrow Council is committed to delivering an effective parking enforcement service. Good parking and traffic provision is vital for the economy of the Borough and for the convenience of residents and visitors alike. It must, however, be recognised that parking space and availability is directly linked to traffic volume, which is linked to both congestion and pollution. This policy outlines the current approach to parking enforcement.

Civil parking enforcement is a legal process. Parking enforcement is central to the council's overall approach to transport and has as its primary purpose, the achievement of traffic management objectives, through encouraging compliance with traffic regulations. Effective and appropriate enforcement assists the council in delivering its wider transport objectives. These key objectives, which are in line with the Harrow Transport Local Implementation Plan (LIP) and the Department of Transport guidance can be summarised as follows:

- Managing the safe and free movement of vehicles, pedestrians and cyclists
- Improving road safety
- Improving traffic flow to ease congestion
- Improving the local environment including air quality
- Maximising the use of parking space to balance the needs of road users, including residents, businesses and visitors
- Improving the movement and accessibility of public transport
- Meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car; and
- Managing and reconciling the competing demands for kerb space.

The aims of this policy are to:

- Communicate clearly the council's parking enforcement policy to motorists, who either reside, work in or visit the Borough
- Provide a clear guideline for civil enforcement staff to apply consistently
- Assist parking services in the decision making process, ensuring that consideration to parking matters demonstrate consistent high quality decision making
- Help ensure that a consistent approach is taken to initial advice and all parking matters by officers across the council
- Be proportionate and not undermine the vitality of town centres

This policy links directly to the council's corporate objectives of:

- Making a difference for Communities – for example by enforcing parking in key areas such as outside schools, thereby increasing safety for those who use the school.
• Making a difference for Local Businesses – for example, by enforcing loading bays so that business can access loading bays when they most need them.

• Making a difference for the Vulnerable - for example through enforcing footway parking and parking across lowered kerbs preventing sufficient access.

The term “enforcement” is used in this policy to mean “actions taken by council officers to prevent or rectify infringements of legislation”.

This policy sets out the general principles and approach, which Harrow Council will follow when enforcing parking legislation as the enforcing authority. This is to ensure an effective, consistent and clear approach. Going forward, it will also take into account future guidance issued by Government.

This policy is followed by the council and any person(s) or company acting on its behalf in the capacities above. Harrow Council ensures that all appointed officers are competent and trained in the use of this policy.

The Council’s overall strategy is to utilise technology as far as possible in delivering effective parking enforcement. This includes maximising the use of mobile CCTV vehicles and Automatic Number Plate Recognition (ANPR) to advise enforcement officers for those offences which are no longer enforceable by the use of CCTV. The council aims to synchronise its Controlled Parking Zone (CPZ) operational zones to increase efficiency of enforcement in geographical areas. In addition, the increase of enforcement officers will act as an additional deterrent in light of the non-use of CCTV for particular contraventions. The focus will also be on the reduction of complaints and appeals.

Disclaimer

The contents and policies contained within this document seek to clarify those areas where Harrow Council has discretion on regulations. It does not override the Traffic Management Act 2004 (TMA), Highway Code or any related regulatory framework. In the unlikely event that there is a contradiction the latest Department for Transport (DfT) and Secretary of State’s guidance takes precedence on statutory matters.

2 Background

As noted in national guidance, parking is very much a local issue. Central Government sets the framework but councils draw up policies and local regulations for their implementation and where they have the relevant powers, enforce them.

2.1 Policy Framework

Parking enforcement policy is an important element of overall transport and planning strategy. The regulations are a matter of direct interest to all motorists. As car ownership increases, demand for parking spaces intensifies.

Local parking controls are introduced in line with Government guidelines and also in accordance with the London Mayor’s Transport Strategy. The council in developing this policy also considers the West London sub-regional transport objectives, the London Plan, the Mayor of London’s Air Quality Action Plan and key council documents.

The legislative framework for councils to carry out parking enforcement changed to the Traffic Management Act 2004 (TMA) Part 6 on 31st March 2008, replacing parts of the Road Traffic Act 1991 (as amended) and the Local Authorities Act 2000 (as amended). The TMA was
introduced to improve public perception of parking enforcement by providing greater consistency of nationwide parking regulations and providing a fairer and more transparent system. Legislation covering bus lanes and moving traffic contraventions remain unchanged.

3 Delivering Positive Outcomes

As part of effective parking enforcement, the council is focused on delivering positive outcomes by:

- Encouraging a “customer focused” approach with residents, motorists, local businesses and visitors to the area
- Monitoring and publishing service standards
- Communicating clearly to motorists what regulations are in force and how compliance is to be achieved
- Adopting best practice on enforcement with a focus on being firm but fair and reasonable to motorists and others who live and work in the borough
- Ensuring consistency and transparency in the process for challenging and appealing penalty charge notices
- Implementing effective recruitment, retention and training practices to ensure professional and efficient parking enforcement throughout the Borough

4 The Principles of Enforcement

Harrow Council believes in firm but fair parking enforcement. This is informed by the principles of proportionality in applying the law and securing compliance; consistency of approach; targeting of enforcement action; transparency about how the council operates and what those regulated may expect; and accountability for the council’s actions.

4.1 Proportionality

Proportionality here means relating enforcement action taken to the risk\(^1\) to health and the environment. Those whom the law protects and those on whom it places duties expect that action taken by Harrow Council to achieve compliance or bring businesses or individuals to account for non-compliance should be proportionate to any risks to health and the environment, or to the seriousness of any breach. This includes any actual or potential harm arising from the breach of the law.

In practice, in the event of limited resources, the council may target areas where the risk to health, the environment and traffic management objectives is most. For example, schools and town centres more than CPZs.

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\(^1\) In this policy, 'risk” (where the term is used alone) is defined broadly to include a source of possible harm, the likelihood of the harm occurring, and the severity of any harm
4.2 Targeting
Any enforcement action will be directed against those responsible for a breach. This may be businesses, residents or visitors to the Borough. Where several people have been identified in the act(s) of non-compliance, Harrow Council may take action against more than one when it is appropriate to do so in accordance with this policy.

4.3 Consistency
Consistency of approach does not mean uniformity. It means taking a similar approach in similar circumstances to achieve similar ends.

Individuals found to be carrying out similar activities can expect a consistent approach from Harrow Council in the use of enforcement.

Harrow Council recognises that in practice consistency is not a simple matter. Officers are faced with many variables including the degree of risk, the seriousness of any breach, which includes the persistence of the offence and any cumulative impact aspect. To maintain consistency, officers are trained to a required standard, activity is monitored and operational guidelines are followed.

4.4 Transparency
Transparency means helping people understand what is expected of them and what they should expect from Harrow Council. It also means making clear to businesses and individuals, not only what they have to do, but where relevant, what they should not.

Businesses and individuals also need to know what to expect from an officer and what rights of complaint are open to them. This is linked directly to the policies and procedures of the council, including the expectations placed upon officers in the conduct of their duties.

4.5 Accountability
Regulators are accountable to the public for their actions. This means that Harrow Council has policies and standards against which it can be judged. The council also has a mechanism for dealing with comments and handling complaints associated with enforcement. The full procedures for dealing with comments and handling complaints are available from Harrow Council.

5 Operational Arrangements

5.1 Managing Enforcement
Parking enforcement is implemented by civil enforcement officers using hand held technology as well as mobile and static enforcement cameras. Ensuring that the right level of enforcement is provided borough-wide is a complex process that requires regular reviews. It is important that the level of enforcement introduced at all locations is appropriate to what is necessary to achieve compliance. Visibility of enforcement officers is an important factor for enforcement and deterrent. Appendix A details the roles and responsibilities in relation to parking enforcement.

5.2 Civil Enforcement Officers (CEOs)
To run an effective parking enforcement operation, civil enforcement officers are trained to be professional and efficient. They must be able to be firm, but remain sensitive and tactful. Performance of enforcement officers in the borough is not based on the number of PCNs issued. The main objective of all civil enforcement officers is to ensure traffic and parking controls are observed and enforced in a fair, accurate and consistent manner. Their visibility
also acts as a deterrent for parking contraventions and as a reminder of drivers responsibilities.

5.3 Patrol Frequencies

Our parking enforcement team work between the hours of 7am to 12am Monday to Sunday. Enforcement is targeted to tackle the location needs as well as to help in the smooth running of all traffic but in particular buses. In general, busy town centre roads are patrolled more often than roads in residential areas. High frequency bus routes are also patrolled more often than other roads. The frequency of patrols in different areas is regularly reviewed to ensure that the aims of enforcement on the street are delivered.

5.4 Camera Enforcement

Moving traffic contraventions are enforced using closed circuit television (CCTV) and mobile units. CCTV enables these restrictions to be enforced correctly and even-handedly. CCTV contraventions are similar to any PCN that may be placed on a vehicle except that the PCN is sent by post to the address of the registered vehicle keeper. This activity is governed by the CCTV Code of Practice regarding use of cameras for enforcement. Recordings of contraventions enforced by CCTV are available for viewing in accordance with this Code of Practice and Data Protection Act requirements. The locations where CCTV is used are prioritised in order to concentrate on those locations that cause the greatest impact on traffic flow or the greatest inconvenience to other highway users.

As of 1 April 2015, following changes introduced as part of the Deregulations Act 2015, local authorities can only enforce parking restrictions by CCTV in the following instances:

- School keep clear markings
- Bus stop/stand clearways
- Red routes
- Bus Lanes

This legislation applies to parking restrictions only, so does not apply to moving traffic contraventions such as banned turns, box junctions, etc which can still be enforced.

All equipment associated with, and recorded information gathered by, the Harrow CCTV System is handled only by trained and authorised personnel. Each person having direct involvement with the system is issued with a copy of both the CCTV Code of Practice (as published by the Home Office) and the CCTV Procedural Manual. Only authorised staff operate the equipment located within the CCTV monitoring room. Authorised staff are always present when the CCTV monitoring and recording equipment is in use. In the event of authority being granted to the police to assume control of the CCTV system (in accordance with Section 7 of the CCTV Code of Practice), the Monitoring Room will continue to be staffed, and equipment operated by, only those personnel who are authorised and trained to do so.

Those individuals with a statutory responsibility to investigate alleged criminal offences may release details of recorded information to the media only in an effort to identify alleged offenders or potential witnesses. All electronic and written records which may be relevant to an investigation are retained until a decision is taken whether to institute proceedings against a person for an offence. Images are treated as “personal data” which has been “processed” by virtue of the CCTV system. Release of this data will be in accordance with the CCTV Code of Practice and the DPA. If released full details of circulation and publication (including dates) are recorded by the council.
5.5 Hand Held Technology

Hand held computers are carried by the civil enforcement officers and are used for the logging of Penalty Charge Notices (PCNs).

5.6 Mobile CCTV Automatic Number Plate Recognition (ANPR) Car

Mobile CCTV ANPR Cars are used by the council to detect various traffic offences, including outside schools. During school patrols they are used to issue PCNs. The newest generation 4 vehicles are able to use ANPR to identify vehicles parked in Controlled Parking Zones without the required permits. These vehicles operate in a spotting role. They do not stop, but they do call in a uniformed officer to check the vehicle and issue a penalty notice if appropriate. These vehicles can also be used for detecting moving traffic offences.

5.7 Permits and Tickets

In controlled areas or in designated locations eligibility to park is regulated through the issue of permits or tickets.

- Residents Permits

Residents living with a CPZ are eligible to apply for a resident parking permit unless their property is permit-restricted. A list of permit restricted properties is available on the council’s website. Costs of resident parking permits increase for additional cars.

- Business Permits

All business permits are zone specific and allow business permit holders to park in permit bays in the zone of their issue. The council’s website provides information as to which CPZs currently allow business parking permits. The cost of business permits vary between zones. Business permits are issued solely for business operational purposes. Applications for business permits are only considered from the business itself, applications from an employee are not accepted. Business permits are vehicle specific to avoid the possibility of misuse and fraud. Business parking permits are offered at a reduced rate for greener vehicles.

- Pay and display tickets

There are 4 different tiered cost rates for parking in pay and display bays. These are set according to the local extent of shopping characteristics, available car parks, existing public transport links and existing leisure facilities as set out by the London Plan’s town centre network classifications and Harrow’s Local Development framework. The bandings are Metropolitan Centre, Major Centre, District Centre and Local Centre. The charges will increase with the importance of the economic centre classification. This is because the mix, quality and quantity of retail outlets and community facilities available to the customer becomes more substantial and there is consequently a greater demand to park. Costs for each zone are shown on the council website.

- Electronic tickets (cashless parking)

Electronic tickets can be purchased using mobile phone technology thereby facilitating cashless parking.
5.8 How we deploy our resources

The deployment of resources is based on patrol beats covering all CPZs and Town Centres. Our On Street (foot & moped) resources are deployed to various beats that cover the parking restricted areas. We rotate the CEOs to a different beat on a daily basis to avoid familiarity. The mobile CCTV vehicles are deployed to different schools on a regular basis.

5.9 Authorisation of Officers

Before an officer of the council can carry out any enforcement duties, they must have achieved an appropriate qualification. Officers are then supervised by a senior officer to ensure they are competent to carry out the duties required.

6 Purpose and Approach to Enforcement

The purpose of enforcement is to:

- Ensure that individuals and businesses take action to deal immediately with failures of their duties,
- Promote and achieve sustained compliance with the law,
- Ensure that those that breach legal requirements are held to account, which may include bringing alleged offenders before the courts.

The use of civil enforcement officers, hand held technology, fixed and mobile enforcement cameras, appropriate regulations and suitable publicity are all vital components of any enforcement strategy.

Dangerous and inconsiderate parking affects the safety and convenience of both drivers and pedestrians and only through effective enforcement can this be addressed.

6.1 Clamping

In accordance with legislation, the council is not permitted to clamp vehicles. However, the council does notify Enforcement Agents of a cars whereabouts when a payment of a contravention remains outstanding. The outstanding debt is then notified to the County Court. Enforcement Agents have legal powers to clamp and remove vehicles and will do so unless the outstanding debt is satisfied by alternative means. Vehicles are clamped on roads in the borough when the Driver and Vehicle Licensing Agency (DVLA) carry out enforcement against untaxed vehicles. For works on the highway vehicles are re-sited where a Traffic Order is in place and people have been informed of the restrictions in advance. The council will also take steps to remove vehicles from the Public Highway that it has reason to believe have been abandoned. (See Abandoned vehicles section)

6.2 Bus lane enforcement

Harrow Council working with TfL is responsible for bus lane enforcement. Additional cameras are used for enforcement on bus lanes in the Borough. The council adheres to the CCTV Code of Practice. PCNs are issued by Harrow Council.
6.3 Parking across dropped kerbs
Part 6 of the Traffic Management Act 2004 allows the council to enforce against vehicles parking across dropped kerbs. The council uses these powers of enforcement at dropped kerbs e.g. at junctions throughout the Borough.

With regard to vehicle parking across household driveways, a Penalty Charge Notice can only be issued if requested by the occupier of the premises. This is to avoid incorrectly issuing PCNs to the owners and authorised visitors. Also the driveway must be on residential premises and not shared by other premises. There must also be an authorised dropped kerb.

6.4 Misuse of blue badges
Blue badges issued by the council remain the property of Harrow Council. If misuse is identified, the badges are taken away. If the criteria for the issue of the blue badge are no longer met, or if the badge holder dies, the badge must be returned to the council to prevent misuse. Joint operations between Harrow Council and the Police Safer Neighbourhood Teams are proactive in identifying disabled blue badge parking misuse.

The maximum fine for someone (at the time of writing) convicted of misusing a blue badge is £1,000 plus any additional penalty for the related parking offence. However, if the offender is prosecuted under criminal laws for fraud then the fine can be unlimited.

6.5 Abandoned vehicles
Abandoned vehicles are issued with a formal notice requiring the removal of the vehicle. This applies to both taxed and untaxed vehicles.

In general an abandoned vehicle will have one or more of the following:

- The windows have been broken or doors left open;
- It is clearly not being used, for example, it has dirty windows or debris inside;
- It is obviously a danger to the public; and
- It is causing an obstruction

If the vehicle remains unclaimed after the relevant time period, the vehicle is removed by the council’s contractor. After the expiry of any valid road tax, class “A” vehicles – vehicles of no value- are immediately scrapped. In the case of class “B” vehicles – vehicles of some value – these are kept for 21 days before destruction.

6.6 Untaxed vehicles
The DVLA are responsible for dealing with untaxed vehicles. This is not a role carried out by enforcement officers.

6.7 Persistent Evaders
Persistent evaders are a growing problem across London. Persistent evaders are defined as individuals with three or more recorded contraventions for the vehicle. The penalties for these have not been paid, represented against or appealed against within the statutory time limits, or their representations and appeals have been rejected but they have still not been paid.

The majority of persistent evaders are vehicles that are not taxed and the DVLA have no current keeper recorded against them. The council will advise the DVLA of these vehicles and when requested by the DVLA, will provide statements to secure their prosecution.
6.8 Penalty Charge Notices (PCNs)

London Councils set the level of penalty charges applicable in Greater London; the Mayor of London has to approve them. PCNs issued by Harrow Council are in charge band B. The band relates to the charge for PCNs issued in the borough. The cost of PCNs in the borough is provided on the council’s website. Harrow has two charge bands for parking contraventions and an additional band for moving traffic offences.

Higher level penalties apply to contraventions which are considered more serious, such as parking on yellow lines or where an obstruction is caused. Lower level penalties apply generally where parking is permitted but the regulations are contravened, such as overstaying on a pay and display bay.

6.9 Parking Revenue

Information on the parking and revenue account is available on the council’s website. Parking revenue, the receipts from enforcement and on-street parking, are ring-fenced for use on transportation services and can only be spent on sustainable transport-related improvements within the borough or to help fund Freedom Passes for the elderly and those with mobility difficulties.

6.10 Obstruction of Officers

It is an offence to obstruct authorised officers in carrying out their parking enforcement roles. The council regards the obstruction of or assaults (physical and/or verbal) on staff whilst lawfully carrying out their duties as a serious matter. Instances of such will be referred to senior managers with a view to instigating legal proceedings against the perpetrator. Any threat or assault will not be tolerated.

7 Protocols

7.1 Grace Periods

From 6 April 2015, the law requires that a penalty charge must not be issued to a vehicle which has stayed parked in a parking place on a road or in a council car park beyond the permitted parking period for a period of time not exceeding 10 minutes. The grace period applies to on-street and off-street parking places provided under traffic orders, whether the period of parking is paid for or free. Any penalty charge issued before expiry of the 10-minute grace period would be illegal, unless the vehicle itself is parked unlawfully (e.g. where the motorist has not paid any required parking fee or displayed a parking ticket where required). Grace periods only apply to designated parking places where a person is permitted to park. A road with a restriction (e.g. single yellow line) or prohibition (e.g. double yellow line) is not a “designated” parking place either during – or outside of – the period of restriction or prohibition.

7.2 Out of order parking devices

If a pay-and-display machine is out of order (and parking has not been suspended and clearly indicated as such to motorists), motorists will not be issued with a penalty charge notice unless alternative means of payment were available to the driver and clearly indicated. Alternative means of payment include a pay-and-display machine nearby or the availability of a cashless payment system.

7.3 Removals

Removals for obstruction can only be carried out by the police.
7.4 Processing Penalty Charge Notices

In relation to the processing of penalty charge notices, for the avoidance of doubt readers should ensure they consult the Traffic Management Act 2004 and relevant Road Traffic regulations. These are available on www.gov.uk and the Department for Transport websites. There are variations according to the type of notice issued, whether; a parking contravention issued by either a CEO or a moving traffic contravention. For more detail on the administration of PCNs please refer to the separate Processing PCN policy.

7.5 Collecting penalty charges

The penalty charge is usually payable by the owner of the vehicle, unless the vehicle was hired at the time of the contravention. Harrow Council offers a range of facilities for paying penalty charges. When a penalty charge notice has been affixed to the vehicle the discount period is 14 days. When a penalty charge notice has been served by post using evidence from an approved device, the discount period is either 14 (for moving traffic contraventions) or 21 days (for on-street contraventions recorded by CCTV) from the date of service of the notice. This is clearly stipulated on the penalty charge notice.

Where a penalty charge is served on a vehicle with a diplomatic registration plate but no payment is received within 28 days, the council will not issue a Notice to Owner but will keep a record of the unpaid penalty charge. If requested by the Foreign and Commonwealth Office the council will provide details of all unpaid penalty charge notices.

7.6 Issuing the Notice to Owner

If the penalty charge is not paid the council may issue a Notice to Owner. The purpose of this is to ensure that the penalty charge notice was received by the vehicle owner and to remind the vehicle owner that the payment in full is now due and if it is not paid within a further 28 days it may be increased. The Notice to Owner may be issued from 28 days up until 6 months after serving the penalty charge. The council will specify on the Notice to Owner (or the penalty charge notice when served by post) the statutory grounds on which representations may be made.

7.7 Charge Certificate

The charge certificate tells the vehicle owner that the penalty charge has been increased and that action will be taken to recover the amount due through the county court if it is not paid within 14 days. If the penalty charge has not been paid 14 days after the charge certificate was served, the penalty charge is recoverable through the Traffic Enforcement Centre as a civil debt to the council. This is enforceable through a streamlined version of the normal civil debt recovery process. Additional costs will be payable at this stage to cover costs incurred by the Courts and Enforcement Agents.

Additionally, where a customer has bailiff action taken against them, under the Control of Good procedure, and they pay the PCN and bailiff fees but subsequently make a late witness statement to the TEC, which revokes the Order for Recovery, any bailiff fees already paid by this stage will not be recovered as they have been incurred legally. If however no bailiff fees have been paid, then the authority or the authority’s bailiffs will not pursue collection of said fees as bailiffs will no longer have enforcement powers following the revocation of the order.
8 Parking and Traffic restrictions that apply in Harrow

8.1 Parking Management Strategy
The council’s parking management strategy sets out how the different types of parking controls and charges on the public highway, car parks and council land are developed, designed and implemented. A brief description of the main types of parking restrictions are set out below.

8.2 Controlled Parking Zones
CPZs are in operation for areas experiencing conflicting demands for parking at certain times of the day or throughout the day. The controls used are a combination of:

- Waiting restrictions (yellow lines)
- Loading restrictions (kerb blips)
- Zig-zag markings (pedestrian crossings, schools, hospitals)
- Permitted parking places
- Parking for permit holders
- Pay and display bays
- Loading bays
- Disabled persons parking bays

Traffic signs are situated at the access points to a CPZ showing the hours of operation.

8.3 Controlled Parking Places
The council introduces limited time on-street controlled parking places. For example, primarily around busy local shopping parades for the benefits of shoppers, hospitals and train stations in the form of pay and display parking bays. The control usually involves limiting vehicles to a maximum stay to achieve good turnover of spaces.

8.4 Pedestrian Crossing (zig-zag) markings
The council (as a Highway Authority) is required by law to install zig-zag markings at all controlled crossings. The markings prevent any vehicle from stopping or parking (other than when impeded by traffic).

The purpose of the restrictions is to protect sight lines for motorists (seeing pedestrians on or about to proceed on the crossing) and pedestrians seeing approaching vehicles. They assist in the creation of a “safe place to cross”.

The council takes enforcement action against vehicles that park in breach of these regulations.

8.5 School “Keep Clear” Markings
Harrow Council has introduced “keep clear” markings outside most schools in the borough.

The purpose of the markings is to:

- Maintain sight lines for children crossing the road to and from school
• Maintain good access for emergency vehicles

• Prevent any vehicles from stopping

The council actively enforces these restrictions, during term time, the start of school, lunch time and at the end of the school day. The council will issue PCNs to any vehicle seen on a school keep clear marking even when the driver is present.

8.6 Dropped Kerbs

It is important for pedestrians, particularly the elderly, people with disabilities and parents with pushchairs to be able to cross the road safely. Section 86 of the Traffic Management Act 2004 allows the council to enforce against vehicles that block dropped kerbs.

The council provides dropped kerbs to assist pedestrians and to allow vehicles to leave and join the carriageway. Any dropped kerbs specifically to accommodate pedestrians or vehicles will be enforced.

The council enforces against any vehicle parked adjacent to pedestrian dropped kerbs.

Where a dropped kerb is to a single residential property the council can only enforce with the consent of the occupier of that property, providing no other restriction applies. Enforcement action will only be carried out when requested by a resident with a vehicle crossover to their property. Where dropped kerb access leads to a multi-residential property the council can enforce without the consent of the occupiers of the property.

8.7 Parking on footways, verges and vehicle crossings

Unauthorised parking on footways, verges and vehicle crossings is not permitted in Harrow unless specifically exempted by the council. Unauthorised parking is a hazard to other drivers, antisocial, forces pedestrians to use the carriageway and causes obstruction. Civil enforcement officers enforce against parking on footways, verges and vehicle crossings.

8.8 Waiting Restrictions

Single and double yellow lines indicate that waiting restrictions are in place. “Single yellows” indicate a restriction that applies to any period less than 24 hours. A time plate shows the times of controls unless the restriction is in a CPZ and the hours of operation coincide with the CPZ operating times. Double yellow lines operate 24 hours a day all year. A time plate is not required. Waiting restrictions are used to facilitate road safety by keeping sight lines clear at junctions. They also facilitate commercial activity by “reserving” space that can be used for loading and unloading for a maximum period of 40 minutes. In addition by preventing parking that would obstruct traffic flow they help to reduce congestion.

8.9 Loading Restrictions

The council uses loading restrictions in conjunction with waiting restrictions. This removes the ability to load and unload which is permitted on yellow lines as outlined above. This prevents stopping by vehicles that would normally be allowed to park on yellow lines such as blue badge holders. In general, loading restrictions are introduced in areas or at times where such loading would be obstructive or dangerous or would increase congestion and delays during peak traffic periods.

As noted in the Traffic Management Act, loading restrictions are denoted by yellow kerb markings placed on the kerb at right angles to the kerb. A single kerb marking indicates that
the restriction operates less than 24 hours and a double indicates 24 hours, 365 days a year. A time plate indicating the hours of the restriction must always be shown, even if the hours coincide with those of the CPZ or are in 24 hour operation over 365 days of the year.

Stopping for the purpose of loading and unloading goods is permitted on a waiting restriction (where no loading restriction is present) for up to 40 minutes providing it is continuous.

