

# **Cabinet Supplemental Agenda**

**Date:** **Thursday 16 November 2023**

**KEY 11. Harrow Long Term Transport Strategy: Draft for public consultation  
(Pages 3 - 182)**

Report of the Corporate Director of Place.

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## Report for: **Cabinet**

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<b>Date of Meeting:</b>	16 November 2023
<b>Subject:</b>	Harrow Long Term Transport Strategy: Draft for public consultation.
<b>Key Decision:</b>	Yes, affects multiple wards and over time will be significant in terms of its impact on our communities.
<b>Responsible Officer:</b>	Dipti Patel, Corporate Director for Place Cathy Knubley Director Environment
<b>Portfolio Holder:</b>	Councillor Anjana Patel, Portfolio Holder for Highways, Infrastructure and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes
<b>Wards affected:</b>	All
<b>Enclosures:</b>	Appendix 1 – Harrow Long Term Transport Strategy  Appendix 2 - EQIA

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

This report presents a draft Harrow Long Term Transport Strategy for approval for public consultation.

#### **Recommendations:**

Cabinet is requested to:

1. Approve the draft Transport Strategy for public consultation

2. Note that the results of public consultation will be considered and reported back to Cabinet with the final Strategy for approval in principle.

3. Refer the results of the public consultation and final Strategy to full Council for final approval.

**Reason: (for recommendations)**

This Long-Term Transport Strategy (LTTS) provides strategic direction for all aspect of transport withing the London Borough of Harrow over the next 20 years. This is the first Strategy of this kind for the Borough and sets out the Council’s ambitions for a transport system that is more accessible, safer and greener, whilst recognising that cars will always be a vital link in the chain. This Strategy can help to address transport aspects through meaningful actions.

## **Section 2 – Report**

### **Introductory paragraph**

The Borough requires this Strategy to identify what needs to change in order to achieve our 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, whilst still meeting the needs of our residents and their cars. 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.

The Strategy looks beyond the present day to 20 years in the future. 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.

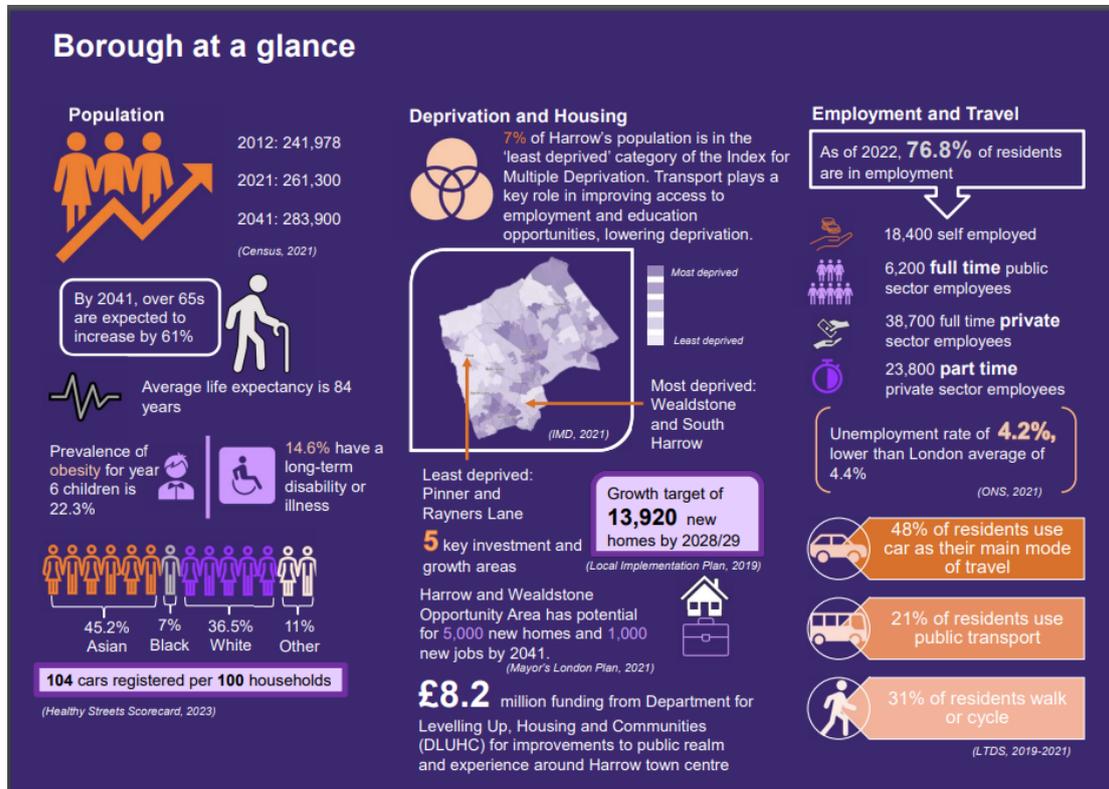
### **Options considered**

Do nothing: this option is not recommended as this strategy will be used to improve the management of movements into and through Harrow in the short and longer term, meeting the needs of our residents. This will help the Borough to address current barriers that affect the movement of people and goods and offer up benefits that are currently not available or limited.

Agree the draft Harrow Long Term Transport Strategy for consultation: to provide a long-term strategic framework for action both as an organisation and a borough.

## Background

.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. The summary picture below provides information of the Borough



## What does the Strategy do?

The Strategy will focus on the critical challenges facing Harrow, including a rapidly growing population, and the need to improve safety and accessibility of all types of transport. We recognise the need for car usage in our Outer London Borough, the need to electrify transport and increase options for attractive and accessible travel by foot, cycle and public transport for those residents that wish to use these methods. 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 and healthier 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.

## Overview of the draft Strategy

Our Vision:

*Harrow is committed to creating more pleasant neighbourhoods and town centres with better improved accessibility and sustainable travel opportunities for all. Harrow will work towards achieving the vision for a more accessible, safer and greener transport system, whilst recognising the need for car usage. 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 alongside private vehicles, whilst more people will switch to driving electric vehicles, reducing carbon emissions. Those travelling through the borough will be offered healthier and greener choices. This will support the borough's mission to ensure infrastructure is resilient to climate change, and secure Harrow's long-term status as an attractive place 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

## **Implications of the Recommendations**

### **Environmental Implications**

Environmental implications are integral to the subject matter of this report.

### **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
Without a Long-term Transport Strategy (LTTS) the Council's overall strategic vision of Restoring Pride in Harrow will not be supported by a parallel transport strategy that will be vital to the achievement of this overall vision for the borough	Formulate and implement a Long-Term Transport Strategy (LTTS) as proposed in this report	GREEN
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.	Formulate and implement an LTTS as proposed in this report	GREEN
Without an LTTS, there is a danger that future Plans, Policies, Strategies and Projects will not realise their full benefits and potential.	Formulate and implement an LTTS as proposed in this report	GREEN
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.	Formulate and implement an LTTS as proposed in this report	GREEN
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.	Formulate and implement an LTTS as proposed in this report	GREEN
Not having an LTTS could compromise the Council's abilities to hit Net Zero, air quality and noise quality targets.	Formulate and implement a LTTS as proposed in this report	GREEN

Risk Description	Mitigations	RAG Status
Arrangements entered into for public consultation on the strategy (incl. for logistics and publicity of the consultation exercise itself) are not adequate or effective	<ul style="list-style-type: none"> <li>▪ The consultation will be undertaken via designated web site portal MyHarrowTalk (EngagementHQ)</li> <li>▪ The consultation will be publicised via LBH website</li> <li>▪ Hard copies in libraries</li> <li>▪ Email and letter notifications to stakeholders</li> <li>▪ Social media</li> <li>▪ Survey</li> </ul>	<b>GREEN</b>
Key stakeholders in the consultation (such as residents, businesses or interest groups) have not been identified or made a focus for the consultation	<ul style="list-style-type: none"> <li>▪ Key stakeholders include</li> <li>▪ members</li> <li>▪ All departments in the Council</li> <li>▪ Businesses</li> <li>▪ Residents</li> <li>▪ Protected characteristic groups</li> <li>▪ Environmental groups</li> <li>▪ Schools/educational establishments</li> <li>▪ Emergency services</li> </ul>	<b>GREEN</b>
The consultation exercise has not been resourced adequately	<ul style="list-style-type: none"> <li>▪ Designated team in place for the consultation of approx. up to 6 people (consisting of project team members) that can be deployed if necessary to address and process consultation feedback</li> </ul>	<b>GREEN</b>
The number and substance of responses expected to be made in the consultation has not been adequately anticipated	<ul style="list-style-type: none"> <li>▪ Our expectation of the number of respondents is at least 150</li> </ul>	<b>GREEN</b>
Feedback from the consultation exercised is not fully captured	<ul style="list-style-type: none"> <li>▪ Website responses are recorded in Engagement HQ and other responses will be manually recorded</li> </ul>	<b>GREEN</b>
Feedback from the consultation is not shared with residents and respondents and is also not appropriately acted upon	<ul style="list-style-type: none"> <li>▪ Results of the consultation will be made public and fully shared via update on the web portal</li> </ul>	<b>GREEN</b>

## **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**

Article 3 (The Full Council) of the Council's Constitution sets out the functions that are reserved for decision by the full Council. This includes responsibility for approving the policy framework. The plans and strategies included in the meaning of 'policy framework' are listed in Paragraph 3.1(a) (i) of Article 3 and includes Local Implementation Plan.

The Strategy will directly feed into the Council's Fourth Implementation Plan. The Strategy states that: -

"This Strategy is a driver to assist the Council in the production of its next and fourth Local Implementation Plan."

"This Strategy will bridge the gap between the London-wide priorities of the Mayor's Transport Strategy and Harrow's Local Implementation Plan."

"The action plans of this Strategy will be taken forwards to the next and fourth Local Implementation Plan (LIP) that will be developed in 2024."

Therefore, the Strategy should be subject to final approval from Full Council in accordance with Article 3 of the Constitution.

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**

Any costs associated with the public consultation of the Transport Strategy will be met within Highway Services.

The draft Transport Strategy in Appendix 1 outlines a number of proposed measures under each of the nine key priorities, the delivery leads of which consist of both the Council and external parties such as Transport for London and London Metropolitan Police. The delivery of these measures will require significant investment. While the Transport Strategy itself does not commit to any spending, the work programme that will be developed to deliver the measures will have financial implications. Funding sources will need to be identified alongside the development of the work programme to ensure that the costs of any proposed works are fully funded.

## **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.

## **Council Priorities**

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

## **Section 3 - Statutory Officer Clearance**

### **Statutory Officer: Jessie Man**

Signed on behalf of the Chief Financial Officer

**Date: 8/11/23**

### **Statutory Officer: Patricia Davila**

Signed on behalf of the Monitoring Officer

**Date: 8/11/23**

### **Chief Officer: Dipti Patel**

Signed by the Corporate Director

**Date: 10/11/23**

### **Head of Procurement: David Hayes**

Signed on behalf of the Head of Procurement

**Date: 8/11/23**

**Head of Internal Audit: Neale Burns**

Signed on behalf of Head of Internal Audit

**Date: 8/11/23**

**Has the Portfolio Holder(s) been consulted? Yes**

## **Mandatory Checks**

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

**EqlA carried out: YES**

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

**Contact:**

Dalton Cenac / Interim Head of Traffic, Highways and Asset Management [dalton.cenac@harrow.gov.uk](mailto:dalton.cenac@harrow.gov.uk)

**Background Papers: None**

**Call-in waived by the Chair of Overview and Scrutiny Committee - NO**

# Long Term Transport Strategy

November 2023

DRAFT

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**Document Control Information**

- V0.1\_ First draft for client review
- V0.2\_ Updated draft for client review
- V0.3\_ Updated draft for client review
- V0.5\_ Final draft for client review

**Disclaimer**

[To be included]

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LONDON BOROUGH OF  
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# Executive Summary

## Overview

The London Borough of Harrow is committed to providing an integrated, safe and accessible transport system to all our residents and users of the Borough. We understand that transport is vital to connecting residents to jobs, goods to local businesses, and provides opportunities for education and leisure so that everyone benefits.

This Long Term Transport Strategy (LTTS) provides clear direction for transport within The London Borough of Harrow. This strategy sets out our ambitions for a transport system that is more accessible, safer and greener over the next 20 years.

Good quality surfaces on roads, accessible parking, increasing electric charging points, road safety, improved footways, better cycle connectivity and sustainable travel opportunities for all are some of our key priorities.

We aim to make public transport, walking, cycling more attractive and safer, however we recognise for many of our residents a car remains essential part of their life. We will try and encourage residents to act in a more sustainable way and we will ensure that consultation is at the heart of everything we do.

This strategy provides the framework for delivering improved transport infrastructure and services in Harrow, and help deliver our vision, ambitions and objectives.

Transport affects every one of us, our lifestyles, our travel choices and experience of the Borough day in day out. This Strategy is a driver to assist Harrow in providing for the future needs of our residents.

Chapter One

# Introduction

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LONDON BOROUGH OF  
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# Introduction

## Why does Harrow need a long term Strategy?

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. We need Harrow be a pleasant place for everyone.

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Figure 1: London Borough of Harrow



Source: Harrow Core Strategy (2012)

# Introduction

## How has the Strategy been developed?

This wide-ranging and ambitious Strategy brings together an understanding of the current transport provision and patterns across the Borough to inform identification of opportunities for changes and increase the use of sustainable travel modes. From this vision, objectives and priorities have been identified, culminating in a clear action plan to guide future investment.

The Strategy is underpinned by a robust evidence base which sets out the existing profile of Harrow, how things have changed and are projected to change in the future. We have reviewed and analysed data sources to understand the following:

- Demographics
- How and where people travel
- Accessibility of the network
- Congestion and road safety hotspots

The Strategy has been developed over seven key stages as shown in the figure opposite.



# Introduction

## 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.”*

The Strategy vision is underpinned by four ambitions as shown in the figure to the right. Beneath these sit our 9 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	1) Enabling healthy lifestyles for residents, workers and visitors	Action Plan 1
		2) Ensuring communities feel safe making journeys	
	Vibrant communities and transport for all	3) Maintaining vibrant town centres and communities	Action Plan 2
		4) Ensuring the network is accessible and inclusive	
	Greener travel for all	5) Encouraging sustainable, low carbon travel for people and goods	Action Plan 3
		6) Decarbonising transport and raising awareness of the climate emergency	
		7) Enhancing the environment and biodiversity	
	Keeping Harrow growing and moving	8) Reducing inequality and supporting local and sustainable growth	Action Plan 4
		9) Optimising digital technologies to facilitate seamless trips	

# Introduction

## Our transport objectives

To help achieve the vision of this Strategy, each of our 9 priority areas has one clear objective for transport in Harrow. These are set out below and will guide the Council to get to where we want to be by 2041.

- 1.** *Transport in Harrow will* enable people to access key destinations, green spaces, and leisure facilities by sustainable travel options, encouraging active travel choices where possible.
- 2.** *Transport in Harrow will* feel safe to use and people will feel comfortable making journeys by sustainable modes at any time of day.
- 3.** *Transport in Harrow will* play a key role in bringing together local people, local businesses and cultures, injecting vibrancy into town centres and neighbourhoods.
- 4.** *Transport in Harrow will* provide accessibility to opportunities, services, and leisure for all. The system will support independent travel for people of all ages and abilities.

**5.** *Transport in Harrow will* encourage travel by non-car modes that are low carbon, support sustainable growth and have a reduced environmental footprint.

**6.** *Transport in Harrow will* support the borough's effort around decarbonisation and adaptation to climate change, the network will be climate-resilient.

**7.** *Transport in Harrow will* operate with reduced environmental impact on existing biodiversity and green spaces, to protect the natural environment for future generations.

**8.** *Transport in Harrow will* connect individuals to opportunities and goods to consumers. The network will support the electric vehicle transition to a greener future.

**9.** *Transport in Harrow will* utilise the latest developments in digital technology to enhance the journey planning, experience and navigation of the network, supporting flexible lifestyles.

# Introduction

## Policy priorities

The Transport Strategy arrives at a pivotal moment in the wider policy context. The last few years have brought about a wealth of new policy initiatives, nationally and across London; driven by the need to aid the recovery from Covid-19 and to decarbonise transport in line with targets for vision zero and net zero.

The national strategy for Decarbonising Transport (A Better, Green Britain) (2021) sets out fundamental priorities around accelerating modal shift to public and active transport, decarbonising road transport and the movement of goods. The emphasis on place-based solutions to emission reductions and ambitions for localised net zero transport networks by 2050 sets the challenge for Harrow.

Likewise, 2021 brought about specific strategies including 'Bus Back Better' and 'Gear Change'. Each of these demonstrate long-term ambitions for cultivating sustainable methods of transport, as well as the new UK Net Zero Strategy to 'Build Back Greener'.

These and other national policies listed on this page set the context for transport policy in London and for the Borough.

Decarbonising Transport (2021)

Bus Back Better (2021)

Gear Change (2021)

Transport Investment Strategy (2017)

Net Zero Strategy: Build Back Greener (2021)

Road Investment Strategy 2 (2020)

Net Zero: The UK's contribution to stopping global warming (2019)

National Highways Strategic Business Plan (2020)

Public Health England Strategy (2019)

Network Rail Strategic Business Plan (2018)

Clear Air Strategy (2019)

A Green Future: Our 25 Year Plan to Improve the United Kingdom (2018)

# Introduction

## Policy priorities

This Strategy aims to align with national and London-level policy direction, while supporting and complementing the Council's other strategic policy documents. The Mayor's Transport Strategy (MTS) (2018) sets out key long-term priorities for transport in London, including achieving road safety 'Vision Zero' and ensuring that all Londoners engage in at least 20 minutes of active travel each day by 2041.

2 *64% of daily trips should be made by foot, cycle or public transport in Harrow by 2041 (LIP, 2019)*

Harrow's current and third Local Implementation Plan (LIP) (2019) sets out long-term transport objectives for Harrow, building on and localising targets from the MTS. It identifies key priorities for the Borough, including **healthy streets** and **healthy people, new homes and jobs**, and **a good public transport experience**; all areas where the borough's transport system plays a key enabling role.

Harrow, its neighbouring boroughs and London as a whole, have ambitious targets to tackle climate change in the coming years. The Borough's proposed overarching Climate and Nature Strategy 2023-30 highlights that 30% of direct emissions in the borough come from road transport. Developing solutions that promote Green Mobility is one of four key action areas identified by the Strategy, which also emphasises the many co-benefits of the low carbon transition, from health to new jobs and skills. Alongside greater levels of active travel, the expansion of publicly accessible electric vehicle infrastructure is a key element of more sustainable travel in the future.

*Harrow's forthcoming Electric Vehicle Strategy(2023) considers a more ambitious approach for provision of charge points based on underlying demand for charging from local residents, businesses and visitors. As well as rapid charging hubs on the strategic road network and town centres.*

The Borough's Health and Wellbeing Strategy (2022) identifies healthy and safe communities, actions addressing climate change and a thriving economy as vital elements of a healthy Harrow. Safe and low carbon connections that link people to their everyday needs and opportunities is required.

# Introduction

Mayor's Transport Strategy (MTS, 2018)



## Regional Policy Landscape

The London Plan (2021)

TfL Bus Action Plan (2022)

London Environment Strategy (2018)

TfL Strategic Cycling Analysis (2017)

## The LTTTS will build on the rich policy context

This Strategy will bridge the gap between the London-wide priorities of the Mayor's Transport Strategy and Harrow's Local Implementation Plan, by providing local-level vision and direction for how transport will continue to serve the Borough.

The documents on this page make up a strong policy foundation for the LTTTS. A selection of current policy commitments related to each of the four ambitions for this Strategy are shown overleaf.

Long Term Transport Strategy (2023)



## Local Policy Landscape

Harrow Core Strategy (2012)

Harrow Borough Plan (2022)

Road Safety Strategy (2019)

Draft Economic Strategy (2023)

Biodiversity Action Plan (2015)

Walking, Cycling and Sustainable Transport Strategy (2019)

Health and Wellbeing Strategy (2022)

Harrow Electric Vehicle Strategy (forthcoming - 2023)

Parking Management and Enforcement Strategy (2019)

Draft Climate and Nature Strategy (2023)

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Harrow Transport Local Implementation Plan (2019)



# Introduction

Creating healthy and safe communities

Vision Zero: eliminating all deaths and serious injuries from road collisions by 2041 (MTS)

Healthy streets and healthy people (MTS)

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Enhance residents access to open space

**Ambition 1:  
Healthy lives  
and safer  
streets**

Deliver a thriving cultural offer through regeneration and commercialisation of projects

Promote wellbeing and reduce inequalities in the Borough

**Ambition 2:  
Vibrant  
communities  
for all**

Achieve 5-min average difference between step-free and total network journey times

Strengthen Harrow town centre and maintain or enhance the vitality and viability of all town centres and neighbourhood parades

To have a good quality, clean and sustainable environment

London to be Net Zero by 2030 (MTS)

80% of all trips to be made by public transport, walking or cycling by 2041 in London (MTS)

Reduce Harrow's carbon emissions by > 30% from 2015 levels by 2025

Creating healthy environments and addressing climate change

**Ambition 3:  
Greener travel  
options**

**Ambition 4:  
Keeping  
Harrow moving  
and growing**

Deliver the infrastructure needed to support growth

Addressing need to travel for suitable employment

Maintain an integrated, sustainable transport network which supports growth

Developing and sustaining a thriving economy

Increase availability of electric vehicle charging networks throughout the Borough

Chapter Two

# Understanding Harrow Today

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# Understanding Harrow Today

## Borough at a Glance

Understanding Harrow today is a vital first step towards deciding what Harrow's transport system can become tomorrow. In this chapter, we present the Borough's key characteristics, transport network, existing Council initiatives and travel challenges and opportunities as of 2023.

26 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.



Source: David Kahn Architects, High Street Harrow (2023)

# Borough at a glance

## Population



2012: 241,978

2021: 261,300

2041: 283,900

(Census, 2021)

By 2041, over 65s are expected to increase by 61%



Average life expectancy is 84 years

Prevalence of obesity for year 6 children is 22.3%



14.6% have a long-term disability or illness



45.2% Asian

7% Black

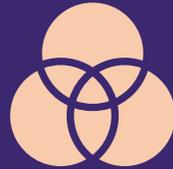
36.5% White

11% Other

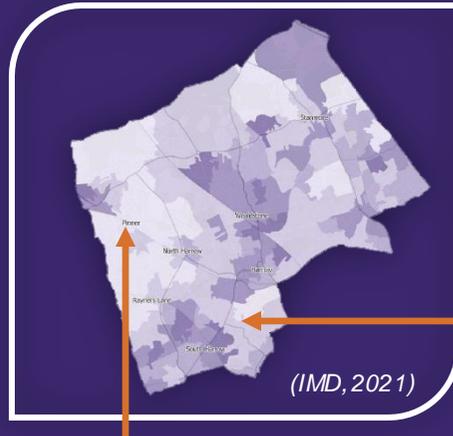
104 cars registered per 100 households

(Healthy Streets Scorecard, 2023)

## Deprivation and Housing



7% of Harrow's population is in the 'least deprived' category of the Index for Multiple Deprivation. Transport plays a key role in improving access to employment and education opportunities, lowering deprivation.



Most deprived: Wealdstone and South Harrow

Least deprived: Pinner and Rayners Lane

5 key investment and growth areas

(Local Implementation Plan, 2019)

Harrow and Wealdstone Opportunity Area has potential for 5,000 new homes and 1,000 new jobs by 2041.

(Mayor's London Plan, 2021)

Growth target of 13,920 new homes by 2028/29



£8.2 million funding from Department for Levelling Up, Housing and Communities (DLUHC) for improvements to public realm and experience around Harrow town centre

## Employment and Travel

As of 2022, 76.8% of residents are in employment



18,400 self employed



6,200 full time public sector employees



38,700 full time private sector employees



23,800 part time private sector employees

Unemployment rate of 4.2%, lower than London average of 4.4%

(ONS, 2021)



48% of residents use car as their main mode of travel



21% of residents use public transport



31% of residents walk or cycle

(LTDS, 2019-2021)

# Understanding Harrow Today

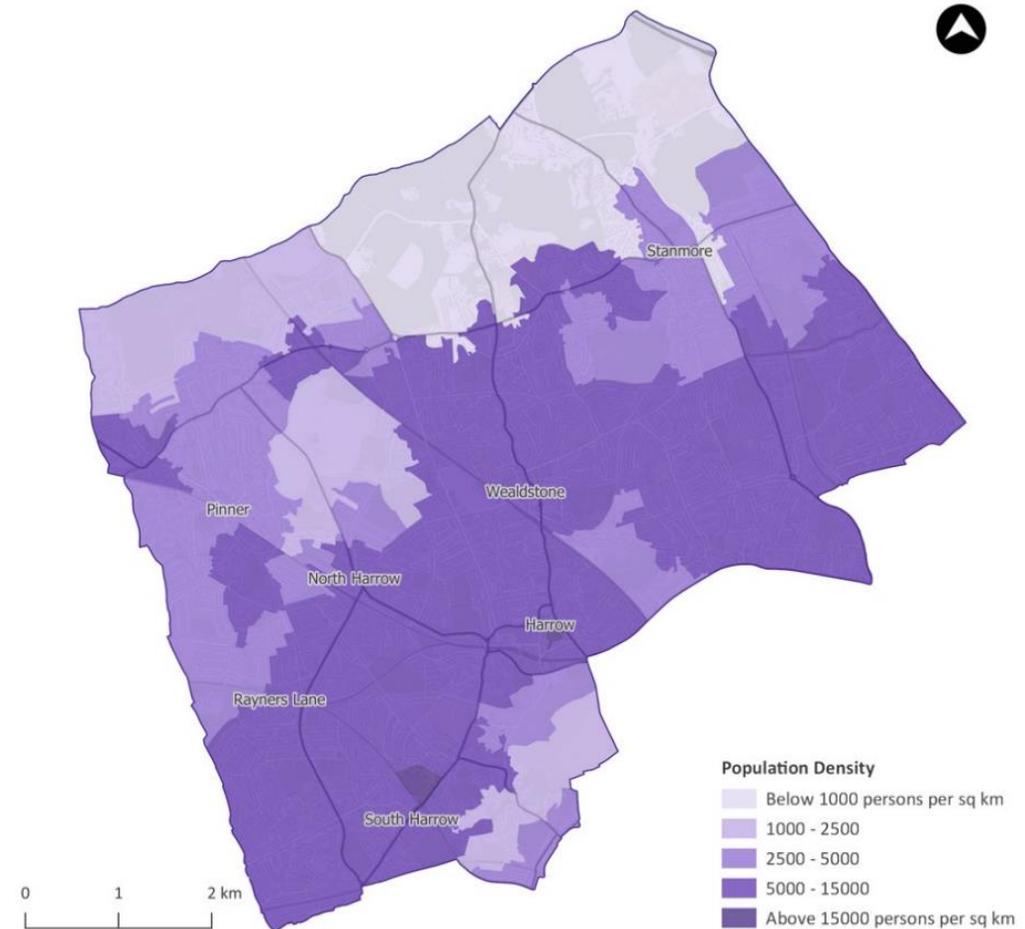
## Population

Based on Census 2021 data, Harrow is currently home to 261,300 residents, approximately 3% of the total London population. GLA projections reflect limited growth over the next twenty years, with 283,900 residents expected in the Borough by 2041. Highest growth is predicted among the over 65s (+61%), while the number of under 15s living in Harrow is expected to decline by 1%.

Population density is concentrated along an east-west band across the south of the Borough i.e. closer to central London, with notably high density around South Harrow. Conversely, areas north of Stanmore are sparsely populated with densities below 1,000 persons per km<sup>2</sup>.

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Figure 2: Population density in Harrow



Source: Census 2021

# Understanding Harrow Today

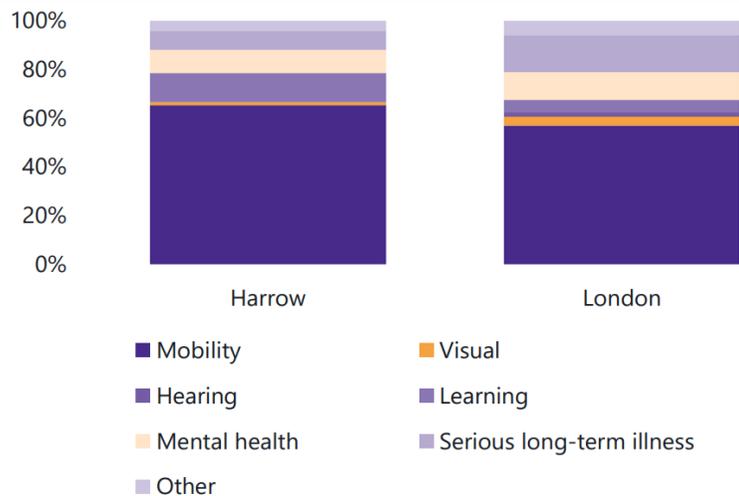
Figure 3: Population by age and gender in Harrow



Source: Census 2021 and GLA Population Projections

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Figure 4: Disability characteristics in Harrow and Greater London



Source: LTDS (2017-2020)

## Demographics

### Age and gender

As of 2021, there were 128,600 males and 132,200 females in Harrow, with the greatest gender difference evident among the over 65s. By 2041, it is expected that the existing gender gap will marginally increase. The proportion of those aged over 65 is expected to increase to 62% by 2029.

### Disability characteristics

According to the 2021 Census, 5.9% of Harrow residents stated that they are disabled, with daily activities 'limited a lot'. A further 7.3% stated that their daily activities are 'limited a little'. LTDS data (2017-2020) shows that 65% of disabilities in Harrow were mobility related.

### Ethnicity characteristics

Harrow is a diverse borough, home to a wide variety of ethnic groups. As of 2021, in Harrow, people who identify as Indian made up 29% of the population, while those who identify as English, Welsh, Scottish, Northern Irish or British made up a further 21%. Since 2012, the number of residents who identify as Asian has marginally decreased, while those who identify as White British has marginally increased.

# Understanding Harrow Today

## Employment

### Employment today

ONS (2021) data shows that 76.8% of Harrow's residents were in employment in 2022, slightly higher than the London average (76.2%). Of these, 103,500 were employees and 18,400 were self-employed.

Unemployment was at 4.2% in 2022. As of 2020, most full-time employees were in the private sector (38,700), with 6,200 employed in the public sector.

