



LONDON BOROUGH OF  
**HARROW**

**Report for: Traffic & Road Safety  
Advisory Panel**

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**Date of Meeting:** 13 May 2024

**Subject:** Harrow Long Term Transport  
Strategy

**Responsible Officer:** Cathy Knubley  
Director of Environmental Services

**Exempt:** No

**Wards affected:** All wards

**Enclosures:** Appendix A: Draft Long Term  
Transport Strategy

## **Section 1 – Summary and Recommendations**

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This information report is presented to share the draft Long Term Transport Strategy with members.

### **Recommendations:**

None, the report is for information only.

## **Section 2 – Report**

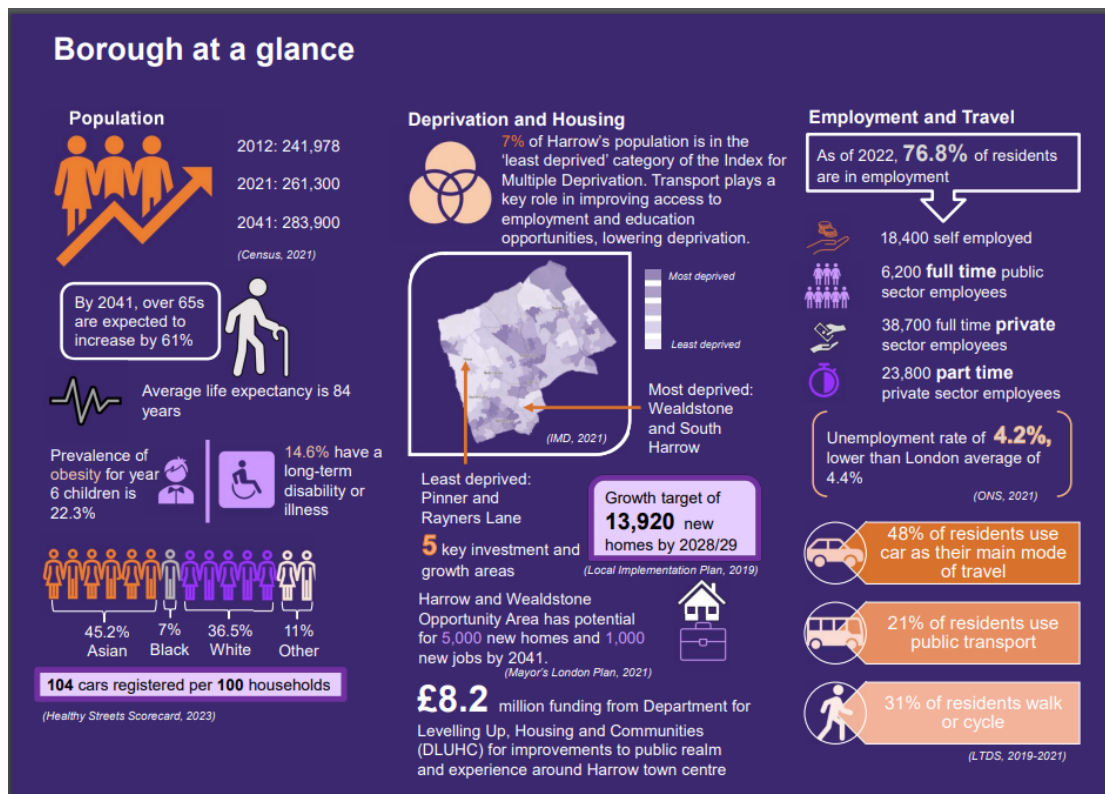
### **Introduction**

The Borough needs this Strategy to identify what needs to change in order to achieve the vision. Without the evidence and clear objectives, Harrow lacks the rationale for change in the Borough and delivery of actions that are needed to create a cleaner, safer and greener Borough. With the Strategy, the Council can show commitment to playing a leading part in responding to the climate emergency and setting out a clear pathway of action and engagement over the next 20 years. These actions are fundamental to tackling the key challenges and ensuring everyone can benefit from less congested streets and lead healthier and active lifestyles.

The Strategy looks beyond the present day to the near future and up to 2041. The timescale has been chosen to tie in with the Mayor of London's Transport Strategy period from 2018 – 2041. It is far enough into the future to allow time for major changes to transport infrastructure and policy, while still allowing for immediate challenges to be addressed in the short term. Delivery of interventions across the next two decades allows us to consider the longer term political, economic, social, technological and environmental changes that influence the way we currently live, work and travel as well as how we will do so in the future.

### **Background**

Understanding Harrow today is a vital first step towards deciding what Harrow's transport system can become tomorrow. Harrow is an outer-London borough with a strong identity and close-knit communities. It offers plentiful green space while hosting bustling town centres with fast and frequent links into Central London. Harrow is also a diverse borough, with each neighbourhood having a unique set of transport challenges and opportunities including those which relate to connections to neighbouring local authorities.



## What does the Strategy do?

This Strategy focuses on the critical challenges we are facing in Harrow, including the climate emergency, a rapidly growing population, and the need to improve safety and accessibility of transport. We recognise the high car dependency in our Outer London Borough, the need to electrify transport and increase options the attractive and accessible travel by foot, cycle and public transport. People need to feel safe to walk, cycle and use sustainable modes of transport. The Strategy is vision-led and is built on what exists in the Borough today, and where there are opportunities to change things for a more sustainable future. The Strategy is aligned with local, national and regional policy direction and targets, the evidence base highlights where there is a need for change, and the action plans identify what exactly can change, how and when.