8.10 Regulations in force at council car parks

The council has put in place Traffic Management Orders (TMOs) to control the use of “off-street” car parks, specifying the opening times, charging hours, permitted class of vehicle, maximum length of stay and scale of charges for each car park. The TMOs also include regulations relating to pay and display tickets.

8.11 Moving Traffic

Moving traffic contraventions are enforced by CCTV. In locations which are enforced using CCTV, there is no legal requirement to display CCTV enforcement warning signs.

From June 2004, Transport for London (TfL) took responsibility for enforcing certain moving traffic infringements on all of London’s major roads (under the Local Authorities and Transport for London Act 2003). Under the same Act, the council adopted powers to enforce moving traffic infringements from July 2006.

Under the legislation examples of what is enforceable include:

- Banned turns (left, right, U-turn)
- Directional signs (i.e. one-way traffic)
- Vehicle prohibitions (i.e. no motor vehicles)
- Pedestrian zone signs
- Routes restricted to certain vehicles (blue, circular signs)
- Yellow box junction
- Weight limit restrictions

Full details are available on the London Councils website – www.londoncouncils.gov.uk. The council conducts enforcement either via static CCTV cameras (in main roads and at box junctions) or via mobile CCTV recording the offences by the roadside.

8.12 Bus lanes

Bus lanes are signposted with the restrictions that apply. Under current legislation, bus lane infringements can be enforced using either CCTV equipment or CEO enforcement.

8.13 Signs and Lines

Signs and lines must be legally compliant, well maintained and regularly checked. The Traffic Signs Regulations and General Directions specify in precise detail the signs that must be used to indicate parking restrictions. Where there is an unusual or non-standard type of restriction, the Department for Transport is requested to specifically authorise each sign and in some cases its location.
9 Parking Regulations

The TMA 2004 defines the objectives for which parking regulations can be introduced. These can be summarised as:

- Safety
- Minimising congestion and journey time delays
- Management of the kerb space where demand for parking exceeds supply
- Maintenance of access to premises

The council enforces parking, waiting and loading restrictions within the borough unless the road is part of the Transport for London (TfL) Road Network. The parking regulations enforced by the council fall into two groups:

- Those that apply nationally or within London and
- Restrictions applied by the council which have been made through TMOs.

As part of the parking regulations a distinction is made between “prohibited” and “permitted” parking.

As noted by the Department of Transport, prohibited parking – relates to regulations introduced for safety reasons, likely to be in the form of yellow lines or “school entrance-keep clear” markings. As noted by the Department of Transport, permitted parking – may include pay and display bays and residents’ zones which are all symptomatic of areas where demand exceeds supply. These give priority to particular groups of motorists, e.g. residents and persons with disabilities or forms of parking such as short stay or loading bays.

Parking restrictions enforced by the council are primarily introduced by the making of Traffic Management Orders (TMO), the local regulations that determine parking restrictions in the borough.

10 Application of the regulations

Most of the restrictions that the council can enforce are defined by Traffic Management Orders, examples of which are detailed below:

- Bus lanes
- No waiting (single and double yellow lines)
- School keep clear marking
- Pedestrian crossing zig-zag marking
- Controlled Parking places
• Parked adjacent to dropped kerbs
• Parking contraventions in permitted parking bays or in restricted areas
• Where parking is prohibited, apart from emergencies or circumstances beyond motorist control
• No loading or unloading (kerb blips used in conjunction with yellow lines)

The council may introduce a Controlled Parking Zone (CPZ) when parking demand greatly exceeds supply.

As noted in the TMA, a CPZ has the following elements:

• The creation of controlled parking places
• The introduction (or extension) of permit schemes
• Possible restrictions on the type of vehicles that can use the controlled parking spaces (such as height and length of vehicles)
• The introduction of some control (waiting/loading/zip-zag) on all kerb space not designated a permitted parking place

11 Legislation

Civil parking enforcement is a legal process. The Future of Transport White Paper, published in July 2004, sets out a long-term strategy for a modern, efficient and sustainable transport system backed up by sustained high levels of investment over 15 years. As noted by the Department for Transport, effective management of the road network is a key part of this.

The legislative framework for councils to carry out parking enforcement changed to the Traffic Management Act 2004 (TMA) Part 6 on 31st March 2008, replacing parts of the Road Traffic Act 1991 (as amended) and the Local Authorities Act 2000 (as amended). The TMA was introduced to improve public perception of parking enforcement by providing greater consistency of nationwide parking regulations and providing a fairer and more transparent system. Legislation covering bus lanes and moving traffic contraventions remain unchanged.

The TMA has also brought consistency to parking enforcement regulations for London and non-London councils. The TMA 2004 imposes an explicit duty on councils to manage their network so as to reduce congestion and disruption and to appoint a traffic manager. The Act also provides additional powers to do with parking, including increased scope to take over the enforcement of driving and parking offences from the police.

The regulations in part 6 of the Traffic Management Act 2004 largely replicate those contained in the Road Traffic Act 1991 (as amended) and London Local Authorities Act 2000 (as amended). The Traffic Management Act 2004 strengthens the requirements for councils to have consistent and transparent enforcement policies.

The parking regulations as prescribed by the 1991 Road Traffic Act and consolidated in the Traffic Management Act 2004 decriminalised parking contraventions, which means that they are no longer dealt with under Criminal Law in the Magistrates Courts but come under the jurisdiction of the Civil Law. In effect, the Act gave powers to Local Authorities to enforce parking restrictions, previously the responsibility of the Police (traffic wardens).
12 Suspensions, Dispensations and Exemptions

Suspensions, Dispensations and Exemptions have specific meaning when it comes to Parking Regulations, not only in relation to CPZs but more generally.

12.1 Suspensions

Having introduced or "designated" a permitted parking space it may be necessary to suspend it for a short time.

Alternative parking arrangements are not normally made as most suspensions are relatively short in duration. However, in the case of major suspensions (e.g. Affinity Water mains Replacement Program) alternative parking provision is considered. Civil enforcement officers enforce as per the suspension board.

Any vehicle parked in a suspended parking bay that is not registered to use the bay will be issued with a PCN and may be authorised for removal.

A vehicle displaying a blue badge, parked in a suspended parking place, will receive a PCN and may be relocated to the nearest safe and legal parking place.

12.2 Dispensations

A “dispensation” is short for “dispensation from the waiting and loading restrictions”.

A dispensation from the waiting and loading restriction can only be granted where there is no alternative.

The London Health Emergency Badge (HEB) scheme allows doctors, nurses, midwives and health visitors engaged in urgent or emergency health care in (but not routine visits to) a patient’s home to park where there is no alternative:

- Without payment
- In residents’ or other reserved parking bays; and
- On yellow lines where loading and unloading is not prohibited (as long as there is not a serious obstruction or other endorse able offence)

12.3 Exemptions

Exemptions from the regulations are contained within the TMOs. These are designed to ensure that necessary commercial activities can continue and to accommodate various situations or activities.

The council’s TMOs currently grant exemptions to the following classes of vehicle use: -

- Emergency services vehicles e.g. police, ambulance and fire, whilst on official duties
- Buses providing a London Bus Service whilst waiting at a bus stop/stand/terminal and taxis waiting at a cab rank
- Post Office whilst engaged in picking up or delivering postal packets
- Gas, water, electricity and telecommunications providers whilst the vehicles are being used in connection with works on the highway or in emergency situations

There are also exemptions that apply to any vehicle, but only in certain circumstances:
• Those displaying a valid blue badge
• A vehicle stopping to allow someone to board or alight from the vehicle
• A vehicle prevented from moving due to circumstances beyond the driver’s control
• Loading and unloading

13 Challenges, Representations and Appeals
The vehicle owner may dispute the issuing of a PCN at three stages:

• Owners may make “informal challenges” or “informal representations” against the penalty charge before the council has served a Notice to Owner
• Once a Notice to Owner has been served, an owner may make a formal representation to the authority; and
• If a formal representation is rejected the owner may appeal against the Notice of Rejection to an independent adjudicator.

Harrow Council aims to resolve any dispute at the earliest possible stage. It will give challenges and representations impartial consideration. The council has a discretionary power to cancel a penalty charge notice at any point throughout the process. Under general principles of public law, the council has a duty to act fairly and proportionately and seeks to exercise discretion sensibly and reasonably and with due regard to the public interest. Should we receive a request for exercising discretion we will look at each case individually, assessing the merit of each case.

13.1 Notification of the outcome of representations
Once the council has come to a decision about a representation, it will promptly tell the person making the representation what it has decided to do and why. If the council rejects the representation, it will serve a notice of rejection stating that it will issue a charge certificate unless the penalty is paid or an appeal made to an adjudicator.

The council will give the owner clear and full reasons for its decision on a representation, in addition to the minimum required information. If, following an unsuccessful representation, the council decides to offer a new discount period for prompt payment, it will set out the dates of this period in the Notice of Rejection.

13.2 Adjudication
Adjudicators are not appointed by the council and are wholly independent. They have a judicial position. If the council rejects a formal representation, the person who made the representation has the right to appeal to an adjudicator within 28 days of the date of service of the Notice of Rejection. An adjudicator has the discretion in appropriate circumstances to consider an appeal made after 28 days. The grounds for appeal are the same as those for formal representations and are set out in the Regulations. (SI 2007/3482 Regulation 13 and Schedule, Paragraphs 7 and 10). Appeals for penalty charge notices follow the statutory process.
If an adjudicator allows the appeal, s/he may make such directions to the council s/he considers appropriate for the purpose of giving effect to the decision, most usually to cancel the penalty charge notice, the Notice to Owner and refund any sum already paid in respect of the penalty charge. The council must comply with this direction.

The adjudicator’s decision is final, subject to the power of adjudicators to review a decision. No further challenges can be made other than on a point of law through an application to the High Court for judicial review.

Under the London Local Authorities and Transport for London Act 2003 if a motorist pays an Enforcement Agent in full prior to filing a Statutory Declaration/Witness Statement and the Environment and Traffic Adjudicator (ETA) decide that the PCN should be cancelled, the Council is only liable in law to refund the PCN amount and not any Enforcement Agent costs.

13.3 Complaints and Appeals

Anyone who is dissatisfied with enforcement actions that a Civil Enforcement Officer has taken will have their concerns investigated by the service manager parking enforcement. Should a person feel that they have not caused an offence or the parking enforcement was incorrectly served, they can write to the service manager parking enforcement stating the reasons. This will be taken into consideration but does not mean that further formal action won’t be taken if the reasons are not justified and payment is not made. If the complaint relates to the conduct of the officer, rather than the actual offence being reported, the enforcement services will then follow Harrow Council’s complaints procedures to deal with complaints and send a full written reply within 10 working days. Dissatisfaction with an outcome of a representation is dealt with by the statutory appeals process.

Any complaint about the conduct of a Civil Enforcement Officer will be immediately notified to the line manager of the officer concerned, who will make a judgement on what action will be taken. An officer will not automatically be withdrawn from any case by virtue of a customer complaint. The line manager will consider the complaint and assess if the officer has acted outside their remit and / or has acted unprofessionally towards the business concerned. All complainants will be advised of their recourse to the councils Corporate Complaint system. Stage 1 will be investigated by the line manager in line with the above. Stage 2 will be carried out by the service manager.

Should further complaints be made by a business / individual against an individual officer and no corporate complaint submitted, a decision will be made by the line manager whether to send an additional officer on future visits to ensure:

- Verification of the officers’ actions; and
- Protection for the officer should the complaints be made for reasons of intimidation

This decision will be documented in the case file as well as on the database system.

The withdrawal of any legal action taken by an officer will not be entertained based solely on a complaint regarding the officer, as recourse is available through the appeal process, unless evidence is available to demonstrate the legal action does not meet the requirements set out in this Policy.

14 Partnership working

This policy relies on strong partnership working. The council aims to work with the following key partners in delivering the policy:
• The Police
• Police Community Support Officers (PCSOs)
• Neighbouring councils
• Harrow Town Centre Business Improvement District (BID)
• Resident Associations
• Motorists
• Other traffic authorities (including the Highways Agency)
• The DVLA
• London Councils
• Traffic Enforcement Centre (TEC)
• Parking, Traffic and Appeals Service (PATAS)
• Environment and Traffic Adjudicators (ETA)
• Road User Charging Adjudicators (RUCA)
• Council Contracted Enforcement Agents

15 The Storing and Disclosure of Information

Information collected or recorded as part of the council’s enforcement activities will be securely retained in a paper and/or electronic format for a period defined by legislation or required for future reference by the service. This information will include decisions taken about the choice of enforcement options.

The identity of a person providing the council with information about other people committing crime, will remain confidential unless prior agreement by the person is obtained, or its disclosure is authorised by law or by a court of law.

Personal data held manually or as computer records will be handled in accordance with the Data Protection Act 1998 (DPA). This information will be used in accordance with the council’s DPA registration. Exemptions to this include where information is disclosed to other agencies or used for another reason for the purposes of detecting or preventing crime. This will include the sharing of information between council services and with the police and other enforcement agencies. Sharing of information relating to the Crime and Disorder Act will be undertaken in accordance with the appropriate information sharing protocol.

Right of access to information held by the council will be given on request, in accordance with the Freedom of Information Act 2000 and Environmental Information regulations 2004 unless the information is already publicly available (as described in the council’s Publication Scheme). Some exemptions to the council can be found in the Act, Regulations and the council’s publication scheme.

16 Monitoring and Review

This policy will be reviewed within two years of its implementation. The review will highlight successes as well as areas for improvement and how effective the policy has been in achieving its objectives. Reviews will also seek to introduce where necessary any new powers.
granted to local authorities in managing parking enforcement. The review will include measures such as:

- Complaints statistics
- Compliance statistics
- Number of appeals
- Number and type of contraventions
- Localised impact on road safety and congestion
- Number of removals
- Percentage of representations and other correspondence answered within a specified time

17 Amendments to this Policy

As may be necessary, for instance with the issuing of new guidance by Government, amendments will be made to this parking enforcement policy. Should such amendments not deviate away from the overall spirit, they will be attached through an amendment document rather than the re-issuing of the parking enforcement policy as a whole.

Any matters of legal doubt will be assessed by the council’s legal section, prior to coming into place, where there is no clear-cut guidance, case law or precedent.
18 Definitions

ANPR – Automatic Number Plate Recognition
CEA – Civil Enforcement Area
CEO – Civil Enforcement Officer
CCTV – Closed Circuit Television
CPE – Civil Parking Enforcement
CPZ – Controlled Parking Zone
CC – Change Certificate
DfT – Department for Transport
DVLA – Driver and Vehicle Licensing Agency
ETA – Environment and Traffic Adjudicators
NtO – Notice to Owner
NoR – Notice of Rejection
PATAS – Parking and Traffic Appeals Service
PCN – Penalty Charge Notice
RUCA – Road User Charging Adjudicators
TEC – Traffic Enforcement Centre
TfL – Transport for London
TMA – Traffic Management Act
TMO – Traffic Management Order
VRD – Vehicle Registration Document
19 Appendix A – Roles and Responsibilities

The Parking functions across the council are covered by three main teams.

Parking and Network Management

Construction of vehicle crossings/dropped kerbs

Maintenance of signing and lining borough-wide

Car Park management/maintenance
  • On-street/off-street pay and display machine maintenance

On-street and off-street parking enforcement
  • CEOs (issuing PCNs)

CCTV
  • Enforcement of moving traffic contraventions
  • CCTV camera enforcement

Traffic and Highway Asset Management
  • CPZs (design and implementation)
  • Traffic Safety Schemes (design and implementation)
  • Permanent Traffic Orders
  • Disabled Bays (design and implementation)

Collections and Benefits
  • PCN processing
  • Debt Collection (unpaid PCNs)
  • PCN appeals
  • Resident permit administration/processing
20 Appendix B - ACTION PLAN
The Action Plan reflects actions recommended to date to meet identified issues. Budget implications will be confined within the Directorates finances.

<table>
<thead>
<tr>
<th>No.</th>
<th>Ref</th>
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<th>Dependency</th>
<th>Action by</th>
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<th>End Date</th>
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<td>When a review of CPZs is undertaken, discussions with parking enforcement will take place to optimise the efficient use of CEOs</td>
<td>Traffic and Highways Asset Management</td>
<td>Traffic and Highways Asset Management</td>
<td>Better deployment of resources Better enforcement of zones</td>
<td>Initial cost to be determined but in the longer-term efficiencies to be gained</td>
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<td>Increase enforcement capacity to cover the areas of restriction as set out in the Deregulation Act</td>
<td>Parking and Network Management</td>
<td>Parking and Network Management</td>
<td>To increase deterrence</td>
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<td>Review the sharing of information between Parking and Collections and Benefits to make it more effective</td>
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<td>More effective and streamlined management of information</td>
<td>Contained within current budget</td>
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1.0 Introduction

Harrow Council published its first Parking and Enforcement Plan in April 2006. Since this time, regulations, council priorities and the understanding of the importance of environmental issues have all changed. At the same time, there has been a steady increase in the number of cars on the roads and no relative increase in road space. However we have learnt from past experiences. This document is intended to replace this original plan taking into account the latest best practice, current priorities relevant to Harrow Council and the current national, regional and local policies.

2.0 Background

When the last Parking and Enforcement Plan was published, it was the first publication containing all regulations and parking information relevant to parking in the borough. It was a document the borough was required to produce that was useful to a variety of audiences. The inclusion of information in the original plan was also partly determined by TfL which at that time were required to approve the Parking and Enforcement Plan. This is no longer the case. Harrow Council publishes a Parking in Harrow booklet each year which includes lots of details about parking availability, parking permits, parking and permit costs, maps of Controlled Parking Zones and also explains some of the parking regulations. As would be expected, this data does become out of date as charges and locations of regulations change and hence the booklet is regularly updated. It is hoped that this Parking and Enforcement Plan will stay relevant for a longer period of time and for that reason does not include information on charges or maps showing regulations.

This document addresses legislation and policy, parking, enforcement and operations in separate sections. All these issues are intertwined and continue to impact on one another in various ways. At all times, these issues are considered together as considering these in isolation would not provide effective management of the road network.

3.0 Legislation and policy

3.1 Policy Framework

Parking and enforcement policy is an important element of overall transport and planning strategy. The regulations are a matter of direct interest to all motorists. As car ownership increases, demand for parking spaces intensifies. Parking restrictions then spread to more areas and the fight for parking spaces becomes increasingly contentious. Introducing and changing parking regulations are too often seen as an affront to car owners and not as a necessity to improve access for all and a requirement for community harmony.

Local parking controls are introduced in line with Government guidelines and also in accordance with the London Mayor’s Transport Strategy. In developing a new plan, the borough also considers the West London sub-regional transport objectives, the London Plan, the Mayor of London’s Air Quality Action Plan, the Council’s Local Development Framework, Sustainable Community Strategy, Core Strategy and the existing council priorities. These documents all influence the way that parking operates within the borough.

The overriding policy guiding parking and enforcement in the borough is driven by the following:

- The requirement to help achieve the Mayor of London’s transport goals and objectives as outlined in the Mayor’s Transport Strategy
- The need to help the Council achieve the transport objectives as outlined in Harrow’s Transport Local Implementation Plan 2011
- The need to reduce reliance on private car use where environmentally sustainable options exist
The parking controls that the Council implements to ensure that it is appropriate to the needs of the location are discussed further in this document as is the management of parking enforcement and permit parking.

3.2 Aims of Parking and Enforcement Regulations

The aim of parking and enforcement controls is to manage kerb-side and off-street parking spaces effectively. Without regulations, those with disabilities would rarely be able to park close to their destinations; shops and offices would reserve spaces for their own deliveries and service vehicles; drivers would reserve spaces for themselves at key locations and buses, coaches, taxis, motorcyclists and bicycles would all be left to fight for any remaining available street space. Parking regulations are put in place to ensure this doesn’t happen. The regulations are designed to meet the wider demands of the economy, the environment, visitors and residents. In particular, controls have been designed to do the following:

- Improve safety
- Reduce car dependency
- Reduce the time spent by drivers searching for parking spaces
- Encourage the use of more sustainable forms of transport
- Facilitate traffic flow and access to properties for the mobility impaired, emergency services, healthcare workers and servicing vehicles
- Support bus reliability
- Support business activity by providing effectively enforced short-stay parking and improving the reliability of servicing
- Deter long-term commuter parking
- Ensure that the location of car parking takes account of the priority need for a secure and sensitive pedestrian environment
- Balance the provision of parking for residents, visitors and still support local business

Parking controls also play a role in accident prevention and reduction. This is primarily through:

- Improving junction visibility; and
- Preventing dangerous parking that obstructs the highway and impacts on the ability of pedestrians to cross roads safely.

Regulations are not introduced to raise money. This is not only illegal but would also be an ineffective way to manage road space over time.

3.3 Environmental issues

The environmental impact of car use is a key consideration when designing and improving parking and enforcement management. Climate change is happening because of an increase in greenhouse gases and transport is a major contributor to such problems. Any reduction in non-essential car use is an environmental benefit that the whole community needs to work to achieve. This parking and enforcement plan will help to ensure this issue remains at the forefront of decisions.

3.4 Legislative background

The Road Traffic Act 1984, The Road Traffic Act 1991, the London Local Authorities Act 1996, the London Local Authorities & Transport for London Act 2003 and the Traffic Management Act 2004 have all changed the way parking regulations are managed and enforced in the borough. These have moved the responsibility for enforcement away from the police and towards civil enforcement by local authorities as shown in the table below. Under the Traffic Management Act 2004 from 31st March 2008 decriminalised enforcement is now known as civil parking enforcement.
### 3.5 Borough Policy Actions

Harrow’s Transport Local Implementation Plan 2011 contains the strategic policy actions that influence parking and enforcement within the borough. These policy actions have been developed and revised following wide scale public consultation. These high level policies are:

| PE1 | Encourage the use of cleaner and more environmentally friendly vehicles through prioritising specific facilities for parking of “greener” vehicles at all council owned car parks, e.g. providing specific locations for parking providing charging points for electric vehicles |
| PE2 | Ensure that charges for parking support the economic vitality of all town centres |
| PE3 | In the development of parking schemes, the Council will ensure convenient car parking for people with disabilities is considered |
| PE4 | Give high priority to the enforcement of parking and road traffic regulations, particularly to those affecting the safety of all road users, reliable operation of bus services and the prevention of traffic congestion |
| PE5 | Maximise the effective use of camera enforcement where there are safety benefits to be gained from better enforcement |
| PE6 | Promote and secure the adoption of consistent and complementary strategies at national, regional, London, sub-regional and neighbouring local authority levels and through the restraint-based car-parking standards |
| PE7 | In the development and operation of parking schemes and to ensure transparency, the Council will follow the guidelines as outlined in the parking and enforcement plan which will be regularly reviewed and updated |
| PE8 | Support local businesses by giving priority to short stay on-street parking and by discouraging long-stay parking |
| PE9 | As reviews of CPZs take place, progressively enable the provision of business parking permits in CPZs for vehicles where permits are required as a major part of the operation of the business and where such journeys are not viable without such parking permits |
| PE10 | Ensure that charges for off-street parking: |
| | • Support the economic vitality of all town centres |
| | • Finance progressive improvements to the standards of the Council owned car parks |
| | • Maintain price competitiveness with comparable privately operated car parks |
| | • Encourage short stay parking with rapid turnover of spaces and deter long-stay parking where appropriate |
| | • Reduce the demand on surrounding on-street pay and display parking |
| | • Are set with the aim of car parks being 85% full in peak periods |
| | • Are self financing |
| PE11 | Monitor and review the provision and operation CPZs in all areas of the Borough experiencing on-street parking stress and install new CPZs subject to, demand and consultation with the local community |
| PE12 | Where practicable, seek to secure consistent cross-boundary parking charges in conjunction with neighbouring authorities |
3.6 Parking tools

The tools that the Council uses to implement the borough policy actions are:

- the allocation of on-street parking spaces
- the setting of fees and charges
- parking standards for new developments and off-street parking (car parks)
- enforcement of parking regulations

3.7 Charging structure consultation

The charging structure for both on and off-street parking was reviewed in 2011. The aim of this review was to:

- Simplify the charging structure
- Encourage long term parking towards car parks
- Reduce on-street commuter parking in residential areas
- Encourage use of more environmentally friendly vehicles

The latest charges can be seen on the Council’s web pages.

4.0 Parking Management

Parking provision in the borough comprises Controlled Parking Zones (CPZs), private and public car parks and a number of other types of provision for specific streets and locations as defined in regulations.

This section of the plan provides more details about the different methods of provision and how these are implemented.

4.1 Work programmes

The need to make changes to parking provision is ever changing and the greatest volume of enquiries and correspondence received by the Council regarding transport matters concerns the lack of parking space or impact of on-street parking. As a consequence the Council has an ongoing rolling programme of works to manage borough parking issues.

Parking issues are constantly under review and issues assessed and prioritised and agreed programmes of CPZs and parking management schemes are identified in LIP2. The programme is reviewed annually and changes to the plan are agreed with the Portfolio Holder. The latest programme can be seen by looking at the minutes from the February TARSAP meeting in any given year on the Council website. The capital funding for this programme is also agreed on an annual basis. Where possible, additional Section 106 funding from developers contributes to the implementation of local schemes within this programme.

The main factors that influence the programme are:

- Local residents’ demand for improved parking management
- Local parking problems

1  TARSAP – Traffic and Road Safety Advisory Panel
4.2 **Reviewing existing regulations**

Reviewing regulations takes place according to demand. Requests for changes come in from a variety of sources including:

- The Emergency Services
- Refuse collection services – access issues
- Schools
- Businesses and individuals
- Local petitions
- Councillors

Depending on the nature and scope of the request, locations are considered for review and a programme of priority works are developed and agreed with the Portfolio Holder.

4.3 **Car parks and charges**

The aim for car park provision is for car parks to be 85% full during the peak periods in order to maximise the use of off-street parking facilities and reduce the demand on surrounding streets.

Parking usage, turnover and charges are reviewed annually and details regarding the borough’s car park locations and charges are provided on the Council website and also in the *Parking in Harrow* booklet. This booklet also provides information on the costs, operational hours and number of disabled parking spaces available at each car park.

Car parking charges across the borough are set according to the location of the car park. There are four different cost rates across the borough and rates are set depending on the extent of shopping characteristics, available car parks, existing public transport links and existing leisure facilities. The physical condition of the car parks and their perceived safety is also taken into account.