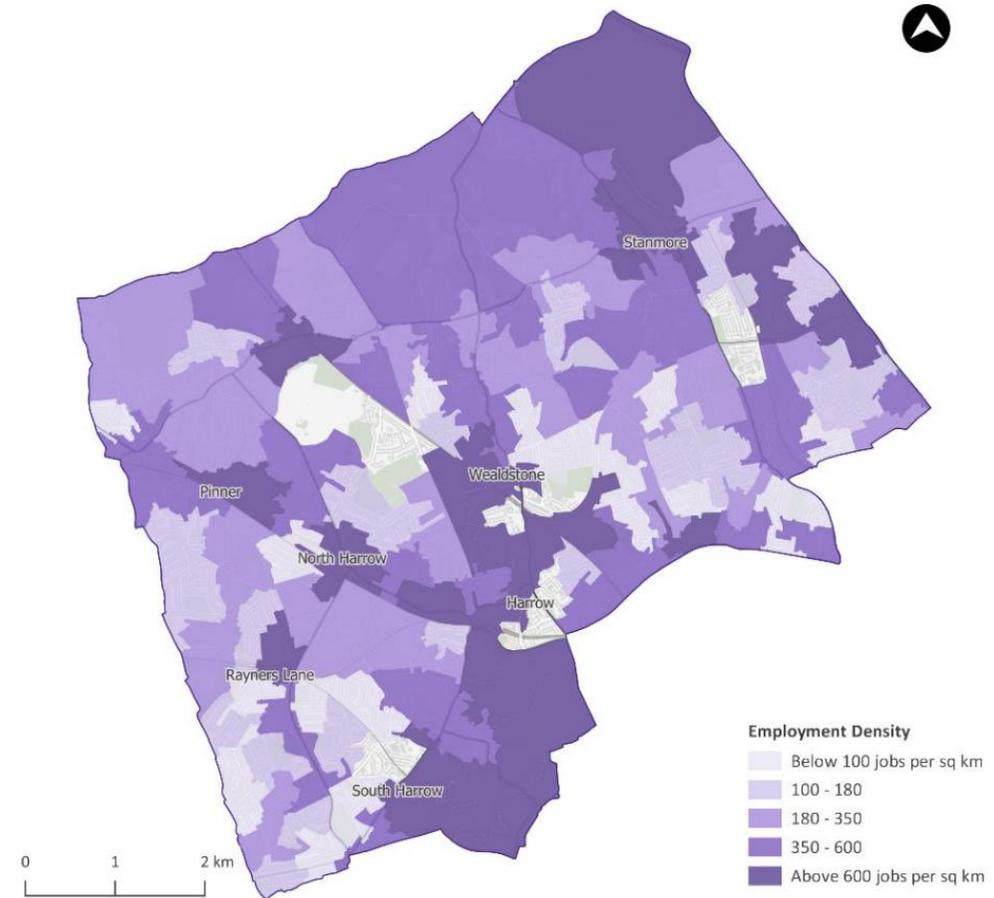
### 30 Change in employment

Between 2011 and 2020 (ONS), the number of people in full-time employment across Harrow increased by 11%. The private sector saw a 12% increase, compared to 7% in the public sector. The increase in public sector jobs in Harrow (3%) was significantly higher than the London average (1%).

### Future employment growth

Areas of future employment growth and intensification are focused along the corridor between Harrow-on-the-Hill and Wealdstone town centres. According to Harrow's Local Economic Assessment (2019-2020), the Borough is expected to gain 2,000 – 8,000 jobs by 2036.

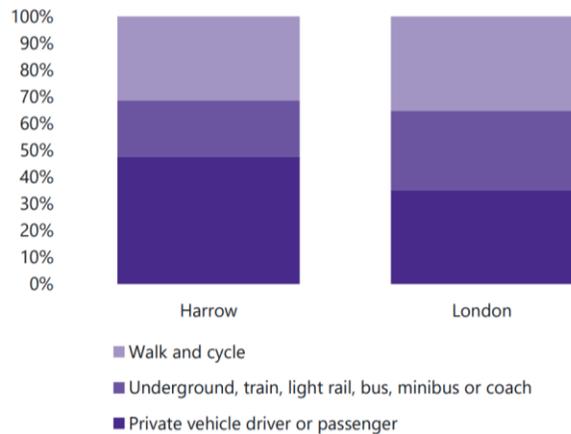
Figure 5: Employment density in Harrow



Source: Business Register and Employment Survey (2020)

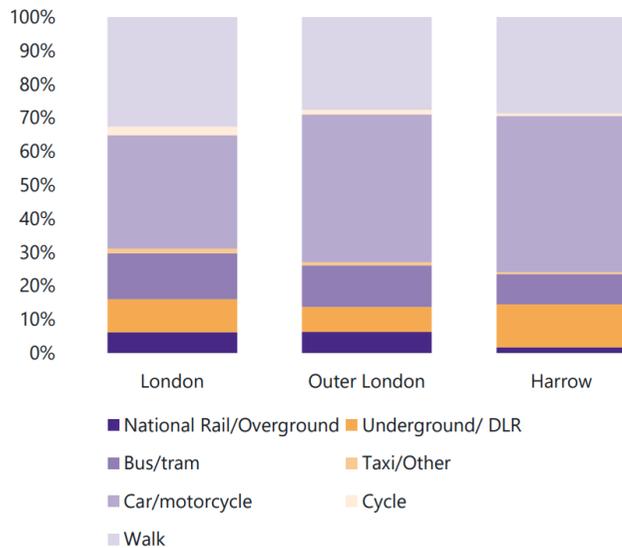
# Understanding Harrow Today

Figure 6: Mode share in Harrow and Greater London



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Source: LTDS (2017-2020)



Source: LTDS (2017-2020)

Figure 7: Borough residents' mode share based on average daily trips

## Transport characteristics

### Mode share

Almost half (48%) of trips in Harrow are made using private vehicles according to London Travel Demand Survey (LTDS) data, compared to 35% in London overall. Just 21% of trips in Harrow are made using public transport. Daily trip counts averaged across a week show that Harrow's mode share profile is similar to that of other outer London boroughs but cars, motorcycles and the Underground are used more often in Harrow, while buses are used less often.

### Trip purposes

According to LTDS (2017-2020), over a fifth (21%) of trips in Harrow were undertaken for work, with a further 15% for education. This is comparable to London as a whole, with 25% of trips taken for work and 15% for education. Leisure accounted for 26% of trips in Harrow and 27% of trips in Greater London.

# Understanding Harrow Today

## Transport network

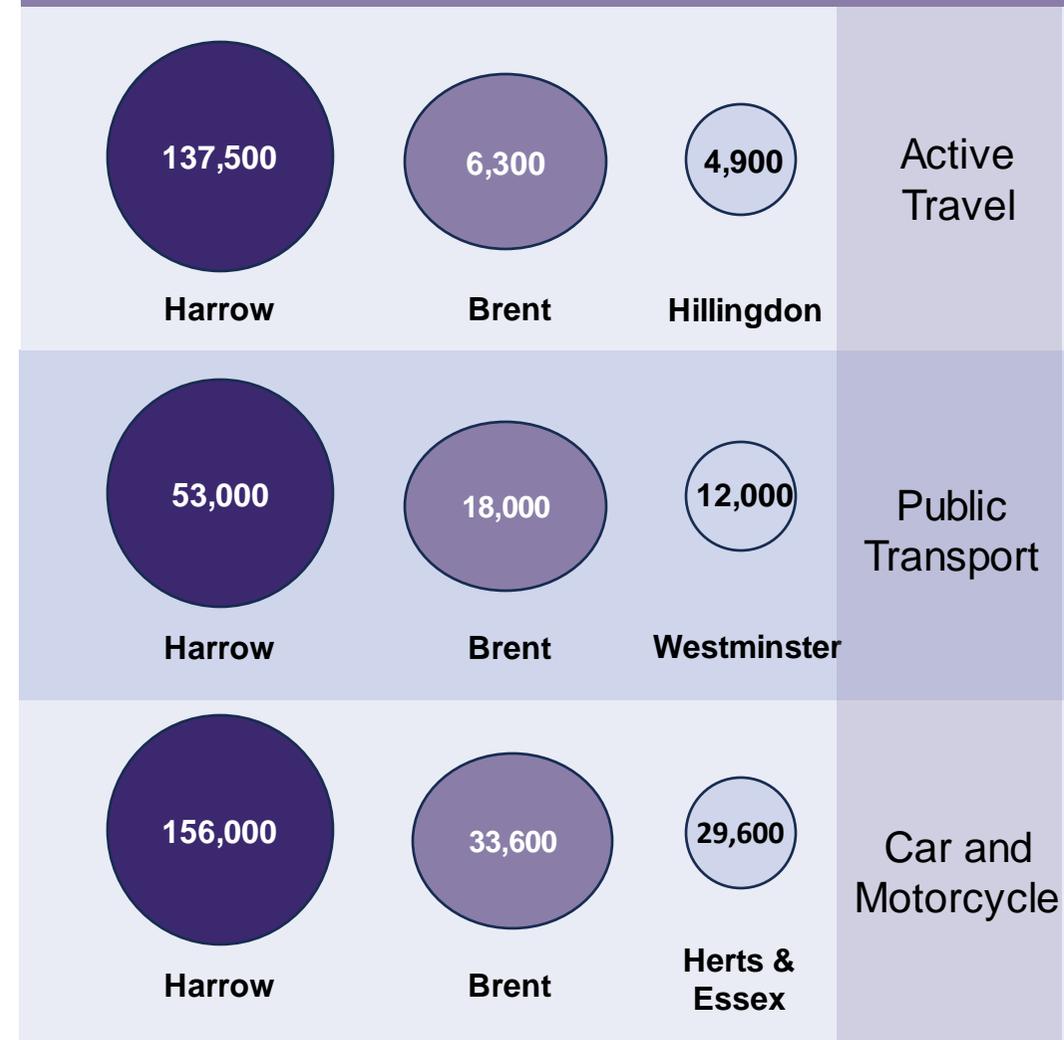
### Where people travel

Most trips originating in Harrow in 2019 were limited to the borough itself, totaling over 300,000 per day. For trips ending in neighboring boroughs, Brent was the most common destination across all modes. Notably, Westminster has the third most popular borough for public transport trips, likely owing to commuter rail and tube journeys into Central London.

Model data shows that by 2026, given the continuation of Covid-related changes to travel patterns, most common Borough destinations will remain mostly the same, while overall trip counts will decrease compared to 2019. Barnet is predicted to become joint-third with Hillingdon for the number of active travel trips. By 2041, Barnet is expected to overtake Hillingdon as the third most popular borough for outgoing active travel trips.

Model data for 2026 and 2041, given a return to pre-Covid travel patterns, shows the same changes to the borough hierarchy, however overall trips numbers are predicted to be higher.

Figure 8: Trip destinations by mode in 2019



Source: TfL Forecast Travel Demand by Mode or Trip Purpose Dashboard

# Understanding Harrow Today

## Transport characteristics

### Road network

Harrow's key road network is formed of a limited number of north-south and east-west routes. There are no motorways or dual carriageway routes going through the Borough, with the exception of a small segment of the M1 Motorway in the northeast of the Borough.

Town centres of the Borough are all well served by the highway and public transport networks.

3 None of the roads in Harrow are part of the TfL Road Network (TLRN) also known as 'red routes'.

Figure 9: Harrow's road network



Source: Ordnance Survey (2021)

# Understanding Harrow Today

## Future Congestion if we do nothing

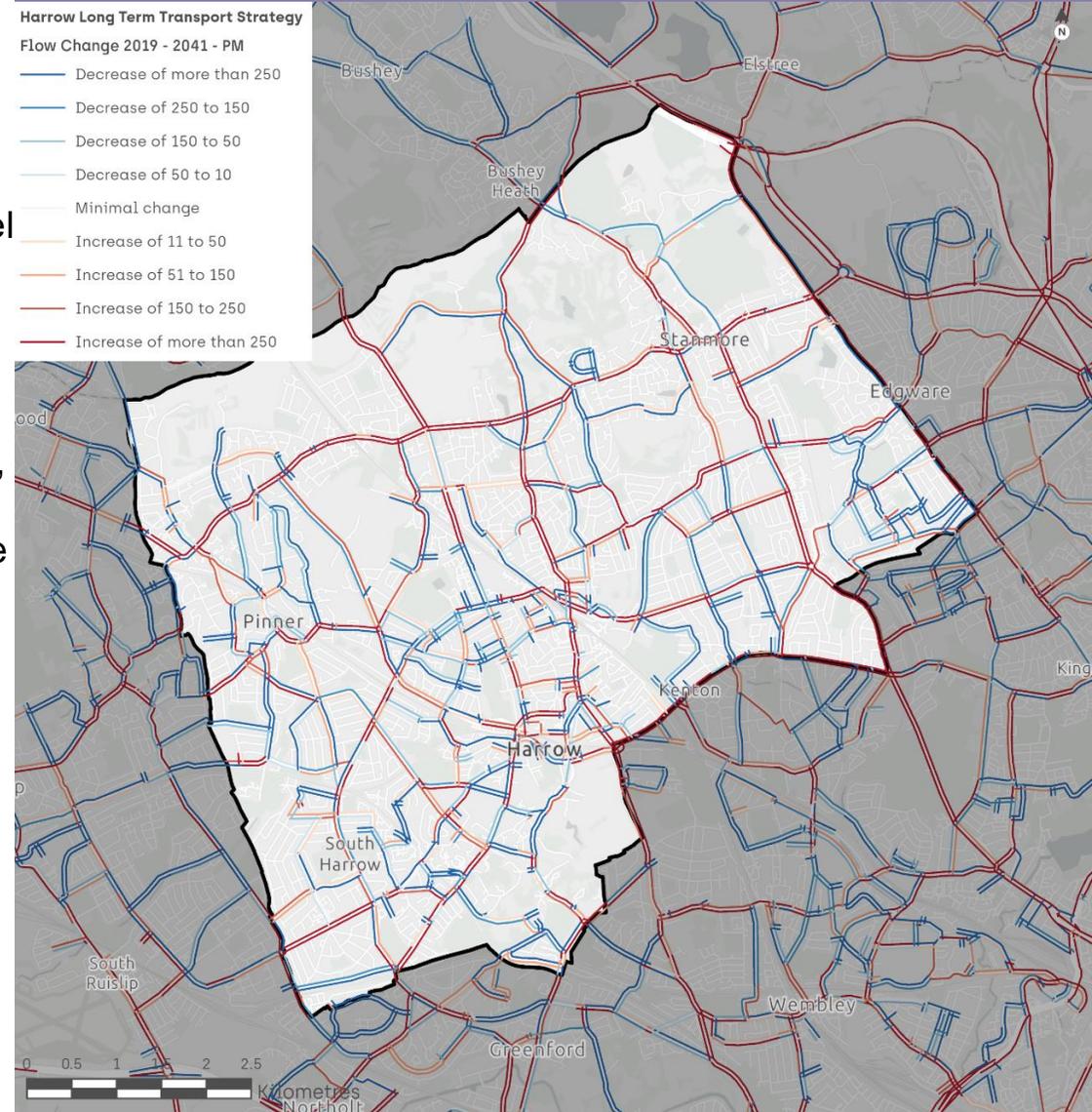
With a rapidly growing population, new development and growth in housing and employment, Harrow's network will may become more congested if vehicle travel continues to dominate the Borough's modal share.

Transport for London's strategic Highway Assessment Model LoHAM has been used to model the long-term changes on the highway network compared to a base year of 2019.

Figure 10 to the right highlights areas of significant forecast changes to the number of Passenger Car Units (PCUs) during the evening PM peak (17:00-18:00) This includes car, bus and freight traffic. Increases of traffic by more than 250 PCUs is a key cause of concern on the A409 George Gange Way and the A410 Uxbridge Road. Both of these roads provide connectivity north to south and east to west and between town centres, areas of high population density and employment.

This vehicle dominance near town centres will worsen air quality without further uptake of electric vehicles. The safety and health of pedestrians and cyclists is at risk. It is the role of this Strategy to recommend how the public transport and active travel networks can be improved to enable people to seriously consider alternative modes.

Figure 10: Highway network changes 2019 to 2041 for the PM peak



# Understanding Harrow Today

## Forecast change in trip origins

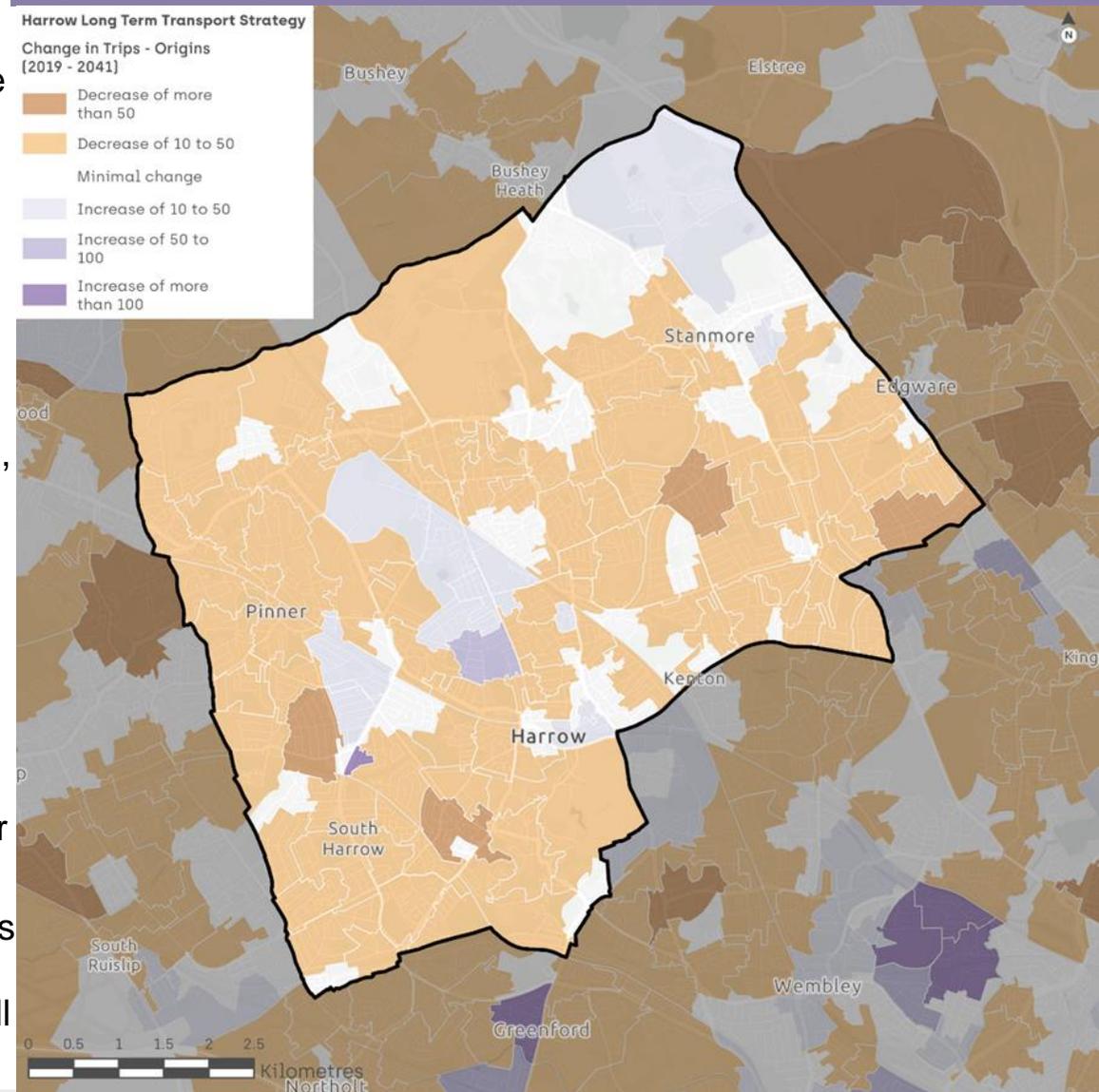
The strategic model is also useful for showing how the origins of trips will change in the Borough. Using the base year of 2019, the figure opposite shows where in the Borough origins of trips will increase, decrease or not change. Overall, the majority of Harrow is forecast to experience a decrease in trips. This could be due to change in travel behaviour post Covid-19, including the rise of flexible working and also the predicted modal shift.

Key areas where the origin of trips will increase:

- Significant increase in trips around Harrow town centre, to the south of the Overground line. The Harrow and Wealdstone Opportunity Area is expected to bring 5,000 new homes and 1,000 new jobs (London Plan, 2021)
- Increase in trips to the north of Stanmore, this is in line with the 850 new homes by 2036 and 2,000 new jobs up to 2036 and beyond (Stanmore Village, 2019)
- Increase in trips to the south of Pinner, particularly near Rayners Lane underground station.

The locations of growth in origin trips present opportunities to encourage a shift in choice from the car to more sustainable modes. Particularly as these locations are well connected to the public transport network.

Figure 11: Change in trip origins for Harrow 2019 – 2041



# Understanding Harrow Today

## Transport network

### Public transport

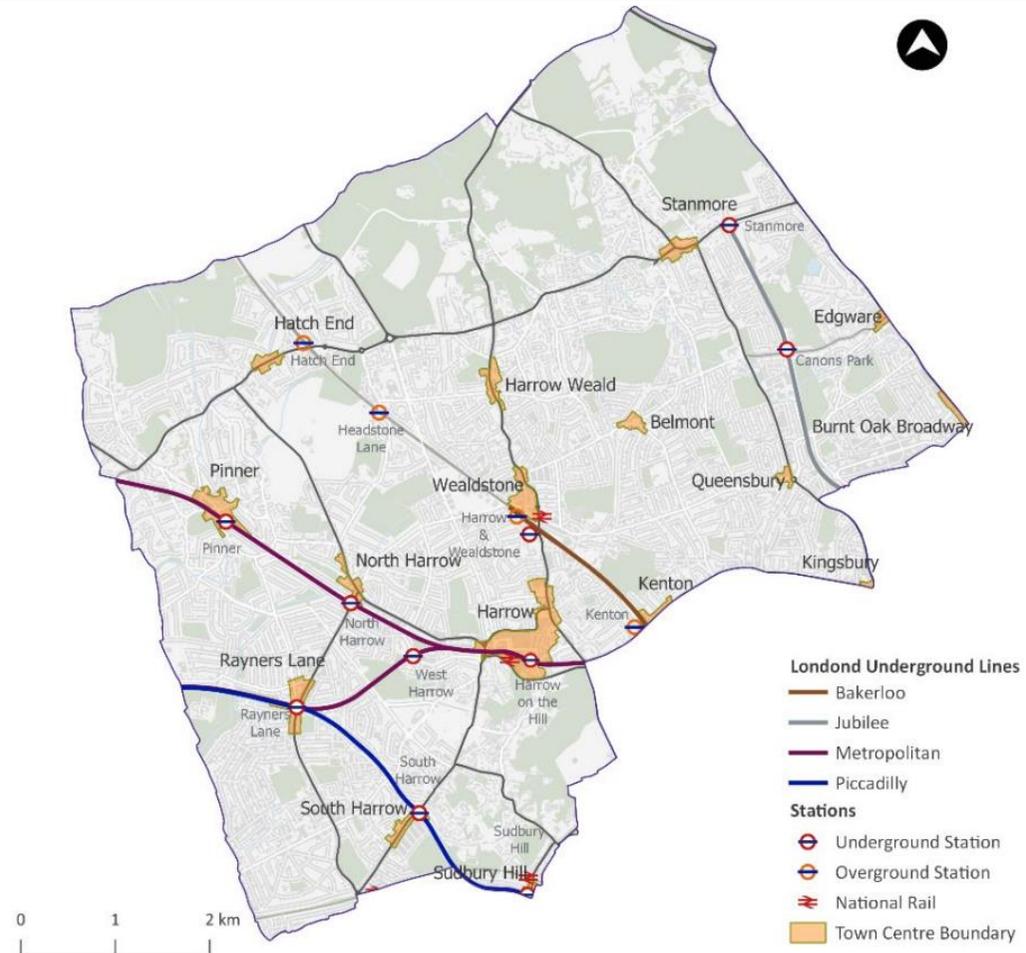
Harrow is well served by TfL/LUL rail services with 12 London Underground and Overground stations, serving the Bakerloo, Jubilee, Metropolitan and Piccadilly lines. Additionally, there are National Rail connections at Harrow and Wealdstone, Harrow-on-the-Hill and Sudbury Hill Harrow.

These routes offer multiple high-frequency and high-capacity transport options into Central London, other parts of north-west London and further afield. The rail network supports a large number of journeys to work.

The Public Transport Accessibility Level (PTAL) for the Borough is varied, with the greatest accessibility to bus and rail in Harrow and Wealdstone.

Harrow town centre includes one of the Borough's key hospitals Northwick Park, which is a 15-minute bus journey from Harrow on the Hill station. The hospital is also accessible by foot, a 6-minute walk.

Figure 12: Rail and underground network



Source: Ordnance Survey (2021)

# Understanding Harrow Today

## Transport network

### Public transport

Harrow is well served by TfL bus services. The Borough has around 430 bus stops, a dense network of high frequency bus routes serve all major commercial centres and transport hubs across the Borough. However, healthcare sites and schools to the north of the Borough do lack bus connectivity.

In June 2023, it was announced that Harrow will see a new express bus routes as part of the 'Superloop' project. The SL10 is expected to run between Harrow and North Finchley, forming one part of a new circular network linking outer London town centres, hospitals, schools and transport hubs. This will mean quicker journey times and extra capacity on the busiest part of the existing route 183 between Hendon and Harrow (TfL, 2023). The SL9 route will also run and connect Harrow and Heathrow Central, both routes will be zero emission and with improved customer information.

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Figure 13: Harrow bus network



Source: Ordnance Survey (2021)

# Understanding Harrow Today

## Transport network

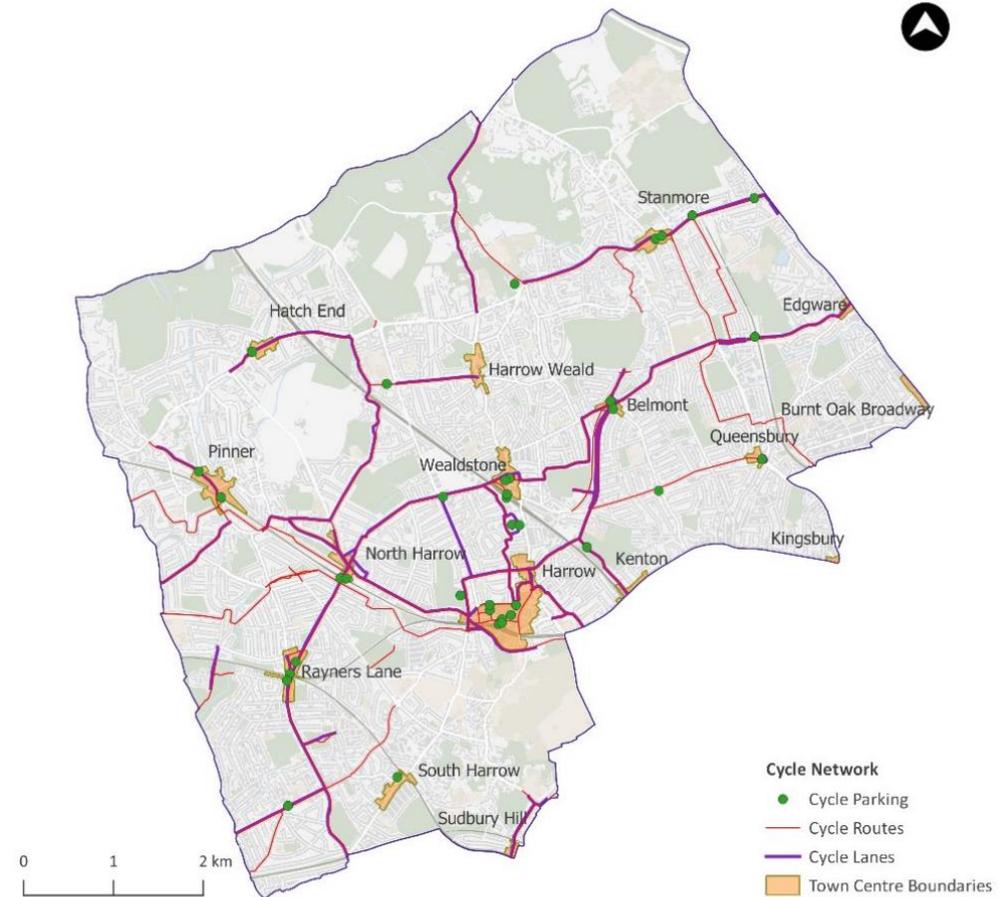
### Active travel

Pedestrian routes provide comprehensive coverage of the Borough. Dedicated Public Rights of Way (PROW) in connect the pedestrian grid by providing connections across green spaces.

The Borough is permeable on foot and town centres such as Wealdstone, Harrow, Rayners Lane and Pinner have a high Public Transport Accessibility Level (PTAL), meaning that a high proportion of residents live within 640m of a bus stop (five minutes' walk) or 960m of rail services (12 minutes' walk). The Public Rights of Way connectivity for the Borough is extensive, connecting places of residence with key destinations of employment, education and leisure. However, the accessibility of the pedestrian environment in areas, particularly with high footfall could be improved.

As shown in Figure 14 to the right, there is a clear core network of cycle lane routes connecting main town centres, and especially around the Harrow area. At present, Stanmore and Pinner are not well connected by cycle routes and infrastructure. There is a lack of dedicated connectivity north from Wealdstone and Belmont.

Figure 14: Cycle network [INDICATIVE, TO BE UPDATED]



Source: Harrow Council (2023)

# Understanding Harrow Today

## How the Borough is supporting movement today

The Council closely supports people and goods moving across the Borough and has been delivering a range of initiatives to help meet the goals set out in the Local Implementation Plan and Mayor's Transport Strategy.



A progressive electric vehicle charging network, with 30 chargers currently installed. In July 2023, Harrow procured an additional 225 charging points.

The whole borough is identified as an Air Quality Management Area to improve air quality

Introduction of School Streets in three locations in 2022 to restrict motor traffic at the start and end of the school day.