The Strategy is built on three guiding principles:

1. Alignment with the key goals in the Mayor's Transport Strategy
2. A sustainable road user hierarchy
3. A movement and place framework

## Overview of the draft Strategy

Our Vision:

*Harrow is committed to creating more pleasant neighbourhoods and town centres with better air quality, improved accessibility and sustainable travel opportunities for all. Harrow will work towards achieving the vision for a more accessible, safer and greener transport system. Travel in Harrow will be*

*designed and integrated around communities to support everyday journeys and drive long-term sustainable growth. The public transport and active travel networks will be attractive alternatives to private vehicles, whilst more people will switch to driving electric vehicles, reducing carbon emissions. Those travelling through the borough will be encouraged to shift towards these healthier and greener choices. This will support the borough's mission to decarbonise transport, ensure infrastructure is resilient to climate change, and secure Harrow's long-term status as an attractive location for residents, workers and visitors.*

This vision is underpinned by four ambitions as shown in the table extract below. Beneath these sit our nine key priorities, these encompass different modes of transport and frame our action plans. Our actions include a range of policies, partnerships and interventions for the Council to consider.

Our Strategy structure			
	Ambition	Priorities	Actions
Vision	Healthy lives and safer streets	Enabling healthy lifestyles for residents, workers and visitors	Action Plan 1
		Ensuring communities feel safe making journeys	
	Vibrant communities and transport for all	Maintaining vibrant town centres and communities	Action Plan 2
		Ensuring the network is accessible and inclusive	
	Greener travel for all	Encouraging sustainable, low carbon travel for people and goods	Action Plan 3
		Decarbonising transport and raising awareness of the climate emergency	
		Enhancing the environment and biodiversity	
	Keeping Harrow growing and moving	Reducing inequality and supporting local and sustainable growth	Action Plan 4
		Optimising digital technologies to facilitate seamless trips	

The Strategy consists of the following chapters:

- Executive Summary
- Introduction
- Understanding Harrow Today
- Guiding Principles for the Strategy
- Our Ambitions
- Ambition 1 – Healthy Lives and Safer Streets
- Ambition 2 – Vibrant Communities and Transport for All
- Ambition 3 – Greener Travel Options

- Ambition 4 – Keeping Harrow Moving and Growing
- Making it Happen

## **Environmental Implications**

Environmental implications are integral to the subject matter of this report. The development of a decarbonised transport system that reduces and ultimately eliminates fossil fuel vehicle journeys has many environmental benefits including better air quality, reductions in noise pollution, increases in local biodiversity and healthier, more liveable streets.

## **Risk Management Implications**

Risks included on corporate or directorate risk register? **No**

Separate risk register in place? **No**

The relevant risks contained in the register are attached/summarised below.  
**Yes**

The following key risks should be taken into account when agreeing the recommendations in this report:

Risk Description	Mitigations	RAG Status
<p>Without an LTTS, there is a risk that the councils transport network will not be able to respond to changes in the environmental, economic, health and social context. In understanding this, it allows the Harrow transport network to evolve in response to this for the benefit of users.</p>	<p>Implement a LTTS</p>	<p><b>GREEN</b></p>
<p>Without an LTTS, there is a danger that future Plans, Policies, Strategies and Projects will not realise their full benefits and potential.</p>	<p>Implement a LTTS</p>	<p><b>GREEN</b></p>
<p>A LTTS is often a prerequisite when applying for external funding for transport projects. Therefore having a new LTTS will help shape the Councils future and investment decisions and prove critical in attracting external funding.</p>	<p>Implement a LTTS</p>	<p><b>GREEN</b></p>
<p>Not having an LTTS gives residents, visitors and investors the impression that Harrow does not care about its transport network and might discourage them from wanting to live in, work in and visit Harrow.</p>	<p>Implement a LTTS</p>	<p><b>GREEN</b></p>
<p>Not having an LTTS could compromise the Council's abilities to hit Net Zero, air quality and noise quality targets.</p>	<p>Implement a LTTS</p>	<p><b>GREEN</b></p>

## **Procurement Implications**

Although the strategy will not require procurement, any project initiated through enacting the strategy will require and undertake the full procurement process.

## **Legal Implications**

There are no direct legal implications associated with considering this report. Any proposals or projects arising from the LTTS will be detailed in future reports and will include the relevant legal implications.

## **Financial Implications**

The Transport Strategy as a document does not have any financial implications itself. The work programme that will be shaped and delivered ultimately will do, but the Transport Strategy itself does not commit to any spending.

## **Equalities implications / Public Sector Equality Duty**

A draft Equalities Impact Assessment (EQIA) has been prepared which considers the impact of transport and future changes upon those with protected characteristics. Elderly, disabled and those who are pregnant are currently more reliant upon vehicular transport than the population at large, and this will remain the case over coming years. Young people are also likely to significantly benefit from air quality and active travel improvements. Reduced congestion along with improvements to accessibility, air quality and road safety benefit all groups to varying degrees. Targeted engagement along with monitoring and evaluation will help to establish the likely impacts of measures which will lead to better suited, and better used schemes.

The draft EQIA will be kept under review and updated where necessary in light of consultation feedback.

The interaction of the Healthy Streets key outcomes and the connection to our Transport Strategy ambitions, support the Council's overarching commitment to Restoring Pride in Harrow. To help everyone understand what we want to achieve for Harrow and how we plan to do this, the Council's three priorities are reflected throughout this document:

- A council that puts residents first
- A place that is clean and safe
- A borough that supports those in need

## **Mandatory Checks**

**Ward Councillors notified: NO, as it impacts on all Wards**

## **Section 3 – Statutory Officer Clearance**

## **Section 4 - Contact Details and Background Papers**

**Contact:** Laura McIntosh, Transportation Manager  
E-mail: [laura.mcintosh@harrow.gov.uk](mailto:laura.mcintosh@harrow.gov.uk)

**Background Papers:** none