In most car parks off-street business parking permits are available. For these permits, environmentally friendly vehicles are charged at a reduced rate.

The Council’s car park manager oversees the smooth running of car parks in the borough. The manager’s responsibility includes car park safety and ensuring that upkeep of car parks. Car parks are routinely checked for faults and safety issues are prioritised. Safety issues of paramount importance are smooth surfacing and a reduction in overgrown greenery to stop tripping and prevent hidden spaces emerging, good lighting and in certain locations CCTV.

4.4 **On-street Parking**

The majority of streets in the borough have no parking controls. Regulated on-street parking spaces are primarily permit parking bays, loading bays and Pay and Display bays, although some free bays are also available.

4.5 **Controlled Parking Zones (CPZs)**

The introduction of Controlled Parking Zones enables the Council to balance the parking needs of residents, businesses, visitors, utilities etc. and is a fundamental component of national, regional and local transport policies. CPZs are areas where permitted parking areas are designated by regulation, all other areas having yellow lines. Some of these areas can be designated for residents and become resident parking schemes. CPZs do not need to
incorporate a residents’ parking scheme. They can contain just yellow lines or can be combined with permit restricted parking.

CPZs also allow the introduction of “resident permit restricted” developments. This is in line with the strategy of reducing car-parking provision at sites well served by public transport. This means that new developments are not eligible for parking permits and cannot provide parking to meet demand.

If no CPZ were operational, the objective of restraining car use would be undermined, as residents would simply park on-street and subsequently this would result in a deterioration of safety and amenity standards.

Controlled Parking Zones are introduced to:

- Ensure adequate access and safety standards are maintained;
- Manage competing demands of different road user groups;
- Ensure a balance in parking provision between vehicles required for residents, people with disabilities, servicing vehicles etc in residential areas;
- Reduce traffic congestion and make essential vehicle journeys easier;
- Manage available parking space to ensure convenient short term parking is available for shoppers and visitors;
- Encourage use of more sustainable means of transport; and
- Ensure adequate access is maintained particularly for emergency vehicles.

CPZs have clear strategic and local advantages. However, they are only introduced following local consultation and after community support has been demonstrated through local consultations.

In designing a CPZ, the following issues are always considered:
- Safety for all road users
- Projected demands for day-time and night-time residents’ car parking
- Convenient car parking for people with disabilities
- Convenient and secure parking for cyclists
- Designated parking for motorcyclists
- The balance between car-parking for residents, visitors and local businesses
- Opportunities for and implications for dual-use of parking spaces
- Convenient parking provision for delivery and service vehicles
- Parking for medical practitioners on call
- Shared use bays specifically to benefit health care workers
- Business permit requirements
- Signage
- Restraint on traffic growth by reducing available commuter parking
- Appropriate parking spaces for car clubs

4.5.1 Controlled Parking Zone Regulations

The following regulations are applicable to all CPZs:

4.5.1.1 CPZ Signage

To provide further transparency in restrictions and consistency with best practice, for all permit parking bay signs in new CPZs, the hours of operation will be displayed. Existing permit bay parking signage will be replaced as finances permit.
4.5.1.2 Vehicle size limits
All new Traffic Management Orders are written to allow a maximum vehicle size of height 2.08m, maximum length 5.5m, maximum width 2m or maximum weight of 5 tonnes.

4.5.1.3 Vehicle crossing parking
With the exception of one small cul-de-sac, parking is not permitted in front of crossovers within the Borough’s CPZs. Crossover parking is only implemented where consultation shows a majority in favour of its adoption. In the existing case where vehicle-crossing parking is permitted the restriction is for 24 hours. This regulation is necessary to ensure that the Council can enforce against contraventions at all times.

4.6 Footway and verge parking
Parking on footways and verges causes additional maintenance costs, environmental damage, risk of infrastructure damage and is obstructive to pedestrians, blind people, people with mobility difficulties and to people with pushchairs. Parking is therefore only allowed where there is a signed exception. There are very few such locations within the borough.

Alternatives to footway and verge parking, such as limiting parking to one side of the road only (either voluntarily or by restriction) or one-way systems are considered before allowing footway or verge parking. A prioritised list of roads for consideration of footway parking is maintained. This is regularly reviewed and amended where appropriate.

- The normal minimum footway width is 1.5m where pedestrian movement is low. However, 1.2m may be acceptable in exceptional circumstances such as extremely narrow roads, short cul-de-sacs etc. with particular parking difficulties;

- The normal minimum “running” width is 4.1m where residential roads are lightly trafficked; however 3.5m may be acceptable for short lengths of road with little or no through traffic;

Grass verges where exemptions are to be permitted will be strengthened to prevent damage to the surface and to protect underground services.

4.7 Local safety parking schemes
There are a number of locations in the borough where the existing parking restrictions are not sufficient to stop obstructive or dangerous parking that compromises safety or reduces necessary street access particularly for emergency services and refuse vehicles. To address this, the borough has undertaken to introduce a very localised programme of predominantly small scale double yellow line schemes, mainly at junctions and bends, where refuse vehicles and the emergency services have reported persistent access difficulties. These locations have frequently been the subject of site meetings between officers and councillors. The list of locations is frequently reviewed and a programme agreed at TARSAP meetings.

4.8 Parking for people with disabilities
There are just under 10,000 blue disabled parking badges on issue to borough residents. These are issued through Harrow’s concessionary travel team and are issued to those receiving the high rate mobility component of Disability Living Allowance benefit; those registered blind or those receiving war pensioners mobility supplement allowance. In addition blue badges can be issued on a discretionary basis. The bulk of blue badges issued in the borough are issued on the discretionary criteria following a doctor’s report.

There are approximately 200 designated on-street disabled bays in the borough and around a further 50 designated disabled spaces available at off-street car parks within the borough. Blue badge holders can park indefinitely in all spaces in council off-street car parks.
Blue badge holders can park for up to three hours on all single yellow lines within the borough. In areas where there is no controlled parking there are adequate spaces for disabled parking. In areas of controlled parking, disabled bays are provided at key locations.

4.8.1 Disabled persons parking space criteria

The criteria for residential area disabled persons parking place applications are considered on a case-by-case basis. Unless the application is for a passenger requiring a disabled person’s parking space, all of the conditions listed below must be met in order for the Council to introduce a space. If a passenger requires a disabled person’s parking space it can be provided if they meet item 3 of the criteria below:

1. Applicant must be a current “Blue Badge” holder.
2. The disability must be related to permanent mobility problems that make walking impossible or where the exertion required to walk would constitute a danger to life or a serious deterioration to health.
3. Applicant must be the driver of the Blue Badged vehicle, or if the applicant is a passenger of the Blue Badged vehicle it must be shown that:
   (a) The applicant requires physical assistance from the driver of the vehicle and the driver is generally the only person available to assist the applicant. The driver must also live at the same address as the applicant; or
   (b) The applicant is sufficiently disabled to require constant supervision by the driver of the vehicle. The driver of the vehicle should be the only person available to provide this supervision and must also live at the same address as the applicant; or
   (c) The applicant is between the ages of 2 and 17 years and meets either or both of the criteria stated in sections (a) and (b) above.
4. The applicant’s address must have no off-street parking space or space that could be reasonably made available for parking (eg. a front garden of sufficient depth for conversion and provision of a vehicle crossover).
5. Ability to park on-street is a major problem for most of the day.
6. Annual confirmation of need required (to be carried out by the Traffic Management Section in conjunction with Adult Care Management and Children’s Services if necessary).

4.9 Motorcycle parking

Motorcycles, mopeds and scooters can offer quick, relatively low cost private transport, do relatively little damage to roads and are more space and fuel efficient than cars, although they can generate relatively more pollution and noise.

There are currently 10 bays for designated motorcycle parking across the borough. These can accommodate between 4 and 12 motorcycles each. Consideration will be given to increasing the number of designated spaces as new CPZs are introduced and reviewed. The locations of highest demand outside of the CPZ and town centre are motorcycle shops within the borough. These provide their own off-street parking for motorbikes. Motorcyclists are not charged for parking in either pay and display bays or in resident bays in CPZs. Outside the CPZs there is adequate infill space for necessary parking. The borough does liaise with motorcycle groups and responds sympathetically to requests for additional parking.

4.10 Loading bays

The economic viability of many businesses is dependent on the ability to deliver and receive goods. To support such activities, loading bays are provided. These are located where there is strong competition for use of the available on-street space. These bays are not restricted to goods vehicles. The bays also prevent delivery vehicles circulating roads, thereby contributing to traffic congestion and pollution, while looking for suitable parking.
Continuity of unloading/loading is required to stop in these bays. However, the Council does accept that the activity can include the time taken to complete the connected paperwork or store hazardous materials. Parking in loading bays is strictly prohibited and enforced.

5.0 Permits
In controlled areas or in designated locations eligibility to park is regulated through the issue of permits.

There are 4 different zone cost rates for parking in borough controlled parking zones. These are set according to the local extent of shopping characteristics, available car parks, existing public transport links and existing leisure facilities. Costs for each zone are shown on the Council website.

This section of the plan details the types of permit available and how they are used.

5.1 Types of permits available
Permits are issued to allow vehicles to park in parking bays in CPZs in the borough and avoid receiving a Penalty Charge Notice (PCN). Permits are made available for residents, visitors, carers, health care workers, doctors and schools.

5.2 Vehicle Excise Duty
All parking permits are only valid if a valid Vehicle Excise Duty certificate is displayed.

5.3 Unpaid Penalty Charge Notices
Owners of vehicles in receipt of 3 or more unpaid PCNs, where the PCNs not subject to challenge, are not issued with CPZ parking permits. This applies to both resident and business permit applications.

5.4 Permit applications
Most types of permits can be applied for using the Council’s website. Where supporting information is required to show evidence of place or residency or vehicle ownership, this may be attached to the printout of the on-line application being posted, however, applications may also be made in person at the Civic Centre or at the library for visitor permits only.

5.5 Green vehicles policy
To encourage use of “greener” vehicles, owners of green vehicles are not charged for resident or business parking permits; however they still do need to display their permit. Information as to what constitutes a green vehicle is provided on the Council’s website.

5.6 Residents
Residents living with a CPZ are eligible to apply for a resident parking permit unless their property is permit-restricted. A list of permit restricted properties is available on the Council’s website.

5.6.1 Permit Costs
Costs of resident parking permits increase for 2nd and 3rd cars and additional cars in order to discourage car ownership and use.

The cost of resident parking permits for greener vehicles is free and the definition of greener vehicles is provided on Harrow’s website.

Costs of parking in residential areas are made similar to neighbouring boroughs to discourage displaced parking.

5.6.2 Eligibility
In order to apply for a resident parking permit, two proofs of eligibility are required:

1. a proof of residency; and
2. a proof of vehicle ownership.
A Vehicle Registration Document (VRD) can be used to show both residency and vehicle ownership. However if a VRD is not supplied the following evidence can be supplied.

Proof of residency is only required if the applicant is not on the electoral register.

(i) Proof of residency – name on the electoral register or:
- Vehicle Registration Document (VRD)
- Driver’s licence
- Recent bank or credit/debit card statement
- Recent utility bill

(ii) Proof of vehicle ownership:
- VRD
- Letter from employer confirming that the applicant is the sole user of the vehicle
- Hire/lease agreement
- Bill of sale/invoice
- Valid insurance document

5.6.2 New Residents

Where new residents are unable to meet some or all of the proposed criteria, an option for a single, one-month resident permit is provided. Once proof has been substantiated, a full permit can be issued without any financial penalty for the initial purchase. One proof of eligibility should be met from both of the following categories:

a) Proof of residence
- Tenancy Agreement (Estate/Letting Agency only – not private);
- Bank Statement;
- Utility bill;
- Credit card statement;
- Mobile phone bill;
- Council/housing Association rent book; or
- Proof of purchase of property (completion letter from Solicitor). NB – this only provides proof of ownership

b) Proof of vehicle ownership
- Vehicle registration document with the change of address section correctly completed; or
- Insurance document – detailing the new address or postal code.

5.6.3 New vehicle

In the event that a new vehicle has been purchased within the last month the applicant may be unable to provide the set criteria. In such instances, the applicant can supply the following proofs of ownership:
- Garage Bill of Sale; or
- New Keeper’s Supplement; or
- Vehicle Registration Document AND
- Valid Insurance Certificate showing the applicants name, the CPZ address and the vehicle’s registration number.

5.6.4 Temporary vehicles

When a resident reports that their vehicle has been temporarily replaced, the parking attendants are briefed in advance of their beat regarding the temporary vehicle.

5.7 Visitors

Visitor permits are available to residents living in any of the Borough CPZs, unless the property is permit restricted. Permits are issued in books of ten. A maximum of two books are issued at any one
time, with a maximum of 10 books per annum. Scratching off the relevant day, month and period validates the permit. It must be displayed so that the validation can be seen clearly from the outside of the vehicle, on the dashboard near the tax disc with the scratched panel facing up.

Permits expire if not used within three years.

5.8 Doctors
Some doctors’ surgeries are located in places where doctors who are required to be on-call find that the time they spend reparking their car on return to their surgery impacts on the time available to effectively treat their patients which is considered by the Council to be a critical community service. To obviate the time they spend searching for parking spaces at their surgeries, the Council issues doctor parking permits. These are only available for doctors’ surgeries located in Controlled Parking Zones and only issued under specific conditions.

Permits are not issued for individual doctors but are shared between all doctors who are on-call at the surgery. The permits allow doctors to park in resident parking bays on specific streets adjacent to their surgeries between Monday and Friday only. Any permit issued is valid for one year only and needs to be renewed on an annual basis.

Doctors parking permits are non-identifiable to the public as doctors’ permits.

To be eligible for a doctors parking permit, the surgery must do the following:

1. Show that they have actively made attempts to resolve the parking problems for doctors through other means such as developing local travel plans for all their staff and encouraging patients to arrive at the surgery by means other than car; and

2. Show that there is insufficient off-street parking to accommodate the effective working of their surgery. This is demonstrated by comparing how many full time equivalent doctors are registered at the surgery and how many off-street parking spaces are available.

Nurses and administrative staff are not be considered eligible for these permits because they do not routinely visit patients at their homes under the same time pressures and these permits are not being issued to facilitate their journeys to their regular places of work.

The number of doctors registered at any surgery is determined either by headed paper counts of doctors listed or by counts of doctors listed on the surgery webpage.

The number of off-street parking spaces available at the surgery will be determined by visits from council traffic engineers.

Reviews of surgeries’ travel arrangements take place every three years ensuring that local travel plans are being maintained. If they are not maintained, then permits will be withdrawn.

A maximum of 2 permits can be issued per doctors’ surgery.

Misuse of any of these permits renders all permits to the surgery being withdrawn for at least one year.

The cost of these permits is set at the same rate as that of business permits in the same CPZ.

5.9 Carers
In order to help residents in receipt of disability benefit or attendance allowance, the Council can issue a single visitor permit chargeable (at the same rate as a resident’s permit) that is renewed on an annual basis and that they can then use for visiting care workers. This permit is also available to senior citizens who need it. This permit is postcode specific.
5.10 Health Care workers
The Council issues health care parking permits to organisations that employ health care workers to facilitate the care they provide. This is a multi-zone permit and is not specifically identifiable as a health care permit. The healthcare parking permits allow holders to park in permit bays in controlled parking zones during the course of their work, but it does not allow them to park on yellow lines or pay and display bays. The permit is also available to General Practitioners but is not issued to professions where times of visits can be arranged to suit the parking restrictions available such as occupational therapists or to social workers.

These permits will be issued to people who for the majority of their work time meet two or more of the following criteria:
1. Regularly undertake urgent unplanned visits
2. Routinely visit health care recipients where it would be impractical to rely on the client to provide and find their visitor permits
3. Carry drugs etc which put them at risk of attack if they cannot park close to their destination
4. Lengths of visits are unpredictable and therefore existing parking regulations do not enable flexibility required / Required to carry out visits on an emergency basis
5. Parking problems reduce time made available for patient care

Categories of workers that fit the above criteria have been developed and changes to these categories require Portfolio Holder approval. The current categories of positions for inclusion are carers, nurses and doctors who work in the following positions:
- General practitioner
- Domiciliary care workers
- District nurses
- Specialist nurses
- Health visitors
- Children’s Services
- Older people services
- Learning disabilities services
- Physical disabilities services
- Health and Rehabilitation Team
- Mental Health workers

There is an administrative charge only for these permits.

5.11 Schools
A maximum of two resident type permits are issued to schools that have inadequate off-street parking facilities, so long as they have developed a school travel plan. Where more than one school is situated at a single site only 1 permit will be issued to each school. These permits are issued at no cost.

5.12 Renewals
Permit holders need to renew their permits every year and every three years they need to produce the original documentation to prove that they continue to be the registered keeper of the vehicle and to prove that they continue to reside within the CPZ. This helps to limit fraudulent use of the permit system.

5.13 Business permits
On-street parking permits for businesses that show demand are being extended to all CPZs as they are reviewed. All business permits are zone specific and allow business permits holders to park in resident permit bays in the zone of their issue. When the CPZ review takes place, the matter of allowing business permit holders to park in selected Pay and Display bays is also considered. The Council’s website provides information as to which CPZs currently allow business parking permits.

The cost of business permits vary between zones because of the importance of different locations. E.g. Harrow town centre parking is at a premium as spaces are limited.
In order for a business to apply for a permit, the business address and the original vehicle ownership documentation must be supplied.

Business permits are issued solely for business operational purposes.

Applications for business permits are only considered from the business itself; applications from an employee are not accepted. In line with off-street business permits, the following proofs are required:

a) Proof of business address
   - Current business rates bill
   If the direct responsibility of payment of business rates does not fall with the business or the applicant does not work from ‘related business premises’ two of the following should be provided:
   - Current lease agreement
   - Letter from business ratepayer (where the current lease is unavailable)
   - Recent business utility bill (not more than four months old)
   - Certificate of incorporation for limited companies if the registered office of the business is at the CPZ address
   - A recent business bank statement
   - Copy of an invoice received at the business address
   - Inland Revenue business tax return
   - Certification detailing the registration number and zone address for registered charities.

b) Proof of vehicle Ownership
   - Vehicle Registration Document and
   - A copy of the valid tax and insurance certificate
   If the vehicle has been purchased in the last three months and the registration document is not yet available, the following should be produced:
   - Garage bill of sale and
   - Valid insurance certificate.

Documents that have been submitted as proof of ownership should show the name and address of the company or of an employee and the vehicle’s registration number.

In situations where the vehicle is owned, leased or hired by an employee proof of employment should be provided. All payments are required to be made by the company and no personal payments or cash are accepted.

Quarterly and half yearly permits are available. The additional cost for the higher administrative burden on council staff on processing the applications is included into the pricing structure. Business permits are vehicle specific to avoid the possibility of misuse and fraud.

Business parking permits are offered at a reduced rate for greener vehicles.

5.14 Foreign registered vehicles
The Council encourages the owners of foreign vehicles to reregister their vehicles with the DVLA by limiting the length of time of permits issued to foreign registered vehicles. Foreign registered vehicles are only issued with permits for a 6-month period or two 3-month periods. These permits are not renewable unless the vehicle is reregistered in the UK.

5.15 Health Emergency Badge Scheme
Similar to all London Boroughs, Harrow Council participates in the Health Emergency Badge Scheme (HEBS) operated by London Councils. The aim of the scheme is to assist parking for those persons involved in urgent emergency health care away from their normal base. Badges are issued to doctors,
nurses, midwives and health visitors; they are not issued to other paramedical professions such as physiotherapists, chiropodists and occupational therapists. HEBs allow holders to park on yellow lines only and only for the purposes of urgent emergency health care visits away from their normal base and hence only a limited number of permits are allowed per practice.

The badge can only be used when visiting a patient to provide emergency or urgent healthcare.

Examples of what is considered ‘urgent’ or ‘emergency’ are:
- A situation in which a patient needs immediate treatment to avoid possible loss of life or where life saving equipment in the home has failed;
- A patient needs immediate treatment to alleviate acute pain or other distressing symptoms;
- Childbirth is imminent or immediate post-natal treatment is required;
- A child is in danger or a person is at risk of violent attack; and
- A patient is suffering a mental health emergency and poses a risk to themselves and/or others

Any use of a Health Emergency Badge outside the terms of these criteria may result in the badge being withdrawn by London Councils; or all the badges issued to a particular site being withdrawn. Parking in connection with routine non-emergency, non-urgent home visits is not covered by the HEBs. For these visits, staff should park legally, paying the appropriate charges if necessary, and/or walk to their appointment.

Parking near or outside hospitals or clinics is not covered by the HEBS. Displaying an HEB badge does not entitle badge holders to use doctors’, ambulance or hospital bays allocated to another user.

The dispensation does not apply if the vehicle is causing serious obstruction, left for an excessive length of time (over an hour) in the same position, or regularly seen in the same place.

The exemption does not apply in the vicinity of the HEB permit holder’s place of work.

5.16 Parking dispensations and suspensions

Although parking dispensations and suspensions are not a type of permit, they do allow certain vehicles to park across the borough at agreed locations. They are issued because there are some occasions when the existing regulations are simply unworkable.

Dispensations to parking regulations are issued for tradesmen’s vehicles that are required, for a specified temporary period, to assist residents or businesses in servicing their properties. Dispensations are valid for a maximum of four weeks, may be used for parking in a resident’s bay or on single yellow lines and must be clearly displayed in the vehicle.

The dispensation displays the vehicle registration and is not transferable.

Dispensations are issued to the resident or tradesperson at the Civic Centre for addresses located within a CPZ whose hours of operation are longer than one hour. In locations where dispensations are required for visits less than one hour, visitor’s permits rather than dispensations are recommended. The types of work where dispensations may be granted include: building works; glazing; site access; removals; large deliveries; and tree surgery. Before a dispensation is issued, a Council Officer must be satisfied that no reasonable alternatives for parking exist.

Regulated parking bays may also be suspended. This is typically linked to utility works or to facilitate work at nearby premises. Suspensions take a minimum of 5 working days to be issued and is issued at the discretion of a Council Officer.

The cost of dispensations and suspensions is shown on the Council’s website.
6.0 Enforcement

6.1 Rationale
Traffic law and regulations are put in place to protect road users and support different types of environments such as industrial, residential, retail etc. Enforcement needs to be targeted and to be proportionate to be respected. It also needs to be an effective and efficient deterrent. The use of Civil Enforcement Officers, hand held technology, fixed and mobile enforcement cameras, appropriate regulations and suitable publicity are all vital components of any enforcement strategy.

Consistent and regular enforcement is the key to ensuring that both on-street and off-street parking facilities provided for residents, businesses and visitors are used appropriately and are respected. This is increasingly essential across all of London as the growth in demand for parking spaces outstrips the supply. Harrow Council is no exception to this and the forecast growth in car ownership indicates the problem will not diminish.

Dangerous and inconsiderate parking affects the safety and convenience of both drivers and pedestrians and only through effective enforcement can this be addressed. Pavement parking affects the safety and convenience of pedestrians and is a severe impediment to the movement of those with both mobility and visual disabilities; effective enforcement of bus lanes and bus stops is critical to maintaining an effective and efficient public transport system. This is also necessary to enable buses to effectively compete with the private car and encourage people to change their mode of travel to more sustainable forms of transport.

6.2 Clamping and removals
Harrow Council does not clamp or remove cars from the roads under Parking Enforcement legislation. However the borough does notify bailiffs of a cars whereabouts when a payment of a contravention remains outstanding. The outstanding debt is then notified to the County Court. Bailiffs have legal powers to clamp and remove vehicles and will do so unless the outstanding debt is satisfied by alternative means. Vehicles are clamped on roads in the borough when the DVLA carry out enforcement against untaxed vehicles. The Council will also take steps to remove vehicles from the Public Highway that it has reason to believe have been abandoned (See 6.6 Abandoned vehicles).

6.3 Bus lane enforcement
Harrow Council signed up to a Service Level Agreement with TfL in February 2002. This enables increased level of enforcement on bus lanes along selected bus routes. The agreement ensures that there is no financial loss to the Borough by directing enforcement resources towards roads with busy bus routes. This has enabled additional cameras to be used for enforcement on bus lanes in the Borough. In addition it has enabled the Council to employ additional parking attendants. Harrow Council and TfL enforcement divisions meet regularly to review the level of enforcement required.

6.4 Parking across dropped kerbs
Part 6 of the Traffic Management Act 2004 allows the Council to enforce against vehicles parking across dropped kerbs. The Borough uses these new powers of enforcement at drop kerbs e.g. at junctions throughout the Borough.

With regard to vehicles parking across household driveways, a Penalty Charge Notice can only be issued if requested by the occupier of the premises. Also the driveway must be on residential premises and not shared by other premises and there must be an authorised dropped kerb.

6.5 Misuse of blue badges
Blue Badges issued by the Council remain the property of Harrow Council. If misuse is identified, the badges are taken away. If the criteria for the issue of the Blue Badge are no longer met, or in the event of the death of the holder, the badge must be returned to the Council to prevent misuse.
Joint operations between Harrow Council officers and police Safer Neighbourhood Teams are proactive in identifying disabled blue parking badge misuse. Where misuse has been identified, offenders have been prosecuted for the fraudulent use of the badge. Prosecutions are publicised in order to discourage similar behaviour.

The maximum fine for someone convicted of misusing a blue badge is £1,000 plus any additional penalty for the related parking offence. However if the offender is prosecuted under criminal laws for fraud then the fine can be unlimited.

6.6 Abandoned vehicles
Vehicles considered abandoned by council officers are issued with a formal notice requiring the removal of the the vehicle. This applies to both taxed and untaxed vehicles.

In general an abandoned vehicle will have one or more of the following:
- the windows have been broken or doors left open;
- it is clearly not being used, for example, it has dirty windows or debris inside;
- it is obviously a danger to the public; and
- it is causing an obstruction.

If the vehicle remains unclaimed after the relevant time period, the vehicle is removed by the Council’s contractor. After the expiry of any valid road tax, class ‘A’ vehicles - vehicles of no value - are immediately scrapped. In the case of class ‘B’ vehicles - vehicles of some value -, these are kept for 21 days before destruction.

6.7 Untaxed vehicles
The DVLA are responsible for dealing with untaxed vehicles. However the Council works in partnership with the DVLA to report any untaxed vehicles that enforcement officers come across during their daily patrols. Notification of any untaxed vehicle is sent to the DVLA for their enforcement action. On certain occasions, the Council will also work in partnership with the DVLA who wheel clamp or remove untaxed vehicles. Untaxed vehicles should be reported to the DVLA in the first instance.