20% of TfL STARS (Sustainable, Travel, Active, Responsible, Safe) points for schools awarded

Six 20mph zones focused around schools and parks, with plans to implement more around schools

The Borough Plan 2030 commits to providing full fibre broadband and mobile phone coverage by 2024

Partnership working with the HA1 Business Improvement District to work closely with community groups and residents to deliver on key themes of the Council's business plan



# Understanding Harrow Today

## The challenges we face

Delivering an accessible, safe and green transport system with sustainable travel opportunities for all is an ambitious task that requires coordinated effort and investment over the coming decades. Harrow faces some key challenges which need to be overcome to achieve the vision of this Strategy:

40

Private car travel is still the dominant mode of transport in Harrow and emissions, electric charging network is limited

Poor public transport accessibility, particularly in the north of the Borough

A growing population is likely to contribute to increased congestion without modal shift

Limited site choices for consolidation of freight and deliveries

Harrow depends on willingness and funding from TfL to undertake major public transport works

Low levels of step-free access at rail and tube stations

Green spaces and sites of natural importance are not always well connected to walking and cycling routes

Low cycling mode share, route safety and lack of integration with the public transport network

# Understanding Harrow Today

## The opportunities we seize

Harrow is a borough with great potential, having many elements of a robust, green and inclusive transport system already in place. We can seize these opportunities to create a leading transport network that meets the needs of residents and visitors alike. These are some of our key opportunities:

41

Existing significant patronage of sustainable travel modes which can be built upon

Large green spaces and sites of natural importance which can be connected

Leveraging future population growth, ensuring new housing is near active and public transport

Ensuring that more sustainable transport journeys are retained as post-Covid travel patterns settle

A wide range of opportunities for better connecting housing and employment growth

Expanding school streets and safety zones to improve road safety and air quality

Review and improve the cycle and bus networks to deliver better connectivity within Harrow and to neighbouring boroughs

Delivering further infrastructure for electric road transport



Chapter Three

# Our Guiding Principles

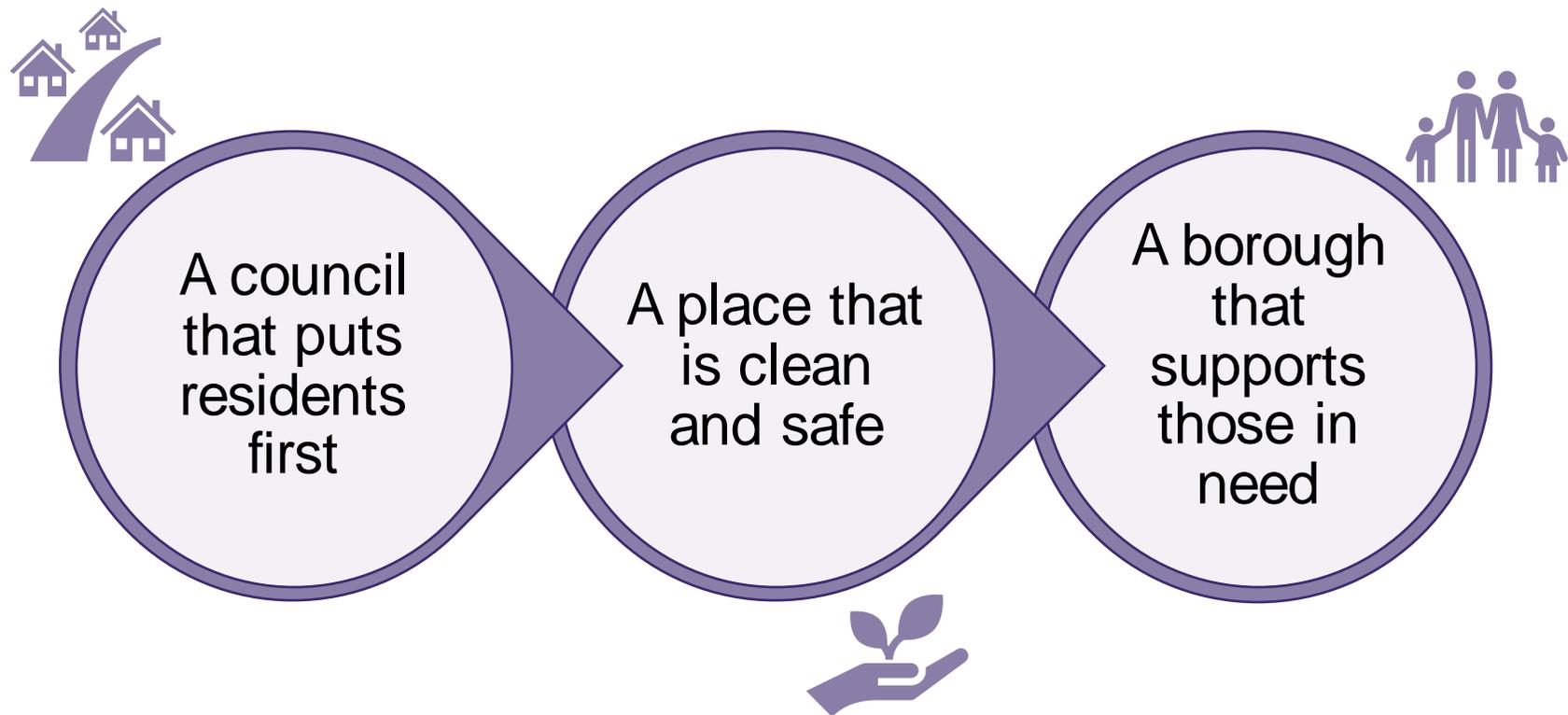
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LONDON BOROUGH OF  
**HARROW**

# Our Guiding Principles

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 in this document:



# Our Guiding Principles

## Understanding vulnerability on our roads

Experiences of using the transport network vary significantly among groups of people. Some may find it notably easier and safer to move across the borough for their daily needs than others. To help address this, the Strategy takes into consideration the travel needs of vulnerable groups by making this a key priority in the way that measures are designed and approached.

Different vulnerable user groups may face different challenges when using the transport network. For example, older people and those with mobility impairments are disproportionately impeded by barriers in the physical environment and benefit greatly from step-free spaces. Individuals with visual impairments benefit from improved legibility in wayfinding and tactile environments. Those with limited mobility are more vulnerable when crossing roads and are likely to benefit more from reduced vehicle speeds and fewer vehicles.

This Strategy also recognises that some individuals are dependent on door-to-door access by private vehicles or taxis for their mobility and cannot use public transport or active travel modes.

This Strategy will be accompanied by an Equality Impact Assessment which will identify in detail the proposed measures that are likely to have disproportionate negative or positive impacts on protected characteristics groups (as defined by the Equality Act 2010). Different challenges faced by the Borough's population include:



Chapter Four

# Our Ambitions

45



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JCDecaux

ALL THEY WANT FOR  
*Christmas*  
IS YOU

See via supporting  
see how they're doing

VIS

# Our Ambitions

## Overview

Our ambitions for this strategy present plenty of opportunity for changes in the way users access and experience the transport network – whether this is travelling by car, bus, train, walking, wheeling or scooting. If we want to change perceptions of travel by alternative modes to the private car, we recognise the need to provide options that are accessible, safe, easy to use and contribute to healthier and more local living.

## Why do we need them?

We need these to guide how we achieve the vision, and importantly are the umbrella groupings for our key priorities. The proposals in this Strategy are grouped by priorities, which will be used to guide Harrow transport investments.



# Our Ambitions

## From ambitions to action plans

At the end of each Priority section, the Strategy identifies key outcomes that we want to see from the Priority area. To make this journey possible, a range of measures have been identified for delivery in the short, medium and longer term.

This Strategy provides an ambitious Action Plan for each Priority area. A range of measures align with our key outcomes. Each present an indication of cost and delivery lead:

- **Indication of capital and operating costs** – to ensure the Council can make sustainable investments in transport going forwards. Capital covers construction and maintenance, operating covers ongoing expenses with administration or maintenance)
- **Delivery lead** – to ensure that responsibility is taken and progress against delivery of the measure is monitored

The exact costs of each measure are unknown at this stage, however there are bands of costs we can expect for each measure. These are identified in the table below and are represented with a £ symbol in the Action Plans.

	Capital cost	Operating cost
£	<£100,000	<£10,000
££	£100,000 - £1,000,000	£10,000 - £100,000
£££	£1,000,000 - £10,000,000	£100,000 - £500,000
££££	£10,000,000 - £50,000,000	£500,000 - £1,000,000
£££££	£50,000,000 - £500,000,000	£1,000,000 - £5,000,000
££££££	£100,000,000+	£5,000,000 - £10,000,000

Various measure require partnership working with TfL, businesses, employers and schools. This will ensure the Council engage and co-create new transport proposals with key stakeholders.

Possible funding sources for these measures include TfL, the Council, Harrow Capital and developer contributions.

Ambition 1

# Healthy Lives and Safer Streets

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LONDON BOROUGH OF  
**HARROW**

# Healthy Lives and Safer Streets

## Priority 1: Enabling healthy lifestyles for residents, workers and visitors

1

### Why do we need this Priority?

Creating environments that facilitate active, healthy and safe lifestyles for all will increase the attractiveness of living, working and moving through Harrow. This Strategy focuses on ensuring that there are desirable options for undertaking everyday journeys in active and sustainable ways that benefit people's health and wellbeing.

49

We need this Priority to help the Council take action to ensure that Harrow's transport system enables individuals to fully participate in society in ways that support their long-term wellbeing. This includes facilitating access to greenspaces, recreational areas and leisure activities, as well as to GP surgeries, hospitals, pharmacies and other community services that support health and wellbeing. Active travel should become the favourable choice for journeys as much as possible.



**Objective:** Transport in Harrow will enable people to access key destinations, green spaces, and leisure facilities by sustainable travel options, encouraging active travel choices where possible.

# Healthy Lives and Safer Streets

## What do we know about the current situation and possible trends?

### Physical activity and health indicators

The percentage of residents doing daily active travel in Harrow has marginally declined over time. The Borough needs to do more to motivate and incentivise residents to take up walking and cycling for trips where it is possible. According to 2023 Healthy Streets scorecard data:

➤ 22.3% of Year 6 children are obese (London average is 23.7%)

➤ 23.7% of Harrow residents doing at least two periods of 10 minutes of active travel a day

Harrow needs to make significant progress in order to achieve the Local Implementation Plan (LIP) target, for 70% of residents to do 10 minutes of active travel per day.

### Road safety

Harrow has significantly lower annual pedestrian and cyclist serious and fatal casualties compared to neighbouring boroughs. However, it is clear the Borough need to address safety for the most vulnerable user groups as it works towards Vision Zero.

➤ 63% of road accidents for 0–15-year-olds and 28% for 60+ year olds involve pedestrians.

Figure 19: Daily active travel for Harrow residents

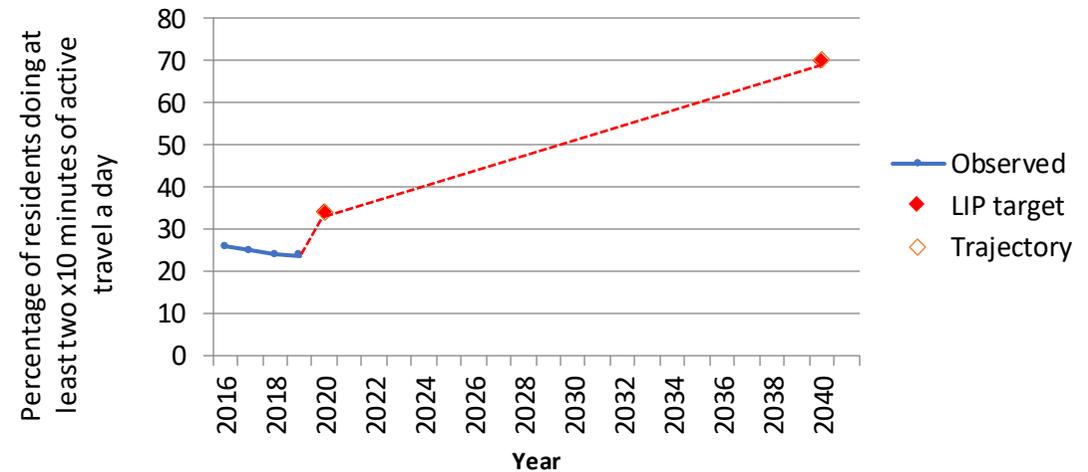
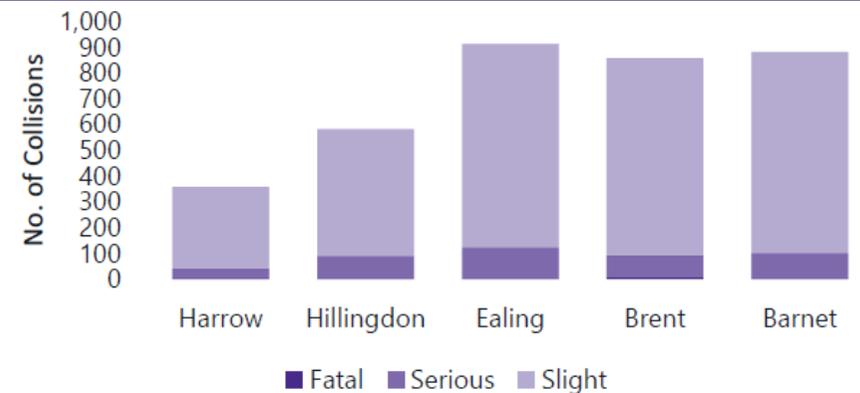


Figure 20: Collisions for the Harrow and neighbouring Boroughs



Source: TfL (2021)

# Healthy Lives and Safer Streets

## How are we responding to these trends?

How the Borough looks today and the challenges and opportunities for Harrow to change are the foundation for establishing what the Borough can look like in the future. We recognise the role that transport has to play in contributing to healthier day to day lifestyles. However, safety is often a barrier to walking, cycling and public transport, which needs addressing.

To visualise what healthy lives and safer streets will look like for Harrow, this Strategy identifies key outcomes for this Priority. To help us achieve these outcomes, there are a range of measures the Council are committed to delivering. These measures include both physical improvements to our active travel network, as well as efforts to improve cross-stakeholder collaboration to deliver more and better schemes for healthy and active lifestyles.

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## What does success look like?

We have developed four outcomes for Priority 1: Enabling healthy lifestyles for residents, visitors and workers. These represent **our building blocks for a more accessible, safer and greener borough**:



Creating a high-quality transport network



Ensuring a legible transport system



Enhancing access to green infrastructure and clean air



Increased collaboration with schools, employers, Council departments and the local community

For each outcome we have identified a range of measures, which form part of an Action Plan 1 at the end of this chapter.

# Healthy Lives and Safer Streets

## Priority 2: Ensuring communities feel safe making journeys

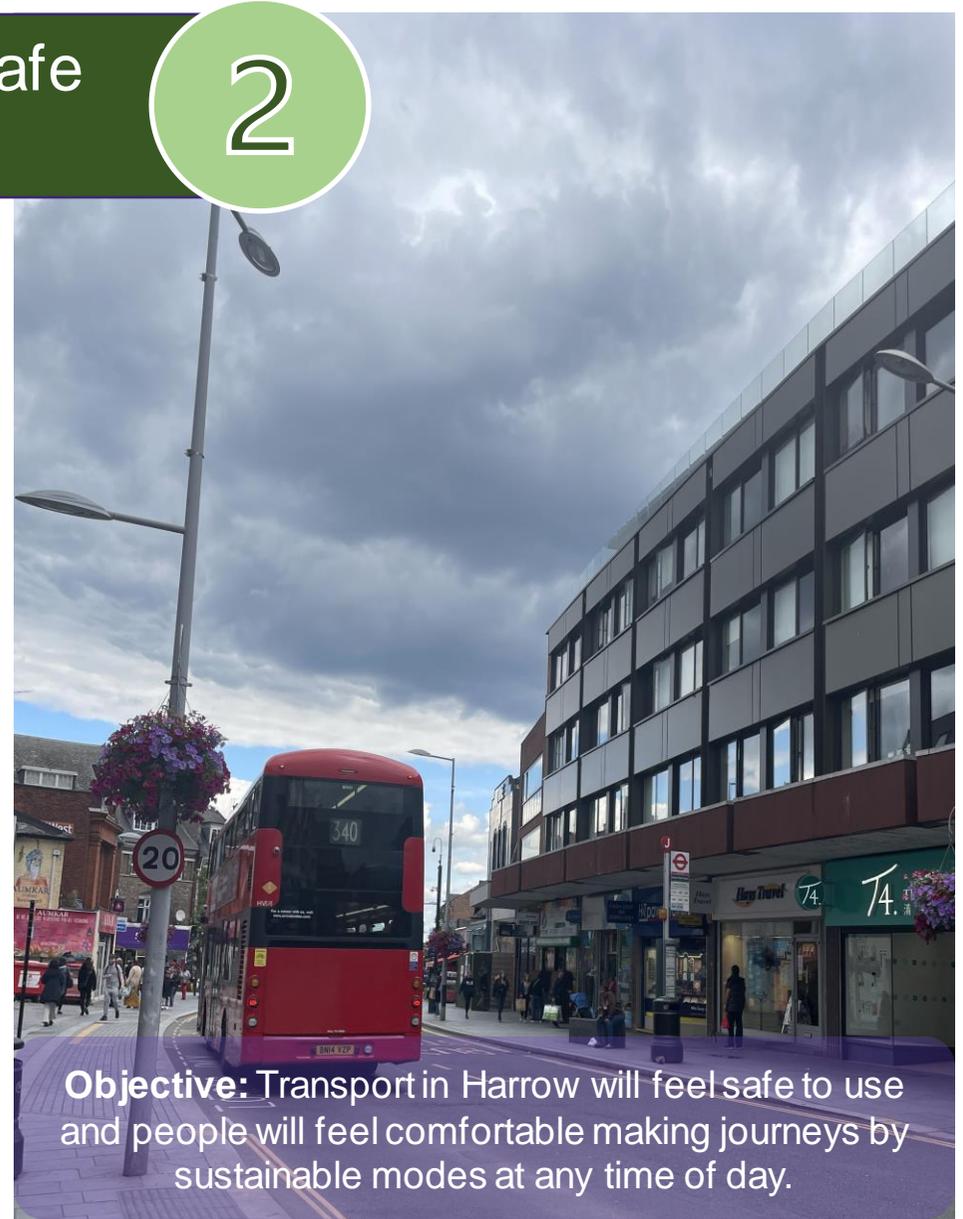
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### Why do we need this Priority?

Road users need to feel safe and comfortable at all points of their journey, whilst using the transport system and passing through environments. A key source of danger on our roads comes from motorised traffic. Excessive speed is one of the biggest problems in road safety, which contributes towards the severity of injuries, and deters walking and cycling. Poor maintenance and unpleasant walking environments limit the propensity to shift behaviour to this active mode.

Improving safety in Harrow is integral to encouraging individuals to switch from using their car to travelling by public transport, foot or cycle. Investment in multi-modal infrastructure to facilitate safe and low-carbon travel is therefore a priority for this Strategy.

We need this Priority to help address key safety issues on our highways and rail networks and improving public safety and security that act as barriers to choosing sustainable travel. It is important emergency services have uninterrupted access to all locations in the Borough.



**Objective:** Transport in Harrow will feel safe to use and people will feel comfortable making journeys by sustainable modes at any time of day.

# Healthy Lives and Safer Streets

## What do we know about the current situation and possible trends?

### Road safety

➤ Recorded road accidents in Harrow for 2021 were considerably lower than neighbouring boroughs, at 358 (TfL, 2021)

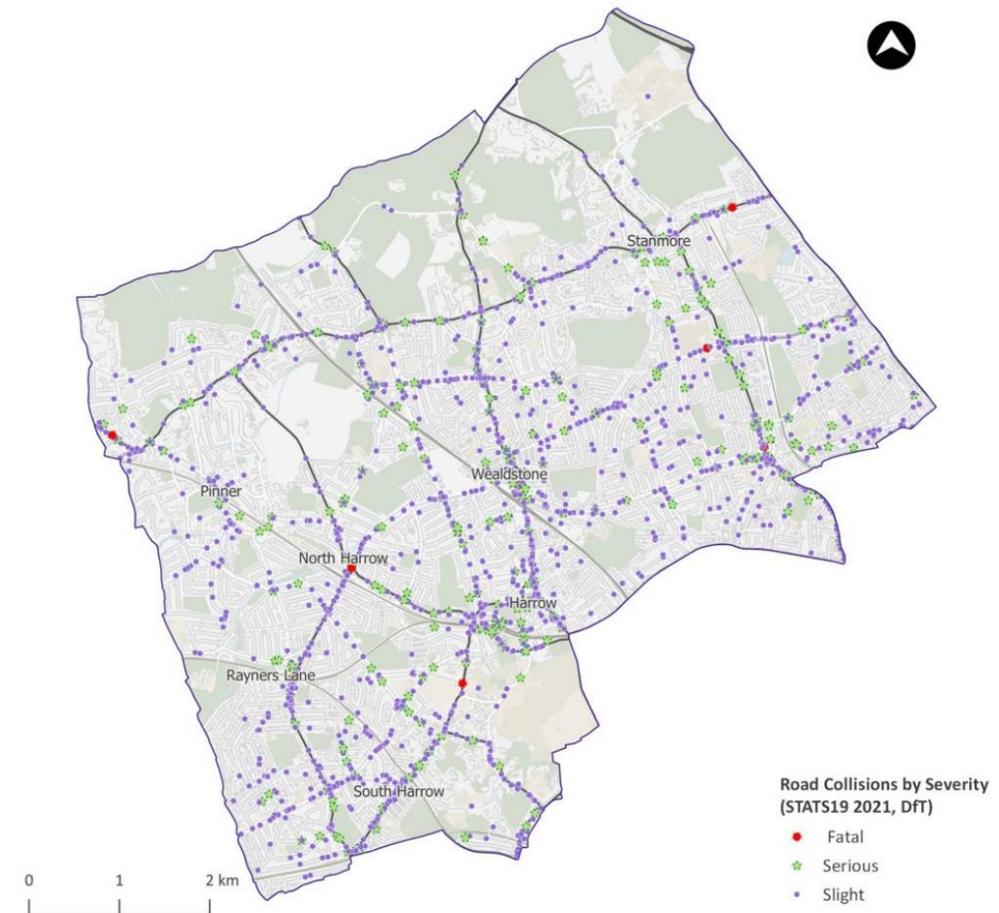
53 Compared to Harrow, neighbouring boroughs of Ealing and Barnet recorded 913 and 881 road accidents respectively.

Between 2017-2021, there were eight fatalities resulting from road accidents and 267 'serious' road traffic incidents. This shows further work needs to be done if the Borough is to meet the Mayor's Vision Zero of eliminating all deaths and serious injuries by 2041.

➤ Those age 0-15 are disproportionately more likely to be pedestrians when involved in road accidents, highlighting the vulnerable position of this particular group (TfL, 2021)

In 2021, over 60% of those aged 0-15 involved in road accidents were pedestrians. Hence there is a need for the Borough to review road safety measures if the Borough is to achieve a greater sustainable mode share.

Figure 21: Road accidents by severity in Harrow



Source: DfT, STATS19 (2021)

# Healthy Lives and Safer Streets

## What do we know about the current situation and possible trends?

### Speed limits and safety zones

Most of the road network in Harrow has a 30mph speed limit, with a few residential areas that are 20mph such as Harrow-on-the-Hill and Mollison Way Area. Existing 20mph zones are focused around schools, and parks. This means that large residential areas still do not receive the safety benefits of 20mph zones. Most deaths from road accidents in Harrow in 2021 occurred on roads with 30mph limits.

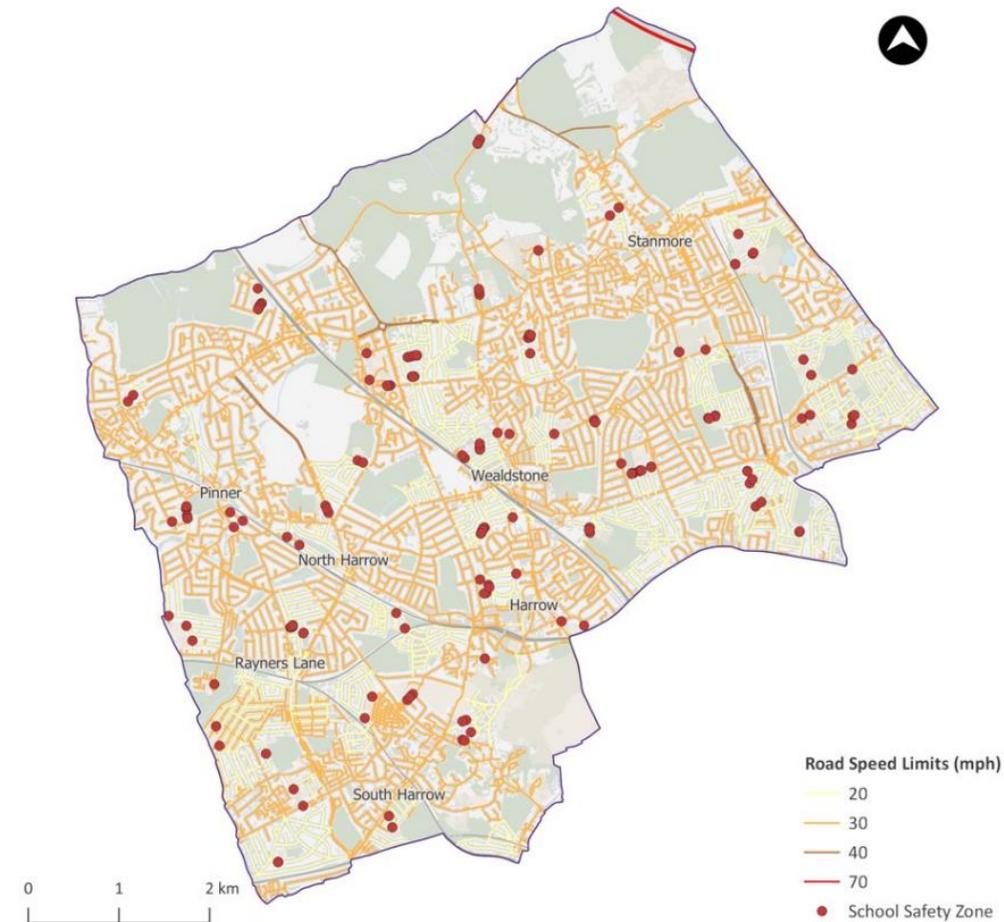
➤ There are a total of 166 school safety zones in the borough (Harrow Council, 2023)

School Streets restrict motor vehicle access at the start and end of the school day, during peak drop-off and pick-up times. These schemes support active travel, cleaner air and create a safer and more pleasant environment for the school community.

➤ Three School Streets have been implemented in Harrow, located at Grimsdyke Primary, Newton Farm and Park High School.

In comparison to other neighbouring boroughs, there are 31 school streets in Brent, 10 in Barnet, 17 in Ealing and 1 in Hillingdon.

Figure 22: Road speed limits and school safety zones



Source: Harrow Borough data (2023)

# Healthy Lives and Safer Streets

## How are we responding to these trends?

How the Borough looks today and the challenges and opportunities for Harrow to change are the foundation for establishing what the Borough can look like in the future. We recognise the importance of offering safe and comfortable journeys for all. However, the design of our road infrastructure can often lead to unsafe spaces and accident-prone areas, which may discourage residents from using certain modes of travel to get around.

55 To visualise what safer roads, footpaths and cycle lanes will look like for Harrow, this Strategy identifies key outcomes for this Priority. To help us achieve these outcomes, there are a range of measures the Council are committed to delivering. These measures include working with the police and improving overall enforcement of roads and transport spaces, as well as delivering infrastructure improvements for pedestrians, cyclist and motorists to reduce chances of collision.

## What does success look like?

We have developed seven outcomes for Priority 2: Ensuring communities feel safe making journeys. These represent **our building blocks for a more accessible, safer and greener borough**:

- A Streets, neighbourhoods and journeys feel safer
- B Increased maintenance of pedestrian infrastructure
- C Publicly available cycle route information, education and training
- D Collaboration with partners to increase road safety
- E Reduced vehicular traffic in neighbourhoods
- F Creating a high-quality public transport network
- G Improved provision, management and enforcement of vehicle and cycle parking

For each outcome we have identified a range of measures, which form part of an Action Plan 1 on the next page.

# Healthy Lives and Safer Streets

Measures	Delivery Timescales			Indicative costs		Delivery Lead	
	Short	Medium	Long	Capital	Operating		
<b>Priority 1: Enabling healthy lifestyles for residents, workers and visitors</b>							
<b>Outcome A: Creating a high-quality transport network</b>							
56	Improve bus routes connecting residents with GP surgeries and nearby hospitals	♦	♦	♦	££	£	Transport for London
	Improve active travel routes connecting residents with GP surgeries and nearby hospitals	♦	♦	♦	££	£	Harrow Council
<b>Outcome B: Ensuring a legible transport system</b>							
	Implement wayfinding systems that make it easier for pedestrians and cyclists to navigate the environment	♦	♦	♦	££	££	Harrow Council
	Develop tailored active travel maps, working with educational institutions from primary and secondary schools to sixth form colleges	♦	♦		£	£	Harrow Council

# Healthy Lives and Safer Streets

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Improve wayfinding and signage for pedestrians and cyclists	♦	♦		££	££	Harrow Council
<b>Outcome C: Enhancing access to green infrastructure and cleaner air</b>						
Expand 'School Streets'/School Clean Air Zones where suitable and following consultation	♦	♦	♦	££	££	Harrow Council
Provide additional cycle/scooter parking near entrances to green spaces where appropriate	♦	♦	♦	££	££	Harrow Council

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# Healthy Lives and Safer Streets

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Outcome D: Increased collaboration with schools, employers, Council departments and the local community</b>						
Work in partnership with Harrow Public Health to promote walking and the Council's Walking for Health scheme	♦	♦		£	£	Harrow Council
Work with a variety of stakeholders to promote active and sustainable travel opportunities	♦	♦	♦	£	£	Harrow Council
In partnership with Harrow Public Health, work with selected communities to promote the benefits of walking using the TfL data	♦	♦	♦	£	£	Harrow Council
Encourage development and delivery of sustainable travel plans with schools/colleges and major employers	♦	♦	♦	£	£	Harrow Council

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# Healthy Lives and Safer Streets

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Priority 2: Ensuring communities feel safer making journeys</b>						
<b>Outcome A: Streets, neighbourhoods and journeys feel safer</b>						
59 Introduce pedestrian and cyclist safety improvements at key junctions, routes, and collision hotspots in the Borough	♦	♦	♦	££££	££££	Harrow Council
Prioritise 20mph zones in residential neighbourhoods and outside schools	♦	♦	♦	££	££	Harrow Council
Traffic calming measures in local centres, residential areas and near educational sites to help reduce speeds, including road humps, chicanes, and width restrictions	♦	♦	♦	££	££	Harrow Council
Increase enforcement of excessive speeding/non-compliance by working with the London Metropolitan Police	♦	♦	♦	££	££	London Metropolitan Police
Improve street lighting, maintenance and presence of CCTVs, staffing and enforcement across the transport networks	♦	♦	♦	££	££	Harrow Council

# Healthy Lives and Safer Streets

GO

Measures	Delivery Timescale			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Improve street cleaning including litter and dog foul removal to ensure streets are free from hazards	♦			£	££	Harrow Council
Employ a road danger reduction approach to design, using the streets toolkit for designers, Road Safety Audit, and Healthy Streets check for designers	♦	♦	♦	££	££	Harrow Council
Increase the number of countdown crossings throughout the Borough	♦	♦		££	££	Harrow Council/ TFL
Provide safe parking facilities for delivery drivers using two-wheeler vehicles and bicycles	♦	♦		£££	££	Harrow Council
Ensure that delivery drivers using two-wheeler vehicles and bicycles are road safety trained	♦	♦		£	£	Harrow Council

# Healthy Lives and Safer Streets

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Develop and deliver campaign for the safety of more vulnerable road users, including children, senior groups, and people with disabilities	♦			£	£	Harrow Council
<b>Outcome B: Increased maintenance of active travel infrastructure</b>						
Enhancing regular maintenance for the active travel and highway network, in line with the Harrow Asset Management Strategy	♦	♦	♦	££	££	Harrow Council
<b>Outcome C: Publicly available cycle route information, education and training</b>						
Publicise locations of cycle routes and facilities using appropriate media	♦	♦	♦	£	£	Harrow Council
Provide and promote cycle training for children and adults	♦	♦	♦	£	£	Harrow Council
Work with TfL to ensure take-up of Children's Traffic Club, a London road danger reduction education resource for pre-schoolers	♦	♦	♦	£	£	Harrow Council/ Transport for London

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# Healthy Lives and Safer Streets

69

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Work with TfL to ensure take-up of the Safety and Citizenship pre-transition safe and responsible behaviour sessions for Year 6 pupils	♦	♦	♦	£	£	Harrow Council/ Transport for London
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	♦	♦	♦	£	£	Harrow Council/ Transport for London
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 reading materials	♦	♦	♦	£	£	Harrow Council

# Healthy Lives and Safer Streets

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Outcome D: Collaboration with partners to increase road safety</b>						
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 collision	♦	♦	♦	££	£	Harrow Council
Work with the London Metropolitan Police to consider introducing traffic calming, anti-social behaviour, motorcycle and cycle theft	♦	♦	♦	££	££	Harrow Council/ London Metropolitan Police
<b>Outcome E: Reduced vehicular traffic in neighbourhoods</b>						
Enforce existing weight bans in areas with high traffic flows and high pedestrian footfall	♦	♦	♦	££	£	Harrow Council

3

# Healthy Lives and Safer Streets

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Provide additional cycle parking in schools, review and increase the level of safe and secure cycle parking available across the Borough	♦	♦	♦	£££	££	Harrow Council
49 Monitor and review the provision and operation of Controlled Parking Zones (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	♦	♦	♦	£££	£££	Harrow Council
Implement residents' parking zones based on local requests, parking and kerbside stress levels in all residential areas, local centres and those easily accessible by public transport or active travel	♦	♦		£££	£££	Harrow Council

Ambition 2

# Vibrant Communities and Transport for All

65



LONDON BOROUGH OF  
**HARROW**

# Vibrant Communities and Transport for All

## Priority 3: Maintaining vibrant town centres and communities

3

### Why do we need this Priority?

It is important for residents to feel a sense of belonging to their community and to share in the identity of their local area. Vibrant, welcoming spaces act as catalysts for members of the community to come together, make connections, share experiences and support local businesses.