6.8 Persistent Evaders
The wide range of traffic contraventions now enforceable by camera across London has resulted in an increase in the identification of persistent evaders London-wide. This is a growing problem and likely to increase as more contraventions become enforceable through the civil process. The majority of persistent evaders are vehicles that are not taxed and the DVLA have no current keeper recorded against them. The Council does advise the DVLA on a monthly basis of these vehicles and when requested by the DVLA, provides statements to secure their prosecution. However the problem of persistent evaders cannot be addressed by any Borough in isolation and needs to be tackled through a London-wide co-ordinated activity.

The Council supports the need to actively pursue persistent evaders through participating in Londonwide methods including contributing to the London Council’s Persistent Evader Database.

6.9 PCNs
PCNs issued by Harrow Council are in charge band B. The band relates to the charge for PCNs issued in the borough. The cost of PCNs in the borough is provided on the Council’s website. The cost is reduced to 50% if paid within 14 days.

6.10 Parking Revenue
Information on recent parking and revenue account is provided on the Council’s website.

Parking revenue, the receipts from enforcement and on-street parking, can only be spent on sustainable transport-related improvements within the borough or to help fund Freedom Passes for the elderly and those with mobility difficulties.
7.0 Operational arrangements

7.1 Managing enforcement
Parking enforcement operations are implemented by civil enforcement officers using hand held technology as well as mobile and static enforcement cameras. The overall aim of enforcement is to increase compliance with parking and motoring restrictions. The purpose of issuing Penalty Charge Notices is to dissuade motorists from breaking regulations. The objective of the enforcement regime is to achieve 100 per cent compliance, with no penalty charges issued.

Ensuring that the right level of enforcement is provided borough wide is a complex process that requires regular reviews. It is important that the level of enforcement introduced at all locations is appropriate to what is necessary to achieve compliance. Just as penalty charges deter people from repeatedly contravening regulations, the mere presence of enforcement officers or enforcement cameras also acts as a deterrent to illegal parking and hence their visibility is an important factor for enforcement.

7.2 Hand held technology
The cameras used by civil enforcement officers enable those in receipt of penalties to view their offence over the Internet. This provides an immediate service to the motorist and also reduces the need for unnecessary PCN appeals.

7.3 Civil enforcement officers
To run an effective parking enforcement operation, civil enforcement officers are trained to be professional and efficient. They must be able to be firm, but remain sensitive and tactful, employing common sense and patience in what can be a difficult work environment.

Performance of enforcement officers in the borough is not based on the number of PCNs issued. The main objective of all civil enforcement officers is to ensure traffic and parking controls are observed and enforced in a fair, accurate and consistent manner.

7.4 Patrol frequencies
Enforcement is not uniform across the Borough, but targeted to tackle the location needs as well as to help in the smooth running of all traffic but in particular buses. In general, busy town centre roads are patrolled more often than roads in residential areas. High frequency bus routes are also patrolled more often than other roads.

The frequency of patrols in different areas is regularly reviewed to ensure that the enforcement on the street delivers the aims of this plan.

7.5 Camera enforcement
Enforcement using closed circuit television (CCTV) and mobile units is used for waiting, loading and traffic contraventions to improve compliance with the restrictions across the borough. CCTV enables these restrictions to be enforced correctly and even-handedly.

CCTV contraventions are similar to any PCN that may be placed on a vehicle except that the PCN is sent by post to the address of the registered vehicle keeper.

The locations where CCTV is used are prioritised in order to concentrate on those locations that cause the greatest impact on traffic flow or the greatest inconvenience to other highway users.

Harrow Council is signed up to a CCTV Code of Practice regarding use of cameras for enforcement. This is available on request from parking operations at Harrow’s civic centre. Video recordings of
contraventions enforced by CCTV are available for viewing in accordance with this Code of Practice and Data Protection Act requirements.

7.6 Publicity
To enable better understanding of regulations, the Council publishes a Parking in Harrow booklet. This explains some of the regulations and contains information on permits, Penalty Charge Notices, Controlled Parking Zones and also contains maps of the current Controlled Parking Zones within the borough. Maps provided also show locations of disabled parking bays, motorcycle parking bays and car parks. This booklet is available from the Council but also is available on the Council’s website. The booklet is usually updated each year.

The Council’s website contains further information regarding parking regulations:

- Maps of all Controlled Parking Zones and the hours of restrictions
- Information on Penalty Charge Notices and challenging penalties
- Costs of all types of permits

8.0 Glossary

Terminology used throughout this report includes the following:

CCTV  Closed Circuit Television
CPZ   Controlled Parking Zone
DVLA  Driver and Vehicle Licensing Agency
HEBS  Health Emergency Badge Scheme
PCN   Penalty Charge Notice
VRD   Vehicle Registration Document
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Section 1: Child Population Projections

Changes to population projections methodology

Last year, the GLA identified problems of inflation in the population of children in the official ONS estimates. Following communications with the ONS, the problem was traced to a likely mismatch between the assumed age structures of international inflows and outflows. These problems were particularly acute for areas of London with high international flows and, without correction, lead to inflated numbers of children in the projections. The GLA has created an alternative series of population and migration for use in its models. These revised estimates cover the period mid-2009 to mid-2017 and are the result of a modelling process that worked to reconcile estimated population and migration flows of children with other data sources. The resulting estimates are now more consistent with observed annual change in school rolls, GP registration data and past births.

The GLA have therefore produced and offered population projections based on three migration variants:

**High** – these use domestic migration rates based on the last few years (when net outflows have been pretty high – over 100k for 2017). These rates reflect a relatively high level of movement of families: from inner to outer, and outer to home counties.

**Medium** – these start off using the same rates for the high variant – i.e. based on the very recent past. However, rates steadily move back towards the long term average over the first ten years of the projection.

**Low** – these assume an immediate drop in outmigration – using rates based on the few years following the financial crisis, when the housing market ground to a halt. In this period, a lot more children stayed in London than had been the case before the crisis.

These projections when used in the housing-led model, indicate that overall migration is largely driven by the available housing. We are use the school roll projections that are based on the low variant, as this seems to fit best with what has been and is happening in Harrow with regards to children and families.

A summary of the GLA’s 2017 Borough Preferred Option population projections based on the low migration variant for Harrow of 0 to 3 year olds, 4-10 year olds, 11-15 year olds and 16 to 25 year olds is summarised in the chart below.

The chart shows:

- The number of 0 to 3 year olds has stayed steady between 2011 and 2017, with a projected slow and steady increase from 2018 to 2027, and then a higher increase from 2028 to 2032.
- The number of 4 to 10 year olds have continue to increase between 2011 and 2017, and the projections indicate a steady continued increase from 2018 to 2032.
- The number of 11 to 15 year olds has remained quite steady, with slight increases from between 2011 and 2017, with projections indicating quite a significant increase from 2018 to 2025, after which point the projections continue to remain steady until the end of the period - 2032.
- The number of 16 to 25 year olds dropped between 2011 and 2017 but are projected to steadily increase from 2018 to 2032.
Chart 1: Harrow’s 0 to 25 year old population

The number of 0 to 3 year olds in Harrow increased from 13,428 in 2011 to a peak of 14,205 in 2014 and then fell to 13,808 in 2017. There is a slow projected increase from 14,035 in 2018 to 14,717 in 2026, followed by a slight dip and then a further increase to 14,872 in 2030, followed by indications of another slight dip by 2032.

Chart 2: Harrow’s 0 to 3 year old population

The number of 4 to 10 year olds has increased from 20,364 in 2011 to 23,473 in 2017, and they are projected to continue rising from 23,925 in 2018 to 25,422 by 2032, as can be seen in Chart 3 below.
Chart 3: Harrow’s 4 to 10 year old population

Chart 4 below shows that the number of 11 to 15 year olds has remained quite steady, with slight increases from 14,561 in 2011 to 15,091 in 2017. The projections are indicating quite a significant increase from 15,630 in 2018 to 18,138 by 2032.

Chart 4: Harrow’s 11 to 15 year old population
Chart 5 below shows that the number of 16 to 25 year olds has dropped from 31,836 in 2011 to 27,823 in 2017, however they are projected to steadily increase from 28,165 in 2018 to 32,457 by 2032.

Chart 5: Harrow’s 16 to 25 year old population

Source: GLA’s DCLG Low 3-1 Harrow BPO PP 2017

Primary Planning Areas
The GLA projections for primary schools are area based, using the Planning Areas created in 2004 by Harrow Council for school place planning when they were changed to reflect boundary changes. The projections for each Planning Area are based on a combination of ward-level child population projections and the historic pattern of subscription to schools. An analysis of where pupils went to school in 2004, based on pupils’ postcodes, was used to define the Planning Areas. Where over 40% of pupils in a ward went to schools in the Planning Area, these are described as “main” wards. Where between 10% and 40% of pupils in a ward went to schools in the Planning Area these are described as “other” wards. Thus it is possible to see that for Planning Area 1, the North East, most pupils attending Aylward, Stanburn, Whitchurch and Weald Rise schools lived in Belmont, Stanmore Park and Canons wards. Smaller numbers of pupils lived in Harrow Weald, Edgware, Queensbury, Wealdstone, Kenton East and Kenton West. The Primary Planning Areas are a tool for school place planning and therefore there is consideration of the impact of changes in one planning area on another.

Following the changes that have just been made to Harrow’s ward boundary changes, which will be implemented in May 2022, Harrow’s Planning Areas will also be reviewed.

Harrow’s Births and Reception Year Rolls
Harrow’s observed births have continued to increase from 2,922 in 2005/06 to 3,620 in 2012/13, as can be seen in Chart 6 below. Births dropped in 2013/14 by 46 to 3,574 and then even further by 65 to 3,509 in 2014/15 but then increased to 3,661 in 2015/16, however there has been a slight drop again in 2016/17 by 37 to 3,624.

In-line with this decline Harrow’s projected births are projected to drop slightly to 3,552 in 2017/18 and then remain quite steady, with a peak in 2021/22 of 3,609, and then level out again until the end of the period, as can be seen in Chart 6 below.
In-line with the increase in Harrow’s births, Harrow schools’ actual Reception numbers increased from 2,337 in 2001/02 to 3,251 in 2014/15. However, the numbers fell by 53 from 3,250 in January 2015 to 3,195 in January 2016 and then dropped again to 3,153 in January 2017. In January 2018 the reception number rose slightly to 3,185 but then dropped quite significantly to 3,044 in January 2019. This decline is somewhat reflected in a more steady set of Harrow’s schools roll projections, as can be seen in chart 7 below. Due to this change this report includes both the school roll projections as provided by the GLA (referred to as baseline) alongside our local adjustment of 2%.

Chart 7: Harrow’s Actual & Projected Reception Year Rolls

Source: births_2017_based_Harrow_BPO_dclg_low_PA_level & SRP_borough_Harrow_Spring2019_3_1_BPO2017_low_dclg_0306191449
Births by Planning Area
The projected births vary for each of the planning areas. The variation between the planning areas is due to the density and the demographics of the population.

Of Harrow’s observed births Chart 8 below shows that the Central and South West planning areas have had the highest number of births, however the Central planning area births are projected to continue rising from 855 observed births in 2017 to 1,038 projected births in 2027.

Chart 8: Observed and projected births by primary school planning areas

Births to School Conversion
Harrow’s birth to school pupil conversion rate has ranged from 89% in 2006/07 (representing 2,310 children in Reception as at January 2007 from a total of 2,602 births in 2001/02) to 97% in 2014/15 (representing 3,250 children in Reception as at January 2015 from a total of 3,344 births in 2009/10). However the conversion rate has been dropping since and has fallen to 85% in 2018/19 (representing 3,044 children in Reception as at January 2018 from a total of 3,574 births).

It should be noted that increases in Harrow’s births have not inevitably translated into children accepting a place in Harrow’s schools Reception year group. There are likely to be a range of variables that will affect the actual number of births converting into Harrow’s Reception school children, such as migration into and out of the borough, children living on the borders of Harrow could be attending neighbouring boroughs school’s (especially with new free school’s opening in Harrow’s neighbouring boroughs), or even selecting an independent school.

Chart 9 below shows Harrow’s 2006/07 to 2018/19 births to actual Reception numbers on roll conversion rate, which has been fluctuating, from 89% in the academic year 2006/07, peaking at 97% in 2014/15, and falling to 85% in 2018/19. It also shows Harrow’s 2018/19 to 2031/32 projected conversion rate, which is lower than recent actual conversion rates, ranging between 88% and 89%.
Chart 9 - Conversion rate of Harrow births into **actual** school Reception numbers on roll

**Births to actual and projected Reception pupils conversion rate**

Source: births_2017_based_Harrow_BPO_dclg_low_PA_level
Section 2: Local Factors Influencing Harrow’s Pupil Projections

School Admissions Applications, Offers for Places and Take-Up

Residents must apply to their home authority for a maintained school place, whether the school place is within the authority or out of borough. During the Admissions process, applications for a Harrow school from out borough residents are also considered and vice versa. Whilst residents do not apply for an independent school place via the Local Authority, they sometimes do let the authority know that they are sending their child to an independent school.

Reception in-take
The Admissions service has experienced an increasing trend until 2014 in the number of on-time, late and in-year applications for Reception and all of the primary phase year groups. Applications for Reception places have plateaued from 2015 to 2019.

Harrow Residents
Admissions received 3,118 applications (as at 11 June 2019) from Harrow residents for a September 2019 Reception year school place; this includes applications for Harrow schools, out of borough schools etc.

Applications and offers of Reception places
Table 1 below shows the total number of applications over the last few years. This table also illustrates the difference between the number of offers made and the take up of places as measured by the DfE School Census in January. There has been a slight increase in the take-up rate and this will be monitored. The slight increase could be a result of the expansions of over-subscribed schools.

<table>
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<th>On-time</th>
<th>Lates as at end of August</th>
<th>Total</th>
<th>Increase</th>
<th>% Increase from previous year</th>
<th>January Census</th>
<th>January Take Up Rate</th>
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<tr>
<td>Sep-16</td>
<td>3,175</td>
<td>264</td>
<td>3,439</td>
<td>25</td>
<td>0.73%</td>
<td>3,154</td>
<td>91.7%</td>
</tr>
<tr>
<td>Sep-17</td>
<td>3,143</td>
<td>243</td>
<td>3,386</td>
<td>-53</td>
<td>-1.54%</td>
<td>3,191</td>
<td>94.2%</td>
</tr>
<tr>
<td>Sep-18</td>
<td>2,969</td>
<td>205</td>
<td>3,174</td>
<td>-212</td>
<td>-6.26%</td>
<td>3,044</td>
<td>95.9%</td>
</tr>
<tr>
<td>Sep-19</td>
<td>2,976</td>
<td>142***</td>
<td>3,118***</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* On-time applications are the data from the DfE returns submitted on offer day.
** Lates are the number of on-time applications subtracted from the total home (Harrow) applications on the Capita One system. (Note: if the home address of the pupil has changed to an address outside Harrow since the application, this may deflate the total number of late applications)
*** As at 11/6/2019

Year 7 intake

Harrow Residents
Admissions received 2,989 applications (as at 11 June 2019) from Harrow residents for a September 2019 year 7 school place; this includes applications for Harrow schools, out of borough schools and grammar schools etc.
Table 2 below shows the increase in the total number of applications over the last few years. It also illustrates the difference between the number of offers made and the take up of places as measured by the DfE School Census in January. The take-up rate has remained or just above 81% over the last few years, however this increased to 84% in September 2016, dropped to 83% in September 2017 and then increased to 89% in September 2018.

Table 2 – Admissions Year 7 Entry Applications of Harrow residents

<table>
<thead>
<tr>
<th>Entry Year</th>
<th>On-time</th>
<th>Lates as at end of August(2)</th>
<th>Total</th>
<th>Increase (Total)</th>
<th>Jan Census</th>
<th>Jan Take Up Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct-13</td>
<td>2,329</td>
<td>129</td>
<td>2,458</td>
<td>-</td>
<td>1,982</td>
<td>81%</td>
</tr>
<tr>
<td>Oct-14</td>
<td>2,475</td>
<td>167</td>
<td>2,642</td>
<td>184</td>
<td>2,160</td>
<td>82%</td>
</tr>
<tr>
<td>Oct-15</td>
<td>2,557</td>
<td>167</td>
<td>2,724</td>
<td>82</td>
<td>2,204</td>
<td>81%</td>
</tr>
<tr>
<td>Oct-16</td>
<td>2,676</td>
<td>142</td>
<td>2,818</td>
<td>94</td>
<td>2,377</td>
<td>84%</td>
</tr>
<tr>
<td>Oct-17</td>
<td>2,753</td>
<td>75</td>
<td>2,828</td>
<td>10</td>
<td>2,347</td>
<td>83%</td>
</tr>
<tr>
<td>Oct-18</td>
<td>2,749</td>
<td>139</td>
<td>2,888</td>
<td>60</td>
<td>2,534</td>
<td>88%</td>
</tr>
<tr>
<td>Oct-19</td>
<td>2,914</td>
<td>75(3)</td>
<td>2,989</td>
<td>101(3)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(1) On-time applications are the data from the DfE returns submitted on offer day.
(2) Lates are the number of on-time applications subtracted from the total home (Harrow) applications on EMS. (Note: if the home address of the pupil has changed to an address outside Harrow since the application, this may deflate the total number of late applications)
(3) As at 11 June 2019

Harrow primary schools pupils' borough of residence

There has been an increase in the number of pupils in Reception to Year 6 in Harrow schools. As at January 2019, there were 21,647 pupils in Harrow's 39 primary and 1 all through school, in comparison to 21,354 in January 2018 a total increase of 293 pupils. In January 2017 there were 21,145, 20,782 in January 2016 and 20,363 in January 2015 (Source: Harrow schools' school census).

The number of out of borough primary age pupils attending Harrow's schools has also increased, from 2,031 in January 2016, to 2,125 in January 2017 to 2,200 in January 2018 and 2,301 in January 2019.

Table 3 below shows that as at January 2019 the majority of Harrow’s primary school pupils reside within the borough of Harrow.
Table 3: Harrow schools’ Reception to Year 6 pupils Harrow ward of residence
January 2019 & (January 2018)

<table>
<thead>
<tr>
<th>Ward</th>
<th>Number of pupils</th>
<th>Percentage of pupils</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roxbourne</td>
<td>1333 (1287)</td>
<td>6.2% (6.0%)</td>
</tr>
<tr>
<td>Wealdstone</td>
<td>1232 (1224)</td>
<td>5.7% (5.7%)</td>
</tr>
<tr>
<td>Marlborough</td>
<td>1225 (1218)</td>
<td>5.7% (5.7%)</td>
</tr>
<tr>
<td>Greenhill</td>
<td>1146 (1081)</td>
<td>5.3% (5.1%)</td>
</tr>
<tr>
<td>Queensbury</td>
<td>1051 (1029)</td>
<td>4.9% (4.8%)</td>
</tr>
<tr>
<td>Edgware</td>
<td>1019 (1009)</td>
<td>4.7% (4.7%)</td>
</tr>
<tr>
<td>Pinner South</td>
<td>996 (1000)</td>
<td>4.6% (4.7%)</td>
</tr>
<tr>
<td>Headstone South</td>
<td>944 (959)</td>
<td>4.4% (4.5%)</td>
</tr>
<tr>
<td>Rayners Lane</td>
<td>929 (936)</td>
<td>4.3% (4.4%)</td>
</tr>
<tr>
<td>Belmont</td>
<td>920 (940)</td>
<td>4.3% (4.4%)</td>
</tr>
<tr>
<td>Harrow Weald</td>
<td>902 (885)</td>
<td>4.2% (4.1%)</td>
</tr>
<tr>
<td>Kenton East</td>
<td>871 (914)</td>
<td>4.0% (4.3%)</td>
</tr>
<tr>
<td>Harrow on the Hill</td>
<td>854 (822)</td>
<td>3.9% (3.8%)</td>
</tr>
<tr>
<td>Roxeth</td>
<td>816 (822)</td>
<td>3.8% (4.1%)</td>
</tr>
<tr>
<td>West Harrow</td>
<td>813 (781)</td>
<td>3.8% (3.7%)</td>
</tr>
<tr>
<td>Kenton West</td>
<td>782 (789)</td>
<td>3.6% (3.7%)</td>
</tr>
<tr>
<td>Canons</td>
<td>767 (732)</td>
<td>3.5% (3.4%)</td>
</tr>
<tr>
<td>Hatch End</td>
<td>750 (716)</td>
<td>3.5% (3.4%)</td>
</tr>
<tr>
<td>Headstone North</td>
<td>742 (724)</td>
<td>3.4% (3.4%)</td>
</tr>
<tr>
<td>Stanmore Park</td>
<td>672 (709)</td>
<td>3.1% (3.3%)</td>
</tr>
<tr>
<td>Pinner</td>
<td>582 (577)</td>
<td>2.7% (2.7%)</td>
</tr>
<tr>
<td><strong>Harrow wards total</strong></td>
<td><strong>19346 (19154)</strong></td>
<td><strong>89.4% (89.7%)</strong></td>
</tr>
<tr>
<td><strong>Out of borough</strong></td>
<td><strong>2301 (2200)</strong></td>
<td><strong>10.6% (10.3%)</strong></td>
</tr>
<tr>
<td><strong>Grand total</strong></td>
<td><strong>21647 (21354)</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source – January 2019 & 2018 School Census NB special schools not included

Residence of Reception Pupils
There were 3,044 (3,191 in 2018) pupils in the Reception year group in January 2019. In 2019 10.0% (9.1% in 2018) of Harrow schools’ Reception pupils live outside the borough. Outborough pupils mainly live in our neighbouring boroughs: Brent (104), Hillingdon (75), Ealing (34) and Barnet (27), Other LAs (64).

DfE’s Primary Cross Border Movement
In January 2018, 7.5% (8.1% in January 2017) of Harrow’s resident Reception age children attended schools maintained by other local authorities. The net difference between imports and exports as a % of the school population in Reception for Harrow was 1.7%.

The numbers of primary age pupils exported and imported into Harrow have remained similar and balanced over the last 4 years; however as at January 2018 Harrow imported 232 (131 in January 2017) more children into its schools than it exported into other borough’s schools.

Table 4 below shows where Harrow’s resident pupils attend primary schools outside of the borough over the last 3 years. The number of pupils leaving Harrow to attend schools in other boroughs dropped from 1,932 in January 2016 to 1,920 in January 2017 and then to 1,872 in January 2018.
Table 4: Harrow’s resident pupils attending primary schools in other boroughs

<table>
<thead>
<tr>
<th>Primary School LA</th>
<th>Pupil residents of Harrow</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jan-16</td>
</tr>
<tr>
<td>Primary Schools in Hillingdon</td>
<td>646</td>
</tr>
<tr>
<td>Primary Schools in Brent</td>
<td>525</td>
</tr>
<tr>
<td>Primary Schools in Barnet</td>
<td>440</td>
</tr>
<tr>
<td>Primary Schools in Ealing</td>
<td>148</td>
</tr>
<tr>
<td>Primary Schools in Hertfordshire</td>
<td>124</td>
</tr>
<tr>
<td>Other LAs</td>
<td>49</td>
</tr>
<tr>
<td><strong>Total Harrow resident pupils exported</strong></td>
<td><strong>1,932</strong></td>
</tr>
</tbody>
</table>

Source: DfE SFR Cross Border Movement

Table 5 below shows the number of out of borough of residents attending Harrow’s primary schools. The number of out of borough pupils attending Harrow’s schools has dropped from 2,104 in January 2016 to 2,060 in January 2017 and then increased to 2,110 in January 2018.

Table 5: Borough of residence of Harrow’s primary school pupils

<table>
<thead>
<tr>
<th>LA Name Residence</th>
<th>Primary School in Harrow</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jan-16</td>
</tr>
<tr>
<td>Residents of Brent</td>
<td>698</td>
</tr>
<tr>
<td>Residents of Hillingdon</td>
<td>408</td>
</tr>
<tr>
<td>Residents of Hertfordshire</td>
<td>384</td>
</tr>
<tr>
<td>Residents of Ealing</td>
<td>301</td>
</tr>
<tr>
<td>Residents of Barnet</td>
<td>183</td>
</tr>
<tr>
<td>Other LAs</td>
<td>57</td>
</tr>
<tr>
<td>Unknown*</td>
<td>73</td>
</tr>
<tr>
<td><strong>Total out of borough pupils imported</strong></td>
<td><strong>2,104</strong></td>
</tr>
</tbody>
</table>

Source: DfE SFR Cross Border Movement

* Includes pupils with invalid postcodes

**Harrow secondary schools pupils’ borough of residence**

As at January 2019, there were 11,909 pupils on roll (11,245 pupils in January 2018) in Years 7 to 11 in Harrow’s 12 secondary and 1 all through schools.

The number of out of borough secondary aged pupils attending Harrow schools increased from 2,048 in January 2017 to 2,134 in January 2018 and then to 2,335 in January 2019.

Table 6 below shows that a majority of Harrow’s high school pupils reside in the borough of Harrow. More pupils live in the Wealdstone (5.8%), Roxbourne (5.4%) and Marlborough (5.1%) wards, whereas less than 250 pupils live in Hatch End (2.1%) and Pinner (1.4%).
Table 6: Harrow schools' Year 7 to Year 11 pupils Harrow ward of residence
January 2019 (January 2018)

<table>
<thead>
<tr>
<th>Ward</th>
<th>Number of pupils</th>
<th>Percentage of pupils</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wealdstone</td>
<td>691 (656)</td>
<td>5.8% (5.8%)</td>
</tr>
<tr>
<td>Roxbourne</td>
<td>646 (652)</td>
<td>5.4% (5.8%)</td>
</tr>
<tr>
<td>Marlborough</td>
<td>611 (567)</td>
<td>5.1% (5.0%)</td>
</tr>
<tr>
<td>Edgware</td>
<td>578 (537)</td>
<td>4.9% (4.8%)</td>
</tr>
<tr>
<td>Queensbury</td>
<td>576 (520)</td>
<td>4.8% (4.6%)</td>
</tr>
<tr>
<td>Harrow Weald</td>
<td>553 (519)</td>
<td>4.6% (4.6%)</td>
</tr>
<tr>
<td>Belmont</td>
<td>546 (501)</td>
<td>4.6% (4.5%)</td>
</tr>
<tr>
<td>Headstone South</td>
<td>538 (506)</td>
<td>4.5% (4.5%)</td>
</tr>
<tr>
<td>Roxeth</td>
<td>490 (453)</td>
<td>4.1% (4.0%)</td>
</tr>
<tr>
<td>West Harrow</td>
<td>461 (455)</td>
<td>3.9% (4.0%)</td>
</tr>
<tr>
<td>Harrow on the Hill</td>
<td>434 (393)</td>
<td>3.6% (3.5%)</td>
</tr>
<tr>
<td>Greenhill</td>
<td>421 (408)</td>
<td>3.5% (3.6%)</td>
</tr>
<tr>
<td>Rayners Lane</td>
<td>413 (386)</td>
<td>3.5% (3.4%)</td>
</tr>
<tr>
<td>Headstone North</td>
<td>407 (390)</td>
<td>3.4% (3.5%)</td>
</tr>
<tr>
<td>Kenton West</td>
<td>390 (400)</td>
<td>3.3% (3.6%)</td>
</tr>
<tr>
<td>Stanmore Park</td>
<td>369 (352)</td>
<td>3.1% (3.1%)</td>
</tr>
<tr>
<td>Canons</td>
<td>362 (347)</td>
<td>3.0% (3.1%)</td>
</tr>
<tr>
<td>Kenton East</td>
<td>356 (377)</td>
<td>3.0% (3.4%)</td>
</tr>
<tr>
<td>Pinner South</td>
<td>316 (268)</td>
<td>2.7% (2.4%)</td>
</tr>
<tr>
<td>Hatch End</td>
<td>246 (239)</td>
<td>2.1% (2.1%)</td>
</tr>
<tr>
<td>Pinner</td>
<td>170 (185)</td>
<td>1.4% (1.6%)</td>
</tr>
<tr>
<td><strong>Harrow wards total</strong></td>
<td><strong>9574 (9111)</strong></td>
<td><strong>80.4% (81.0%)</strong></td>
</tr>
<tr>
<td><strong>Out of borough</strong></td>
<td><strong>2335 (2134)</strong></td>
<td><strong>19.6% (19.0%)</strong></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>11909 (11245)</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>


**Residence of Year 7 pupils**
There were 2,534 (2,347 in 2018) pupils on roll in Year 7 as at January 2019. 492 of these pupils do not live in Harrow and the majority of them live in neighbouring boroughs, 181 in Brent, 114 in Ealing, 95 in Barnet, 63 in Hillingdon and the rest in other LAs.

**DfE Secondary Cross Border Movement**
As at January 2018 the number of secondary age pupils exported from Harrow was 3,707 (January 2017 – 3,581) and the number imported into Harrow’s high schools was only 2,260 (January 2017 – 2,146), resulting in a loss of 1,447 pupils (January 2017 – 1,435). This is lower than the loss in January 2016 of 1,528 resident pupils and 1,554 loss in January 2015.

There was a 3.5% increase (126 pupils) in the number of Harrow’s resident pupils attending high schools in another borough, from 3,581 in January 2017 to 3,707 in January 2018. The table below shows where Harrow’s resident pupils have gone to high schools outside of the borough over the last 3 years.
Table 7: Harrow’s resident pupils attending high schools in other boroughs

<table>
<thead>
<tr>
<th>High School LA</th>
<th>Pupil residents of Harrow</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jan-16</td>
</tr>
<tr>
<td>High Schools in Brent</td>
<td>792</td>
</tr>
<tr>
<td>High Schools in Hillingdon</td>
<td>827</td>
</tr>
<tr>
<td>High Schools in Hertfordshire</td>
<td>658</td>
</tr>
<tr>
<td>High Schools in Barnet</td>
<td>716</td>
</tr>
<tr>
<td>High Schools in Buckinghamshire</td>
<td>98</td>
</tr>
<tr>
<td>High Schools in Ealing</td>
<td>82</td>
</tr>
<tr>
<td>High Schools in Slough</td>
<td>86</td>
</tr>
<tr>
<td>High Schools in Hammersmith &amp; Fulham</td>
<td>64</td>
</tr>
<tr>
<td>Other LAs</td>
<td>83</td>
</tr>
<tr>
<td><strong>Total Harrow resident pupils exported</strong></td>
<td><strong>3,406</strong></td>
</tr>
</tbody>
</table>

Source: DfE SFR Cross Border Movement

Table 8 below shows the number of out of borough residents attending Harrow’s high schools over the last 3 years. This number has increased from 1,906 in January 2016 to 2,266 in January 2018, this represents a 12.7% increase from January 2016 to 2017 and a further 5.5% increase from January 2017 to January 2018.

Table 8: Borough of residence of Harrow’s high school pupils

<table>
<thead>
<tr>
<th>LA Name Residence</th>
<th>High Schools in Harrow</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jan-16</td>
</tr>
<tr>
<td>Residents of Brent</td>
<td>905</td>
</tr>
<tr>
<td>Residents of Ealing</td>
<td>326</td>
</tr>
<tr>
<td>Residents of Barnet</td>
<td>330</td>
</tr>
<tr>
<td>Residents of Hertfordshire</td>
<td>163</td>
</tr>
<tr>
<td>Residents of Hillingdon</td>
<td>107</td>
</tr>
<tr>
<td>Unknown*</td>
<td>28</td>
</tr>
<tr>
<td>Other LAs</td>
<td>47</td>
</tr>
<tr>
<td><strong>Total out of borough pupils imported</strong></td>
<td><strong>1,906</strong></td>
</tr>
</tbody>
</table>

Source: DfE SFR Cross Border Movement
* Includes pupils with invalid postcodes

Transferral rate of Harrow primary school pupils to Harrow secondary schools
The number of pupils in Year 6 has been increasing over the last few years, with latest numbers at 2,791 as at May 2018 (2,761 - May 2017). The percentage of Year 6 pupils that have transferred to Year 7 in Harrows’ high schools has stayed steady between 66% and 68% over the last 7 years, with this year's rate at 67.8%. The remainder of the year 6 pupils are likely to be leaving a Harrow primary school to attend an independent school or a state school in another borough including maintained, voluntary aided and grammar schools. Table 9 below shows the Year 6 to Year 7 transferral rates for the last 9 years.
Table 9: Proportion of Harrow’s Primary School Year 6 pupils (as at the May school census) transferring across to Year 7 in Harrow’s High Schools (as at the October school census)

<table>
<thead>
<tr>
<th>May School Census</th>
<th>Total Yr 6 in Harrow primary schools as at May School Census*</th>
<th>October School Census</th>
<th>No. of Harrow primary school Yr 6 pupils transferring to Yr 7 in Harrow’s high schools as at October School Census*</th>
<th>% transferring</th>
<th>Year 7 Number on Roll as at October School Census*</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2010</td>
<td>2,394</td>
<td>October 2010</td>
<td>1,709</td>
<td>71.4%</td>
<td>1,972</td>
</tr>
<tr>
<td>May 2011</td>
<td>2,408</td>
<td>January 2012**</td>
<td>1,716</td>
<td>71.6%</td>
<td>2,088</td>
</tr>
<tr>
<td>May 2012</td>
<td>2,333</td>
<td>October 2012</td>
<td>1,559</td>
<td>67.4%</td>
<td>1,861</td>
</tr>
<tr>
<td>May 2013</td>
<td>2,395</td>
<td>October 2013</td>
<td>1,592</td>
<td>67.1%</td>
<td>1,980</td>
</tr>
<tr>
<td>May 2014</td>
<td>2,545</td>
<td>October 2014</td>
<td>1,697</td>
<td>66.7%</td>
<td>2,172</td>
</tr>
<tr>
<td>May 2015</td>
<td>2,597</td>
<td>October 2015</td>
<td>1,721</td>
<td>66.3%</td>
<td>2,198</td>
</tr>
<tr>
<td>May 2016</td>
<td>2,711</td>
<td>October 2016</td>
<td>1,783</td>
<td>65.8%</td>
<td>2,371</td>
</tr>
<tr>
<td>May 2017</td>
<td>2,761</td>
<td>October 2017</td>
<td>1,844</td>
<td>66.7%</td>
<td>2,348</td>
</tr>
<tr>
<td>May 2018</td>
<td>2,791</td>
<td>October 2018</td>
<td>1,892</td>
<td>67.8%</td>
<td>2,512</td>
</tr>
</tbody>
</table>

*The numbers on roll do not include special school pupils;

**The October 2011 data was not available for Academies, so the January 2012 school census was used instead.

Retention rate of Harrow secondary schools

The number of pupils in Year 7 in Harrow’s secondary schools in October 2018 increased to 2,512 from 2,348 in October 2017. The retention rate is calculated as percentage by comparing the number of pupils on roll in Year 7 in the October census to that of the number of pupils on roll in Year 6 in the May census. There is an increase in the numbers of pupils that are on roll in Year 7 compared to number of pupils who are on roll in Year 6. In October 2018 there were 2,512 pupils on roll in October 2018 which is 90 percent of the number of pupils on roll in May 2018 in Year 6. Table 10 below shows the overall retention rates in Year 7 of Harrow’s secondary schools since 2010.

Table 10: Year 7 Retention Rates

<table>
<thead>
<tr>
<th>May School Census*</th>
<th>Yr 6</th>
<th>October School Census*</th>
<th>Yr 7</th>
<th>Yr 7 as % of previous Yr 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2010</td>
<td>2,394</td>
<td>October 2010</td>
<td>1,972</td>
<td>82%</td>
</tr>
<tr>
<td>May 2011</td>
<td>2,408</td>
<td>January 2012**</td>
<td>2,088</td>
<td>87%</td>
</tr>
<tr>
<td>May 2012</td>
<td>2,333</td>
<td>October 2012</td>
<td>1,861</td>
<td>80%</td>
</tr>
<tr>
<td>May 2013</td>
<td>2,395</td>
<td>October 2013</td>
<td>1,980</td>
<td>83%</td>
</tr>
<tr>
<td>May 2014</td>
<td>2,545</td>
<td>October 2014</td>
<td>2,172</td>
<td>85%</td>
</tr>
<tr>
<td>May 2015</td>
<td>2,597</td>
<td>October 2015</td>
<td>2,198</td>
<td>85%</td>
</tr>
<tr>
<td>May 2016</td>
<td>2,711</td>
<td>October 2016</td>
<td>2,371</td>
<td>87%</td>
</tr>
<tr>
<td>May 2017</td>
<td>2,761</td>
<td>October 2017</td>
<td>2,348</td>
<td>85%</td>
</tr>
<tr>
<td>May 2018</td>
<td>2,791</td>
<td>October 2018</td>
<td>2,512</td>
<td>90%</td>
</tr>
</tbody>
</table>

*The numbers on roll do not include special school pupils;

**The October 2011 data was not available for Academies, so the January 2012 school census was used instead.

If you compare the transfer rate in table 9 and the retention rate in table 10, this indicates that some of the 30% of pupils who did not transfer at the end of Year 6 from a Harrow Primary School into Year 7 of a Harrow secondary school are replaced by children from outside the borough. The retention rate will be monitored closely to identify any emerging trends arising as a result of changes to secondary school provision in Harrow with the opening of new and additional secondary places.
Overview of Harrow’s population and changes

Harrow’s main sources of population data are the Office for National Statistics (ONS) and the Greater London Authority (GLA).

The ONS produce the National Census, Mid-Year Estimates (MYE) annually and the Sub-National Population Projections (SNPP) approximately every two years; these datasets include births and migration data.

The GLA Demography Team produce a range of annually updated population projections at both borough and ward level for the 33 local authorities in the London region. Each round of projections includes a number of variants designed to meet a range of requirements, but in general variants form two groups:

- **Borough Preferred Option (BPO).** This is the default option but is dependent on boroughs providing development data to be incorporated into the projections.
- **The latest GLA ward level Strategic Housing Land Availability Assessment (SHLAA)** – capped AHS (average household size) population projections for all wards in the local authority. This is the option if boroughs have not provided their development data.

Harrow uses the GLA’s Borough Preferred Option, which are based on the latest available housing trajectory, to run our School Roll Projections on.

**ONS 2011 National Census**

Harrow’s population has been changing and increasing since the 2001 Census. A number of factors have contributed to this position; these are outlined in this document.

The 2011 National Census revealed that Harrow’s population is estimated to have increased to 239,100; this figure is 15.6% higher than the 2001 Census showed, and the ONS revised 2016 MYEs show a further increase to 248,697. Harrow’s population is now at the highest recorded level, based on records going back to 1901. The 0-4 age group has increased by 5,877 between mid- 2001 (12,058) and mid-2016 (17,935), which represents a 48.7% increase. There have also been increases across all the statutory school age groups.

The 2011 Census showed that Harrow’s residents were born in approximately 200 different countries and the percentage of Harrow’s residents born in the UK is the 6th lowest ranking nationally. Harrow is ranked 7th nationally (and in London) for ethnic diversity and 2nd for religious diversity in London.

**ONS Population Projections and Estimates**

The ONS’s Sub-National Population Projections project what the population of every local authority will look like over the next 25 years. It should be noted that all population projections become increasingly uncertain the further they are carried forward due to the inherent uncertainty of demographic behaviour.

The 2016-based SNPPs take the 2016 Mid-Year Estimates (MYEs) as their starting point, then: the population is projected forward a year at a time to 2041; the population is aged on from the previous year; the projected number of births and deaths are added; and adjustments for net migration are included. Births, deaths and migration are based on the trends observed in each local authority over the period mid-2011 to 2014. Finally the SNPPs are constrained to be
consistent with the national projections for England. The 2018-based SNPPs will be published by the ONS in May 2020.

**GLA Borough Preferred Option Results for Harrow**

**Population Change**
The population of Harrow is estimated to have grown by 6,845 persons (2.8 percent) between 2011 and 2015. Over the decade to 2025 the population is projected to grow by 22,384 persons (9.0 percent). By 2041 the population is projected to reach 295,227 persons, a 22.7 percent increase on the 2011 population.

Table 1 below outlines the total population of Harrow from the census base population of 240,607 through five-year intervals to a projected 2041 population of 295,227.

<table>
<thead>
<tr>
<th>Year</th>
<th>2017 Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>240,607</td>
</tr>
<tr>
<td>2016</td>
<td>249,548</td>
</tr>
<tr>
<td>2021</td>
<td>262,122</td>
</tr>
<tr>
<td>2026</td>
<td>271,761</td>
</tr>
<tr>
<td>2031</td>
<td>279,518</td>
</tr>
<tr>
<td>2036</td>
<td>290,405</td>
</tr>
<tr>
<td>2041</td>
<td>295,227</td>
</tr>
</tbody>
</table>

Source: 2017 BPO projection - Harrow_low_out_migration_dclg

**Age structure**
The greatest growth in Harrow, between 2011 and 2031, is projected to be in the 65 and over age group where the population increases by 18,291 persons (54.0 percent). The proportion of the population aged 65 and over will rise from 14.1 percent to 18.5 percent between 2011 and 2031.

Table 2: Age structure of Harrow - 2017

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Population 2011</th>
<th>Population 2031</th>
<th>Change</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to 3</td>
<td>13,428</td>
<td>14,277</td>
<td>850</td>
<td>6.3</td>
</tr>
<tr>
<td>4 to 10</td>
<td>20,364</td>
<td>24,568</td>
<td>4,205</td>
<td>20.6</td>
</tr>
<tr>
<td>11 to 15</td>
<td>14,561</td>
<td>17,902</td>
<td>3,341</td>
<td>22.9</td>
</tr>
<tr>
<td>16 to 25</td>
<td>31,836</td>
<td>32,270</td>
<td>434</td>
<td>1.4</td>
</tr>
<tr>
<td>26 to 64</td>
<td>126,533</td>
<td>140,248</td>
<td>13,715</td>
<td>10.8</td>
</tr>
<tr>
<td>65 and over</td>
<td>33,886</td>
<td>52,177</td>
<td>18,291</td>
<td>54.0</td>
</tr>
</tbody>
</table>

Source: 2017 BPO projection - Harrow_low_out_migration_dclg

**ONS 2017 Revised Mid Year Estimates (MYE)**

The ONS 2017 MYE (published 28th June 2018) show that London’s population was 8.83 million in mid-2017, 55,342 (0.6%) higher than the previous year, mid-2016. Harrow’s growth rate of 0.1 per cent over the past year, is lower than the UK growth rate of 0.60 per cent (0.83% in 2016), England & Wales growth rate of 0.62 per cent (0.86% in 201) and London’s rate of 0.63 per cent (1.2% in 2016). This indicates that for the third year Harrow’s growth has slowed down in comparison to the aforementioned regions which have grown at a similar rate to recent years.
Harrow’s 2017 mid-year resident population is estimated to be 248,880, which is 183 higher than the ONS mid-2016 population estimate of 248,697. Over the past year Harrow’s population is estimated to have increased by 0.07 per cent (883), compared to 0.76 per cent (1,879) from mid-2015 to mid-2016, 0.68 per cent (1,669) from mid-2014 to mid-2015, and 0.88 per cent (2,145) from mid-2013 to mid-2014. Over the decade¹ the borough’s population has increased by 11.2 per cent (25,065).

Harrow’s population growth (mid-2016 to mid-2017) can be largely attributed to natural change, with 2,177 more births than deaths. 22.0 per cent of Harrow’s residents are aged under 16 (54,810), this is above the mid-2016 number of 51,465, as well as above the mid-2015 number of 50,943, the mid-2014 number of 50,315 and the mid-2013 number of 49,508. Harrow’s 2017 proportion of 22.0% is higher than both London (21.6%) and England (20.2%). The number of 5 to 15 year old residents in Harrow has been increasing from 32,482 at mid-2013, to 32,840 in mid-2014, to 33,373 in mid-2015, to 33,530 in mid-2016 and now to 34,208.

**ONS 2016-based Subnational Population Projections (SNPP)**

Published on 24⁰ May 2018, the SNPP suggest that all regions of England are projected to grow see population growth over the 10 year period to mid-2026, but the rate of that growth could vary.

**All ages**

London is again projected to be the fastest growing region, by 8.8% (653,900) over the 10 year period and regions in the north of England are projected to grow at slower rates than the rest of the country. Natural change is expected (births minus deaths) to account for around 95 per cent of this growth in London, with the remainder largely attributable to migration. Migration is further split down to show migration within the UK and international migration seperately. Between mid-2016 and mid-2026 London is expected to see: a net loss of around 594,900 people to other parts of England; a net loss of 3,500 to other parts of the UK; and a net gain of around 618,900 through international migration.

Over the same period Harrow’s population is expected to increase from 248,700 to 257,200, an increase of 8,500 or 3.4 per cent. Natural change could account for an increase in 14,200 residents, but migration may see a net loss of around 8,500 people from Harrow. Internal migration could account for: a net loss of around 20,900 people to other parts of the UK; a net gain of 15,900 people through international migration; and a net loss of around 800 to other parts of the UK.

Past international migration also has an indirect impact on the population through its effect on the numbers of births and deaths – for example, women who were born overseas but who give birth after migrating to England will increase the numbers of births, while the numbers will be decreased by women born in England but who migrate overseas before giving birth. Assumed future fertility and mortality are based on past trends of all residents irrespective of where they were born.

**Children**

In absolute terms the number of children (0-15 years) in Harrow is projected to increase over this ten year period up to 2026, from 51,465 to 53,766, a 4.5% increase, but showing a considerable

¹ Based on ONS 2004 MYEs, revised in the light of the 2011 Census
slowing down on the 14% increase indicated by the previous SNPPs (2014 to 2024 period). Within London, Haringey (north-east London) has been shown as having the highest projected population growth over this period, at 22.7%. It should be noted that Hillingdon, a neighbouring borough, has been shown as having a growth rate of 11.8% over the ten-year period 2016 to 2026 and this could potentially contribute to Harrow’s growth with an over-spill of children attending Harrow’s schools. Barnet’s growth is shown as 6.5% and Brent’s at 1.3%, whilst Ealing could see a slight fall in this population age group, at -1.4%.

ONS Births

Live births - calendar year

The total number of live births in England and Wales and elsewhere, dropped from 696,271 in 2016 to 679,106 in 2017, a decrease of 2.5% from 2016 and the lowest number of live births since 2006. This decrease is due to a 2.7% drop in births to UK born women (from 499,974 in 2016 to 486,417 in 2017), whilst there has been a 1.8% increase in live births to women born outside the UK. Over a quarter of births (28.4% - 192,651) in 2017 were to mothers born outside of the UK, a slight increase from 2016 (28.2% - 196,254). This is the highest proportion of births to mothers born outside the UK since information on parents’ country of birth has been collected, with the numbers increasing year on year since 2008.

The total number of live births in London decreased from 128,803 in 2016 to 126,308 in 2017. A majority of local authorities in London saw a reduction in births from 2016 to 2017, with only 8 experiencing increases, of which Harrow is one. The rises in births varied in the remaining London boroughs with the highest increase of 89 births in Harrow, as much as the drops varied from -16 births in the Waltham Forest, to -233 in Haringey. Births in Harrow’s and its statistical neighbours were: Harrow (+89), Barnet (-111), Brent (+62), Ealing (-134), Hillingdon (-100), Hounslow (-185), Kingston upon Thames (-19), Redbridge (-75), Sutton (-99) and Slough (-99). Harrow’s live births substantially increased from 2,581 in 2001, to 3,088 in 2007 and were at 3,585 in 2012, however in 2013 they declined slightly to 3,559 (28 less), and then dropped again in 2014 to 3,525 (34 less). Live births increased again in 2015 to 3,601 and then again by 89 to 3,695. Harrow’s birth rates among British-born mothers have fallen from 1,307 births in 2001 to 974 in 2017 (1,049 in 2016). Of the 3,695 live births in 2017 73.6% were to non-UK born mothers (70.9% in 2016). Of the 73.6% non-UK born mothers 41.9% were born in the Middle East & Asia, 43.3% in the European Union and 9.3% in Africa. 93% of the mothers from the European Union were born in the 'New EU', which constitutes the twelve countries which joined the European Union (EU) between 2004 and 2012.

The estimated total fertility rate (TFR) for UK born women has fallen from 1.86 in 2011 to 1.71 in 2017 and for non-UK born women has fallen from 2.21 in 2011 to 1.95 in 2017.

The latest available report (Childbearing of UK and Non-UK Born Women Living in the UK) by the Office for National Statistics and based on 2011 Census data provides an analysis of fertility rates for women (aged between 15 and 44) born in around 150 non-UK countries of birth. However fertility rates vary quite considerably depending on the country of birth of the women. For those women born in the UK the TFR was 1.84, but it can be higher (or lower) for those born elsewhere and Harrow has sizeable communities of residents born outside the United Kingdom.
Table 3 below shows the top 12 countries of birth of Harrow's residents in 2011, together with the fertility rates of women (aged 15-44).

<table>
<thead>
<tr>
<th>Country of Birth</th>
<th>Number of residents</th>
<th>Rank</th>
<th>TFR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>239,056</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>England</td>
<td>128,424</td>
<td>1</td>
<td>1.84 (UK)</td>
</tr>
<tr>
<td>India</td>
<td>21,539</td>
<td>2</td>
<td>2.35</td>
</tr>
<tr>
<td>Kenya</td>
<td>11,706</td>
<td>3</td>
<td>1.89</td>
</tr>
<tr>
<td>Sri Lanka</td>
<td>10,392</td>
<td>4</td>
<td>2.62</td>
</tr>
<tr>
<td>Ireland</td>
<td>4,952</td>
<td>5</td>
<td>1.56</td>
</tr>
<tr>
<td>Romania</td>
<td>4,784</td>
<td>6</td>
<td>2.93</td>
</tr>
<tr>
<td>Uganda</td>
<td>4,008</td>
<td>7</td>
<td>2.52</td>
</tr>
<tr>
<td>Poland</td>
<td>3,868</td>
<td>8</td>
<td>2.13</td>
</tr>
<tr>
<td>Pakistan</td>
<td>3,582</td>
<td>9</td>
<td>3.82</td>
</tr>
<tr>
<td>Afghanistan</td>
<td>3,314</td>
<td>10</td>
<td>4.25</td>
</tr>
<tr>
<td>Tanzania</td>
<td>2,682</td>
<td>11</td>
<td>2.35</td>
</tr>
<tr>
<td>Somalia</td>
<td>2,241</td>
<td>12</td>
<td>4.19</td>
</tr>
</tbody>
</table>

Source: 2011 Census (Table CT008) and Reference Table 1 (Total Fertility Rates for non-UK born women living in England and Wales, 2011, by mothers’ country of birth), ONS

This information leads to the assumption that the size of families from the areas outside the UK (excluding Ireland) as shown in Table 3 (and some other countries not shown) would be larger than the average UK family, and also quite accurately reflects the significant demographic changes in Harrow, especially the ethnic profile of the children in Harrow’s schools.

The increase in child population along with the other factors listed above inevitably has had a direct impact on the population of Harrow’s schools, leading to a substantial increase in the number of age 4 to 5 pupils entering Harrow schools’ Reception national curriculum year group.

**ONS 2016 Mid-Year Estimates (MYE) Births**

On a mid-year basis, Harrow's births decreased by 1.0% in mid-2017 to 3,624, after having increased to 3,664 in mid-2016. This is in-line with decreases experience in previous years - drop of 1.3% from 3,620 in mid-2013 to 3,574 in mid-2014, and then falling again by 1.8% to 3,509 in mid-2015.

The 2017 MYE of births in London decreased from the 2016 MYE. 27 of 33 local authorities in London saw a reduction in births from mid-year 2016 to mid-year 2017. The rise in births ranged from 3 more births in Tower Hamlets to 83 more births in Sutton. Harrow had a decrease in births, along with some of its neighbouring boroughs – Barnet (-100), Brent (-75), Harrow (-37) and Hillingdon (123), however Ealing (+3), Redbridge (+65) and Sutton (+83) experienced increases as at mid-2017.

**ONS SNPP births**

The ONS 2016 SNPP births are projecting Harrow’s births to drop very slightly in 2017 (3,395) and 2018 (3,433), after which point they are projected to continue dropping down to 3,159 by 2025.
Migration

International Migration
In recent years Harrow has seen a distinct peak of net international-migration; this is due to the influx of migrants from the A8 countries (Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland, Slovakia and Slovenia) in 2004-05, which gave rise to increased international immigration. The economic downturn did not seem to have had a strong impact on net international migration.