Creating spaces in Harrow's town centres where people want to dwell and engage in activities will be crucial to achieving these benefits. These will be places where walking is prioritised to maximise interaction between individuals and businesses. Transport will also play a key role in connecting residential areas to the borough's vibrant town centres, with robust bus and cycling networks making these attractive destinations easy to get to.

We need this Priority to bring together our communities and inject new life into the local economy.



**Objective:** Transport in Harrow will play a key role in bringing together local people, local businesses and cultures, injecting vibrancy into town centres and neighbourhoods.

# Vibrant Communities and Transport for All

## What do we know about the current situation and possible trends?

### Regeneration

➤ The Council was awarded £7 million by DLUHC\* to revamp Harrow town centre and contributed a further £1.2 million itself.

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This investment will go towards i) improved walking facilities from the station to the town centre, ii) new kiosks for traders at St Ann's Road, and iii) Greenhill Way car park. This funding is likely to increase the appeal of Harrow town centre and increase its role in attracting and generating local trips.

In 2022, the Council secured Central Government funding to establish a Creative Enterprise Zone in the borough.

\*DLUHC = Department for Levelling up, Housing and Communities

The Harrow Civic centre is to be demolished and the site developed into a new neighbourhood of high-quality affordable housing. As part of a £690 million project in the borough, 1,500 new homes will be built. This is part of the commitment to meeting Harrow's future needs within our existing developed environment and enabling affordable living for residents (Capital West, 2023). Redevelopment plans are shown in Figure 23.

Figure 23: Redevelopment plans for housing at Civic Centre site



Source: The Means (2017)

## Business Growth

Harrow has worked with Harrow's Business Improvement Districts (BIDs) to support local retailers following the Covid pandemic, and to provide local businesses and residents with the latest training, jobs and opportunities.

The Harrow High Street fund has enabled the Council to invest in a range of business support programmes to help local district centres. These actions are supporting the delivery of the borough's Economic Strategy.

# Vibrant Communities and Transport for All

## How are we responding to these trends?

How the Borough looks today and the challenges and opportunities for Harrow to change are the foundation for establishing what the Borough can look like in the future. We recognise the role that transport infrastructure plays in shaping the look and feel of our towns and public spaces. Sometimes, this can lead to noisy, polluted and unpleasant places which deter community activities and hinder the local economy. We can take action to address these issues and deliver public spaces that our residents can be proud of.

To visualise what vibrant town centres and attractive public spaces will look like for Harrow, this Strategy identifies key outcomes for this Priority. To help us achieve these outcomes, there are a range of measures the Council is committed to delivering. These measures include criteria for how new developments and regeneration projects should contribute to the public realm and sustainable travel, as well as plans to support businesses and local high streets.

## What does success look like?

We have developed four outcomes for Priority 3: Maintaining vibrant town centres and communities. These represent **our building blocks for a more accessible, safer and greener borough:**

-  A Ensuring future development encourages sustainable travel
-  B Creating pleasant town centres and streets that reflect users needs
-  C Providing publicly available information on travel and health benefits
-  D Efficient movement of goods and services to people and businesses

For each outcome we have identified a range of measures, which form part of an Action Plan 2 at the end of this chapter.

# Vibrant Communities and Transport for All

## Priority 4: Ensuring the network is accessible and inclusive

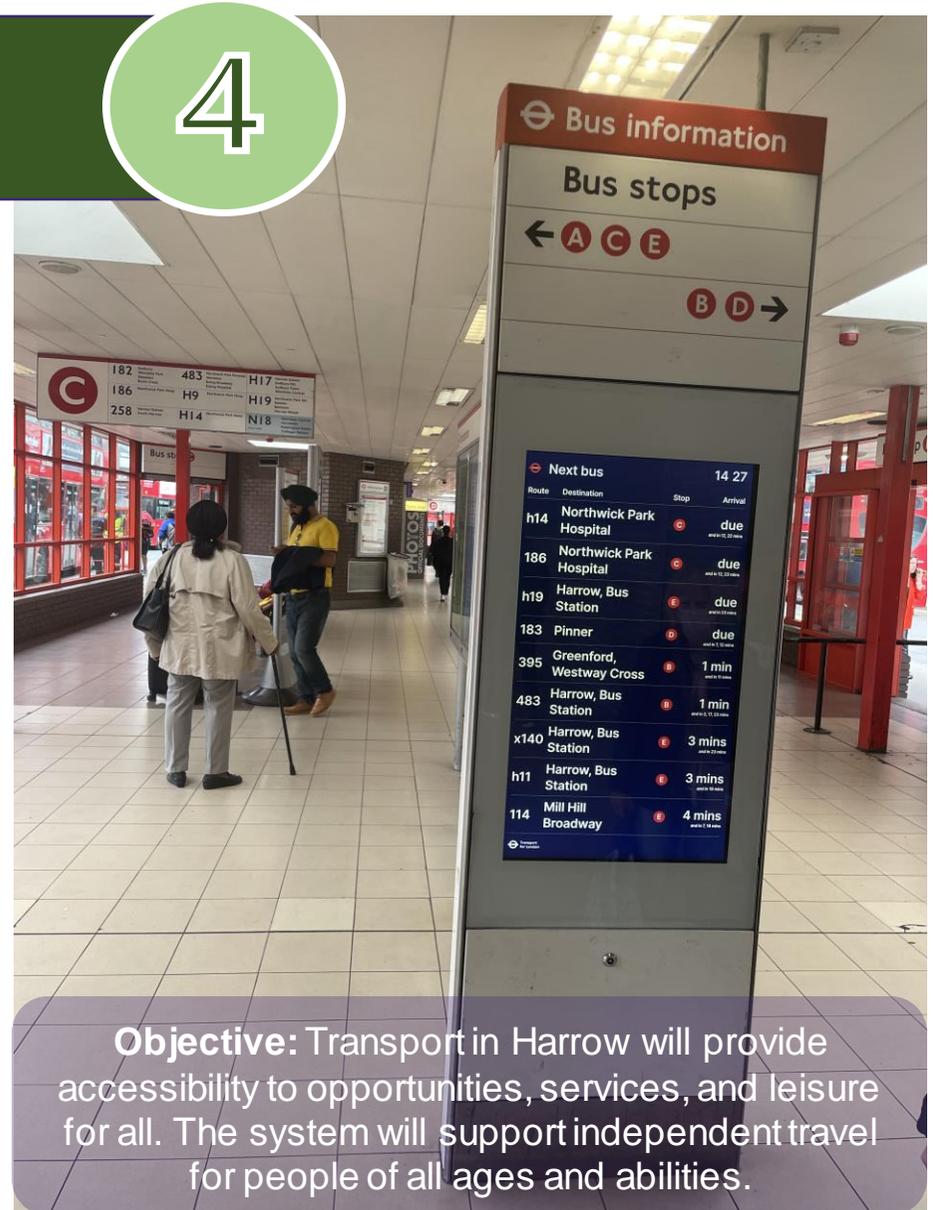
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### Why do we need this Priority?

Transport users of all abilities need to feel safe and able to use the transport network in a way that is comfortable and suits their needs. Paths, roads and stations that are designed in ways which inhibit certain members of society from using them can become barriers to accessing key services, employment and leisure. To enable residents to reach their full potential and live higher quality lives, transport options must provide them with access to the opportunities and services they require.

Improving the accessibility and inclusivity of the transport network in Harrow is integral to allowing residents to live fuller, fairer and better lives. Making active travel and public transport options more accessible will remove the need for some residents to rely on their cars to meet their needs.

We need this Priority to help address existing barriers to movement, and improve access to key services and opportunities which, in turn, will benefit Harrow's communities and economy.



**Objective:** Transport in Harrow will provide accessibility to opportunities, services, and leisure for all. The system will support independent travel for people of all ages and abilities.

# Vibrant Communities and Transport for All

## What do we know about the current situation and possible trends?

### Mode shares

Usual mode shares for those with and without long-term health problems or disabilities in Harrow are very similar, with 32% and 31% respectively using active travel, and 20% and 21% respectively using public transport, according to LTDS data (2017-2020). This underscores the need to make these modes as accessible as possible.

### Public transport accessibility

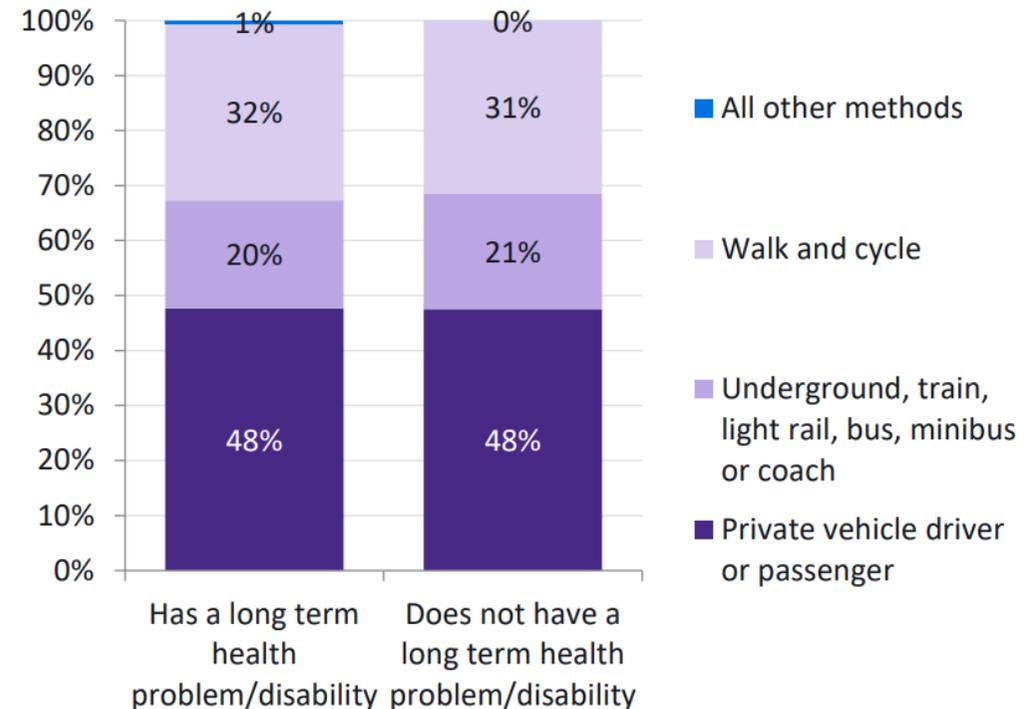
70 → Out of 13 rail and tube stations in Harrow, only 7 have step-free access.

However, in some cases this means access using boarding ramps at platform level.

Canons Park, North Harrow, Rayners Lane, South Harrow, Sudbury Hill Harrow and West Harrow currently do not support step-free access.

In July 2023, it was announced that Rayners Lane is under consideration for potential step-free access improvements by TfL. There is significant progress to be made and Harrow will need to work closely with TfL to deliver a fully accessible rail and tube network in the Borough.

Figure 24: Health and disability prevalence and mode share



Source: LTDS (2017-2020)

# Vibrant Communities and Transport for All

## Step-free travel times

➤ In 2022, the average time difference between using Harrow's step-free and full public transport networks was 6 minutes (TfL, 2023)

The difference between step-free and full public transport network travel times has decreased from 12 minutes in 2015 to 6 minutes in 2022.

In Harrow, step-free access travel times in 2015 were 96 minutes. In 2022, the average step-free journey across the borough takes 90 minutes. Harrow will need to continue this great progress to meet the ambitions set out in the Council's Walking, Cycling and Sustainable Transport Strategy (2019).

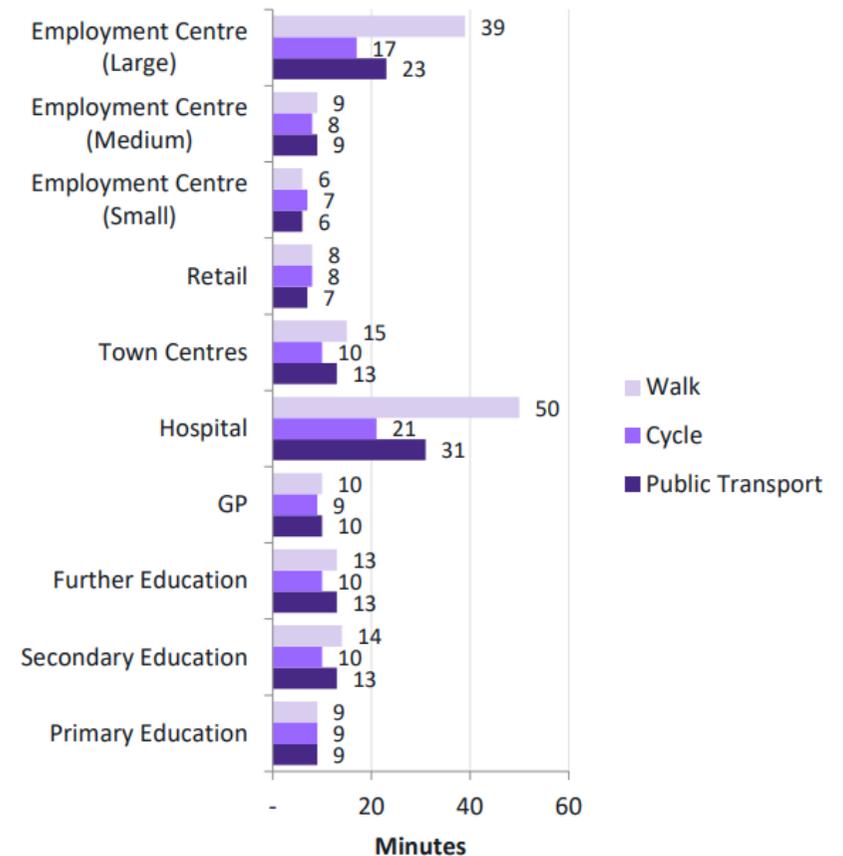
## Travel times to key services

➤ Average journey times to key services in Harrow were greatest for hospitals and large employment centres as of 2019.

Maximum journey times to hospitals for Harrow residents were 90 minutes by walking, 33 minutes by bike and 44 minutes by public transport. Maximum journey times to large employment centres were 82 minutes by walking, 30 minutes by cycling and 36 minutes for public transport.

Shortest maximum journey times were for retail, small employment centres and primary education.

Figure 25: Average journey times to key services in Harrow



Source: DfT Journey Time Statistics (2019)

# Vibrant Communities and Transport for All

## How are we responding to these trends?

How the Borough looks today and the challenges and opportunities for Harrow to change are the foundation for establishing what the Borough can look like in the future. We recognise the role of transport in providing access to key services, employment and education, as well as leisure activities. Barriers to accessibility, either in service provision or environmental design, can exclude or hinder some groups from accessing services and opportunities; this is something that needs to be addressed.

To visualise how an inclusive and accessible transport network will look like for Harrow, this Strategy identifies key outcomes for this Priority. To help us achieve these outcomes, there are a range of measures the Council are committed to delivering. These measures are on the ground improvements to the accessibility of the built environment and information provision across our road network and at public transport facilities and services.

For each outcome we have identified a range of measures, which form part of an Action Plan 2 on the next page.

## What does success look like?

We have developed seven outcomes for Priority 4: Ensuring the network is accessible and inclusive. These represent **our building blocks for a more accessible, safer and greener borough:**

- A Ensuring streets are free from obstruction and facilitate safe movement
- B Public transport design is accessible and infrastructure is well maintained
- C Increased active travel infrastructure, connections and supporting facilities
- D Public realm and key destinations are easy to navigate and accommodate all users
- E Reduced conflict between buses, cycle lanes, parking and pedestrians
- F Increased on-demand transport to facilitate door-to-door travel
- G New transport proposals consider the needs of all users

# Vibrant Communities and Transport for All

Measures	Delivery Timescales			Indicative costs		Delivery Lead	
	Short	Medium	Long	Capital	Operating		
<b>Priority 3: Maintaining vibrant town centres and communities</b>							
<b>Outcome A: Ensuring future development encourages sustainable travel</b>							
73	Ensure new developments provide a Transport Impact Assessment, Travel Plan, Delivery and Servicing Plan and Construction Logistics Plan to ensure sustainable transport and deliveries are supported	♦	♦	♦	£	£	Harrow Planning Officers
	Ensure new developments adhere to standards for cycle parking, electric vehicle charge point provision, and support delivery of bike, e-bike and e-scooter hire schemes	♦	♦	♦	£	££	Harrow Planning Officers
	Ensure new developments are well served by sustainable and accessible transport that is attractive, reliable and connects to local centres	♦	♦	♦	£	£	Harrow Planning Officers

# Vibrant Communities and Transport for All

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Outcome B: Creating pleasant town centres and streets that reflect users needs</b>						
Enhance the attractiveness of streetscapes in local centres and neighbourhoods	♦	♦		££	££	Harrow Council
Introduce street trees and places to rest in town centres to encourage active travel and contribute to a pleasant environment	♦	♦		££	££	Harrow Council
Ensure all new transport plans and schemes are co-designed with local community groups, schools and businesses	♦	♦	♦	£	£	Harrow Planning Officers

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# Vibrant Communities and Transport for All

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Outcome C: Providing publicly available information on travel and health benefits</b>						
75 Develop and deliver campaigns in schools, hospitals and to major employers on the benefits of active travel including mental and physical health	♦	♦		£	£	Harrow Council
Utilise public and online resources in Harrow to provide and signpost to sources information promoting use of sustainable transport and public health information	♦	♦	♦	£	£	Harrow Council
Introduce wayfinding and easy navigation for pedestrians and cyclists in town centres and surrounding neighbourhoods	♦	♦		££	££	Harrow Council

# Vibrant Communities and Transport for All

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Outcome D: Efficient movement of goods and services to people and businesses</b>						
76 Review all aspects of deliveries, servicing, loading/unloading and freight movement in town centres, and consider impact on all other modes of transport	♦	♦		££	££	Harrow Council
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	♦	♦		££	££	Harrow Council
Produce and publish a map setting out key information in respect of restrictions on lorry movements within the Borough	♦	♦		££	££	Harrow Council
Work with partners to develop a freight heat map enabling the Borough to be better informed about the parking and loading needs	♦	♦	♦	££	££	Harrow Council

# Vibrant Communities and Transport for All

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Priority 4: Ensuring the network is accessible and inclusive</b>						
<b>Outcome A: Ensuring streets are free from obstruction and facilitate safe movement</b>						
Remove unnecessary street clutter which reduces space for pedestrians (including wheelchairs, mobility scooters and push chairs)	♦			££	££	Harrow Council
<b>Outcome B: Public transport design is accessible and infrastructure is well maintained</b>						
Ensure all bus stops and their design are accessible	♦	♦	♦	££	££	Transport for London
Maintain bus stops including the shelter, provision of lighting, seating and up-to-date timetable information	♦	♦	♦	££	££	Transport for London
Ensure all bus drivers are trained to a high standard around issues of customer communication, accessibility and safety	♦	♦	♦	£	££	Transport for London

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# Vibrant Communities and Transport for All

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Develop and deliver a comprehensive maintenance strategy for the following: cycleways, walkways and pavements, other public realm, wayfinding and street lighting	♦	♦		££	££	Harrow Council
87 Work with TfL to expand Legible London throughout the Harrow Opportunity Area and into more areas in Harrow such as Stanmore and Headstone Lane	♦	♦	♦	££	££	Transport for London
<b>Outcome C: Increased active travel infrastructure, connections and encouraging facilities</b>						
Improve on-street cycle parking facilities across the Borough.	♦	♦	♦	£££	££	Harrow Council
Improve off-street cycle parking facilities at key service locations such as stations, business parks, hospitals and local centres	♦	♦	♦	£££	££	Harrow Council

# Vibrant Communities and Transport for All

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Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Improve off-street cycle parking facilities at key service locations such as stations, business parks, hospitals and local centres	♦	♦	♦	£££	££	Harrow Council
Review opportunities to repurpose unoccupied retail space in local centres for cycle parking	♦	♦		£££	££	Harrow Council
Investigate supporting facilities for cyclists (showers, changing rooms, lockers, repair stations) at stations, business parks, hospitals and local centres	♦	♦	♦	££	££	Harrow Council
Provide more cycle hangers or cycle parking facilities in residential streets and town centres	♦	♦	♦	£££	££	Harrow Council

# Vibrant Communities and Transport for All

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Outcome D: Public realm and key destinations are easy to navigate and accommodate all users</b>						
Improve taxi rank availability and capacity, including rationalising parking near stations and local centres to increase taxi rank capacity and implementing virtual taxi ranks at stations and local centres	♦	♦		££	£	Harrow Council
Review prioritised parking for 'Blue Badge' holders in areas of high demand (e.g. at rail stations) and ensure the bays are located in convenient and accessible locations where possible whilst continuing to tackle blue badge fraud	♦	♦		£	£	Harrow Council
Support the expansion of the Harrow Shopmobility (charity) services and their opening hours	♦			£	£	Harrow Council
Ensure convenient car parking for people with disabilities is considered in the development of all parking schemes.	♦	♦		£	£	Harrow Council

08

# Vibrant Communities and Transport for All

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Ensure adequate provision of blue badge parking is available in all town centres	♦	♦		£	£	Harrow Council
<b>Outcome E: Reduced conflict between bus, cycle lanes and parking and pedestrians</b>						
Remove hail and ride sections of the bus network	♦	♦		£££	££	Transport for London
Better enforce the parking ban on bus lanes	♦	♦		£	£	Transport for London
<b>Outcome F: Increased on demand transport to facilitate door – door travel</b>						
Maintain and improve the London Council's Taxicard scheme (door-door transport service for disabled users)	♦	♦		££	£	Harrow Council

101

# Vibrant Communities and Transport for All

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Continue to work in partnership with TfL to improve Dial-A-Ride (demand responsive transport) service provision and availability across the Borough	♦	♦		££	££	Transport for London
<b>Outcome G: New transport proposals consider the needs of all users</b>						
Ensure convenient access for walking, cycling and public transport be required in the design and layout of all new development	♦	♦		££	££	Harrow Planning Officers
Engage with Harrow Association of Disabled People and other disability organisations on any new transport proposals/schemes to address a range of accessibility issues	♦	♦		£	£	Harrow Council
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	♦	♦	♦	♦		Harrow Planning Officers

Ambition 3

# Greener Travel Options

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LONDON BOROUGH OF  
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# Greener Travel Options

## Priority 5: Encouraging sustainable, low carbon travel for people, goods and services

5

### Why do we need this Priority?

This priority is the crux of this Transport Strategy, and the Council recognise sustainable transport options need to offer an attractive alternative to the private car and minimise the negative impacts of freight traffic. The Council is committed to tackling the local climate emergency and recognise that people's travel choices are an opportunity for change that will help the Borough work towards carbon neutrality as soon as possible. To deliver the vision, we need to maximise the opportunities for low carbon travel for movements across Harrow.

This priority recognises that public transport, walking and cycling are low carbon enablers of sustainable growth. Harrow is an outer London borough with high private car ownership and thus a need to shift this behaviour in the direction of sustainable modes. The Council need to focus on investing in low carbon infrastructure to ensure these options are attractive for users to consider choosing as alternatives to their private car.



**Objective:** Transport in Harrow will encourage travel by non-car modes that are low carbon, support sustainable growth and have a reduced environmental footprint.

# Greener Travel Options

## What do we know about the current situation and possible trends?

### Mode shares

The uptake of sustainable modes in Harrow has been lower than the London average according to London Travel Demand Survey (LTDS) data (2017-2020).

➤ Between 2019 and 2021, 48% of residents in Harrow used private vehicles as their main mode of transport, compared to 35% in London as a whole.

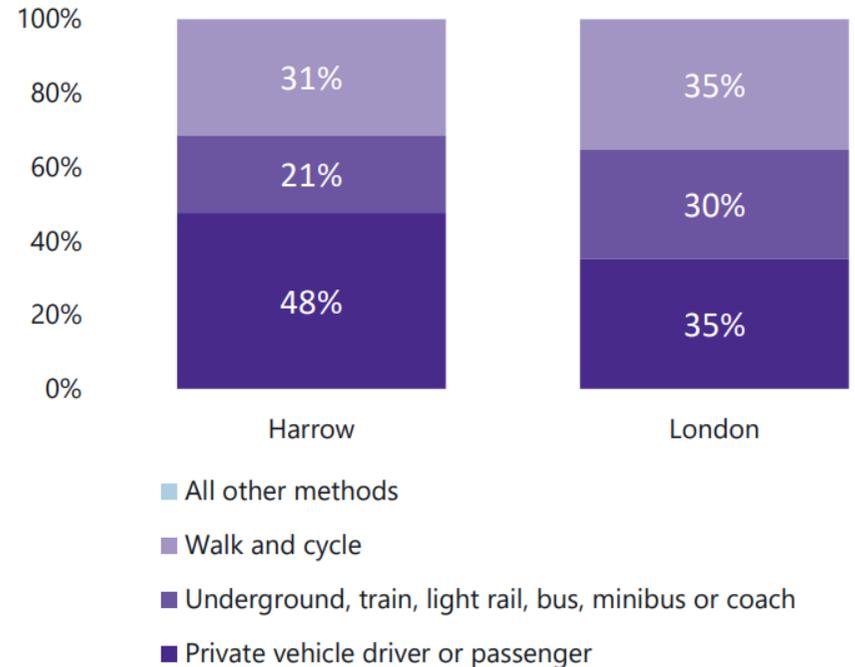
Likewise, only 21% of residents used public transport and 31% engaged in active travel as their main mode.

Car and motorcycle mode share is higher in Harrow (46.4%) than the outer London average (43.9%).

However, London Underground and walking mode shares are higher than the outer London average which indicates propensity to shift trips from the private car to more sustainable modes.

In Harrow, 28.7% of trips are walked and 0.8% of trips are cycled when looking at percentages of trips by main mode across a 7-day week. This compares to 27.6% walked and 1.4% cycled in Outer London.

Figure 26: Main mode of travel in Harrow and London



Source: LTDS (2017-2020)

In comparison, 34% of residents in Ealing and 26% in Hillingdon used active travel as their main mode, while 26% in Ealing and 18% in Hillingdon used public transport (LTDS 2017 – 2020).

# Greener Travel Options

## What do we know about the current situation and possible trends?

### Sustainable mode share in Harrow

According to the 2023 Healthy Streets Scorecard for Harrow, the Borough's sustainable mode share included 24% of residents using public transport, 23% walking and 1% cycling.

➤ Almost 34% of adults walk at least 5 times per week, and 1.4% of adults cycle at least 5 times per week.

This low cycling uptake means this Strategy and a range of measures are needed to encourage use of this mode.

➤ In Harrow, there are 104 cars registered per 100 households.

This is slightly lower than Hillingdon (109 cars), but notably higher than neighbouring Ealing (79 cars) and Brent (70 cars) (HSS, 2023).

Transport is the single highest category of emissions for the average Harrow resident. Of the 108,000 Harrow vehicles registered with the DVLA in 2022, cars represent 92% (Harrow draft Climate and Nature Strategy 2023).

Further insights that highlight the need for change:

Currently, **25% of the borough's roads are under a 20mph speed limit**, compared to 56% of roads on average in Greater London.

In Harrow, **27% of roads are covered by Controlled Parking Zones (CPZ)**, compared to 48% on average in Greater London.

Schemes in the style of **low traffic neighbourhoods cover 13% of the borough**, compared to 26% on average in Greater London.

The insights highlight the links between public health, active travel and enabling people to switch from cars to public transport, walking and cycling instead.

The uptake of low carbon modes is dependent on how safe areas feel and the dominance of traffic and parking, and this Strategy proposes measures to change this.

# Greener Travel Options

## How are we responding to these trends?

How the Borough looks today and the challenges and opportunities has led to the prioritisation of an action plan to achieve the vision. We recognise that sustainable modes of travel need to be attractive and appealing for people to make these greener choices. For a greener future, it is people, goods and services that need to be sustainable.

To visualise what greener travel options will look like for Harrow, this Strategy identifies key outcomes for this Priority. To help us achieve these outcomes, there are a range of measures the Council are committed to delivering. These measures include both physical improvements to the provision of sustainable travel modes, designed to give Harrow's residents greater choice when travelling, as well as incentives for residents and businesses to adopt low carbon, sustainable modes for more of their journeys.

## What does success look like?

We have developed four outcomes for Priority 5: Encouraging sustainable, low carbon travel for people, goods and services. These represent **our building blocks for a more accessible, safer and greener borough:**



Increased electrification of vehicles and buses



Sustainable movement and co-ordination of deliveries



Increase upskilling for servicing of electric vehicles



Improved public transport, active travel and micro-mobility infrastructure and priority

For each outcome we have identified a range of measures, which form part of an Action Plan at the end of this Ambition chapter.

# Greener Travel Options

## Priority 6: Decarbonising transport and raising awareness of the climate emergency

6

### Why do we need this Priority?

The Council is committed to meeting the challenge of climate change and ensuring that improvements to transport infrastructure and behaviour change can encourage more sustainable travel and reduce reliance on private vehicles. To reduce carbon emissions from transport and infrastructure in the Borough, we know that more walking, cycling and use of public transport is needed.