From 1 January 2014, Bulgarians and Romanians have had the freedom to live and work in the UK. This change is likely to add further pressure on our school places. The latest estimates of long-term migration from the International Passenger Survey (IPS) are for the year ending December 2014, when an estimated 46,000 Bulgarian and Romanian citizens immigrated to the UK. This is a statistically significant increase from 23,000 for the year ending December 2013. This represents 8% of total immigration to the UK. These IPS statistics are not available on a borough basis, but the Department of Work & Pensions (DWP) release statistics on National Insurance Registrations for overseas nationals (NINo) every year. This data shows that in 2016/17 the highest numbers of worker registrations in Harrow were made by Romanian nationals, with 6,076 registrations. Since NINo recording starting in 2002/03 Romanian workers have accounted for over 31 per cent of total registrations, the largest national group. Of course not all of these migrant workers may stay in the borough or remain for lengthy periods, or even have children, but this database does provide very useful information on migrant workers and their country of origin.

2015/16 saw a 6.8 per cent decrease (763) in the number of NINo registrations in Harrow and in 2016/17 there was a 10.2 per cent decline (1,073) on the previous year. It is likely that the Brexit vote is possibly one of the main reasons for an overall fall in the number of EU workers coming to the UK for work over the past two years, coupled with growing economies in Romania, Poland, the Czech Republic and Hungary. In the year ending September 2017 the overall number of EU citizens coming to work in the UK fell by 58,000.

Internal Migration
The ONS Mid-Year Estimates for 2017 state Harrow’s internal migration (within UK) as increasing from 20,130 people leaving Harrow for other parts of the country (17,436 in 2016). This figure is higher than the number of people coming into the borough - 15,142, (13,277 in 2016). In contrast long-term international migration into the borough is 4,742 for 2017 (5,608 in 2016) is higher than international migration out of the borough at 1,707 (1,777 in 2016).

Migration projections by age
The ONS 2016 SNPPs contain migration projections by age. Age groups 0 to 4 and 5 to 15 can be seen in Tables 4 and 5 below. The estimates show a net gain from international migration for both of these age groups, which counteracts the loss from internal & cross border migration. The overall net gain of the 0 to 4 age group is projected to drop from 64 in 2017 to around 44 by 2020, remaining steady for a few years, then increasing to 70 by 2027. The net gain of the 5 to 15 age group has a downward trend, 95 in 2017 to 16 by 2027.
### Table 4: 2016 SNPP Migration in Harrow by Age 0 to 4 - 2017 to 2027

<table>
<thead>
<tr>
<th>Migration component</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
</tr>
</thead>
<tbody>
<tr>
<td>International migration NET</td>
<td>251</td>
<td>244</td>
<td>236</td>
<td>228</td>
<td>220</td>
<td>214</td>
<td>206</td>
<td>206</td>
<td>206</td>
<td>206</td>
<td>206</td>
</tr>
<tr>
<td>Cross border migration NET</td>
<td>-5</td>
<td>-5</td>
<td>-5</td>
<td>-5</td>
<td>-5</td>
<td>-5</td>
<td>-5</td>
<td>-5</td>
<td>-5</td>
<td>-5</td>
<td>-5</td>
</tr>
<tr>
<td>NET Migration</td>
<td>64</td>
<td>58</td>
<td>52</td>
<td>44</td>
<td>44</td>
<td>44</td>
<td>44</td>
<td>51</td>
<td>58</td>
<td>64</td>
<td>70</td>
</tr>
</tbody>
</table>

Source: 2016 SNPP Population Projections

It should be noted that these projections are purely based on past trends, so any impacts that Brexit may have on future migration levels (or as a result of any other changes in government policies or economic circumstances) are not considered.

### Table 5: 2016 SNPP Migration in Harrow by Age 5 to 15 - 2017 to 2027

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>International migration NET</td>
<td>324</td>
<td>315</td>
<td>305</td>
<td>295</td>
<td>285</td>
<td>276</td>
<td>266</td>
<td>266</td>
<td>266</td>
<td>266</td>
<td>266</td>
</tr>
<tr>
<td>Cross border migration NET</td>
<td>-2</td>
<td>-2</td>
<td>-1</td>
<td>-1</td>
<td>-1</td>
<td>-1</td>
<td>-1</td>
<td>-1</td>
<td>-1</td>
<td>-1</td>
<td>-2</td>
</tr>
<tr>
<td>NET Migration</td>
<td>95</td>
<td>81</td>
<td>67</td>
<td>59</td>
<td>43</td>
<td>34</td>
<td>17</td>
<td>18</td>
<td>19</td>
<td>18</td>
<td>16</td>
</tr>
</tbody>
</table>

Source: 2016 SNPP Population Projections

It should be noted that these projections are purely based on past trends, so any impacts that Brexit may have on future migration levels (or as a result of any other changes in government policies or economic circumstances) are not considered.
School Roll Projections Methodology

How the GLA’s school roll projections are produced

There is no single accepted method for projecting school numbers and London boroughs have recently faced major challenges in providing places to meet a growing child population. Harrow, along with the majority of other London boroughs, commission’s school roll projections from the Greater London Authority’s (GLA) School Roll Projections Service. The GLA provides the baseline projections to which local knowledge is applied to make reasonable adjustments in line with pressure at Reception, Year 7 and other school year groups.

Summary methodology

The school roll projection model creates a roll projection for each school based on the GLA population projections of the wards where its pupils live.

For each ward of residence in London, National Curriculum (NC) year (R to 11) and sex, the proportion of children of the corresponding age attending each mainstream state school is calculated. These proportions are carried forward as the pupils age through the school in the years being projected.

For new pupils entering a school in future years, for example at reception, there is currently no information on what proportions of the residents will attend the schools. In this case the proportions are calculated as averages over the latest years of actuals, with 4 being the default number of years used (2015, 2016, 2017 and 2018), but there is the option to use a different number. The same approach is used at years 7 and 12, even if the school is an all through school as it is assumed that there will be significant changes in the cohort at this point.

Where a school has opened recently, the proportions for its new intake are determined by averaging over all years used for calculating new intake (default of 4), even if it was only opened, for example, last year. This means that new schools will show lower projections going forward. The reverse is true for schools which closed within the back series – they will still provide a contribution to the projection going forward if they were open at any point during the back series. As a consequence, results for individual schools that have opened or closed within the back-series period may now appear counterintuitive, but the results are expected to be more robust at borough or planning area level as they take into account all of the pupils who were, or were not, present in schools in those areas during the back-year period.

For the current round year (2019), the actual school rolls submitted specify roll numbers but we have no information on wards of residence of the pupils. For this year, the number of pupils from the roll attributed to each ward are estimated by averaging over the previous years’ patterns, with the default being 3 years (2016, 2017 and 2018), and scaling to ensure that the total numbers at each school for each age and sex match the submitted rolls.

The rolled forward and calculated new intake proportions for future years are then applied to the population projections to give projections of the number of children on roll by school by age and sex. Due to lower retention rates, sixth form projections are calculated using a survival ratio as the cohort ages through sixth form. School level projections are then aggregated to planning areas and borough totals.
Options for running the model

Appendix A describes the SRP model and the methodology behind the numbers of years of data used for ward distribution of current roll and new intake options in more detail.

The default is to use 3 years of back-data for both as well as the current 2019 roll for the new intake (known as the 3/4 option).

The 3/4 option uses:

- **three** years of past detailed flow data (2016-2018) to define relationships between ward of residence and school attended for the 2019 roll
- **four** years of school-level rolls (2016-2019) to calculate the size of the new intake.

This gives a result that incorporates several years of past data to smooth out fluctuations in the data in terms of wards pupils come from and number of pupils in the new intake, giving more stable results than fewer years data.

The 3/1 option uses:

- **three** years of past detailed flow data (2016-2018) to define relationships between ward of residence and school attended for the 2019 roll
- **one** year of school-level rolls (2019) to calculate the size of the new intake.

This setup aims to smooth fluctuations in the underlying patterns of pupil movement, while reflecting only the most recent data in terms of overall number of pupils on roll.

In some situations, there may be a case for using just one year of data to estimate both the ward-school relationships and the new intake (a 1/1 option projection). This can be when patterns have changed in the most recent year and you believe they will continue into the future. However, the benefits of using only the most recent patterns can be outweighed by the issues of ‘noisy’ data. For example, in the latest year there may be a ward where there is no intake from that year but there is normally. This will result in the school roll projections not incorporating future population changes in that ward.

Which population projection to use?

School roll projections can be run based on the following population projection variants:

- **Borough Preferred Option (BPO).** This is the default option, but is dependent on boroughs providing development data to be incorporated into the projections.
- **The latest GLA ward level Strategic Housing Land Availability Assessment (SHLAA) -**capped AHS (average household size) population projections for all wards in your LA. This is the option if boroughs have not provided their development data.

Influences of population projections

The biggest driver of projected future school rolls is the population projections for schools’ catchment areas. The underlying factors include:

- **Development**
  The amount of development projected in a LA will affect that authority’s population projections and in turn its school roll projections. More development generally means that
the LA will attract more people and its population will therefore rise. If population increases, there will consequently be more children and so school roll projections will also rise.

LAs should assume that significant changes in assumed development will be accompanied by corresponding changes in projected rolls. If LAs are unsure what development assumptions have been used in the past, the GLA is able to provide this information.

- **Births**
  The number of births in an area will have a direct effect on the number of children on roll four years later. 2012 saw the highest number of births in London with these children starting school in either academic year 2016/17 or 2017/18 depending on when in the year they were born. Many areas have seen a fall in birth numbers since and this has led to subsequent projections of future births and therefore rolls, being correspondingly lower.

- **Migration**
  Migration, both from other areas within the UK and internationally, can significantly influence population projections. However, the most recent migration data available for the 2018 model run covers the period mid-2015 to mid-2016. Subsequent changes to patterns are not accounted for in the projections.

  The GLA has created an Excel based dashboard that allows boroughs to see in-, out- and net flow of children to/from their LA from elsewhere in London. It is available to download from the London Datastore and will be updated annually: [http://data.london.gov.uk/dataset/internal-migration-flows-school-age-children-visualisation](http://data.london.gov.uk/dataset/internal-migration-flows-school-age-children-visualisation)

  ONS releases both mid-year international and internal migration data by single year of age and sex at the end of June each year. The former is released as part of the mid-year components of change and the latter as part of the internal migration estimates series.

  Analysis of trends in the mid-year estimate series, and comparison to administrative sources, suggests that there has been an over estimation of the number of 0-4 year olds in London as a whole since 2011 in the official data. We believe that this is the result of underestimation of international out migration flows in the young population. Following this analysis, the GLA has taken the decision to revise the estimates of migration and population used as the basis for projections. See Appendix B for details.

**What the School Roll Projection Model does and does not take into account**

**School closures**
There is currently no provision in the model to take account of planned school closures.

**New schools**
There is currently no provision in the model to include planned new schools that have yet to open. Where a school has recently opened, it will not have existed at the 2017 January census so we have no information on the wards from which the school draws its pupils. In this case, it is assumed to draw its intake from across the local authority as a whole.

A new school is assumed if the DfE number given in the actual rolls (or its corresponding ‘previous DfE number’) cannot be matched to a DfE number in the national pupil database extract that the model uses.
Children who live outside London
The base population projections for areas outside of London are at local authority level. Therefore, pupil flow data for children resident outside of London is aggregated to LA level rather than ward level.

The City of London
The City of London is treated by the model as one entity to match the population projections used by the model.

Age to NC year
Boroughs should provide all data by national curriculum year. However, the population projections refer to children’s age instead of year group. To line up the population projections with the school roll data, the model converts age to year group (Reception <-> age four, Year 1 <-> age five, etc.).

Cross border mobility
The model takes cross border mobility into account explicitly as it uses information about pupils’ home wards from the national pupil database (NPD). The detailed flow data (i.e. assumed flows for the whole projection period for an authority’s schools) can be provided on request.

Child yield
Child yields are not incorporated into the model in the same sense that many people think about them. The borough projection models contain assumptions about the age and gender characteristics of migration flows between locations. The difference in characteristics between in- and out-flows defines the resulting population age structure. These migration flows are influenced by assumed development in the model and new development tends to be associated with increased numbers of children in the population.

Limitations and considerations
The models are simplifications of complex real-world processes. They project forwards relationships taken from past data, so they are projections and not predictions. Many factors are not explicitly taken into account and LAs should be aware of the limitations of the models when interpreting results.

Among the factors that the current models do not account for are:

- Changes to future patterns of migration;
- Changes to future planned development;
- Changes to parental preferences for schools;
- Constraints to the capacity of schools;
- Schools opening/closing in neighbouring boroughs
- Future changes to provision, e.g. schools opening or closing, or changes to the characteristics of schools; and
- Future changes to the character of local areas, e.g. gentrification or the impact of welfare reform
Appendix A. School Roll Projection Model

Introduction
Not all children attend school in their borough of residence. This is particularly the case in London where the geographic size of local authorities is relatively small and transport networks enable children to travel beyond their borough boundary. Additionally, for children who live close to a borough boundary, their closest school may be in a neighbouring authority.

To create school roll projections based on the ward level population projections it is necessary to know where pupils come from. The National Pupils Database (NPD), based on the School Census, provides home ward and school attended for all pupils attending state funded schools.

As can be seen from the summary diagram at Appendix B, there are four key stages to the projections:

- For the wards that the school draws pupils from, estimate the proportion of the ward attending the school in the current academic year by NC year and sex. (ward distribution of current roll).
- By NC year and sex estimate the proportions from each ward moving forward (aging).
- Estimate the proportions from each ward for future new intake (new intake).
- Aggregate to obtain school, planning area and Borough projections (aggregating projections).

Proportion of ward population attending a school
For each ward in London, national curriculum (NC) year, and sex, the proportion of children attending each mainstream state school is calculated as follows: Divide the number of pupils of that sex who attend the school in that NC year who live in the ward by the total number of children of the equivalent age group and sex who live in the ward (the base population). NC year is matched to age at the beginning of the school year. For example, reception pupils are matched to children from the population projection who were 4 years old at 1st September 2017.

\[
\text{Pupil ward to school flow proportion} = \frac{\text{number from home ward attending that school}}{\text{home ward base population}}
\]

Ward distribution of current roll
For the 2019 cohort, boroughs provide the numbers on roll for each school by age and sex. As the NPD data is not available yet to obtain the home ward information for the new intake years in 2018, the average home ward patterns over a number of previous years are taken as a proxy. The default being three years (2016–2018) with options for a different number e.g. only the most recent year (2018). These averaged patterns are scaled to ensure that the numbers across all wards equal the number on roll for each school, NC year and sex as submitted in the 2019 rolls.

Aging
There is no information on the proportion of pupils from each ward beyond the years for which we hold NPD and pupil on roll data. Beyond this point the proportion of pupils from a ward is carried forward as children age. Therefore, the proportion of year 3 pupils living in ward a and attending school z in 2019 is the same as the proportion of year 4 pupils living in ward a and attending school z in 2020. Figure 1 shows the aging of proportions through the projection period. It can also be seen from Figure 1, as projections move further forward, proportions for new intake cohorts need to be estimated. In the special case of aging from the NPD 2018 to the current roll year of 2019, the proportions are scaled after aging to ensure that the total numbers at each school for each age and sex match the submitted 2019 rolls.
Figure 2 shows aging of proportions, with the proportion of the latest intake of reception pupils carried forward until, in this example, 2024 and beyond when this proportion is applied to all year groups from that ward.

Figure 1. Aging of primary school pupils’ resident in one ward

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Figure 2. Aging of primary school pupils’ resident in one ward

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New intake

The GLA do not have information on which wards pupils entering a school in its intake NC year (reception year in the above example) will come from in the future, and what proportion of each ward’s population will attend. To estimate this, the proportions of pupils in that NC year attending the school from each ward in previous years are averaged to give an estimated proportion to use for calculation of new intake in future years. The default number of years to average over is 4 (2016 - 2019); 3 years from the NPD and the estimated current year proportions. As noted below there is the option to use a different number of years. The same approach is used at NC years 7 and 12, even if the school is an all-through school as it is assumed that there will be significant changes in the cohort at this point.

This year there has been a change in the way that the model treats schools which have opened or closed within the years used to calculate future new intake. Where a school has opened recently, the proportion for its new intake is calculated by averaging over all years used for calculating new intake (default of four), even if it was only opened, for example, last year. This means that new schools will show lower projections going forward. The reverse is true for schools which closed within the back series – they will still provide a contribution to the projection going forward if they were open at any point during the back series. As a consequence, results for individual schools that have opened or closed within the back-series period may now appear counterintuitive, but the results are expected to be more robust at borough or planning area level as they take into account all of the pupils who were, or were not, present in schools in those areas during the back-year period.
**Sixth form**

It was found that projecting the proportions forward in the sixth form years over-projected the numbers of pupils in NC years 13 and 14. For this reason sixth form projections are calculated using a survival ratio as the cohort ages through sixth form. For example, for each of the projection years, the number of year 13 pupils in a school in that year is a fixed proportion of year 12 pupils at the school the year before. Year 12 pupils are always treated as new entry even if the school also includes younger years. Projections for year 12 pupils are calculated using the methodology outlined in the New Intake passage above.

**Aggregating proportions**

For each NC year and sex, the proportions of each ward attending a school is projected, then multiplied by the ward population projection to obtain the number from that ward attending the school. This is summed across all wards that pupils are resident in to obtain the school projection for a particular NC year and sex. Schools are summed to planning area and Borough totals.

**Appendix B. School Roll Projection Model summary diagram**

**Appendix C. Population projection model**

As noted above, the GLA’s ward level population projections drive the school roll projection model.

The population projections incorporate annual birth, death and migration data to mid-2017. Future birth trends in fertility and mortality are based on the principal assumptions from ONS’s 2016-based National Population Projections (NPP) for England. Household formation rates are taken from the 2014-based DCLG (Department for Communities and Local Government) subnational household projections. Past dwelling completions are taken from the London Development Database. Assumed future housing trajectories are derived from the 2016 Strategic Housing Land Availability Assessment.

BPOs will be produced on two different models. The first set will follow the same basic methodology to that used to produce small area population projections in past years. However, the housing trajectory input for this borough is replaced by bespoke ward level housing.
development data provided by the borough. Full methodology papers for the housing-led and small area projection models used to produce these outputs can be found on the GLA’s London Datastore: https://data.london.gov.uk/dataset/projections-documentation. This set of projections will provide continuity with previous years.

The second set will use a methodology which has been updated to better account for housing characteristics and local context. The GLA has now improved the detail and range of data that can be included in the model, such as: number of bedrooms and tenure of existing and future development, house prices, and transport accessibility.

**Domestic migration variants**

This year, the GLA produced projections based on three different scenarios of domestic migration patterns. The goal in doing so was to try and provide users with suitable variants for use in school place planning work. The GLA chose different levels of domestic migration as the basis for the variant projections as this has the most potential to significantly change the number of children requiring places in the short term.

Outmigration rates of children from London fell dramatically following the financial crisis, as the effects on the housing market prevented many families who would otherwise have left London from doing so. As the housing market recovered, so too did the outflow of families and children. The latest estimates indicate that the proportion of children leaving the city each year is now back at levels we saw before the crisis.

The financial crisis showed that domestic migration of families could change significantly in a short period of time and therefore represents an important source of uncertainty for planners. To try and capture a realistic range of possible outcomes the created three scenarios based on previously observed patterns of migration.

- **High** – these use domestic migration rates based on the last few years only. These rates reflect a relatively high level of movement of families. The same rates are used for the whole projection period. For most areas, this will give a lower number of children in the population as families tend to move radially outwards from Inner London to Outer, and Outer London to the home counties and beyond. The effect is variable between areas though – as for example boroughs in Outer London will tend to gain additional inflows from Inner London that may offset their own outflows. This scenario can be thought of assuming that current levels of outmigration are the norm and will continue.

- **Medium** – these start off using the same rates as for the high variant – i.e. based on the very recent past. However, rates gradually move back towards the long-term average over the first ten years of the projection. Basing near-term behaviour on the recent past and moving back towards longer term trends is a common forecasting approach and this variant can be considered the ‘standard’ variant.

- **Low** – these assume an immediate drop in outmigration – using rates based on the few years following the financial crisis. As with the medium variant, the rates return to the long-term average over the first ten years. This scenario can be considered as representing a shock event and sudden slowing of the housing market followed by a gradual recovery. As it assumes a significant departure from recent patterns, it is primarily suitable for use in ‘stress-testing’ plans.
The periods on which these rates are based had both different levels of absolute migration and different age structures to the flows, with the movement of families being disproportionately affected by the financial crisis.

When applied within the housing-led model, users should be aware that the total population may not differ greatly between the variants. This is because the assumed housing stock is the same in each case and this determines the size of the population and therefore total net migration. While the total population may be similar in each case, the proportion of children in the population will still vary due to the different age structures of the flows, as well as different balance of in/out & international/domestic flows.

**Higher projected population**

For many areas, the latest projections give higher populations than previous rounds of outputs. Given the potential implications for planners, we felt it important to provide some additional information about this change so that users can appropriately interpret the results.

This year’s housing-led projections are the first to incorporate household formation rates from ONS’s 2016-based household projections. These replace rates from DCLG’s 2014-based household projections as the default choice in the models. The methodology ONS used to project household formation gives higher average household sizes than the equivalent DCLG approach. When used in the population models, the result is typically to increase the number of people assumed to fit within a given number of homes.

The effect of this change in the household formation rates on long term population size might typically be of the order of five percent. However, it is important to note that where a large amount of new housing is expected, the difference in the additional growth in population is likely to be much larger. In this example, a five percent difference in the projected population is equivalent to a twenty-five percent difference in the population growth.

**Choice of household formation rates**

That the level of growth is sensitive to the household formation assumptions, makes the choice of rates more critical than in previous rounds of projections. This choice is complicated by the fact that future household formation trends are inherently uncertainty.

The move to using the ONS rather than DCLG rates in the projections was informed in part by how well each to have aligned with estimated change since 2011. These comparisons are made as part of the standard set-up of the model and through this process it was determined that the ONS rates have been, overall, more consistent with recent data on population and housing stock change. Analysis by ONS comparing different household projections with estimated numbers of households arrived at a similar conclusion.

Though the use of the ONS rates have been used as the default in the model, it is important to emphasise that there is no definitive ‘correct’ choice. The BPO projections are offered as a service to the boroughs and there is some flexibility in how the models are configured.
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Harrow’s Regeneration Programme and Housing Profile

Regeneration and housing development
Harrow’s Regeneration Strategy outlines a set of projects that will change the landscape of parts of the borough over the coming years. Within the Harrow & Wealdstone Opportunity Area a £1.75 billion regeneration programme will deliver over 5,500 new homes, provision for two new schools and the creation of around 3,000 new jobs, together with transport improvements, better leisure and health facilities. This area includes Harrow Town Centre, the Station Road corridor (including the Civic Centre), Wealdstone District Centre and the adjoining Harrow Leisure Centre and Kodak Alaris sites.

The borough’s minimum housing targets, as set out in the London Plan 2011 and Further Alterations to the London Plan (adopted 2014) increased Harrow’s housing targets from 350 per annum to 593 per annum from 2015/16, covering the period to 2025/26. This uplift is as a result of the significantly higher population and household projections emanating from the 2011 Census findings. Harrow’s housing trajectory sets out the borough’s progress towards meeting this strategic target and shows that this latest target has been exceeded every year, over the past four years. In 2015/16 Harrow exceeded its annual housing target of 593 by 84% with the completion of 1,091 additional dwellings. In 2016/17 and 2017/18 the target was exceeded by 10% (655 net completions) and 24% respectively (738 net completions). Draft completions figures for 2018/19 indicate that there were in excess of 1,200 net additional dwellings completed in the borough, showing that the 593 housing target was exceeded by 104%.

The Draft New London Plan was published by the Greater London Authority (GLA) in November 2017, and, as expected, has set far higher ten-year targets for net housing completions within London. Harrow’s target over the ten year period 2019/20 to 2028/29 is 13,920 additional dwellings, giving an annualised average of 1,392 net additional dwellings. These targets are based on the findings of the GLA Strategic Housing Land Availability Assessment (SHLAA), coupled with a London-wide Strategic Housing Market Assessment (SHMA). The latter identified a need for 66,000 additional homes per year across London With the bulk of Harrow’s large sites currently being built out or likely to be developed over the next five years there is a presumption by the GLA that in the future most of our housing target will be provided on small sites right across the borough. The council has significant concerns regarding the borough’s target, its deliverability and the difficulties in infrastructure planning that over-reliance on such ad-hoc development presents. Formal representations have been made to the Mayor and we (along with other West London Alliance boroughs) participated in the Examination in Public (EIP) in the first half of this year. The report on the examination is expected in September this year and will provide an indication of whether the GLA’s assumptions on small sites is likely to be taken forward into the final version of the New London Plan.

The current school roll projections use the council’s draft 2017/18 Housing Trajectory, which will be reported in the next published ‘Authority’s Monitoring Report’ for the borough. This trajectory includes: sites with planning permission; sites with permission but subject to legal agreement; and potential deliverable sites and other identified sites. The current trajectory includes the following major schemes, currently under construction: over 2,100 units on the Kodak Alaris site; 318 units on the former Harrow Post Office site in College Road; 310 flats at Lyon Square, Lyon Road, around 350 units at Lexicon, Gayton Road; and 200 units on the former Cumberland Hotel site. In addition the trajectory includes: a potential 880 new units on the Civic Centre site and 600 units in the Byron Quarter scheme (Harrow Leisure Centre & adjoining land); nearly 350 new units on the
School Roll Projections 2019-2032

Royal National Orthopaedic site, alongside the new hospital development; and nearly 300 additional units as part of the Grange Farm Estate redevelopment.

It is important that school rolls projections are updated to take account of new housing trajectories and Planning will be producing a new housing trajectory in summer 2019. This will take account of new dwellings completed in the borough in 2018/19 and incorporate permissions for new housing development granted in 2018/19. and other schemes in the pipeline.

However it should be noted that when new housing is factored into population projections, it is not a matter of just adding in additional population into the extra dwellings. In the recent housing-linked projections for Harrow, the additional housing development is judged to be sufficient to facilitate continued strong trend-based growth, but not to drive population growth significantly beyond this rate.