Increasing awareness of the climate emergency will accelerate the Borough's pathway to achieving a net zero carbon transport system as soon as possible. By reducing emissions from vehicles, the embedded carbon from infrastructure and supporting greater use of sustainable transport there is potential to achieve these goals. This priority is essential to address the Borough's contribution to global warming and improve the toxic air quality that is damaging to health. The increased provision of electric vehicle infrastructure, review of parking provision in combination with opportunities for car clubs and sharing will help to lower reliance on private car.



**Objective:** Transport in Harrow will support the borough's effort around decarbonisation and adaptation to climate change, the network will be climate-resilient.

# Greener Travel Options

## What do we know about the current situation and possible trends?

### Harrow's emission trends

For the Borough, around 30% of all direct greenhouse gas emissions are from transport (Harrow draft Climate and Nature Strategy, 2023).

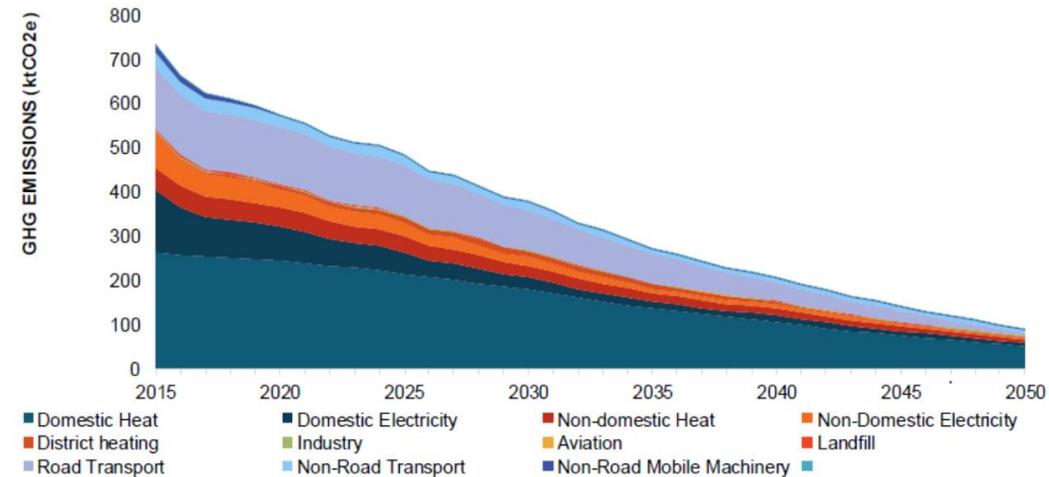
➔ The Borough's carbon emissions in 2015 were 770 kt CO<sub>2</sub>e\*, representing 2.4% of London's emissions. As shown in Figure 25 there is significant progress to make between now and 2050.

Emissions will need to be reduced by over 30% from 2015 levels by 2025 and almost 90% by 2050, to meet London-wide decarbonisation ambitions. This is shown in Figure 25.

Harrow's draft Climate and Nature Strategy (2023) focuses on what green mobility can deliver to help reduce our reliance on fossil fuel vehicles and take action to address the current climate crisis. The action plan details improvements that are in line with the measures proposed for this Priority area, including:

- Avoiding unnecessary travel, improving active travel and public transport and promotion sustainable last mile deliveries.

Figure 27: Past and projected GHG emissions for Harrow



Source: Climate change strategy (2019)

\*kt CO<sub>2</sub>e = kilotons of carbon dioxide emissions

# Greener Travel Options

## What do we know about the current situation and possible trends?

Advancements in electric vehicle charging

➤ As of summer 2023, Harrow has 30 existing residential and commercial EV charging points.

In July 2023, the Borough procured an additional 225 charging points to be installed across Harrow on lamp columns, predominantly on residential roads, to allow owners of hybrid/electric cars to charge their vehicle.

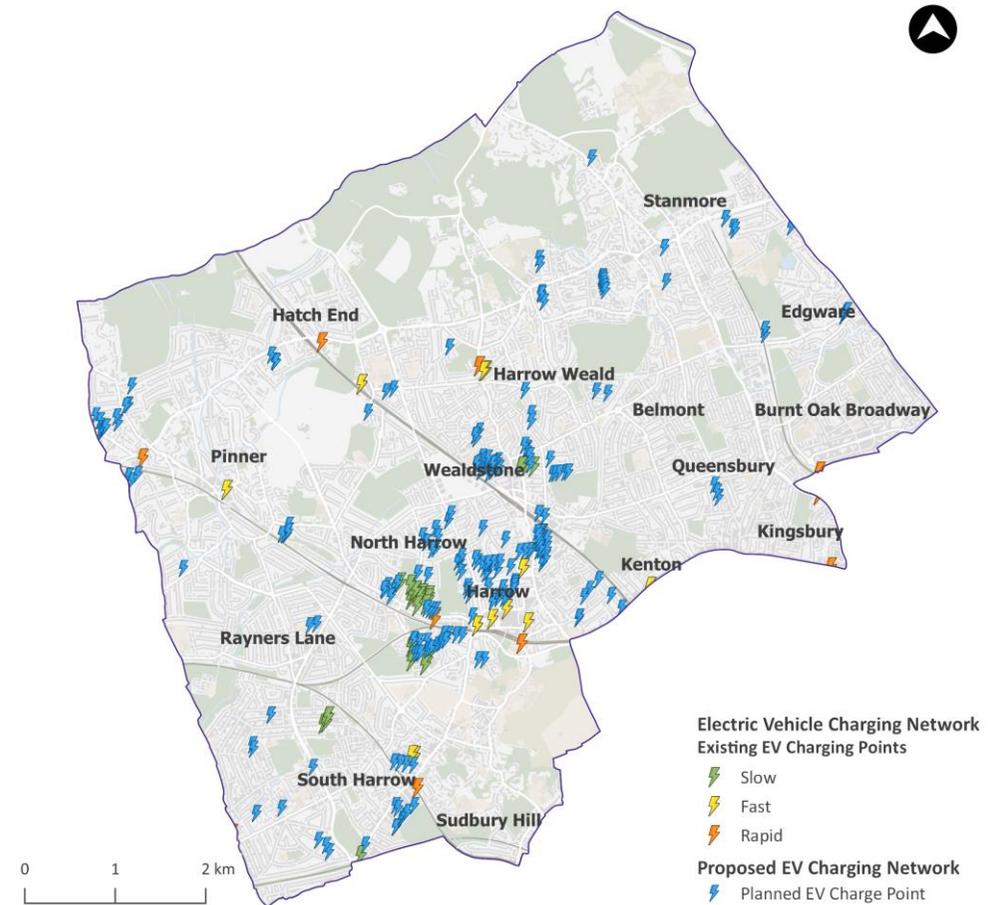
06

➤ Harrow is expanding its EV council fleet, and currently operates 16 electric vans

In October 2020, Harrow introduced an emissions-based parking permit scheme for residents, designed to incentivise the shift to low emission vehicles.

Figure 26 opposite shows the existing network of existing electric vehicle charging points, the majority of which are clustered in Harrow. The proposed network includes charging points spread across the Borough, to encourage travel by electric vehicles.

Figure 28: Electric Vehicle charging network in Harrow



Source: Harrow Borough data (2023)

# Greener Travel Options

## How are we responding to these trends?

How the Borough looks today and the challenges and opportunities has led to the prioritisation of an action plan to achieve the vision. We recognise that we need to act urgently to decarbonise transport and slow down the impacts of climate change. The continued roll out of electric vehicles will help to reduce road-based emissions. This in combination with a growing awareness of the population to how sustainable and active travel can reduce carbon, improve health and air quality is needed.

To visualise what decarbonising transport and increasing awareness of the climate emergency looks like for Harrow, this Strategy identifies key outcomes for this Priority. To help us achieve these outcomes, there are a range of measures the Council are committed to delivering. These include measures to increase the climate resilience of our existing transport network assets, as well as initiatives to help drive decreases in carbon emissions and support behavioural change.

## What does success look like?

We have developed four outcomes for Priority 6: Decarbonising transport and raising awareness of the climate emergency. These represent **our building blocks for a more accessible, safer and greener borough:**



Increased deliveries and servicing by sustainable modes



Increased resilience to the impacts of climate change



Reduced emissions and improved air quality in neighbourhoods and local centres



Increased awareness of how to manage and respond to the climate emergency

For each outcome we have identified a range of measures, which form part of an Action Plan 3 at the end of this chapter.

## Priority 7: Enhancing the environment and biodiversity

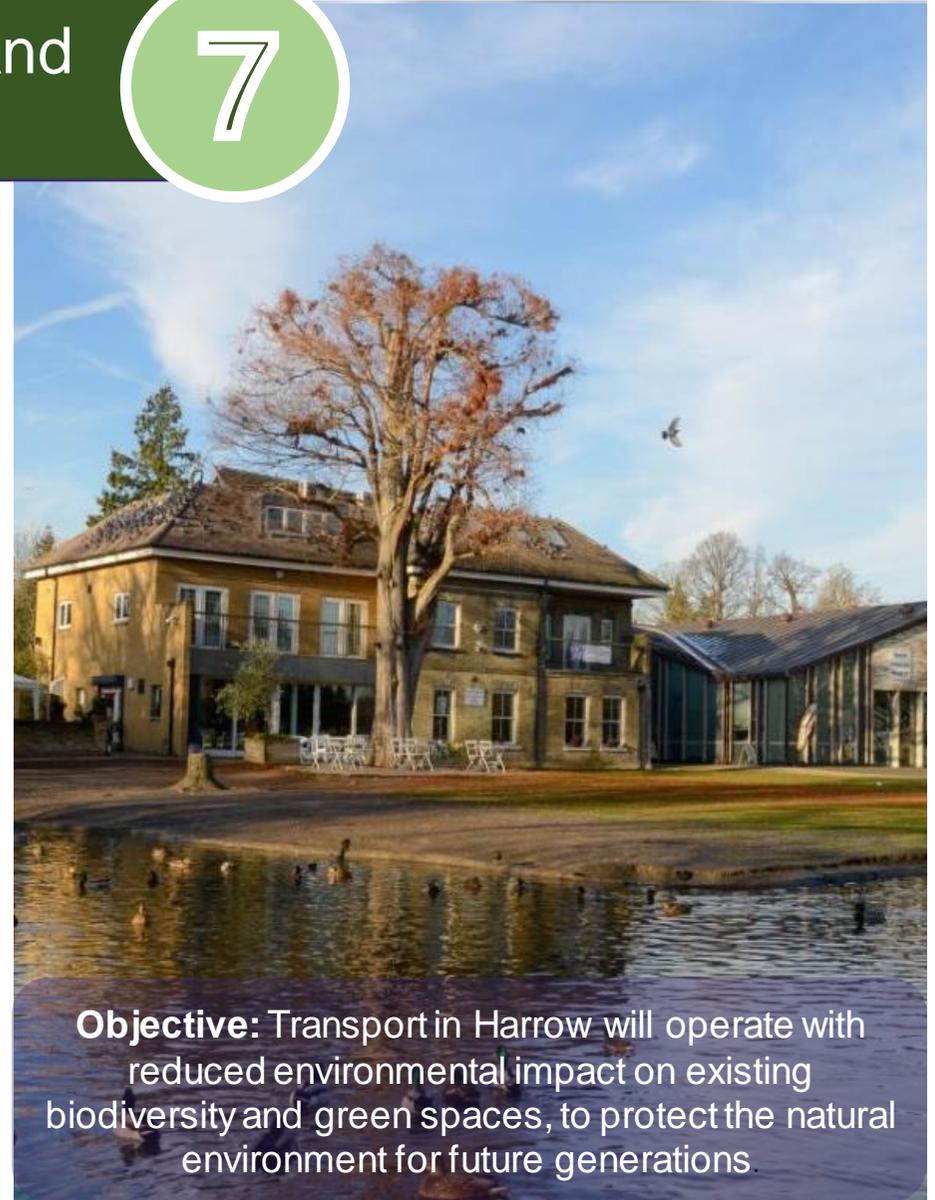
7

### Why do we need this Priority?

Protecting our natural environment is integral to ensuring that the borough is a green, vibrant and pleasant place to live, work and visit. New and existing transport projects can harm species and divide habitats, or they can act as facilitators of biodiversity and connect chains of green spaces together. Harrow should work to ensure that the latter becomes the reality for our transport network.

Diverse green spaces provide perfect opportunities for residents to engage in active lifestyles, and for communities to come together and enjoy the Borough's natural environment. Our road networks can become greener, with more street trees and pocket parks, while Harrow's rail alignments can provide vital biodiversity corridors between our sites of natural importance.

We need this Priority to ensure we can protect these natural spaces for the enjoyment of future generations.



**Objective:** Transport in Harrow will operate with reduced environmental impact on existing biodiversity and green spaces, to protect the natural environment for future generations.

# Greener Travel Options

## What do we know about the current situation and possible trends?

### Green spaces

Harrow's green spaces are spread all across the borough and include everything from local community parks to woodlands and sites of importance for natural conservation.

➤ As shown in Figure 27, Harrow residents are within a 10-minute walk of their nearest local green space.

Good proximity to green spaces provides opportunities for encouraging residents and visitors to make better use of them, including by engaging in active lifestyles, walking and cycling. However these spaces need to be connected to each other and to key destinations of employment, education and leisure.

When green spaces are enhanced with good lighting, walkways and areas where residents can linger and engage in activities, they can become important connections in Harrow's existing walking and cycling networks that are safe and pleasant to use.

Figure 29: Green spaces in Harrow



Source: Ordnance Survey (2021)

# Greener Travel Options

## What do we know about the current situation and possible trends?

### Biodiversity in Harrow

The current Biodiversity Action Plan (2015) identifies the idea of 'ecosystem services' as the value of biodiversity's contribution to all areas of our lives, from aiding climate change efforts to providing benefits for health and the local economy.

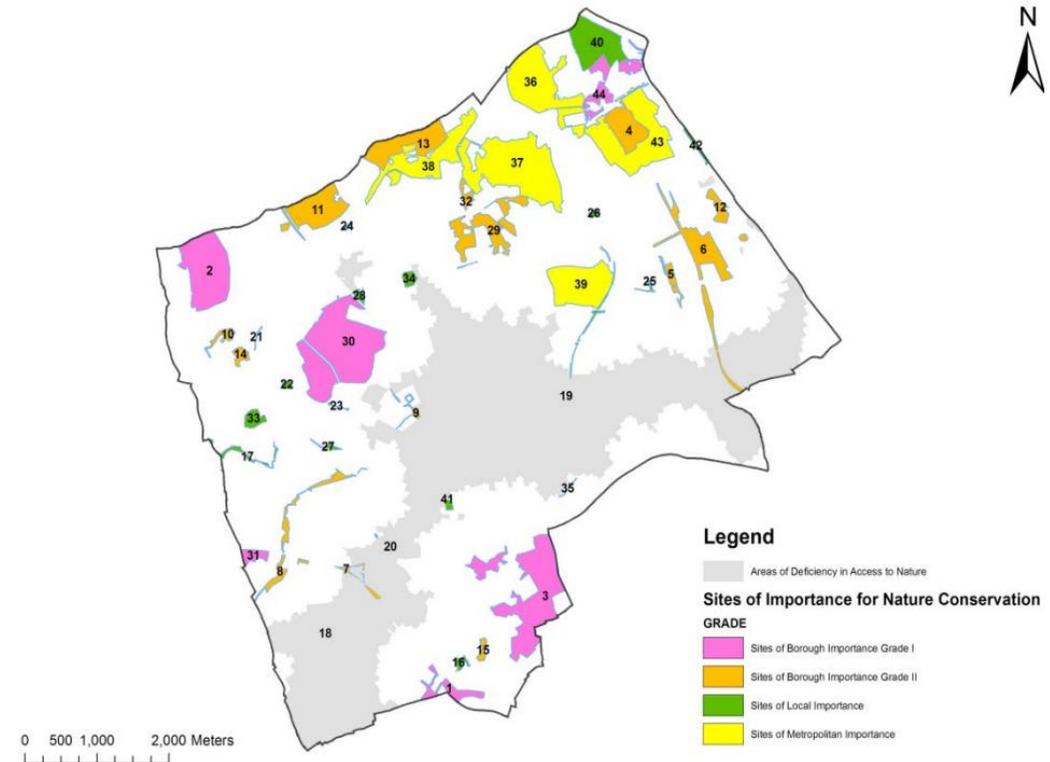
Harrow protects biodiversity and its associated benefits through a range of sites of importance for nature conservation. These are focused mainly to the north and south of the Borough, leaving a gap in connectivity between these areas.

46

➔ As of 2015, Harrow only had 139 hectares of land designated as Local Nature Reserves.

There is an opportunity to make use of existing transport routes and alignments as biodiversity corridors through the borough in order to bridge the gap between existing areas of natural importance. This would allow biodiversity benefits to be felt more widely across Harrow.

Figure 30: Sites of importance for nature conservation



Source: Harrow Biodiversity Action Plan (2015)

# Greener Travel Options

## How are we responding to these trends?

How the Borough looks today and the challenges and opportunities has led to the prioritisation of an action plan to achieve the vision. We recognise the importance of maintaining Harrow's biodiversity and the value that our green spaces provide for our communities and local economy. We must ensure that new development and transport infrastructure does not encroach on and compromise existing natural and green spaces.

95 To visualise what vibrant green spaces and enhanced biodiversity will look like in Harrow, this Strategy identifies key outcomes for this Priority. To help us achieve these outcomes, there are a range of measures the Council are committed to delivering. These include measures to leverage existing transport infrastructure as a means to improve biodiversity in the borough, from greening existing assets to repurposing old railways and waterways. Additionally, we propose investment and sustainable management of the borough's existing green spaces.

## What does success look like?

We have developed three outcomes for Priority 7: Enhancing the environment and biodiversity. These represent **our building blocks for a more accessible, safer and greener borough:**

-  Increased consideration of green infrastructure for new developments and rail assets
-  Increased biodiversity protection and sustainable management
-  Increased investment in green spaces and environmentally friendly initiatives

For each outcome we have identified a range of measures, which form part of Action Plan 3 on the next page.

# Greener Travel Options

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Priority 5: Encouraging sustainable, low carbon travel for people, goods and services</b>						
<b>Outcome A: Increased electrification of vehicles and buses</b>						
96 All buses operating in the Borough to be zero emission	♦	♦		£££	££	Transport for London
All Council fleet vehicles to be zero emission by 2035	♦	♦		££	££	Harrow Council
Trial electric van hire for businesses, focusing on industrial and business estates and local centres	♦	♦		£	£	Harrow Council
Encourage switching to electric vehicles, provide information on charging and promote schemes to purchase EVs	♦	♦	♦	£	£	Harrow Council

# Greener Travel Options

	Measures	Delivery Timescales			Indicative costs		Delivery Lead
		Short	Medium	Long	Capital	Operating	
96	Implement off-street electric vehicle charge points in council-owned car parks and working with private car park operators	♦	♦		££	££	Harrow Council
	Increase the provision of parking for micro-mobility solutions	♦	♦	♦	££	££	Harrow Council
	Improve the placement and quality of existing electric vehicle charge points (e.g. charging speeds)	♦	♦		££	££	Harrow Council
	Expand the electric vehicle charging infrastructure in the Borough	♦	♦	♦	££	££	Harrow Council
<b>Outcome B: Sustainable movement and co-ordination of deliveries</b>							
	Develop a co-ordinated freight delivery plan for Wealdstone Town Centre, with a view to implementing Borough wide	♦	♦		£	£	Harrow Council

# Greener Travel Options

86

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Deliver attractive, healthy, accessible and safe neighbourhoods for people to encourage sustainable transport initiatives, including improvements to bus capacity	♦	♦		£	£	Harrow Council
Assess the demand for a transport hub to consolidate business deliveries, and transfer goods to electric fleet or e-cargo bicycles	♦	♦		£	£	Harrow Council
<b>Outcome C: Increase upskilling for servicing of electric vehicles</b>						
Further upskill local mechanics to support local businesses, making Harrow a centre of excellence for ULEV servicing and maintenance and boosting the local economy	♦	♦		££	££	Harrow Council

# Greener Travel Options

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Outcome D: Improved public transport, active travel and micro-mobility infrastructure and priority</b>						
60 Improve transport infrastructure to support more walking and cycling in line with the Mayor's Healthy Streets approach	♦	♦		££	££	Harrow Council
Introduce bus priority, including bus lanes and junction/signalling measures (e.g. signal priority and bus gates), to improve the attractiveness of sustainable public transport	♦	♦		££££	£££	Transport for London
Prioritise sustainable travel when developing the Council's own land to include robust transport assessments	♦	♦		£	£	Harrow Council
Work with West London Alliance and TfL to improve bus links between Harrow and other neighbouring boroughs.	♦	♦		£££	£££	Harrow Council

# Greener Travel Options

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Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Priority 6: Decarbonising transport and raising awareness of the climate emergency</b>						
<b>Outcome A: Increased deliveries and servicing by sustainable modes</b>						
Develop sustainable delivery, servicing and travel plans	♦	♦		£	£	Harrow Council
<b>Outcome B: Increased resilience to the impacts of climate change</b>						
Improve flood mitigation measures around rail stations and local centres, particularly as extreme weather events are due to be more common with climate change	♦	♦	♦	££	£	Harrow Council
<b>Outcome C: Reduced emissions and improved air quality in neighbourhoods and local centres</b>						
Increase provision of car clubs and car hire schemes across the Borough	♦	♦		££	££	Harrow Council

# Greener Travel Options

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Develop and deliver anti-idling initiatives via the Mayors Air Quality Fund initiative	♦	♦		££	£	Harrow Council
<b>Outcome D: Increased awareness of how to manage and respond to the climate emergency</b>						
In relation to procurement, enforce Social Value Benefits of contracts with Council, specifically in relation to addressing the climate emergency	♦	♦		£	£	Harrow Council
Deliver behaviour change campaigns and develop travel plans with schools, businesses and other organisations	♦	♦		£	£	Harrow Council

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# Greener Travel Options

2021

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Increase the amount of Schools with accredited Travel Plans using TfL's Sustainable Travel: Active Responsible Safe (STARS) programme	♦	♦		£	£	Harrow Council
Embed the sustainability and eco literacy agenda into the school curriculum, including effective engagement with governing bodies	♦	♦		£	£	Harrow Council
Support campaigns in schools and workplaces that increase awareness of the climate emergency	♦	♦		£	£	Harrow Council

# Greener Travel Options

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Priority 7: Enhancing the environment and biodiversity</b>						
<b>Outcome A: Increased consideration of green infrastructure for new developments and rail assets</b>						
103 Develop design principles for new developments that will ensure reduced severance of wildlife habitats and contribute to biodiversity net gain	♦	♦	♦	££	££	Harrow Council
Enhance drainage through repurposing linear green infrastructure such as verges and embankments along roads, railways and waterways	♦	♦	♦	££	££	Harrow Council

# Greener Travel Options

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Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
“Green” rail assets within the Borough, including station buildings and trackside vegetation	♦	♦		££	££	Network Rail
Introduce planting and tree canopy in the public realm	♦	♦		££	££	Harrow Council
Install bat bricks or tubes in the public realm and built environment and new developments	♦	♦	♦	££	££	Harrow Council
Encourage the provision of green/brown roofs, native tree planting and soft landscaping in new developments	♦	♦	♦	££	££	Harrow Council
<b>Outcome B: Increased biodiversity protection and sustainable management</b>						
Improve biodiversity within the public realm	♦	♦	♦	££	££	Harrow Council

# Greener Travel Options

105

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Increase street tree cover by planting native species of tree or wildlife attracting non-native species and review street tree maintenance	♦	♦		££	££	Harrow Council
Deliver on opportunities to reduce severance between green spaces as wildlife habitats and corridors	♦	♦	♦	££	££	Harrow Council
Tree and hedge planting where possible on route corridors to provide a green screen	♦	♦		££	££	Harrow Council
Create biodiversity corridors to connect areas to the north and south utilising the Metropolitan line and West Coast Mainline alignments for green corridors	♦	♦	♦	££	££	Harrow Council
Introduce new rain gardens, additional trees and protect existing grass verges to increase local biodiversity in the Borough	♦	♦		££	££	Harrow Council

# Greener Travel Options

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Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Create surface flood storage areas in parks and open spaces to improve water quality and increase biodiversity	♦	♦	♦	££	££	Harrow Council
Use new polymer modified materials on bus stops where there is heavy static loading and low speed heavy movements for road surfacing to reduce noise, increase durability and the road's lifespan	♦	♦	♦	££	££	Harrow Council
Increase the area of amenity grassland in parks to be managed for biodiversity through management plans	♦	♦	♦	£	£	Harrow Council
Monitor invasive species in line with the London Invasive Species Initiative and manage accordingly	♦	♦	♦	£	£	Harrow Council

# Greener Travel Options

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Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Produce Species Action Plans in line with the Council's Biodiversity Action Plan	♦	♦		£	£	Harrow Council
Review baseline of current biodiversity value of wildlife habitats.	♦	♦		£	£	Harrow Council
Set up and put into action a procedure to ensure that capital/improvement projects in parks and green spaces result in overall biodiversity gain	♦	♦	♦	£	£	Harrow Council
Create new paths, shrub planting, marshy areas, ponds, streams in Harrow green and open spaces	♦	♦		£££	££	Harrow Council

# Greener Travel Options

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Outcome C: Increased investment in green spaces and environmentally friendly initiatives</b>						
Identify and map potential new green corridors, link to Harrow Green Grid & All London Green Grid - networks of interlinked, multi-purpose open and green spaces	♦	♦	♦	££	££	Harrow Council
Promote 'Plant a tree' initiatives and other projects to enable residents, through the Borough's extensive network of private gardens	♦	♦	♦	££	££	Harrow Council

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Ambition 4

# Keeping Harrow Moving and Growing

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LONDON BOROUGH OF  
**HARROW**

# Keeping Harrow Moving and Growing

## What do we know about the current situation and possible trends?

### Access to public transport

While Harrow offers a comprehensive public transport network that serves most major centres of employment, there are pockets to the north of the Borough that remain poorly accessible to bus and rail. This is shown by the Public Transport Accessibility Level (PTAL) Index in Figure 29.

➤ The nearest tube station to Royal National Orthopaedic Hospital (RNOH) is a 30-minute walk, and there is one bus route connecting RNOH and Stanmore station

Without improved public transport connections, car users will continue to travel in this way to key destinations.

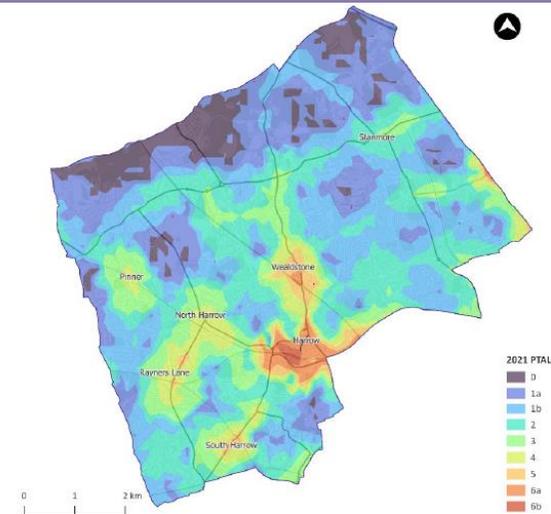
### Industries and workplace earnings

As of 2021, Census data indicates the health sector dominated the largest share of jobs in the Borough. Professional, scientific and technical positions, and education are also popular sectors.

➤ London's gross weekly pay was 22% higher in 2022 for full-time workers (Census, 2021)

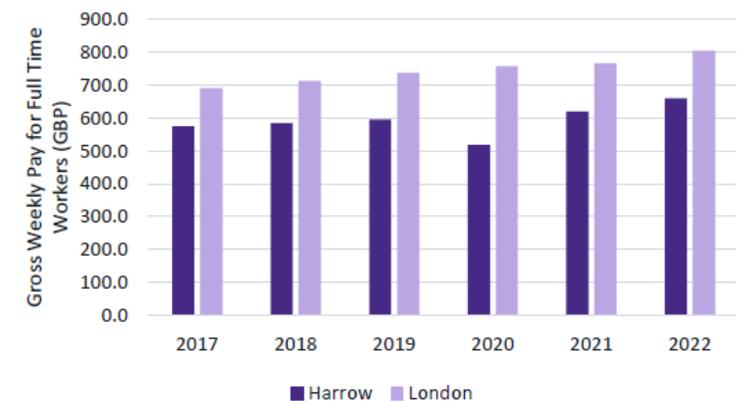
The transport network has a key role in reducing inequality by enabling access to employment opportunities. If workers are incentivised to seek jobs outside of the Borough (Figure 31) commuting requires a reliable, frequent and well-connected public transport network.

Figure 31: Public Transport Accessibility Levels in Harrow



Source: Transport for London (2021)

Figure 32: Change in grossly weekly pay for Harrow and London average



Source: Census 2021

# Keeping Harrow Moving and Growing

## Priority 8: Reducing inequality and support local and sustainable economic growth

8

### Why do we need this Priority?

Transport networks drive the economy by connecting people to jobs, goods to businesses and businesses to consumers. The borough should ensure that all residents and businesses have access to the services, skills and markets necessary for individuals to take up new jobs, for employers to recruit the workers they need, and for businesses to receive and deliver their goods and services effectively.

This priority is needed to help boost economic growth by connecting people and goods with jobs, businesses and consumers in more comprehensive ways, to bring about benefits across the entire borough. This means consideration of the economic and physical barriers that enable or constraint people and freight to move through the transport network.



**Objective:** Transport in Harrow will connect individuals to opportunities and goods to consumers. The network will support the electric vehicle transition to a greener future.