Additionally the specific types of units included in Harrow’s 2017/18 housing trajectory have not been factored into the population projections (for example: the size of the unit; whether they are houses or flats; social or private housing) and therefore the impact of child yield has not been factored into the school roll projections.

2017/18 Housing Trajectory developments by Planning Area
Harrow Authority’s Monitoring Report for 2017/18 will contain Harrow’s Housing Trajectory, which shows an overall potential housing supply for the borough. The tables below are presented by planning area, including the housing trajectory developments that are 50 or more units by ward.

**North East Planning Area**
Main wards: Belmont, Canons and Stanmore Park.

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<th>Ward</th>
<th>Name</th>
<th>Net units</th>
<th>Status</th>
<th>Anticipated First completion</th>
<th>Final Completion</th>
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<tbody>
<tr>
<td>Canons</td>
<td>Brockley Hill, Royal National Orthopaedic Hospital</td>
<td>347</td>
<td>Not started</td>
<td>86 units in 2021/22</td>
<td>2024/25</td>
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<td></td>
<td>Merrion Avenue, Jubilee House</td>
<td>167</td>
<td>Under construction – a mix of 101 residential assisted/independent living units (for older people) and 70 residential units</td>
<td>NA</td>
<td>2019/20</td>
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<tr>
<td>Stanmore Park</td>
<td>Coverdale Close, Anmer Lodge</td>
<td>120</td>
<td>Not started</td>
<td>NA</td>
<td>2022/23</td>
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**North West Planning Area**
Main wards: Harrow Weald, Hatch End, Headstone North, Pinner and Pinner South.

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<th>Ward</th>
<th>Name</th>
<th>Net units</th>
<th>Status</th>
<th>Anticipated First completion</th>
<th>Final Completion</th>
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<tbody>
<tr>
<td>Headstone North</td>
<td>Harrow View, Kodak West (former Zoom Leisure)</td>
<td>314</td>
<td>Work in progress</td>
<td>66 completed by 2017/18</td>
<td>2020/21</td>
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South East Planning Area
Main wards: Edgware, Kenton East, Kenton West and Queensbury.

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<tr>
<th>Ward</th>
<th>Name</th>
<th>Net units</th>
<th>Status</th>
<th>Anticipated First completion</th>
<th>Final Completion</th>
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</thead>
<tbody>
<tr>
<td>Edgware</td>
<td>Middlesex House, 29-45 High Street</td>
<td>83</td>
<td>Work in progress</td>
<td>2020/21</td>
<td>2020/21</td>
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**Housing Profile: Household size & household population projections**
The number of households in Harrow is projected to continue to increase over the period 2016 to 2041. This is largely to be expected, as the main driver of household projection growth is the projected change in the overall population. The Office for National Statistics (ONS) 2016-based household projections (Principal Household Projections) indicate that households will continue to increase in Harrow, from around 86,000 households in 2016 to 91,000 households in 2026, a 5% increase. By 2041 there could be 99,400 households in the borough. These projections replace the 2014-based household projections, previously produced by the Ministry of Housing, Communities and Local Government (MHCLG). These Principal Household Projections show much lower levels of household growth compared to the 2014-based household projections.

The household projections are generally showing decreases in the average household size (AHS). Nationally the average household size (AHS) is projected to fall from 2.37 to 2.34 in the ten-year period from 2016 to 2026 and falls in the AHS have been projected in all but 29 of England’s 326 local authorities. The ONS 2016-based Household Projections show that Harrow’s AHS is expected to decrease from 2.86 in 2016 to 2.82 by 2026. This level is above the projected national level of 2.34 and the Outer London level of 2.59, for 2026. In terms of rankings the projections show that Harrow’s average household size would be the 2nd highest in England by 2026, after Newham. By 2041 Harrow’s AHS could fall further to 2.68, ranking Harrow 3rd highest in England after Newham and Leicester. However, it should be noted that previous rounds of household projections (pre-2011 Census) all indicated that Harrow’s AHS was likely to fall post-2001 Census, but this did not actually happen.

The household population projections in the run-up to the 2011 Census were far too low in Harrow and they were not projecting enough population growth for Harrow. This is also linked to the fact that an increase in the average household size was not foreseen post-2001 Census, so Harrow’s existing population has grown considerably within the existing dwelling stock in particular and continues to grow, coupled with higher population density levels. The average household size in Harrow increased from 2.6 in 2001 to 2.8 by 2011, levels higher than the London and Outer London averages. In Harrow the number of households increased by 6.6% between the last two censuses.

These household projections use the 2016-based Sub-National Population Projections (SNPP) as the base, which in turn take the revised mid-2016 population estimates (published on 22nd March 2018) as their starting point. The 2017 Mid-Year Estimates for Harrow (published 28th June 2018) show that Harrow’s overall population only increased by 183 (0.07%) between mid-2016 and mid-2017, compared to a growth of 0.76% (1,119) between mid-2015 to mid-2016. These MYEs show a slightly lower population estimate for Harrow, compared to the ONS 2016-based Sub-National Population Projections (SNPP) for 2017, which were published on 24th May 2018.
As previously mentioned, the household projections referred to in this paper are the 2016-based principal housing projections, but the ONS has recently released four further variant projections. These do not replace the principal household projections, but provide a range of alternative scenarios which show the consequences of particular sets of assumptions. Three of the variant projections make different assumptions about migration, whilst the fourth variant projects forward household representative rates (HHR). For Harrow the variant household projections show that by 2041 the total number of households could be as low as 89,300 (using the projected HRR from 2001 to 2041) or as high as 104,300 (using 10-year migration trends).

Harrow has a large stock of houses (as opposed to flats), which can be fairly easily be extended, via side and rear extensions and loft conversions. In recent years the Government has changed Permitted Development rights so that householders can build larger extensions by obtaining Prior Approval from councils. Such extensions could be accommodating Harrow’s growing population to a large extent and leading to lower levels of out-migration. Nevertheless the 2011 Census showed that there are high levels of overcrowding in the borough, although in some cultures this could be more acceptable than in others. In 2018/19 there were over 1,200 new dwellings completed in the borough, the highest number of completions achieved in any year during the current plan monitoring period (from 2009/10). With the current high levels of house building in the borough this could help alleviate overcrowding and lead to the projected gradual fall in the AHS. However, 47% (622) of the new units (gross) completed in 2018/19 were one bedroom dwellings and only 9% (121) of the total completions had three or more bedrooms.

**South West Planning Area**
Main wards: Harrow on the Hill, Rayners Lane, Roxbourne, Roxeth and West Harrow.

<table>
<thead>
<tr>
<th>Ward</th>
<th>Name</th>
<th>Net units</th>
<th>Status</th>
<th>First completion</th>
<th>Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harrow on the Hill</td>
<td>Grange Farm Estate</td>
<td>267</td>
<td>Not yet started – permission granted March 2019</td>
<td>97 in 2021/22</td>
<td>2023/24</td>
</tr>
<tr>
<td>Roxbourne</td>
<td>Alexandra Avenue, 219, former Matrix PH</td>
<td>60</td>
<td>Nearing completion</td>
<td>2019/20</td>
<td>2019/20</td>
</tr>
<tr>
<td></td>
<td>Northolt Road, 152-174, Townsend House &amp; Eaton House</td>
<td>116</td>
<td>Nearing completion</td>
<td>2019/20</td>
<td>2019/20</td>
</tr>
<tr>
<td>West Harrow</td>
<td>Imperial Drive, 167 and Imperial House, Rayners Lane</td>
<td>215</td>
<td>Completed</td>
<td>2018/19</td>
<td>2018/19</td>
</tr>
</tbody>
</table>

**Central Planning Area**
Main wards: Greenhill, Headstone South, Marlborough and Wealdstone.

<table>
<thead>
<tr>
<th>Ward</th>
<th>Name</th>
<th>Net units</th>
<th>Status</th>
<th>First completion</th>
<th>Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greenhill</td>
<td>St. Johns Road, 1-3, Cumberland Hotel</td>
<td>121</td>
<td>Work in progress on later permission (200 units)</td>
<td>121 in 2020/21</td>
<td>2021/22</td>
</tr>
</tbody>
</table>

Produced by Education Team, BIU
<table>
<thead>
<tr>
<th>Location Description</th>
<th>Planned Units</th>
<th>Status</th>
<th>Completion Year</th>
<th>Year</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>College Road, 51</td>
<td>318</td>
<td>Residential completed</td>
<td>318 in 2018/19</td>
<td>2018/19</td>
<td></td>
</tr>
<tr>
<td>Lyon Road, Equitable House and Lyon House</td>
<td>310</td>
<td>Residential completed</td>
<td>159 in 2017/18</td>
<td>2018/19</td>
<td></td>
</tr>
<tr>
<td>Gayton Road, Gayton Road car park, Sonia Court &amp; former library site</td>
<td>346</td>
<td>Work in progress</td>
<td>153 in 2018/19</td>
<td>2019/20</td>
<td></td>
</tr>
<tr>
<td>Kymberley Road, Queens House</td>
<td>92</td>
<td>Work in progress</td>
<td>46 in 2019/20</td>
<td>2020/21</td>
<td></td>
</tr>
<tr>
<td>Congress House, Lyon Road</td>
<td>54</td>
<td>Work not started</td>
<td>54 in 2020/21</td>
<td>2020/21</td>
<td></td>
</tr>
<tr>
<td>Greenhill Way, Car Park South</td>
<td>90</td>
<td>Not started – no planning permission</td>
<td>90 in 2025/26</td>
<td>2025/26</td>
<td></td>
</tr>
<tr>
<td>College Road, 15-29 (Phase 2), adj former Post Office</td>
<td>94</td>
<td>No permission yet. Work not started</td>
<td>94 in 2023/24</td>
<td>2023/24</td>
<td></td>
</tr>
<tr>
<td>Headstone South/Greenhill</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pinner Road, 12-22, Quality (Harrow) Hotel</td>
<td>64</td>
<td>Work in progress</td>
<td>64 in 2019/20</td>
<td>2019/20</td>
<td></td>
</tr>
<tr>
<td>Marlborough</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harrow View, Kodak East</td>
<td>1,800</td>
<td>Work in progress on Phase D7. Phase A has permission too. Outline permission for rest of site.</td>
<td>Approx 230 in 2019/20</td>
<td>2025/26</td>
<td></td>
</tr>
<tr>
<td>George Gange Way, land fronting &amp; Palmerston Road car parks</td>
<td>182</td>
<td>Mayor has given permission re P/1619/16. Work not started.</td>
<td>60 in 2021/22</td>
<td>2022/23</td>
<td></td>
</tr>
<tr>
<td></td>
<td>56</td>
<td>Remainder of Site 6 – no planning permission</td>
<td>56 in 2023/24</td>
<td>2023/24</td>
<td></td>
</tr>
<tr>
<td>Canning Road, Premier House (part 2nd, 3rd &amp; 4th floors)</td>
<td>98</td>
<td>Work not started</td>
<td>49 in 2020/21</td>
<td>2021/22</td>
<td></td>
</tr>
<tr>
<td>Christchurch Avenue, Leisure Centre, associated land &amp; buildings and former Driving Centre site (aka Byron Quarter)</td>
<td>600</td>
<td>No permission yet. Work not started.</td>
<td>200 in 2023/24</td>
<td>2025/26</td>
<td></td>
</tr>
<tr>
<td>Station Road, Civic Centre (aka Poets Corner)</td>
<td>880</td>
<td>No permission yet. Work not yet started.</td>
<td>220 in 2021/22</td>
<td>2024/25</td>
<td></td>
</tr>
</tbody>
</table>

NB. The Harrow View, Kodak East and Station Road, Civic Centre developments have new schools included in the plans.
The impact of the developments included in Harrow’s 2017/18 trajectory is unlikely to be immediate and surveys are likely to be needed to ascertain the potential impact on school places in the mid to long term future.
Affordability of Housing in Harrow

Helen Spillane, Senior Business Intelligence Analyst - Housing

Population
Housing demand has increased substantially as Harrow’s population has grown by 3.5% from around 240,500 at the 2011 Census to around 249,000 in June 2017. In 2011 Harrow had the second highest average household size in England at 2.8. Since then there has been over 12,700 more births than deaths. International migration showed a net gain of 15,250 people and internal migration resulted in a net loss of 19,650 people to 2017.

Local earnings
The median gross full-time pay of Harrow residents in 2018 was £672 per week, which is equivalent to an annual gross salary of about £35,000. This has increased by about 14% over the last 4 years. Housing affordability is calculated by comparing the earnings of those in the lowest quarter of average earnings, with property prices in the lower quarter of the market, the “lower quartile”.

Stability of income
The increase in all forms of flexible working - the ‘gig economy’, zero hours contracts etc. means less stability of income, fewer housing options and an increased risk of falling into rent or mortgage arrears. It also makes benefit claims more difficult to manage.

Home ownership
Home ownership in Harrow has declined to around 60% from 66% at the 2011 Census (75% in 2001) and the private rental sector (PRS) has increased from 22% to around 30% over the same period. House prices have risen significantly faster than earnings and, according to the Land Registry, the median property price sale in 2017 Q3 was £500,000 — over 14 times the median salary. Mortgage availability has decreased and the deposit required in order to secure a mortgage has increased for both first-time buyers and those wanting to move home.

Harrow property sales peaked at just over 4,500 in 2002 but declined to just over 2,000 in 2018.

Harrow is an expensive borough to live in with only 5% of properties in Council Tax bands A and B, whereas London averages 17% and England averages 44%. It also has the third highest Council Tax in London.

The economic downturn since 2008 has adversely affected the housing market. The recession and government austerity measures have affected many of Harrow’s residents, and not just those traditionally thought of as vulnerable.

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1 Source: ONS Analysis of Population Estimates
2 Source: GLA/Land Registry
3 Source: Valuation Office Agency
Private rental sector (PRS)

GLA London Living Rent for ‘Affordable’ housing is based on 1/3 of net household income. However, based on median net earnings of approximately £2,280 per month, the median PRS rent for a 2 bedroom property in Harrow would consume 57% of one person’s take-home pay, and even a lower quartile rent in Harrow would be 53% of their take-home pay. 3 bedroom properties would be 72% and 66% respectively.

Whilst many households earn two salaries, parents work full-time less frequently, and any childcare costs also need to be factored into affordability of rent.

<table>
<thead>
<tr>
<th>Monthly rents</th>
<th>North West London LHA</th>
<th>Harrow Lower Quartile Rent</th>
<th>Harrow Median Rent</th>
<th>London Lower Quartile Rent</th>
<th>London Median Rent</th>
<th>England Lower Quartile Rent</th>
<th>England Median Rent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Room</td>
<td>£402</td>
<td>£500</td>
<td>£563</td>
<td>£525</td>
<td>£600</td>
<td>£347</td>
<td>£390</td>
</tr>
<tr>
<td>Studio</td>
<td>£880</td>
<td>£750</td>
<td>£850</td>
<td>£800</td>
<td>£950</td>
<td>£433</td>
<td>£575</td>
</tr>
<tr>
<td>1 bedroom</td>
<td>£880</td>
<td>£950</td>
<td>£1,050</td>
<td>£1,060</td>
<td>£1,288</td>
<td>£470</td>
<td>£600</td>
</tr>
<tr>
<td>2 bedrooms</td>
<td>£1,114</td>
<td>£1,200</td>
<td>£1,300</td>
<td>£1,300</td>
<td>£1,500</td>
<td>£525</td>
<td>£650</td>
</tr>
<tr>
<td>3 bedrooms</td>
<td>£1,393</td>
<td>£1,500</td>
<td>£1,638</td>
<td>£1,500</td>
<td>£1,800</td>
<td>£600</td>
<td>£750</td>
</tr>
<tr>
<td>4+ bedrooms</td>
<td>£1,671</td>
<td>£1,750</td>
<td>£2,000</td>
<td>£2,000</td>
<td>£2,500</td>
<td>£900</td>
<td>£1,320</td>
</tr>
</tbody>
</table>

Source: Valuation Office Agency
Housing Benefit

The number of Harrow households claiming Housing Benefit (HB) in March 2019 was 14,217. The Local Housing Allowance (LHA) was introduced in 2008 to provide HB for private sector tenants. LHA rates are based on the number of bedrooms needed and the average rent in the area. LHA is usually paid to the tenant, who then pays the landlord.

Despite rising rents, LHA rates have been significantly reduced since 2011 and have been frozen from 2016 to 2020, putting many households at risk of homelessness. This is because the maximum amount of LHA they can receive as a private renter is less than the cheapest rents available locally, making it very difficult to find affordable accommodation.

Welfare reforms have also impacted on private landlord behaviour, with many refusing to renew tenancies because they no longer receive direct payments of HB for claimants of Universal Credit.

Universal Credit

Universal Credit (UC) is a single benefit replacing Housing Benefit, Working Tax Credit, Child Tax Credit, income-based Jobseeker’s Allowance, Income Support and income-related Employment and Support Allowance. It is being rolled out nationally under a ‘managed migration’ and was introduced in Harrow from July 2018. It is too early to accurately predict its effect on affordability of housing in Harrow, but there is concern about claimants falling into rent arrears and becoming at risk of homelessness in both the social and private housing sectors.

There are several reasons for this, including the time-lag in payment and the fact that HB was paid directly to landlords whereas UC is paid to the claimant, who is responsible for paying their rent to the landlord.

A snapshot in April 2019 revealed that, whilst only 7% of Harrow’s General Needs council tenants were claiming UC, 79% of these were in arrears. This compares unfavourably with 27% of those on Housing Benefit (claimed by 57% of council tenants) being in arrears.
Affordability of Housing in Harrow

As well as a higher proportion of UC tenants falling into arrears, the amount they owe is also much higher. The average level of council rent arrears was over 2.5 times higher in UC tenants (£694) than in HB tenants (£267) in April 2019.

The Council is taking steps to mitigate the effects as far as possible for both social and private tenants e.g. requesting increased levels of direct HB payments to landlords and providing information, advice and signposting. However, resources are limited and as the roll out to UC progresses it will become even more challenging to offer adequate personal support to maintain tenancies.

Social housing

Although 23% of London’s population live in social housing, Harrow has the second lowest proportion at just 10% of its 89,000 households. At March 2019 there were 5,715 Council tenants
Affordability of Housing in Harrow

(including joint tenants) living in 4,763 Council properties, and there were 4,327 Housing Association properties.

Roxbourne Ward, which contains the Rayners Lane Estate, has Harrow’s highest proportion of social rented properties at one quarter of all households.

Households from all ethnic groups live in Harrow’s social housing, reflecting the diverse population of the Borough. The largest single ethnic group housed within the Council’s stock is White at 48% of disclosed ethnicity, followed by Asian at 23% and then Black at 20%.

The increased ‘Right to Buy’ discount since 2012 means sales of family sized Council homes are still outstripping the Council’s ability to replace them, particularly as there are many government restrictions on the use of ‘Right to Buy’ receipts. Harrow has lost 4,191 properties to Right to Buy since it was introduced in 1980. 12 were sold during 2018/19, down from 27 during 2017/18. Social housing stock may be further reduced if ‘Right to Buy’ for housing association tenants is rolled out nationally.

![Right to Buy Sales](image)

Source: Leasehold Team

Optimisation of social and other affordable accommodation

The ‘Homes for Harrow’ initiative, a number of major planning applications, and the focus on the Housing Zone in central Harrow including the Council’s regeneration plans means that Harrow’s house building will remain strong over the next five years and will go some way towards, but not fully meet, demand.

The Housing Enabling Team monitors and delivers new affordable housing in Harrow. Section 106 agreements, also known as planning obligations, are agreements between developers and local planning authorities that are negotiated as a condition of planning consent. The maximum reasonable amount of affordable housing is sought from schemes providing 10+ residential units in line with the London Plan and Local Development Framework Policy, but it is particularly difficult to deliver family-sized accommodation without reducing overall affordable housing numbers.
The Council is building new homes for the first time in decades. 98 new homes are either completed or under construction with planning permission for a further 37 new homes on ‘infill sites’ on existing estates. Additional funding has been received for a total council house building programme of 639 new homes to be started over the next 3 years – 580 for council rent and 59 for shared ownership. This includes the regeneration of a council estate which will see 574 new homes built - 249 for social rent, 25 for shared ownership and 300 for private sale to offset costs.

The ‘Grants to Move’ incentive freed up 67 Council properties between 2013 and 2018.

The Council works with private sector landlords in various ways through schemes such as Help2Let and by offering Empty Properties Grants (EPGs) or other support to increase the availability of affordable rented accommodation. 152 empty privately owned properties have been made available to the Council for Temporary Accommodation (TA) between April 2015 and March 2019 but changes in government policy on Buy-to-Let, Brexit uncertainty and reduced grants are affecting the potential supply, with 2018/19 half that of the previous year.
Harrow is heavily reliant on the private rented sector (PRS) for temporary and permanent housing solutions. The Council has statutory responsibilities for licensing and enforcement within the PRS. It operates selective licensing in certain areas, as well as mandatory and additional licensing of Houses of Multiple Occupation (HMO’s) with a duty to ensure that they are free from serious hazards, including overcrowding.

The Homes Act 2018 was introduced in March 2019 to improve regulatory control in the PRS, raise housing standards at the bottom of the rental sector and enhance tenants’ protection. However, the cost of these improvements is likely to be reflected in higher rents, and more people could be priced out of Harrow.
Homelessness

Homelessness is rising steeply and the Homelessness Reduction Act 2017, effective from April 2018, has increased the burden on local authorities.

Welfare reform, a very limited supply of social housing and a buoyant private rented market add to the Council’s pressures from homelessness leading to higher numbers in Bed and Breakfast accommodation (B&B), rising costs and enforced moves out of Borough.

Homelessness triggered by the loss of a private tenancy has soared since the LHA cuts and caps began in 2011 and this is the most common reason for homelessness acceptances. The next most common is family or friends no longer willing to accommodate, and other reasons include domestic abuse and relationships ending.

Several thousand people in housing need contact the Council each year and there is a huge focus on advice and homelessness prevention. Whilst Harrow has always offered extensive prevention and relief assistance, the definitions have changed under the new Act, and the numbers recorded as assisted under theses terms are not comparable with previous years.

Positive action by the Housing Needs Team prevented 256 households from becoming homeless in 2018/19 by helping to secure them existing or alternative accommodation for at least 6 months.

Despite all this work, 229 households were accepted as ‘eligible, unintentionally homeless and in priority need’ in 2018/19.

Households in Temporary accommodation (TA)

Social housing is only available to those most in need and few properties become available for new tenants each year. With such a small stock, many homeless families have to be housed in TA.

Due to the range of efforts made on the supply front, including Grants to Move, EPG’s and Help2Let plus the purchase of 100 Homes for use as temporary accommodation, there was a steady reduction in the number of families needing to be placed in B&B by March 2018. However, despite all this, the effects of the Homelessness Reduction Act, welfare reform and other pressures have meant this position was not sustainable and the number doubled to over 200 by March 2019.

Source: Northgate
Affordability of Housing in Harrow

Temporary accommodation placements out of Harrow

Despite all efforts to secure more properties in Harrow families often have to be housed elsewhere.

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of households</th>
<th>Number of people</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010/11</td>
<td>12</td>
<td>39</td>
</tr>
<tr>
<td>2011/12</td>
<td>128</td>
<td>411</td>
</tr>
<tr>
<td>2012/13</td>
<td>131</td>
<td>485</td>
</tr>
<tr>
<td>2013/14</td>
<td>179</td>
<td>621</td>
</tr>
<tr>
<td>2014/15</td>
<td>201</td>
<td>673</td>
</tr>
<tr>
<td>2015/16</td>
<td>231</td>
<td>830</td>
</tr>
<tr>
<td>2016/17</td>
<td>63</td>
<td>147</td>
</tr>
<tr>
<td>2017/18</td>
<td>111</td>
<td>356</td>
</tr>
<tr>
<td>2018/19</td>
<td>155</td>
<td>518</td>
</tr>
</tbody>
</table>

Source: Northgate

Most common locations for temporary accommodation outside of Harrow

<table>
<thead>
<tr>
<th>2018-19</th>
<th>Number of Households</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aylesbury</td>
<td>1</td>
</tr>
<tr>
<td>Barnet</td>
<td>1</td>
</tr>
<tr>
<td>Birmingham</td>
<td>2</td>
</tr>
<tr>
<td>Bradford</td>
<td>1</td>
</tr>
<tr>
<td>Brent</td>
<td>12</td>
</tr>
<tr>
<td>Brighton and Hove</td>
<td>1</td>
</tr>
<tr>
<td>Ealing</td>
<td>11</td>
</tr>
<tr>
<td>Hemel Hempstead</td>
<td>3</td>
</tr>
<tr>
<td>Hertsmere</td>
<td>2</td>
</tr>
<tr>
<td>Hillingdon</td>
<td>12</td>
</tr>
<tr>
<td>Hounslow</td>
<td>2</td>
</tr>
<tr>
<td>Kettering</td>
<td>1</td>
</tr>
<tr>
<td>Slough</td>
<td>1</td>
</tr>
<tr>
<td>Sutton</td>
<td>3</td>
</tr>
<tr>
<td>Watford</td>
<td>13</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>66</strong></td>
</tr>
</tbody>
</table>

Source: Northgate
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Special Education Needs (SEN)

The growth of the pupil population is impacting on the demand for provision for pupils with special educational needs. The SEND Strategy was agreed by Cabinet in February 2019. The four strategic priority areas are:

**Strategic Priority 1:**
Review in-borough specialist provision in the context of a changing demographic profile, pre-school, school and college organisational changes and other developments.

**Strategic Priority 2:**
Review current provision and need for children, young people and young adults with social, behaviour and mental health needs to ensure continuum of provision and support. (previously SEBD)

**Strategic Priority 3:**
Improve local education and social care opportunities for post-16 and post 18 provision working in partnership with other agencies including colleges and voluntary sector.

**Strategic Priority 4:**
Improve outcomes for children and young people (0-25) with SEND and ensure appropriate staff skilled and qualified in all provision.

A high level summary is provided in this report.

The data on pupils and their needs is collated in two key respects:

- Children and young people whose resident address is within the London Borough of Harrow. These numbers will include children who attend provision outside the Harrow local authority area. These are children and young people for whom the London Borough of Harrow has a direct responsibility.
- Pupils and students attending provision in the Harrow local authority area. These numbers will include some pupils and students whose resident address is in other local authority areas.