# Keeping Harrow Moving and Growing

## Employment and areas for growth

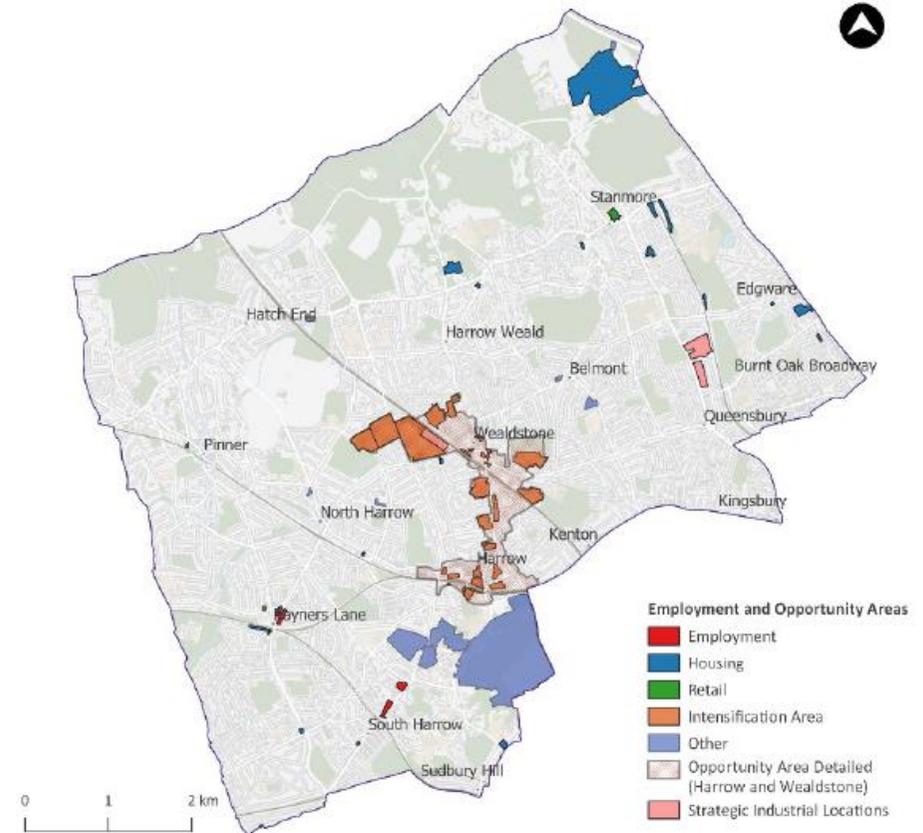
Key opportunity areas for future employment and housing growth are shown in the figure opposite.

Areas of intensification are focused primarily along the corridor between Harrow-on-the-Hill and Harrow and Wealdstone town centres.

The Harrow and Wealdstone Opportunity Area (OA) as identified in the Mayor's London Plan (2021) has potential for 5,000 new homes and 1,000 new jobs by 2041.

This OA was designated in 2016 and is part of the Highspeed 2/Thameslink Growth Corridor. Significant new housing and employment growth will need to be accommodated by sustainable transport access and an improvement in PTAL. This will help the Borough to keep moving in the future, and for employment opportunities to be available to residents living across or outside Harrow.

Figure 33: Employment and Opportunity areas in Harrow



Source: Harrow Council (2023)

# Keeping Harrow Moving and Growing

## How are we responding to these trends?

How the Borough looks today and the challenges and opportunities for Harrow to change are the foundation for establishing what the Borough can look like in the future. We recognise the role that transport has to play in contributing to healthier day to day lifestyles. However, safety is often a barrier to walking, cycling and public transport, which needs to be addressed.

To visualise what healthy lives and safer streets will look like for Harrow, this Strategy identifies key outcomes for this Priority. To help us achieve these outcomes, there are a range of measures the Council are committed to delivering. These measures will include improvements to the active and public transport networks to improve access to key services and opportunities, engagement with community groups, and support for increasing employment opportunities.

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## What does success look like?

We have developed five outcomes for Priority 8: Reducing inequality and support local and sustainable economic growth. Enhancing the environment and biodiversity. These represent **our building blocks for a more accessible, safer and greener borough:**

-  A More equitable access by public transport to key destinations
-  B Creating high quality and better connected sustainable travel network
-  C Increased prioritisation for pedestrians and cyclists in line with the user hierarchy
-  D Increased engagement with diverse community groups
-  E Increase opportunities for employment and training generated from transport infrastructure programmes

For each outcome we have identified a range of measures, which form part of Action Plan 4 at the end of this chapter.

# Keeping Harrow Moving and Growing

## What do we know about the current situation and possible trends?

The Covid-19 pandemic created new shifts for businesses and residents, in particular a huge demand and reliance on digital technology and reliable broadband connection.

Harrow is committed to encouraging and facilitating the deployment of full fibre broadband and mobile phone (4G&5G) infrastructure in the borough. The Council's Digital Infrastructure Strategy (2020) and Economic Strategy (2023) both support the objective that

“Everyone has a quality, energy efficient a digitally-enabled home in a thriving community”.

➔ In April 2022, Openreach the broadband provider announced a plan to install Full Fibre to 36 new locations across the UK, including a large part of the rest of Harrow between April 2022 and April 2025.

To connect communities, Harrow's Economic Strategy sets out objectives to improve digital infrastructure and advance digital inclusion. This will enable flexible lifestyles and ensure that residents can access journey planning tools such as maps and live travel information.

Figure 34: Key objectives of Harrow's Economic Strategy (2023)

Objectives		
Short-term 1 year	Improving digital infrastructure	Advancing digital inclusion
	Commence the roll out of full fibre broadband across the Council's social housing stock.	Ensure people can get access to internet through libraries and community buildings.
Medium-term 2-4 years	Work with providers to deliver the digital connectivity programme for the availability of 4G or 5G in town centres across the borough.	Improve access to good connectivity, basic digital skills and for residents to have access to devices, through a family learning approach.
Long-term 4+ years	Ensure that all businesses, social housing and private rented properties in the borough have access to full fibre broadband or 5G and all new developments have full fibre installed.	Deliver a revised digital skills programme to reflect changes in functional skills of the community.

# Keeping Harrow Moving and Growing

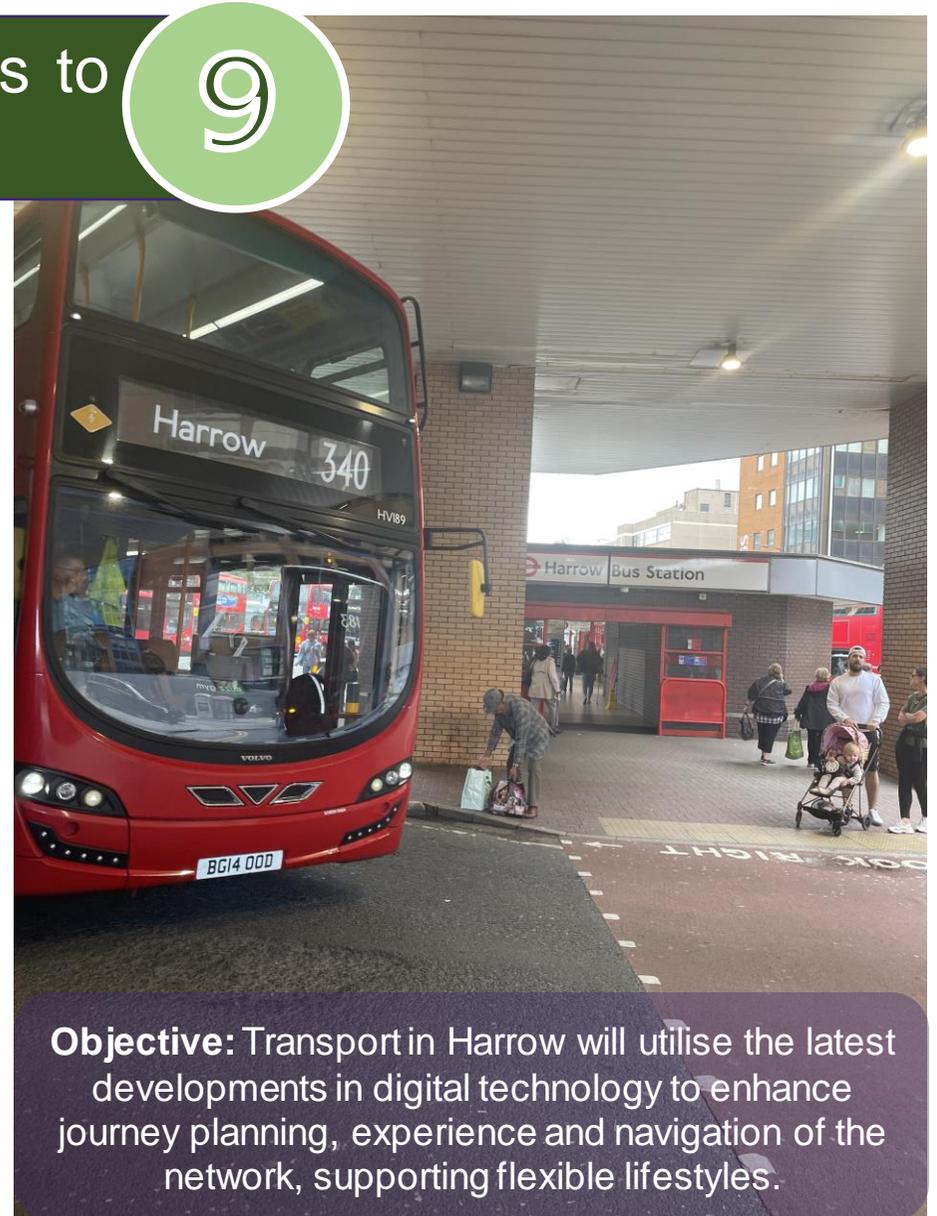
## Priority 9: Optimising digital technologies to facilitate seamless trips

9

### Why do we need this Priority?

This priority is about the role that technology has to play in encouraging sustainable travel, maximising opportunities for transportation hubs that enable seamless transfer from one mode to the next. How technology can make the Borough's transport network safer, more sustainable and efficient will be explored. Technology and web-based tools have an increasing role in encouraging users to make sustainable travel choices, tailored to the needs of individual customers. This in combination with digital infrastructure such as broadband and 5G technology provide opportunities for Harrow to grow their integrated transport offer, making it easy to travel by and transfer between multiple modes.

The Council recognise the Covid-19 pandemic created new cultural shifts for businesses and residents, in particular there is now a huge demand and reliance for digital technology and good broadband connection. This supports home working and the change in travel demand patterns post pandemic.



**Objective:** Transport in Harrow will utilise the latest developments in digital technology to enhance journey planning, experience and navigation of the network, supporting flexible lifestyles.

# Keeping Harrow Moving and Growing

## Transportation hubs

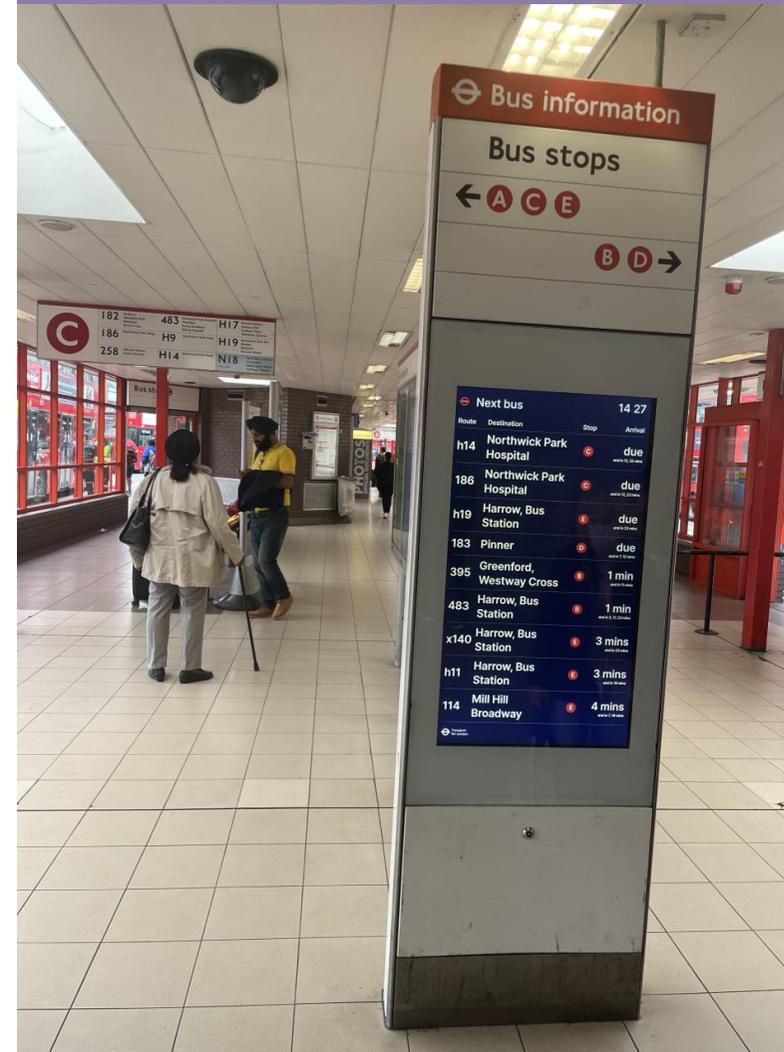
The DLUHC funding to regenerate Harrow Town Centre presents an opportunity to create a seamless multi-modal transportation hub using the already existing Harrow bus station.

Integration of transport services between bus, rail, tube, and active travel would enhance connectivity and enable a seamless transition from one sustainable mode of transport to the next. There is the potential to build on the real time public transport information that already exists in the bus station (shown in Figure 32), with information on walking, cycling, rail connections, onward journey planning and wayfinding.

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➤ *“Imagine a revitalised Harrow Town Centre, teeming with vibrant energy and a state-of-the-art transportation facility. A redesigned bus station could offer improved amenities and enhanced connectivity, catering to the needs of today’s tech-savvy commuters. Imagine comfortable waiting areas, equipped with charging stations for smartphones and tablets, providing a seamless blend of convenience and connectivity” (Harrow Online, 2023)*

Figure 35: Real Time Passenger Information at Harrow Bus Station



# Keeping Harrow Moving and Growing

## How are we responding to these trends?

How the Borough looks today and the challenges and opportunities for Harrow to change are the foundation for establishing what the Borough can look like in the future. We recognise that transport will need to evolve to keep pace with technological advancements and growth in the Borough. Making the most of existing and future technologies will enable us to leverage the efficiencies and conveniences that it provides, making journeys more seamless.

To visualise what a cutting-edge transport system will look like in Harrow, this Strategy identifies key outcomes for this Priority. To help us achieve these outcomes, there are a range of measures the Council are committed to delivering. These measures will include improvements to real time information provision and increasing digitalisation of parking management in the borough.

## What does success look like?

We have developed four outcomes for Priority 9: Optimising digital infrastructure to facilitate seamless trips. These represent **our building blocks for a more accessible, safer and greener borough:**



Improved data connectivity in town centres



Increased use of digital technology and systems across transport networks and parking management



Seamless journeys enhanced by updated transport information



Increased fibre connectivity for homes and businesses

For each outcome we have identified a range of measures, which form part of an Action Plan 4 on the next page.

# Keeping Harrow Moving and Growing

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Priority 8: Reducing inequality and supporting local and sustainable economic growth</b>						
<b>Outcome A: More equitable access by public transport to key destinations</b>						
New and extended bus routes to better serve underserved corridors and destinations	♦	♦		£££	££	Transport for London
Work with TfL to progress towards delivery of step-free access to all rail and tube stations in the borough		♦	♦	£££	£	Transport for London
<b>Outcome B: Creating high quality and better connected sustainable travel network</b>						
Extend bus operating hours to better serve the evening economy, local centres/business parks/hospitals with high-levels of shift work, and all-night Underground services	♦	♦		£££	££	Transport for London
Increasing the frequency of existing bus services across the Borough	♦	♦		£££	££	Transport for London

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# Keeping Harrow Moving and Growing

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Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Reviewing key gaps in the cycle network and opportunities to connect these by extending existing cycle routes and new routes	♦	♦		£	£	Harrow Council
<p>Improve public transport accessibility to north and east of Stanmore which host major employers such as the Royal National Orthopaedic Hospital (RNOH), the Aspire Leisure Centre and North London Collegiate School.</p> <ul style="list-style-type: none"> <li>- Improve interchange between Stanmore Station and bus services to the RNOH</li> <li>- Work with RNOH to enhance the free courtesy vehicle between the tube station and the Hospital to be more accessible</li> <li>- Work with TfL to extend the operational hours of services to RNOH</li> </ul>	♦	♦	♦	£££	££	Harrow Council

# Keeping Harrow Moving and Growing

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Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Use Section 106 Planning Agreements to secure developer contributions towards the costs of improving the travel demand generated by developments, through improvements to sustainable travel and installing parking controls	♦	♦	♦	£	£	Harrow Council
<b>Outcome C: Increased prioritisation for pedestrians and cyclists in line with the user hierarchy</b>						
Increase pedestrian priority in local centres where appropriate.	♦	♦	♦	£££	£££	Harrow Council
<b>Outcome D: Increased engagement with diverse community groups</b>						
More and better engagement with different ethnic and religious groups to better understand how user perceptions of active travel and public transport vary	♦	♦	♦	£	£	Harrow Council

# Keeping Harrow Moving and Growing

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Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Introduce measures and programmes to encourage persons from BAME and other statistically cycling adverse groups to take up cycling and to cycle more often	♦	♦	♦	£	£	Harrow Council
<b>Outcome E: Increase opportunities for employment and training generated from transport infrastructure programmes</b>						
Maximise training, apprenticeship and employment opportunities on all schemes to ensure residents benefit from the economic opportunities generated by transport infrastructure programmes	♦	♦	♦	££	££	Harrow Council
Support businesses and other employers to work together to better coordinate, retime and green 'last mile' delivery services	♦	♦		£	£	Harrow Council

# Keeping Harrow Moving and Growing

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Priority 9: Optimising digital technologies to facilitate seamless trips</b>						
<b>Outcome A: Improved data connectivity in town centres</b>						
Provide Real Time Passenger Information (RTPI) systems at bus stops, rail stations, shopping centres and hospitals	♦	♦		£££	££	Transport for London
<b>Outcome B: Increased use of digital technology and systems across networks and management of parking</b>						
Explore the use of Transport for London journey planning app to plan journeys and help identify whether the app can be better promoted	♦	♦		£	£	Transport for London
Educational programmes to help "digitally excluded residents" understand the digital transport infrastructure, to mitigate social exclusion	♦	♦	♦	££	£	Harrow Council
Encourage businesses to trade online and develop their digital capability, which in turn will help reduce the need for travel	♦	♦	♦	£	£	Harrow Council

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# Keeping Harrow Moving and Growing

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Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
Develop entry, conversion and higher-level learning and work placements that support the green and digital economies	♦	♦	♦	££	££	Harrow Council
<b>Outcome C: Seamless journeys enhanced by updated transport information</b>						
Enhancements to existing real time information to improve integration between bus, rail and tube services in Harrow	♦	♦	♦	£££	££	Harrow Council
Trial Mobility as a Service (MaaS) options across the Borough	♦	♦	♦	££	££	Harrow Council
Introduce travel hubs throughout the Borough to better integrate public transport and active travel	♦	♦	♦	££	££	Harrow Council

# Keeping Harrow Moving and Growing

Measures	Delivery Timescales			Indicative costs		Delivery Lead
	Short	Medium	Long	Capital	Operating	
<b>Outcome D: Increased fibre connectivity for homes and businesses</b>						
Work with providers to deliver the digital connectivity programme for the availability of 4G or 5G in town centres across the Borough, in line with Harrow's Digital Strategy	♦	♦	♦	£	£	Harrow Council
Ensure that all businesses, social housing and private rented properties in the Borough have access to full fibre broadband or 5G and all new developments have full fibre installed	♦	♦	♦	£	£	Harrow Council

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Chapter Five

# Making it Happen

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LONDON BOROUGH OF  
**HARROW**

# Making it Happen

## Taking the Strategy forward

This Transport Strategy sets the vision, objectives, priorities and proposals to steer investment in our transport infrastructure and services. The Strategy proposes action plans for each of the four ambition areas that need frequent attention in order to deliver the vision. Effective collaboration and partnership working between different departments of the Council, as well as with businesses, employers, schools and Transport for London is required. Importantly the people of Harrow will be consulted and engaged with on new transport proposals that affect their everyday experience.

The action plans of this Strategy will be taken forwards to the next and fourth Local Implementation Plan (LIP) that will take be developed in 2024. This LIP will focus on the delivery of measures up to 2027.

The Strategy will be managed by the Council, with the delivery of measures carried out by the various delivery partners. Regular reviews of progress will be undertaken to ensure the Strategy is on track to deliver the future vision for Harrow.

## Funding the Strategy

To deliver the measures in this Strategy requires funding from various sources. At this stage the funding for individual measures is subject to availability, but is expected to come from Transport for London, the Council, developer contributions and other external sources. A review of funding sources will form part of the monitoring process for this Strategy.



# Making it Happen

## Future monitoring and review

Future monitoring and review of the Long Term Transport Strategy will be undertaken by the Highways team at Harrow Council every three to four years. Each action plan related to the four key ambitions of this Strategy will be reviewed, in particular the delivery status of each measure.

It is important that the review of this document reflects the Council's Cabinet cycles and any change in political direction. External impacts on the strategy including any change in legislation and climate change will have an influence on the Strategy and its delivery.

The Council's draft Climate and Nature Strategy 2023-30 will be reviewed on an annual basis, and progress towards the delivery of the green mobility action plan in particular will be reviewed as part of the Transport Strategy review.





## Council Contact Information

Harrow Council  
Forward Drive  
HA3 8FL

**steer**



LONDON BOROUGH OF  
**HARROW**

# Harrow Long Term Transport Strategy: Equality Impact Assessment (EqIA)

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# Harrow Long Term Transport Strategy: Equality Impact Assessment (EqIA)

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Prepared by:

Steer  
14-21 Rushworth Street  
London SE1 0RB

+44 20 7910 5000  
www.steergroup.com

Prepared for:

London Borough of Harrow  
Harrow Council  
Forward Drive  
Harrow HA3 8FL

24531701

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# 1 Introduction

## Background

- 1.1 This Equality Impact Assessment (EqIA) relates to the London Borough of Harrow's (LB Harrow) Long Term Transport Strategy (LTTS). An EqIA is a process designed to ensure that a policy, project, or scheme does not unlawfully discriminate against any protected characteristic as defined by the Equality Act 2010.
- 1.2 The LTTS sets the future vision for a more accessible, safer, and greener transport system, where travel is designed and integrated around communities, and drives long-term sustainable growth. The Borough aims to make the public transport and active travel networks attractive alternatives to private vehicles, while facilitating the transition to zero-emission electric vehicles. LB Harrow looks to make transport infrastructure resilient to climate change and secure the borough's status as an attractive place to live, work and visit. LB Harrow is committed to working in partnership to deliver this strategy for all residents, workers, and visitors.
- 1.3 The Harrow LTTS acts to bridge the gap between the London-wide policy priorities of the Mayor's Transport Strategy (2018) and the Harrow Local Implementation Plan (2019), by providing local-level vision and direction for how transport will serve the Borough now and in the future.

## Approach to the Equality Impact Assessment

- 1.4 This EqIA has been assessed based on the assumption that the LTTS delivers on its vision and the 9 key priority areas presented below:

### Vision Statement

*"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."*

1.5 There are nine key priority areas underpinning the Vision for Harrow's transport network, listed below:

- **Priority 1 – Enabling healthy lifestyles for residents, workers, and visitors:** Transport in Harrow will enable people to access key destinations, green spaces, and leisure facilities by sustainable travel options, encouraging active travel choices where possible.
- **Priority 2 – Ensuring communities feel safe making journeys:** Transport in Harrow *will* feel safe to use and people will feel comfortable making journeys by sustainable modes at any time of day.
- **Priority 3 – Maintaining vibrant town centres and communities:** Transport in Harrow *will* play a key role in bringing together local people, local businesses and cultures, injecting vibrancy into town centres and neighbourhoods.
- **Priority 4 – Ensuring the network is accessible and inclusive:** *Transport in Harrow will* provide accessibility to opportunities, services, and leisure for all. The system will support independent travel for people of all ages and abilities.
- **Priority 5 – Encouraging sustainable, low carbon travel for people, goods and services:** Transport in Harrow will encourage travel by non-car modes that are low carbon, support sustainable growth and have a reduced environmental footprint.
- **Priority 6 – Decarbonising transport and raising awareness of the climate emergency:** Transport in Harrow will support the borough's effort around decarbonisation and adaptation to climate change, the network will be climate-resilient.
- **Priority 7 – Enhancing the environment and biodiversity:** Transport in Harrow will operate with reduced environmental impact on existing biodiversity and green spaces, to protect the natural environment for future generations.
- **Priority 8 – Reducing inequality and supporting local and sustainable economic growth:** Transport in Harrow will connect individuals to opportunities and goods to consumers. The network will support the electric vehicle transition to a greener future.
- **Priority 9 – Optimising digital technologies to facilitate seamless trips:** Transport in Harrow will utilise the latest developments in digital technology to enhance journey planning, experience and navigation of the network, supporting flexible lifestyles.

#### Expected outcomes

1.6 The LTTS presents specific outcomes for each priority area, which act as building blocks for a more accessible, safer, and greener borough. These have been used the basis for developing an overarching outcome statement linked to each Priority. Outcome statements are assumptions for what will happen if Priorities are achieved. These outcomes are presented below:

- **Outcome 1 – Healthy lifestyles for residents, workers, and visitors:** The transport network will be of high quality; reliable, accessible, and easy-to-use, to enable better quality of life. The network will be legible for all, with improved access to green infrastructure and cleaner air.
- **Outcome 2 – Communities feel safe when making journeys:** Streets, neighbourhoods and journeys will feel safer as a result of reduced volumes and speeds of motor traffic, and better provision of active travel infrastructure. People will have access to cycle training and information, giving them the skills and confidence to cycle.
- **Outcome 3 – Vibrant town centres and communities:** Pleasant town centres and streets will reflect the needs of users, while delivering the efficient movement of goods and services to people and businesses. Future development will be designed to enable and encourage sustainable travel.

- **Outcome 4 – An accessible and inclusive network:** Streets and transport networks will be more accessible and facilitate safer movement for all users. Pedestrian areas will be free from obstruction, allowing unimpeded access for all user types and public transport will be step-free wherever possible. The public realm will accommodate all users and new transport proposals will consider the needs of all.
- **Outcome 5 – Sustainable, low carbon travel for people, goods, and services:** Public transport, active travel and micro-mobility infrastructure will be improved and prioritised. Passenger, goods, and servicing vehicles will become electrified, and deliveries will be coordinated to improve sustainability.
- **Outcome 6 – Decarbonised transport and awareness of the climate emergency:** Residents and businesses will have wider and more easily accessible options for using decarbonised transport, as well as increased awareness of how to respond to the climate emergency through campaigns and programmes. Transport infrastructure will be designed to withstand extreme weather where possible.
- **Outcome 7 – Enhanced environment and biodiversity:** Increased protection of biodiversity, sustainable management, and increased investment into green spaces will make the borough a nicer place to live, work and visit, while maximising the benefits of a biodiverse ecosystem.
- **Outcome 8 – Reduced inequality and local, sustainable economic growth:** A better connected sustainable transport network will provide more equitable access to key destinations and services. Improvements to the transport network will make it easier to move around the borough and across London, increasing opportunities for employment and training.
- **Outcome 9 – Digital technologies facilitate seamless journeys:** Increased use of digital technology and systems across transport networks will enable more seamless journeys. Residents and businesses will benefit from improved internet connectivity at home and in town centres.

## 2 Scoping

- 2.1 A scoping exercise has been undertaken to identify whether the LB Harrow LTTS will have a disproportionate impact on groups of people who share one or more protected characteristic. This assessment considers both potential positive and negative impacts, and, where possible, provides evidence to explain why this group might be particularly affected.
- 2.2 'Disproportionate impact' means that groups of people who share a protected characteristic (e.g., people of a particular age, people of a particular gender, or people from a particular race and religion) will be significantly more affected by the change than other groups.
- 2.3 Protected characteristics are specific aspects of a person's identity defined by the Equality Act 2010. The 'protection' relates to protection from discrimination. The law defines nine protected characteristics:
- Age
  - Disability
  - Gender reassignment
  - Marriage and civil partnership
  - Pregnancy and maternity
  - Race
  - Religion or belief
  - Sex
  - Sexual orientation
- 2.4 The LB Harrow LTTS outlines a range of transport-related policies that are aimed at improving safety, air pollution, health, and economic outcomes in Harrow. These will predominantly impact people's movement and experience of streets and spaces.
- 2.5 It is not considered that the 'marriage and civil partnership' or 'religion and belief' protected characteristics have a significant intersection with movement and space. As such, they have not been included in the baseline data or the detailed analysis of equality impacts that follows.
- 2.6 A summary of scoping exercise is presented within Table 2.1.

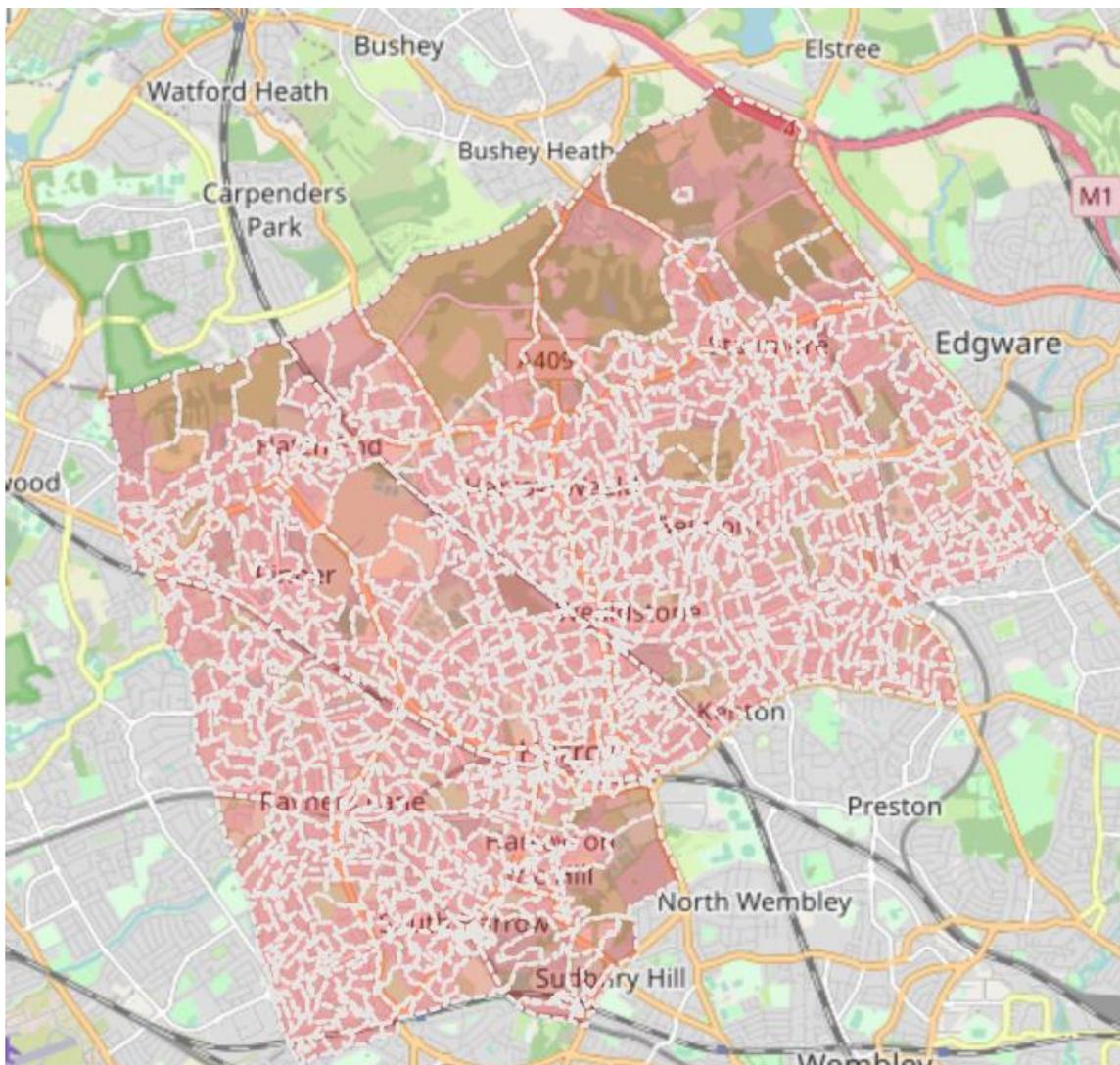
Table 2.1: Protected characteristics scoping

Protected Characteristic	Disproportionate impact unlikely	Disproportionate impact likely	Commentary
<b>Age</b> - people in particular age groups (particularly over 65s and under 16s)		✓	There is likely to be a disproportionate impact which this EqIA will investigate. A person's ability to use the transport network can be shaped by age and age-related health conditions.
<b>Disability</b> - people who have physical, sensory, intellectual, or mental health impairment(s)		✓	There is likely to be a disproportionate impact which this EqIA will investigate. A person's use of the transport network can be shaped by certain impairments.
<b>Pregnancy and maternity</b> – those who are pregnant or caring for new-borns		✓	There is likely to be a disproportionate impact which this EqIA will investigate. A person's use of the transport network can be shaped by pregnancy and parental care.
<b>Gender reassignment</b> - people who are intending to undergo, are undergoing, or have undergone a process or part of a process of gender reassignment		✓	There is likely to be a disproportionate impact which this EqIA will investigate.
<b>Marriage or civil partnership</b> – people who are married or within civil partnerships	✓		People who are married or within civil partnerships are unlikely to be disproportionately impacted by the scheme.
<b>Race</b> - people of a particular race or ethnicity (including refugees, asylum seekers, migrants, gypsies and travellers)		✓	There is likely to be a disproportionate impact which this EqIA will investigate. Use of the transport network and/or occupation may differ depending on ethnicity.
<b>Religion or belief</b> - people of particular faiths and beliefs	✓		The religion or belief that people follow is unlikely to result in being disproportionately impacted by the scheme.
<b>Sex</b> – whether people are male or female		✓	There is likely to be a disproportionate impact which this EqIA will investigate. Use of the transport network and/or occupation may differ depending on sex.
<b>Sexual orientation</b> – whether a person's sexual orientation is towards the same sex, a different sex, or both.		✓	There is likely to be a disproportionate effect which this EqIA will investigate.

## 3 Data Sources

3.1 For the purpose of this assessment, information has been gathered about protected characteristics for all Harrow Census Output Areas as well as London as a whole. The Census Output Areas that are included in Harrow are shown below in Figure 3.1. London has been included in the assessment to provide greater context to the data for residents living in Harrow.

Figure 3.1: Surveyed Census Output Areas within Harrow



Source: Census 2021

### **Data sources and limitations**

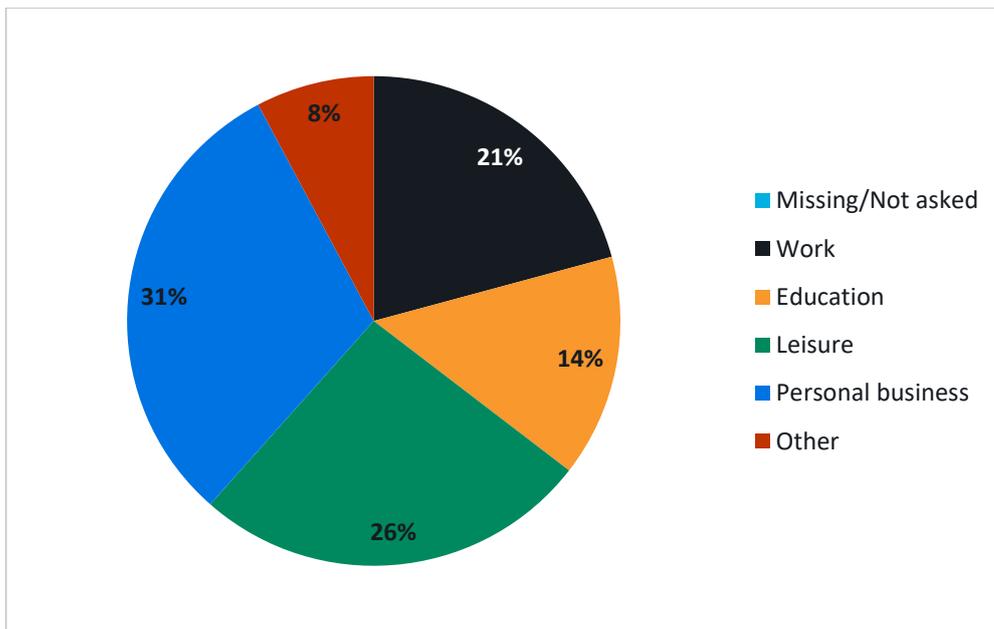
- 3.2 London Travel Demand Survey (LTDS) and Census data are the two primary data sources used throughout this assessment. Supplementary data sources have been used and are referenced throughout. For each protected characteristic, data has been collated and analysed, with comparisons made at borough, regional and national levels, where relevant.
- 3.3 While Census data is a useful tool to understand and compare travel characteristics of an area with another, it does have limitations as following:
- The 2021 dataset provides up-to-date demographic context but lacks accurate insight on travel patterns due to its undertaking on 21<sup>st</sup> March 2021, where a larger proportion of workers will have recorded working mostly or at home, compared to the date of which this EqIA was prepared.
- 3.4 LTDS data provides granular data within Harrow, however it is not wholly representative of the wider population as it is calculated using sample sets and subsequently scaled up.

## 4 Baseline Evidence

### Demographics

- 4.1 The population of Harrow was recorded at 261,300 residents in 2021, which is forecast to increase to 283,900 by 2041, representing an 8.6 per cent increase.
- 4.2 Data from the LTDS has been analysed to understand differences in travel patterns for various trip purposes. Figure 4.1 shows the most common trip purposes for trips ending in Harrow. Almost a third (31 per cent) of trips were done for personal business, a further quarter (26 per cent) for leisure, and just over a fifth for work (21 per cent). 14 per cent of trips were taken for education purposes.

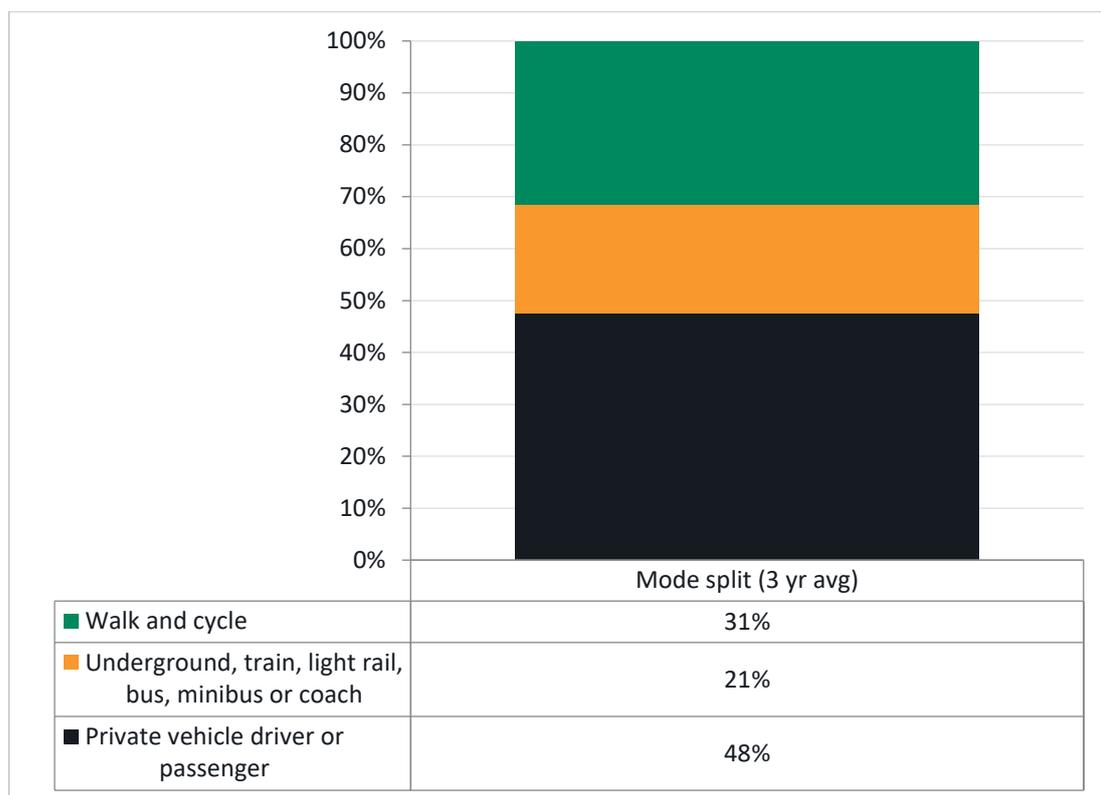
Figure 4.1: Trip purposes in Harrow



Source: LTDS average (2017/18, 2018/19, 2019/20)

- 4.3 LTDS data demonstrates the modal split of trips made for all purposes. Figure 4.2 shows just under half (48 per cent) of trips ending in Harrow were done using a private vehicle. Just under a third (31 per cent) were made using active travel modes. Over a fifth (21 per cent) were done by public transport modes. This is fairly similar to the relative modal split of method of travel to work shown in Figure 4.3.

**Figure 4.2: Mode split of all trips ending in Harrow**

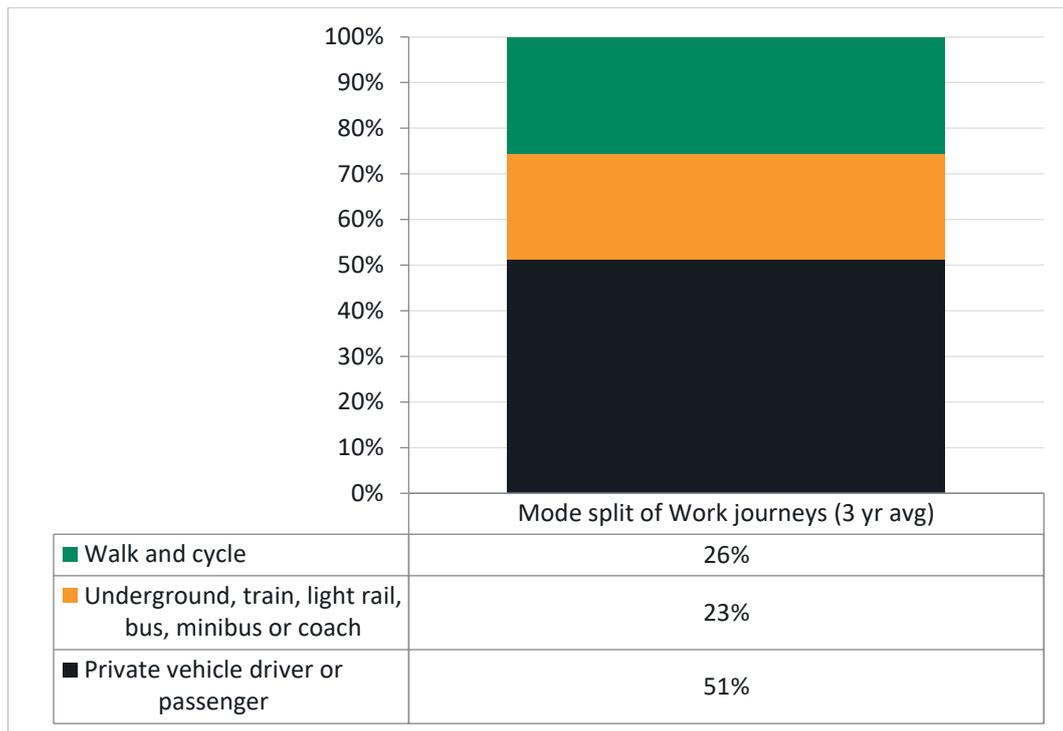


Source: LTDS average (2017/18, 2018/19, 2019/20)

## Workforce

- 4.4 As of 2022, Harrow’s resident workforce was 128,700. The largest industries by employment were Health, Professional, Scientific & Technical, and Education.
- 4.5 The modal split for work-related trips ending in Harrow is presented in Figure 4.3. Work-related trips are more likely to be done by private vehicle (51 per cent) compared to all trip types (48 per cent), and less likely to be done via active travel modes (26 per cent) compared to all trip types (31 per cent).

**Figure 4.3: Mode split of work trips ending in Harrow**



Source: LTDS average (2017/18, 2018/19, 2019/20)

## Age

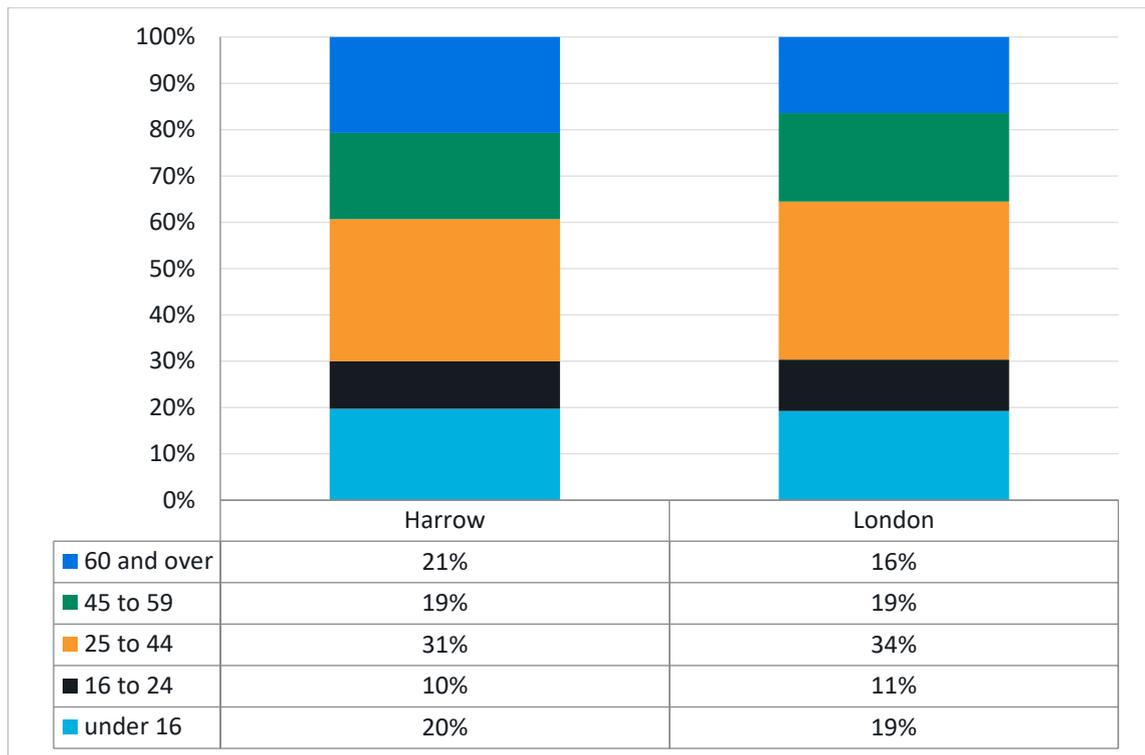
### Definition according to the Equality Act 2010

1. In relation to the protected characteristic of age -
  - a. A reference to a person of a particular age group
  - b. A reference to persons who share a protected characteristic is a reference to persons of the same age group.
2. A reference to an age group is a reference to a group of persons defined by reference to age, whether by reference to a particular age or to a range of ages

### Baseline equalities data

4.6 Figure 4.4 shows the age distribution in Harrow and across London as a whole. The population aged 60 and over is notably higher in Harrow (21 per cent) than in London (16 per cent). The population aged 25-44 is slightly lower in Harrow (31 per cent) than in London (34 per cent). Aside from this, the age distributions are fairly similar.

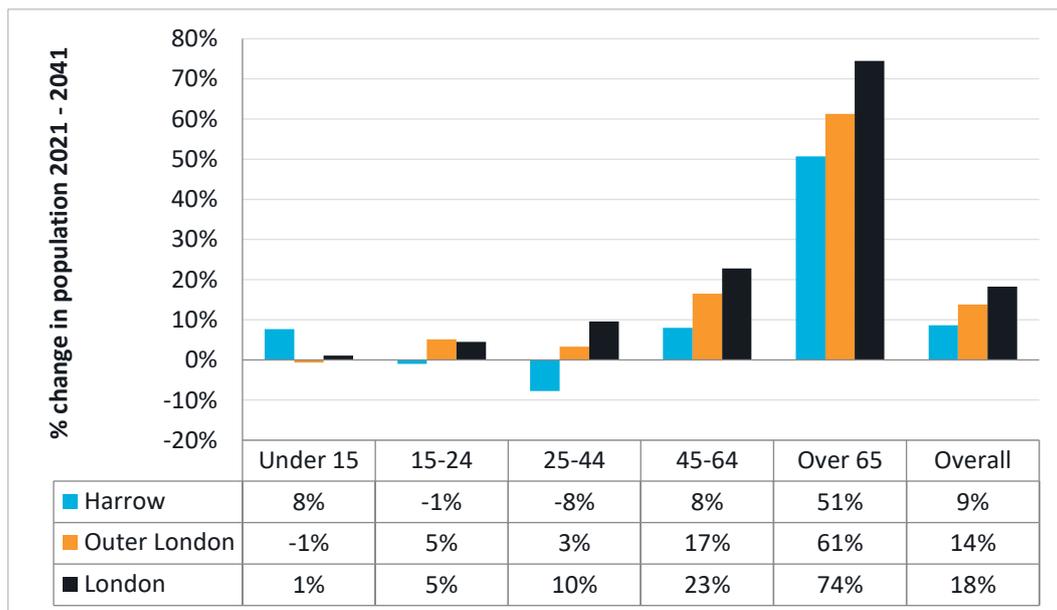
Figure 4.4: Age distribution in Harrow and London



Source: Census 2021

4.7 As shown in Figure 4.5, Harrow is forecast to see lower (but still significant) population age change between 2021 and 2041 than both the rest of Outer London and London as a whole for those aged between 45-64, and those over-65. The population aged under 15 is also forecast to increase by 8 per cent in Harrow compared to virtually no change in both the rest of Outer London and London as a whole. At the same time, the population aged 25-44 is forecast to decline by 8 per cent in Harrow but increase in the other two areas.

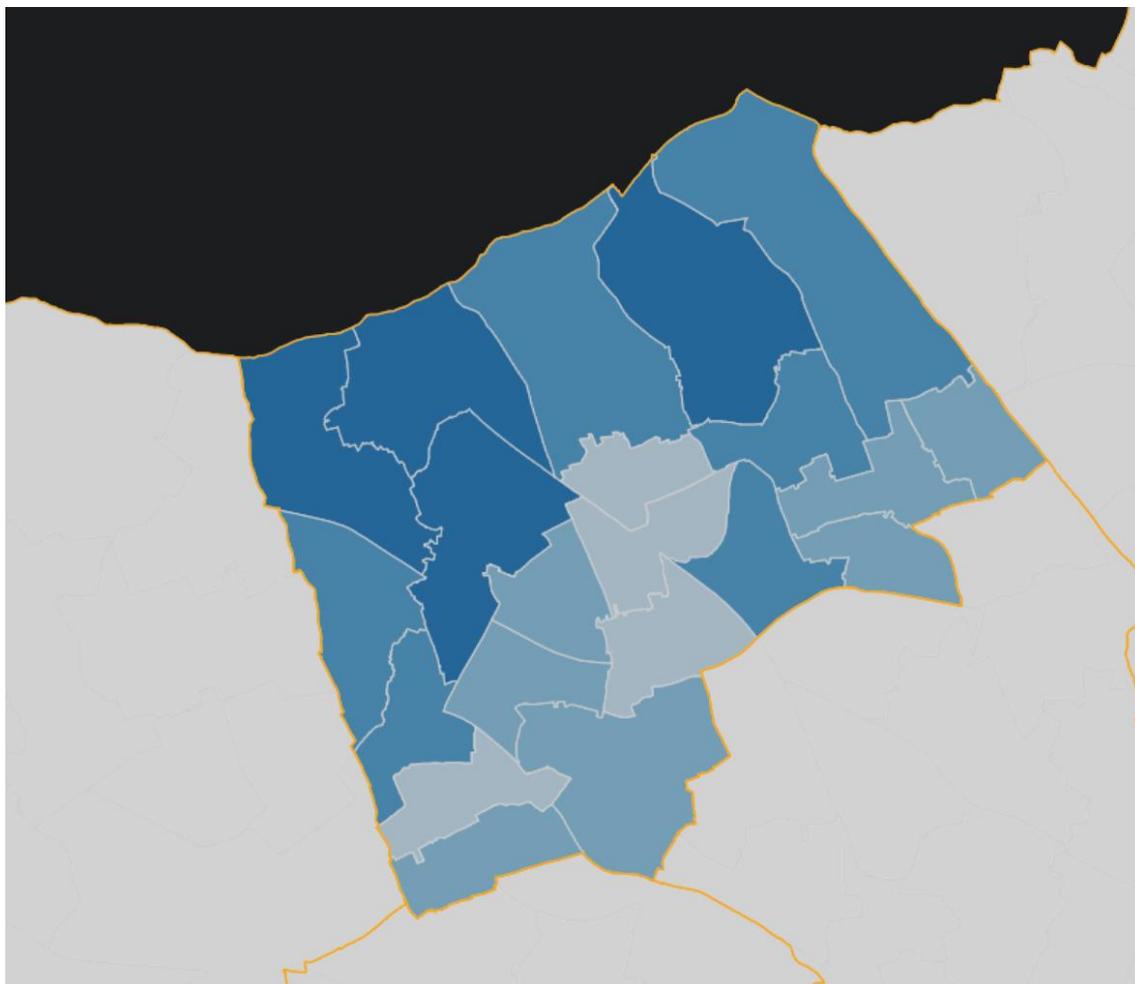
Figure 4.5: Age distribution change (2021 - 2041) across Harrow, Outer London, and London



Source: Census 2021

4.8 Figure 4.6 illustrates the spatial distribution of the mean age across Harrow's wards. It can be observed that, in general, the northern wards average an older population compared to the southern wards with lower mean ages.

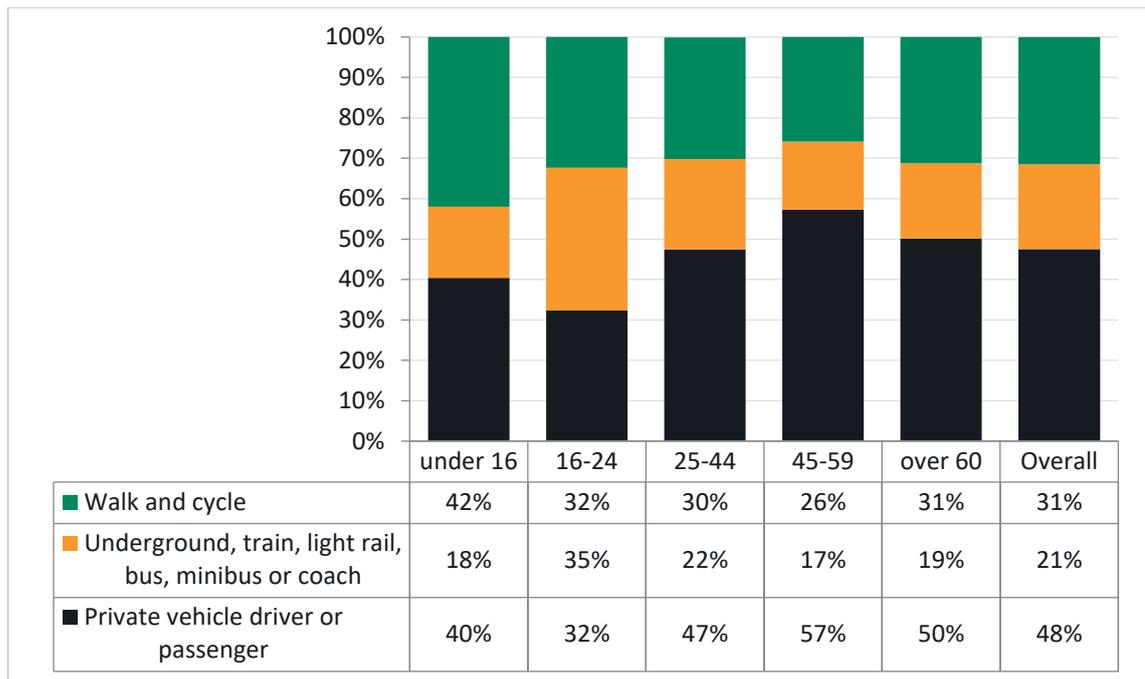
Figure 4.6: Mean age by ward in Harrow



Source: Greater London Authority, 2013

4.9 Figure 4.7 presents LTDS data on how people travel around Harrow within each age group. In Harrow, the highest usage of active travel modes (walking and cycling) is among those aged under 16 (42 per cent), followed by those aged 16-24 (32 per cent). On the other hand, only 26 per cent of those aged 45-59 walk or cycle. The highest usage of public transport modes (underground, train, light rail, bus, minibus, or coach) is among those aged 16-24 (35 per cent), followed by those aged 25-44 (22 per cent). On the other hand, only 17 per cent of those aged 45-59 use public transport.

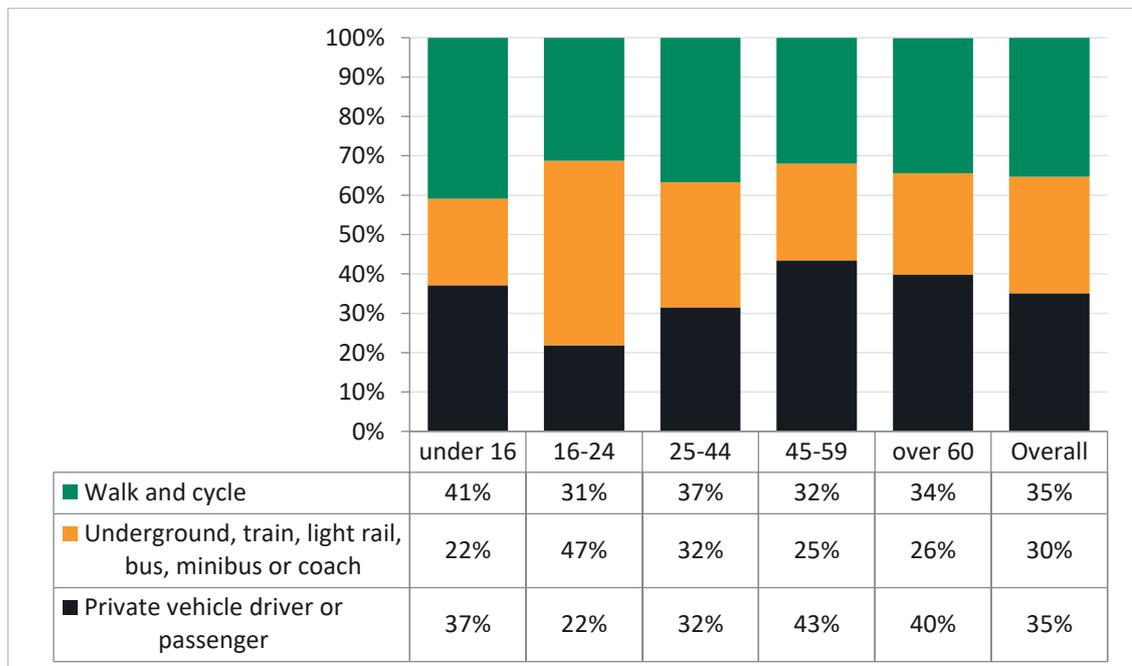
**Figure 4.7: Mode share by age in Harrow**



Source: LTDS average (2017/18, 2018/19, 2019/20)

4.10 Figure 4.8 presents this same information for London as a whole. The pattern for London is similar to Harrow in terms of which age group uses active travel modes the most - 41 per cent of those aged under 16 walk or cycle. The pattern for London is also similar to Harrow in terms of which age group uses public transport the most - 47 per cent of those aged 16-24 use public transport.

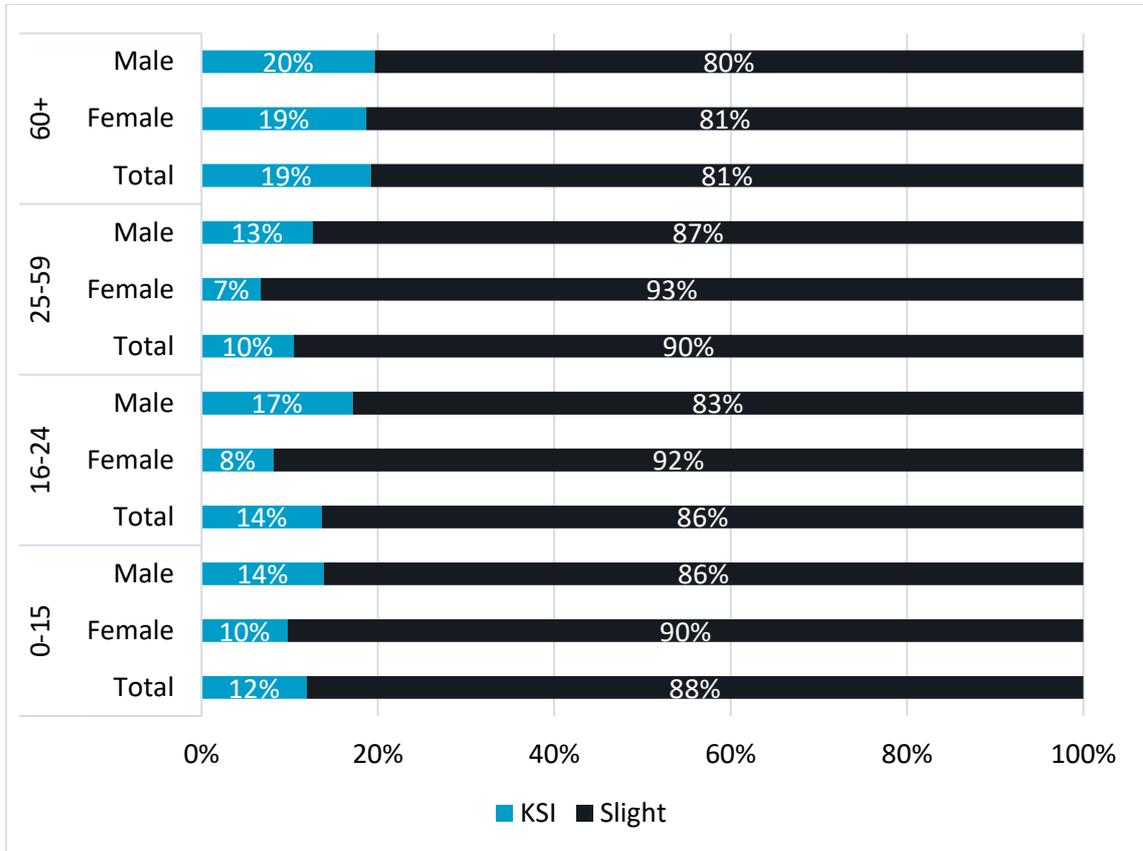
**Figure 4.8: Mode share by age in London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

4.11 The proportion of Killed or Seriously Injured (KSIs) and Slightly Injured casualties in Harrow per age category is shown in Figure 4.9. KSIs are higher than average for those aged 60 and over (19 per cent). Those aged between 25 and 59 are the most likely to be slightly injured (90 per cent) and the least likely to be killed or seriously injured (10 per cent).