### Children and young people whose resident address is within the London Borough of Harrow

The 2011 Census estimated that Harrow has approximately 75,257 children and young people from 0 to 24 years. Of this cohort 2,667 (3.5%) have a long term health problem or disability whose day to day activities are limited a lot or a little. Table 1 below gives a further breakdown by age group.

#### Table 1: Harrow’s children with a long term health problem or disability

<table>
<thead>
<tr>
<th>Disability</th>
<th>All categories: Long-term health problem or disability</th>
<th>Day-to-day activities limited a lot</th>
<th>Day-to-day activities limited a little</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age 0 to 15</td>
<td>47,712</td>
<td>653</td>
<td>801</td>
</tr>
<tr>
<td>Age 16 to 24</td>
<td>27,545</td>
<td>502</td>
<td>711</td>
</tr>
</tbody>
</table>

Source: [http://www.nomisweb.co.uk/](http://www.nomisweb.co.uk/)

Many of these young people will be supported by Harrow with an Education, Health and Care Plan (ECHP). Table 2 below presents the number of statements/EHCPs maintained by Harrow.
School Roll Projections 2019-2032

There is an increasing trend in the total number of statements, especially with the addition of young people up to 25 year olds.

The number of statements/EHCP increased by 13% from 1,183 in 2014-15 to 1,336 in 2015-16, and continued to increase over the next couple of years, with a 10% increase from 1,477 in 2016-17 to 1,623 in 2017-18. There has been a much lower increase of only 1.4% between 2017-18 and 2018-19, with the number of EHCP increasing to 1,645.

Of the age groups shown in Table 2 below the majority of children in Harrow are within the 5 to 10 year old group, with an increase from 583 in 2017-18 to 604 in 2018-19. The number of under 5 year olds dropped from 128 in 2017-18 to 95 in 2018-19. The numbers of the other age groups stayed steady in comparison to last year.

Table 2: Total statements/plans maintained by Harrow

<table>
<thead>
<tr>
<th>Year</th>
<th>Total statements/plans</th>
<th>Under 5</th>
<th>5-10yrs</th>
<th>11-15yrs</th>
<th>16-19yrs</th>
<th>20-25yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006-07</td>
<td>1,044</td>
<td>56</td>
<td>405</td>
<td>493</td>
<td>90</td>
<td>-</td>
</tr>
<tr>
<td>2007-08</td>
<td>1,051</td>
<td>76</td>
<td>416</td>
<td>495</td>
<td>64</td>
<td>-</td>
</tr>
<tr>
<td>2008-09</td>
<td>1,061</td>
<td>53</td>
<td>431</td>
<td>512</td>
<td>65</td>
<td>-</td>
</tr>
<tr>
<td>2009-10</td>
<td>1,080</td>
<td>65</td>
<td>446</td>
<td>504</td>
<td>65</td>
<td>-</td>
</tr>
<tr>
<td>2010-11</td>
<td>1,120</td>
<td>62</td>
<td>466</td>
<td>515</td>
<td>77</td>
<td>-</td>
</tr>
<tr>
<td>2011-12</td>
<td>1,137</td>
<td>58</td>
<td>475</td>
<td>500</td>
<td>104</td>
<td>-</td>
</tr>
<tr>
<td>2012-13</td>
<td>1,158</td>
<td>70</td>
<td>504</td>
<td>487</td>
<td>97</td>
<td>-</td>
</tr>
<tr>
<td>2013-14</td>
<td>1,168</td>
<td>78</td>
<td>500</td>
<td>488</td>
<td>102</td>
<td>-</td>
</tr>
<tr>
<td>2014-15</td>
<td>1,183</td>
<td>77</td>
<td>509</td>
<td>487</td>
<td>101</td>
<td>-</td>
</tr>
<tr>
<td>2015-16</td>
<td>1,336</td>
<td>75</td>
<td>503</td>
<td>518</td>
<td>227</td>
<td>13</td>
</tr>
<tr>
<td>2016-17</td>
<td>1,477</td>
<td>90</td>
<td>529</td>
<td>519</td>
<td>299</td>
<td>40</td>
</tr>
<tr>
<td>2017-18</td>
<td>1,623</td>
<td>128</td>
<td>583</td>
<td>543</td>
<td>321</td>
<td>92</td>
</tr>
<tr>
<td>2018-19</td>
<td>1,645</td>
<td>95</td>
<td>604</td>
<td>542</td>
<td>322</td>
<td>82</td>
</tr>
</tbody>
</table>

Source: DfE SEN2 return

Table 3 below shows the number of new statements/plans issued since 2006-07 up until 2018-19. The numbers have fluctuated over the years ranging from 103 in 2011-12 to 204 in 2017-18. The latter is the highest number of new statements/plans over the last twelve years, with the number of new statements/plans issued to the under 11 to 15 year old group nearly doubling from 20 in 2016-17 to 38 in 2017-18. The number of new EHC plans dropped this year to 182, with all the age groups numbers dropping slightly, with the exception of the 16 to 19 year olds group that increased by 2.

Table 3: New statements/plans issued by Harrow in each calendar year

<table>
<thead>
<tr>
<th>Year</th>
<th>Total statements/plans</th>
<th>Under 5</th>
<th>5-10yrs</th>
<th>11-15yrs</th>
<th>16-19yrs</th>
<th>20-25yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006-07</td>
<td>117</td>
<td>47</td>
<td>51</td>
<td>18</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>2007-08</td>
<td>145</td>
<td>57</td>
<td>63</td>
<td>25</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>2008-09</td>
<td>144</td>
<td>36</td>
<td>63</td>
<td>44</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>2009-10</td>
<td>132</td>
<td>49</td>
<td>61</td>
<td>21</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>2010-11</td>
<td>141</td>
<td>44</td>
<td>60</td>
<td>37</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>2011-12</td>
<td>103</td>
<td>37</td>
<td>50</td>
<td>15</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>2012-13</td>
<td>141</td>
<td>53</td>
<td>69</td>
<td>19</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>2013-14</td>
<td>144</td>
<td>63</td>
<td>61</td>
<td>19</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>2014-15</td>
<td>137</td>
<td>55</td>
<td>66</td>
<td>13</td>
<td>3</td>
<td>-</td>
</tr>
<tr>
<td>2015-16</td>
<td>142</td>
<td>60</td>
<td>47</td>
<td>26</td>
<td>8</td>
<td>1</td>
</tr>
<tr>
<td>2016-17</td>
<td>192</td>
<td>69</td>
<td>83</td>
<td>20</td>
<td>11</td>
<td>9</td>
</tr>
<tr>
<td>2017-18</td>
<td>204</td>
<td>73</td>
<td>77</td>
<td>38</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>2018-19</td>
<td>182</td>
<td>68</td>
<td>76</td>
<td>27</td>
<td>10</td>
<td>1</td>
</tr>
</tbody>
</table>

Source: DfE SEN2 return
The tables below show the placement of Harrow’s children and young people with an EHC Plan. Whilst the number of children and young people across all establishment types has increased, the increase in the EHC Plans issued to those 16 years old and above has resulted in a substantial increase in the use of post 16 institutions, with the numbers rising from 111 in 2015-16 to 282 in 2018-19, this is a 154% percentage change.

Table 4: Total statements/plans & Early Years placements

<table>
<thead>
<tr>
<th>Year</th>
<th>Total statements / plans</th>
<th>Non-maintained EY PVIs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-10</td>
<td>1,080</td>
<td>7</td>
</tr>
<tr>
<td>2010-11</td>
<td>1,120</td>
<td>5</td>
</tr>
<tr>
<td>2011-12</td>
<td>1,135</td>
<td>4</td>
</tr>
<tr>
<td>2012-13</td>
<td>1,160</td>
<td>8</td>
</tr>
<tr>
<td>2013-14</td>
<td>1,170</td>
<td>17</td>
</tr>
<tr>
<td>2014-15</td>
<td>1,185</td>
<td>9</td>
</tr>
<tr>
<td>2015-16</td>
<td>1,335</td>
<td>15</td>
</tr>
<tr>
<td>2016-17</td>
<td>1,477</td>
<td>22</td>
</tr>
<tr>
<td>2017-18</td>
<td>1,623</td>
<td>24</td>
</tr>
<tr>
<td>2018-19</td>
<td>1,645</td>
<td>19</td>
</tr>
</tbody>
</table>

Source: DfE SEN2 return

Table 5: Mainstream Schools placements

<table>
<thead>
<tr>
<th>Year</th>
<th>LA maintained</th>
<th>Academy</th>
<th>Free School</th>
<th>LA maintained resourced provision</th>
<th>Academy resourced provision</th>
<th>Free school resourced provision</th>
<th>Independent school</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-10</td>
<td>541</td>
<td>2</td>
<td>-</td>
<td>41</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2010-11</td>
<td>547</td>
<td>3</td>
<td>-</td>
<td>57</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2011-12</td>
<td>399</td>
<td>163</td>
<td>-</td>
<td>57</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2012-13</td>
<td>374</td>
<td>166</td>
<td>70</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2013-14</td>
<td>355</td>
<td>169</td>
<td>67</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2014-15</td>
<td>328</td>
<td>209</td>
<td>69</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2015-16</td>
<td>297</td>
<td>240</td>
<td>74</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2016-17</td>
<td>303</td>
<td>218</td>
<td>10</td>
<td>62</td>
<td>26</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>2017-18</td>
<td>299</td>
<td>233</td>
<td>11</td>
<td>71</td>
<td>35</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>2018-19</td>
<td>305</td>
<td>243</td>
<td>18</td>
<td>57</td>
<td>38</td>
<td>8</td>
<td>6</td>
</tr>
</tbody>
</table>

Source: DfE SEN2 return

Table 6: Special School and Alternative Provision placements

<table>
<thead>
<tr>
<th>Year</th>
<th>LA maintained</th>
<th>Academy / Free</th>
<th>Non-maintained</th>
<th>Independent special schools</th>
<th>Hospital School</th>
<th>Alternative provision / Pupil Referral Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-10</td>
<td>360</td>
<td>99*</td>
<td></td>
<td></td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>2010-11</td>
<td>387</td>
<td>-</td>
<td>94*</td>
<td></td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>2011-12</td>
<td>383</td>
<td>-</td>
<td>106*</td>
<td></td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>2012-13</td>
<td>399</td>
<td>4</td>
<td>112*</td>
<td></td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>2013-14</td>
<td>329</td>
<td>87</td>
<td>110*</td>
<td></td>
<td></td>
<td>13</td>
</tr>
<tr>
<td>2014-15</td>
<td>331</td>
<td>95</td>
<td>119*</td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>2015-16</td>
<td>355</td>
<td>99</td>
<td>115</td>
<td></td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>2016-17</td>
<td>369</td>
<td>106</td>
<td>29</td>
<td>84</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>2017-18</td>
<td>379</td>
<td>117</td>
<td>33</td>
<td>76</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>2018-19</td>
<td>394</td>
<td>122</td>
<td>28</td>
<td>82</td>
<td>2</td>
<td>7</td>
</tr>
</tbody>
</table>

* includes independent school; Source: DfE SEN2 return
Table 7: Post 16 and Educated Elsewhere placements

<table>
<thead>
<tr>
<th>Year</th>
<th>General FE &amp; Tertiary colleges / HE</th>
<th>Other FE</th>
<th>Sixth Form College</th>
<th>Specialist post-16 institutions</th>
<th>Children educated elsewhere</th>
<th>Not in education, employment or training</th>
<th>Other*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-10</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>19</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>2010-11</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>14</td>
<td>-</td>
<td>6</td>
</tr>
<tr>
<td>2011-12</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>15</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2012-13</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>13</td>
<td>-</td>
<td>6</td>
</tr>
<tr>
<td>2013-14</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>16</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>2014-15</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>15</td>
<td>-</td>
<td>6</td>
</tr>
<tr>
<td>2015-16</td>
<td>94</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>17</td>
<td>23</td>
<td>2</td>
</tr>
<tr>
<td>2016-17</td>
<td>179</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>25</td>
<td>31</td>
<td>1</td>
</tr>
<tr>
<td>2017-18</td>
<td>215</td>
<td>1</td>
<td>4</td>
<td>30</td>
<td></td>
<td>63</td>
<td></td>
</tr>
<tr>
<td>2018-19</td>
<td>246</td>
<td>4</td>
<td>5</td>
<td>27</td>
<td>19</td>
<td>3</td>
<td>12</td>
</tr>
</tbody>
</table>

*Other* covers cases where an establishment type could not be provided, including children and young people where a notice to cease has been issued and children under compulsory school age not in an early years setting.

Source: DfE SEN2 return

Table 8: Other placements

<table>
<thead>
<tr>
<th>Year</th>
<th>Apprenticeships</th>
<th>Traineeships</th>
<th>Supported Internships</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016-17</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2017-18</td>
<td>0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>2018-19</td>
<td>1</td>
<td>2</td>
<td>9</td>
</tr>
</tbody>
</table>

Source: DfE SEN2 return

Pupils and students attending provision in the Harrow local authority area

In January 2019, of the school population attending Harrow’s schools (maintained and academies) there were 1,136 pupils (3.0% of the school population) with an EHCP (Education, Health and Care Plan) (1,090, 3.0% in January 2018). It should be noted that in accordance with the SEND Reforms all Statements have been replaced by Education, Health and Care Plans in Harrow.

Overall the trend has been a continued increase in the number of statements/EHC Plans from January 2009 to January 2019. The actual number of statements/EHC Plans has risen from 879 in January 2009 to 1,136 in January 2019, which is a 29% increase and there has been a 4% increase between January 2018 and January 2019. The percentage increase in the number of statements over the period covered in the table below has been in-line with the percentage increase in the school population.

Table 9: Total EHCP/Statements in Harrow

<table>
<thead>
<tr>
<th>Year</th>
<th>Total EHCP/Statements</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008-09</td>
<td>879</td>
</tr>
<tr>
<td>2009-10</td>
<td>877</td>
</tr>
<tr>
<td>2010-11</td>
<td>919</td>
</tr>
<tr>
<td>2011-12</td>
<td>931</td>
</tr>
<tr>
<td>2012-13</td>
<td>957</td>
</tr>
<tr>
<td>2013-14</td>
<td>967</td>
</tr>
<tr>
<td>2014-15</td>
<td>983</td>
</tr>
<tr>
<td>2015-16</td>
<td>999</td>
</tr>
<tr>
<td>2016-17</td>
<td>1,037</td>
</tr>
<tr>
<td>2017-18</td>
<td>1,090</td>
</tr>
<tr>
<td>2018-19</td>
<td>1,136</td>
</tr>
</tbody>
</table>

NB This table only includes pupils with the enrolment status Current Single & Main

Source: January School Census

Produced by Education Team, BIU 236
If the number of EHC Plans continue to increase as recent trends have indicated, it is likely that the number of pupils with EHCs in Harrow’s schools may increase as projected in Table 10 below. This is based on the projected increase in population and the proportion of pupils with SEN remaining constant.

Table 10: Projected number of Statements/EHCP

<table>
<thead>
<tr>
<th>Year</th>
<th>Projected total statements/EHCP</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016-17</td>
<td>1,040 (1,037 actual)</td>
</tr>
<tr>
<td>2017-18</td>
<td>1,071 (1,090 actual)</td>
</tr>
<tr>
<td>2022-23</td>
<td>1,241</td>
</tr>
<tr>
<td>2024-25</td>
<td>1,361</td>
</tr>
</tbody>
</table>

Pupils with SEN without an EHC Plan are identified in the category of ‘SEN support’ (K) category following the end of the 2014 to 2015 school year. As at the January 2019 school census there were 3,685 (9.9% of school population) pupils with the SEN provision ‘SEN support’, this is an increase from the January 2018 figure of 3,642 (10.0% of school population).

The gender split of Statement/EHCP and SEN support pupils at January 2019 was 66.3% boys and 33.7% girls. The overall gender split of the school cohort was 50.2% boys and 49.8% girls.

Pupils with special educational needs attending SEN units or placed in resourced provision

The number of pupils on SEN support attending SEN units or placed in resourced provision in Harrow’s primary schools has been very small over the years. Table 11 below shows the number and percentage of Harrow’s primary school pupil’s with statements or EHC plans attending SEN units or placed in resourced provision over the last five years. The total pupils in this table have fluctuated over the years, as have the numbers attending SEN units or resourced provision.

Table 11: Primary School Pupils with SEN with statements or EHC plans

<table>
<thead>
<tr>
<th>Primary Schools</th>
<th>Pupils with SEN with statements or EHC plans</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total pupils</td>
</tr>
<tr>
<td>Harrow</td>
<td></td>
</tr>
<tr>
<td>January 2012</td>
<td>337</td>
</tr>
<tr>
<td>January 2013</td>
<td>350</td>
</tr>
<tr>
<td>January 2014</td>
<td>340</td>
</tr>
<tr>
<td>January 2015</td>
<td>352</td>
</tr>
<tr>
<td>January 2016</td>
<td>320</td>
</tr>
<tr>
<td>January 2017</td>
<td>328</td>
</tr>
<tr>
<td>January 2018</td>
<td>366</td>
</tr>
</tbody>
</table>

Source: DfE SFR SEN Analysis

A higher number of secondary school pupils on SEN support attend SEN units than are placed in resourced provision. However these numbers have fluctuated over the last five years, as can be seen in Table 12 below.
Table 12: Secondary School pupils on SEN support

<table>
<thead>
<tr>
<th>Secondary schools</th>
<th>Pupils on SEN support</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total pupils</td>
</tr>
<tr>
<td>Harrow</td>
<td></td>
</tr>
<tr>
<td>January 2012</td>
<td>922</td>
</tr>
<tr>
<td>January 2013</td>
<td>860</td>
</tr>
<tr>
<td>January 2014</td>
<td>725</td>
</tr>
<tr>
<td>January 2015</td>
<td>1,382</td>
</tr>
<tr>
<td>January 2016</td>
<td>1,403</td>
</tr>
<tr>
<td>January 2017</td>
<td>1,389</td>
</tr>
<tr>
<td>January 2018</td>
<td>1,447</td>
</tr>
</tbody>
</table>

x 1 or 2 pupils, or a percentage based on 1 or 2 pupils.
Includes city technology colleges, university technology colleges, studio schools and all secondary academies, including free schools.

The number of secondary pupils with statements/EHC plans attending SEN units has fluctuated over the last six years, whilst the number placed in resourced provision has increased significantly from 3 in January 2014 to 30 in January 2018, as can be seen in Table 13 below.

Table 13: Secondary School pupils with SEN with statements or EHC plans

<table>
<thead>
<tr>
<th>Secondary schools</th>
<th>Pupils with SEN with statements or EHC plans</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total pupils</td>
</tr>
<tr>
<td>Harrow</td>
<td></td>
</tr>
<tr>
<td>January 2012</td>
<td>225</td>
</tr>
<tr>
<td>January 2013</td>
<td>223</td>
</tr>
<tr>
<td>January 2014</td>
<td>221</td>
</tr>
<tr>
<td>January 2015</td>
<td>235</td>
</tr>
<tr>
<td>January 2016</td>
<td>252</td>
</tr>
<tr>
<td>January 2017</td>
<td>263</td>
</tr>
<tr>
<td>January 2018</td>
<td>262</td>
</tr>
</tbody>
</table>

x 1 or 2 pupils, or a percentage based on 1 or 2 pupils. Includes city technology colleges, university technology colleges, studio schools and all secondary academies, including free schools. Source: DfE SFR SEN Analysis

Special Schools

Table 14 below shows the number of pupils on SEN support or with a statement / EHC plan at Harrow’s special schools. The number of pupils have only really increased at Woodlands School where there were 94 pupils in January 2013 compared to 122 by January 2018, which then further increased to 136 in January 2019. This reflects the increase in the number of places at Woolands School.

Table 14: Special School pupils on SEN support or with a statement/EHC plan

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Alexandra School</td>
<td>0  81</td>
<td>0  81</td>
<td>0  81</td>
<td>0  77</td>
<td>0  79</td>
<td>0  80</td>
<td>0  80</td>
</tr>
<tr>
<td>Woodlands School</td>
<td>0  94</td>
<td>0  94</td>
<td>0  95</td>
<td>0  105</td>
<td>1  120</td>
<td>0  122</td>
<td>0  136</td>
</tr>
<tr>
<td>Kingsley High School</td>
<td>1  59</td>
<td>1  63</td>
<td>3  69</td>
<td>0  79</td>
<td>0  78</td>
<td>0  76</td>
<td>4  71</td>
</tr>
<tr>
<td>Shaftesbury High School</td>
<td>0  148</td>
<td>1  153</td>
<td>2  146</td>
<td>3  157</td>
<td>1  162</td>
<td>1  168</td>
<td>1  170</td>
</tr>
</tbody>
</table>

P – School Action Plus; S – Statement; K – SEN support; E – EHC plan
Early Years 0-4 Year Olds

The Local Authority has a statutory duty to secure sufficient early education places for eligible 2, 3 and 4 year old children, free at the point of access through settings that deliver the full Early Years Foundation Stage (EYFS). Data about this section of the population is provided because it helps inform the level of provision required but also because it impacts on the number of pupils entering into reception classes.

Using the Greater London Authority (GLA) 2016-based trend projections, Harrow’s population of the 0-4 age group was 17,800. This figure is projected to remain constant until 2020 when a slight increase is expected to 17,900. This is then projected to remain the same right through until 2031, when another small incremental increase is expected. This suggests the population of the 0-4 age group remains and looks set to remain relatively stable for some time, following a period of significant increases between 2001 and 2014. A breakdown of the population of the 0-4 age group is shown in the table below.

Table 15: GLA 2016 Population of 0-4 year olds in Harrow (*figures are rounded to the nearest 100*).

<table>
<thead>
<tr>
<th>Harrow</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age 0</td>
<td>3,600</td>
</tr>
<tr>
<td>Age 1</td>
<td>3,400</td>
</tr>
<tr>
<td>Age 2</td>
<td>3,500</td>
</tr>
<tr>
<td>Age 3</td>
<td>3,600</td>
</tr>
<tr>
<td>Age 4</td>
<td>3,700</td>
</tr>
<tr>
<td>Total</td>
<td>17,800</td>
</tr>
</tbody>
</table>

Based on GLA estimates, there is not much change projected within each year group over the next ten years.

**Sufficiency of places for two, three and four year olds**

Using the available data provided by Harrow Families Information Service (FIS), below is an analysis of the supply of childcare in the London Borough of Harrow as of May 2018 (this does not include school nursery provision).

**Number of places and type of provision**

Harrow had a total of 5,751 childcare places for children aged 0-4 as of May 2018. These places are available through:

- 68 day nurseries making available 3,358 places for children aged 0-4 years (58% of all places) and 38 playgroups/pre-schools making available 1138 places for children aged 0-4 years (20% of all places).
- 161 childminders making available 941 places for children aged 0-4 years (16% of all places).
- 7 independent schools with under 5’s nurseries making available 314 places for children aged 0-4 years (6% of all places).

The quality of the provision is good overall with 93.3% of inspected settings judged as good or above by Ofsted (this figure does not include childminders with ‘Met’ or ‘Not Met’ judgements as they were not looking after children at the time of Ofsted inspection). Broken down further 97.9% of PVI settings are judged as good or above and 88.8% of childminders are judged as
good or above. A full breakdown of inspection judgements is provided in Tables 16 and 17 below.

Table 16: Private, Voluntary and funded Independent setting’s Ofsted judgements (Harrow FIS data May 2018 – settings with current Ofsted judgements)

<table>
<thead>
<tr>
<th>Ofsted Judgement</th>
<th>Number of settings</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outstanding/Excellent</td>
<td>31</td>
<td>32.6%</td>
</tr>
<tr>
<td>Good</td>
<td>62</td>
<td>65.3%</td>
</tr>
<tr>
<td>Requires Improvement</td>
<td>1</td>
<td>1.05%</td>
</tr>
<tr>
<td>Inadequate</td>
<td>1</td>
<td>1.05%</td>
</tr>
</tbody>
</table>

Table 17: Childminder Ofsted judgements (Harrow FIS data May 2018 – childminders with current Ofsted judgements)

<table>
<thead>
<tr>
<th>Ofsted Judgement</th>
<th>Number of Childminders</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outstanding</td>
<td>12</td>
<td>8.9%</td>
</tr>
<tr>
<td>Good</td>
<td>75</td>
<td>56%</td>
</tr>
<tr>
<td>Met</td>
<td>30</td>
<td>22.4%</td>
</tr>
<tr>
<td>Not Met</td>
<td>6</td>
<td>4.5%</td>
</tr>
<tr>
<td>Requires Improvement</td>
<td>10</td>
<td>7.5%</td>
</tr>
<tr>
<td>Inadequate</td>
<td>1</td>
<td>0.7%</td>
</tr>
</tbody>
</table>

*Met and Not Met are judgements given to registered childminders not looking after children at the time of inspection.*

Early years education funding entitlements comprise of 2 year old funding which is means tested and universal funding for all 3 & 4 year olds from the school term following their third birthday (15 hours per week of free early education, over 38 weeks a year). In September 2017, the government introduced the 30 hours childcare scheme for 3 & 4 year olds of working parents who meet the relevant eligibility criteria. It is too soon to gauge the impact of the introduction of the extended hours, to places available for funded two year olds and places available for 3 & 4 year olds only accessing the universal 15 hours funding. However, the past year has seen an increase in the number of day nurseries (open through the day) and places available through this provider type, which may in part be a result of childcare providers wishing to accommodate 30 hours funded places.

Assessing the occupancy of childcare places shows that 3,395 of the 5,751 childcare places in Harrow were occupied by funded children (2, 3 and 4 year olds) as of the Spring Term 2018. This represents 59% occupancy of funded children and suggests there are sufficient places available for funded children. No data is currently available on the number of non-funded 0-4 year olds accessing childcare places, however taking into account the occupancy of funded children in the Spring Term 2018, 41% of all registered places were available to non-funded children.

Harrow’s Regeneration Strategy outlines a set of projects that will change the landscape of parts of the borough over the coming years. Planned regeneration and re-developments in Harrow, may have direct impacts on the demand for childcare. Although the rate of increase in population of this age group has recently slowed, overall increases may still occur and therefore sufficient childcare places will be required, particularly in wards where economic growth and re-development are planned, as it is expected that these will attract more families to these areas.