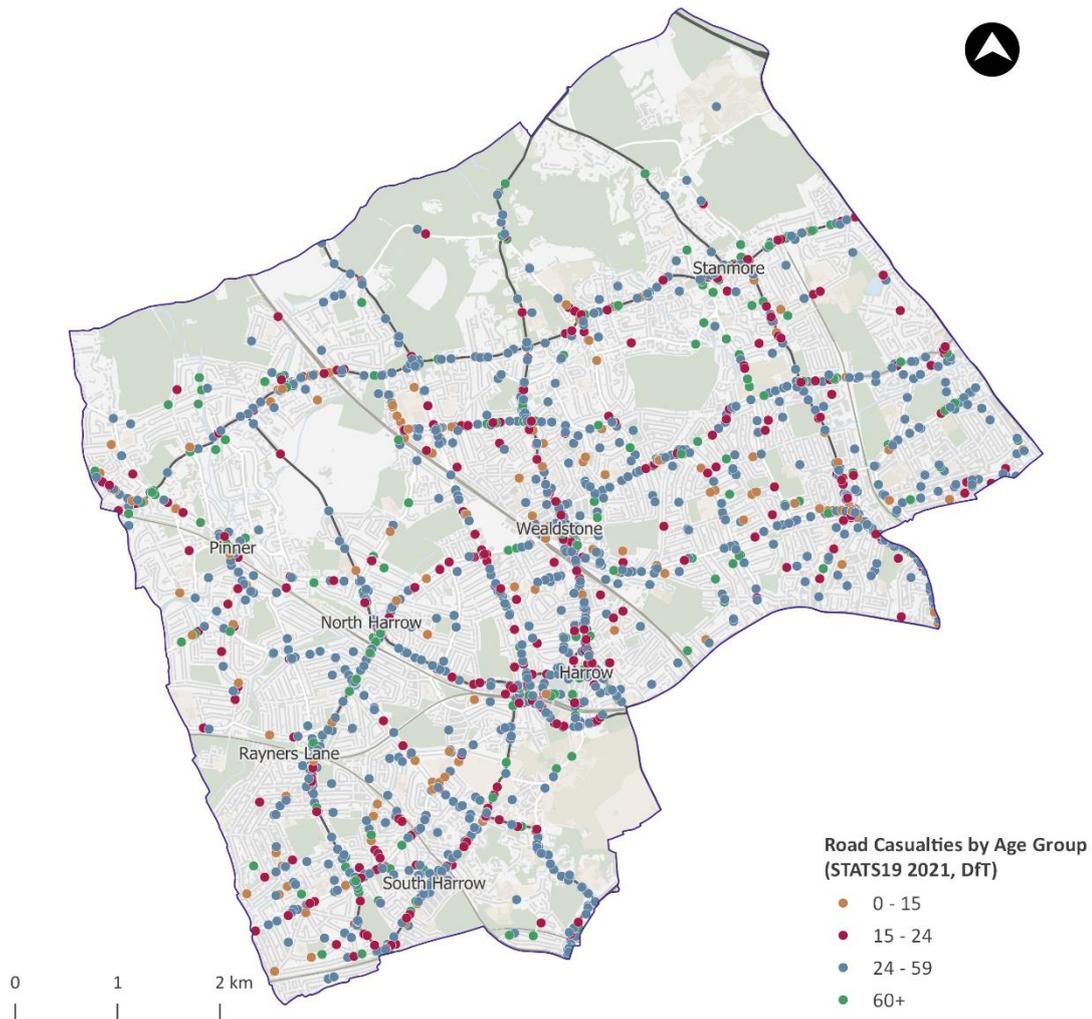
**Figure 4.9: Percentage killed or seriously injured by age in Harrow**



Source: DfT road casualty statistics

4.12 Figure 4.10 illustrates instances of road collisions in Harrow by age group. There is a much greater spread of collisions in the southern part of the borough, with there being more ‘slight’ collisions on residential streets. There are higher concentrations of ‘serious’ collisions in the western part of the borough. There are three ‘fatal’ collisions along main roads in Harrow.

Figure 4.10: Road Collisions by age group in Harrow



Source: DfT Stats19

- 4.13 For the 10-14 age group, people killed in motor traffic collisions make up over 50 per cent of all external causes of death. 15-19-year-olds experience almost double the risk of death from motor traffic collisions (82.5 deaths per million population) in comparison to the general population (42.2 deaths per million population). For males in this age group the risk is higher still at 127.3 deaths per million population<sup>1</sup>.

<sup>1</sup> [https://www.racfoundation.org/assets/rac\\_foundation/content/downloadables/road\\_per\\_cent20accident\\_per\\_cent20casualty\\_per\\_cent20comparisons\\_per\\_cent20-per\\_cent20box\\_per\\_cent20-per\\_cent20110511.pdf](https://www.racfoundation.org/assets/rac_foundation/content/downloadables/road_per_cent20accident_per_cent20casualty_per_cent20comparisons_per_cent20-per_cent20box_per_cent20-per_cent20110511.pdf)

## Disability

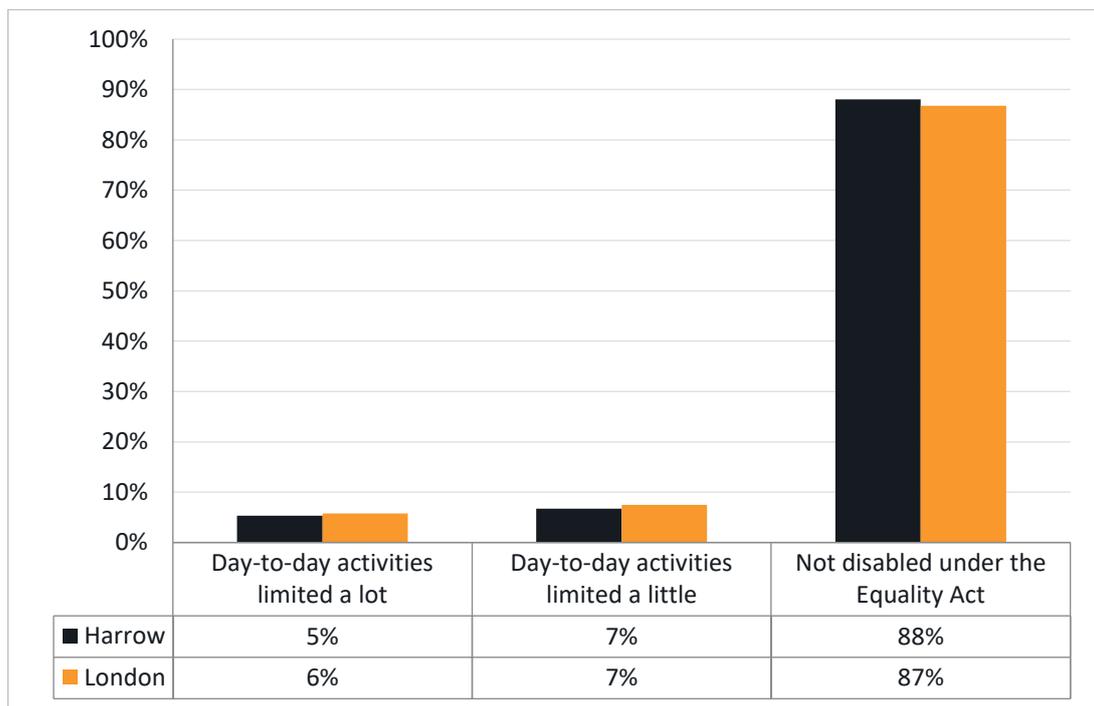
### Definition according to the Equality Act 2010

1. A person (P) has a disability if—
  - a. P has a physical or mental impairment, and
  - b. the impairment has a substantial and long-term adverse effect on P’s ability to carry out normal day-to-day activities.
2. A reference to a disabled person is a reference to a person who has a disability.
3. In relation to the protected characteristic of disability—
  - a. a reference to a person who has a particular protected characteristic is a reference to a person who has a particular disability;
  - b. a reference to persons who share a protected characteristic is a reference to persons who have the same disability.

### Baseline equalities data

4.14 In Harrow, Census 2021 data shows that 88 per cent of residents are not limited by a long-term health problem or disability (Figure 4.11). This is slightly higher than London as a whole (87 per cent). 12 per cent of Harrow residents said their day-to-day activities are limited to some extent by a long-term health problem or disability, compared to 13 per cent in London.

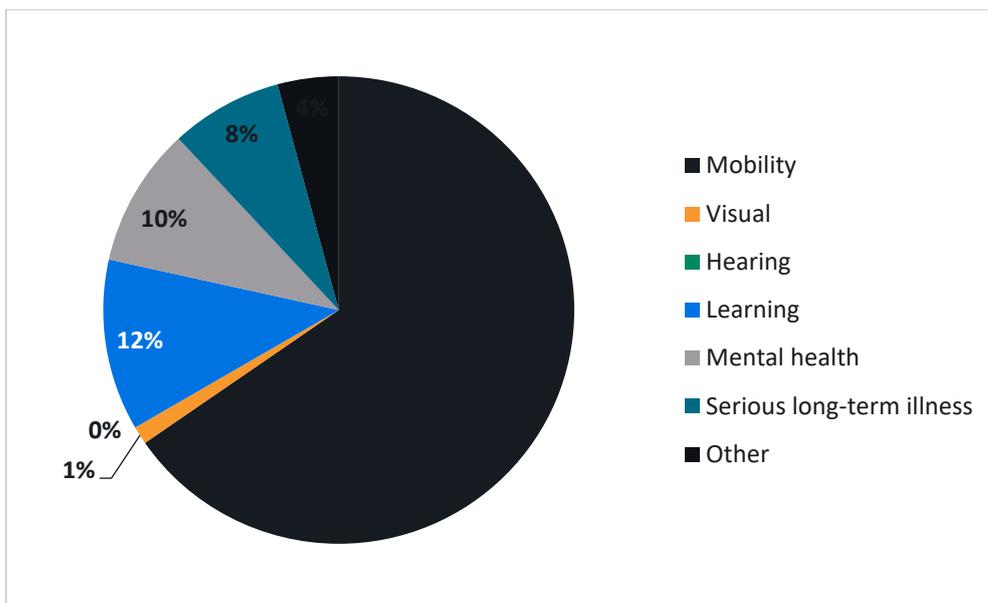
Figure 4.11: Population limited by long-term health problem or impairment in Harrow and London



Source: Census 2021

4.15 Impairment types stated by those with an impairment affecting travel in Harrow is presented in Figure 4.12. Mobility impairment represents the highest proportion (65 per cent), followed by learning disability (12 per cent).

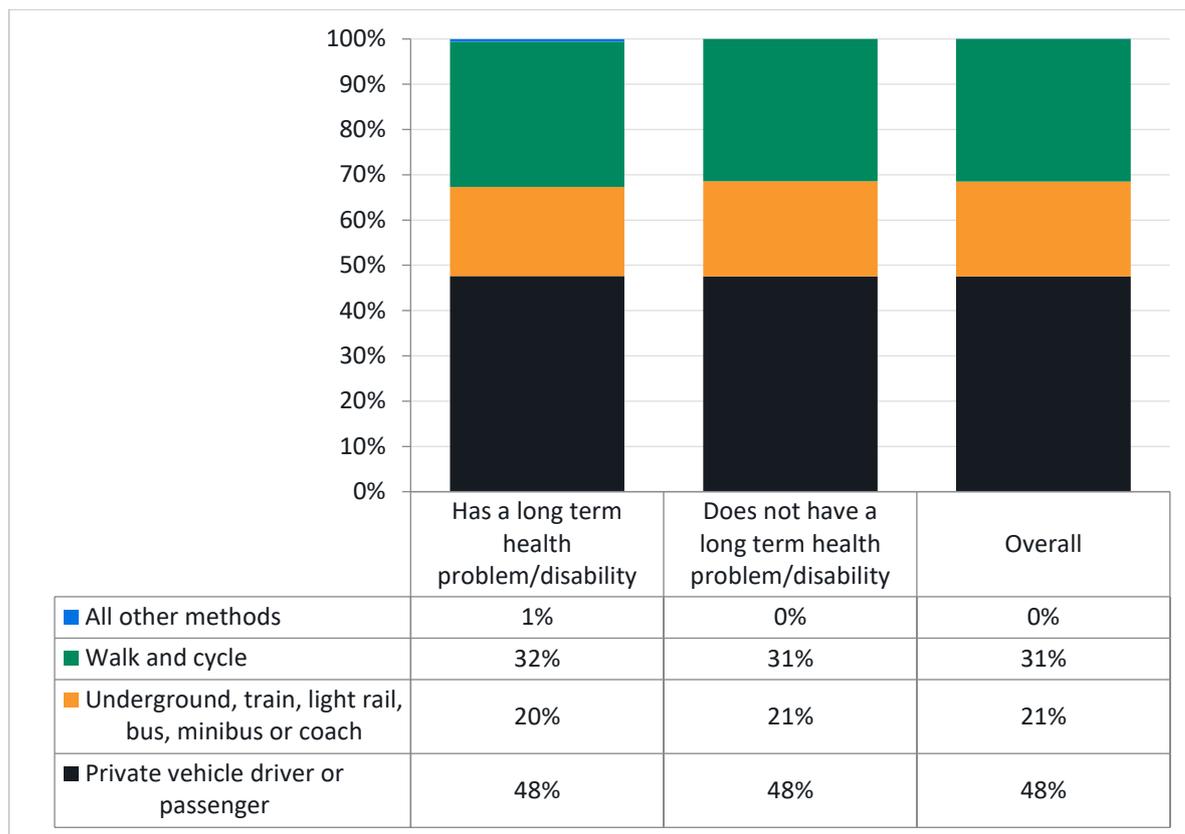
**Figure 4.12: Impairment types stated by those with an impairment affecting travel in Harrow**



Source: LTDS average (2017/18, 2018/19, 2019/20)

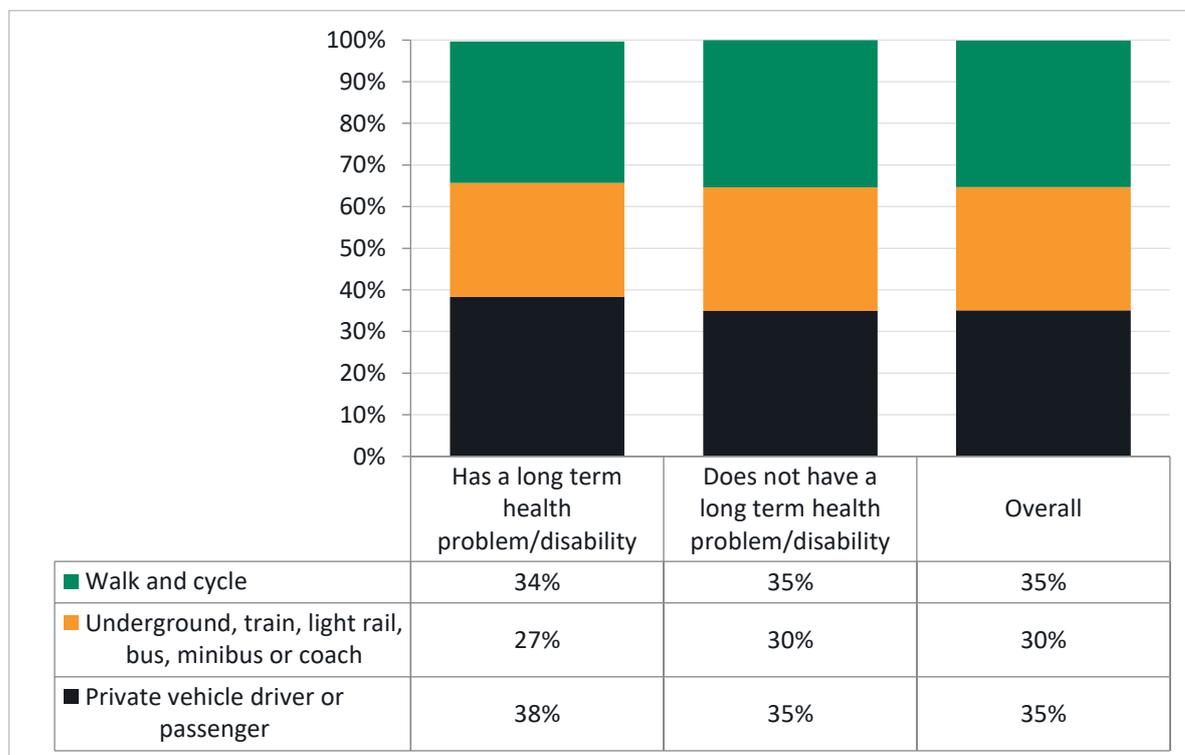
4.16 The mode split for people with physical or mental impairments in Harrow is shown in Figure 4.13, with the London-wide mode split presented in Figure 4.14. In Harrow, people without a long-term health problem or disability are more likely to use public transport (21% vs 20%), more likely to use private vehicles (48% vs 48%), and more likely to walk or cycle (31% vs 32%) than people with a long-term health problem or disability.

**Figure 4.13: Mode split by those with a physical or mental impairment affecting daily travel in Harrow**



Source: LTDS average (2017/18, 2018/19, 2019/20)

**Figure 4.14: Mode split by those with a physical or mental impairment affecting daily travel in London**

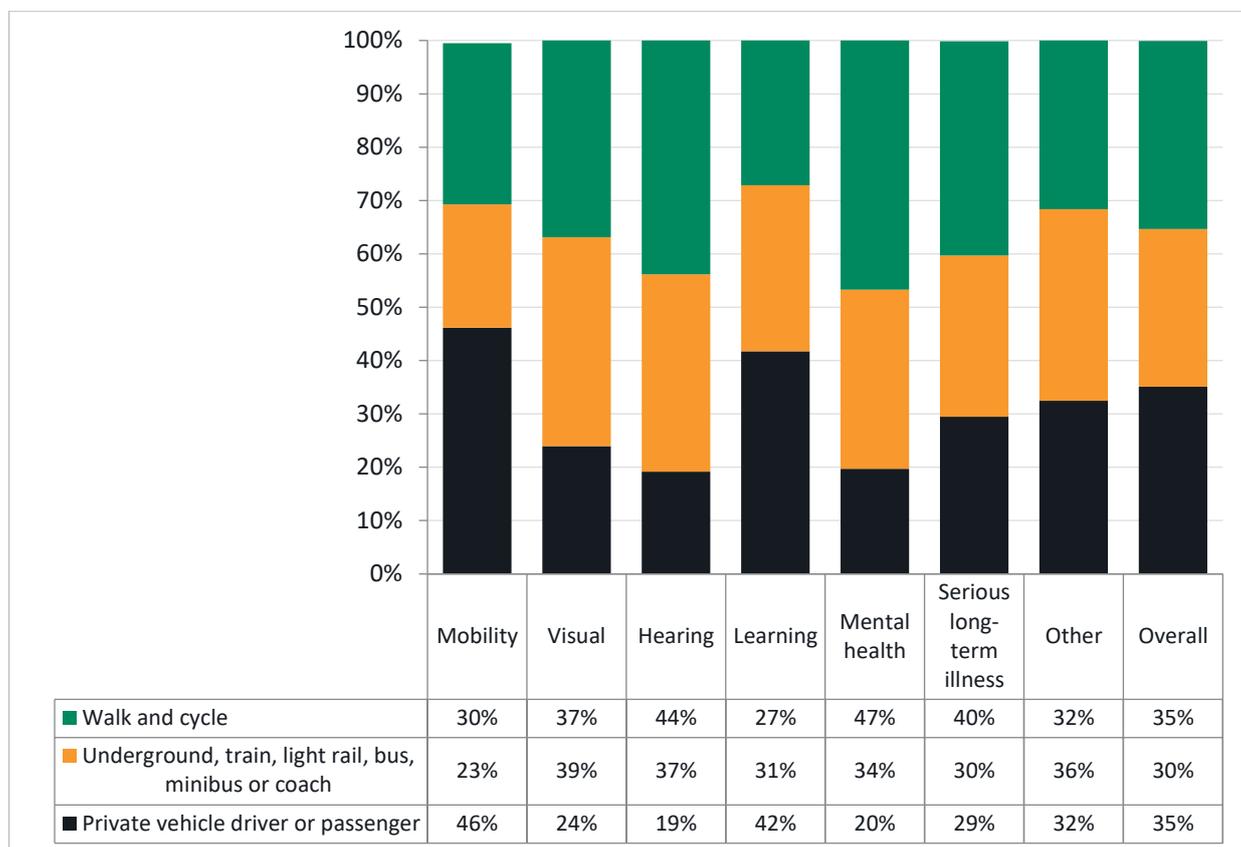


Source: LTDS average (2017/18, 2018/19, 2019/20)

4.17 For Greater London, the modal split is very similar for people with and without long-term health problems or disabilities. The data for Greater London shows that those with a long-term health problem or disability are less likely to use public transport than those without a long-term health problem or disability (27% vs 30%).

4.18 Figure 4.15 illustrates how mode shares across types of impairment vary in London as a whole.

**Figure 4.15: Mode shares by impairment type in London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

4.19 Focusing on disabled cyclists, the Wheels for Wellbeing annual survey (2019/20)<sup>2</sup> showed that 65 per cent of disabled cyclists use their bike as a mobility aid, and 64 per cent found cycling easier than walking. Survey results also show that 31 per cent of disabled cyclists’ bike for work or to commute to work and many found that cycling improves their mental and physical health.

4.20 Inaccessible cycle infrastructure was found to be the biggest barrier to cycling, followed by the prohibitive cost of adaptive cycles and the absence of legal recognition of the fact that cycles are mobility aids on par with wheelchairs and mobility scooters. These results are presented on a national level, yet it should be noted that the data is based on a small samples and results should be taken as an indication only.

<sup>2</sup> <https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf>

- 4.21 Those of retirement age are more likely to hold a Blue Badge compared to those younger. In Harrow the ratio of the retired population to those with a valid Blue Badge is 3.9 to 1, which is slightly higher than London's average of 3.6 to 1<sup>3</sup>. However, as shown in Figure 4.4, Harrow has a notably larger population aged 60 and over than the London average.
- 4.22 Data demonstrates that as of March 2022 a total of 9,000 valid Blue Badges were held by residents in Harrow, out of a total of 259,000 across London as a whole. As a percentage of the total population, 3.4% of Harrow residents hold a valid Blue Badge, in comparison to 2.9% of London as a whole<sup>3</sup>.

## **Pregnancy and maternity**

### **Definition according to the Equality Act 2010**

- 4.23 Pregnancy and maternity discrimination apply to people who are pregnant or expecting a baby and during the period after the birth.
- 4.24 As per the Equality Act 2010, pregnancy is the condition of being pregnant or expecting a baby, and maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth.

### **Baseline equalities data**

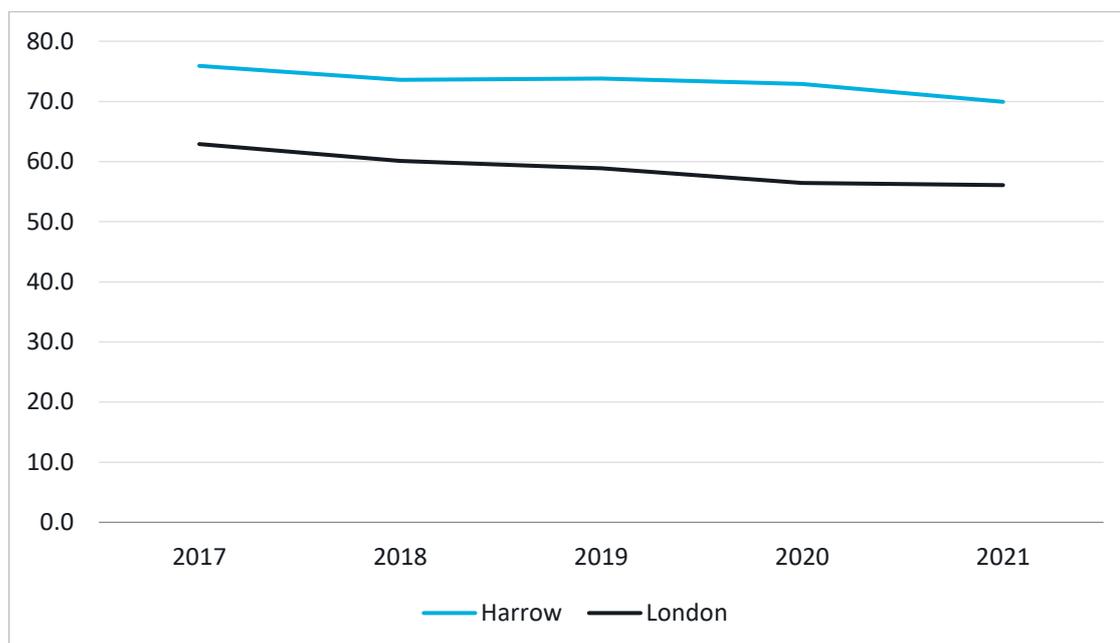
- 4.25 From mid-year 2020 to mid-year 2021 there were 3,312 live births in the borough. The General Fertility Rate (GFR) in Harrow was 69 births per 1,000 women aged 15-44, while in London the GFR was 56. This suggests that more women were likely to be pregnant or have given birth in 2021 in Harrow compared to the London average<sup>4</sup>.
- 4.26 Data shows that the number of live births has slowly been declining in both Harrow and London as a whole. During this time, the rate of live births in Harrow has consistently remained above the London average, as shown in Figure 4.16.

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<sup>3</sup> [DfT: Blue Badge scheme statistics](#)

<sup>4</sup> [Births and Fertility Rates, Borough - London Datastore](#)

**Figure 4.16: Number of live births per thousand female population per year in Harrow compared to the London average**



Source: ONS, 2021

## Gender reassignment

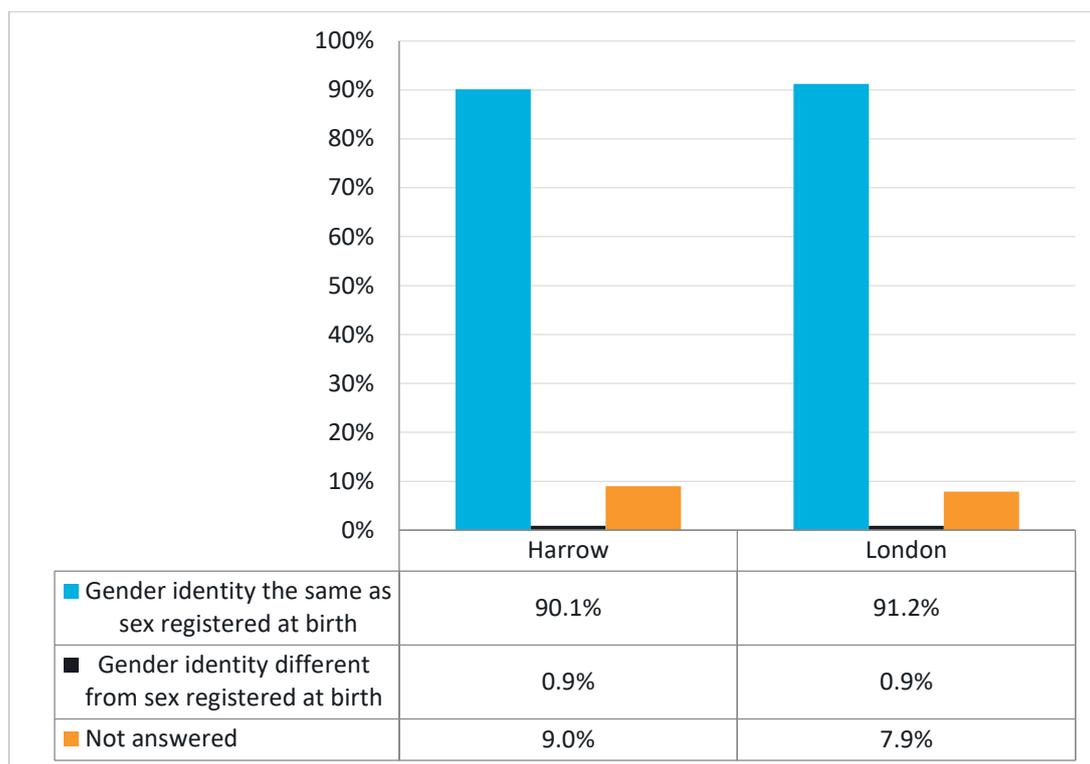
### Definition according to the Equality Act 2010

1. A person has the protected characteristics of gender reassignment if the person is proposing to undergo, is undergoing, or has undergone a process (or part of a process) for the purpose of reassigning the person’s sex by changing physiological or other attributes of sex.
2. A reference to a transsexual person is a reference to a person who has the protected characteristics of gender reassignment.
3. In relation to the protected characteristics of gender reassignment –
  - a. A reference to a person who has a particular characteristic is a reference to a transsexual person.
  - b. A reference to persons who share a protected characteristic is a reference to transsexual persons.

### Baseline equalities data

- 4.27 Figure 4.17 presents Census 2021 data on population by gender identity. The percentage split in both Harrow and London as a whole is very similar. 0.9 per cent of the population of Harrow have a gender identity that is different from their sex registered at birth. This is the same as London, which also has a 0.9 per cent share. 9 per cent of people in Harrow chose not to answer the question compared to 7.9 per cent of people in London.

**Figure 4.17: Population by gender identity in Harrow and London**



Source: Census 2021

- 4.28 UK crime data for 2019/20 shows ‘Transgender identity’ accounts for one per cent of hate crimes recorded by the British Transport Police and 1.25 per cent of hate crimes recorded by the Metropolitan Police.
- 4.29 The 2021 Walking and Cycling Index (formerly known as Bike Life) found that only 51 per cent of people who identified their gender ‘in another way’ feel welcome and comfortable walking or spending time on the streets of their neighbourhood, compared to 65 per cent of women and 67 per cent of men. Only 59 per cent of LGBTQ+ people feel welcome and comfortable walking or spending time on the streets in their neighbourhood, compared to 67 per cent of heterosexual people<sup>5</sup>.

<sup>5</sup> Sustrans Walking and Cycling Index (2021) <https://www.sustrans.org.uk/the-walking-and-cycling-index/>

## Race

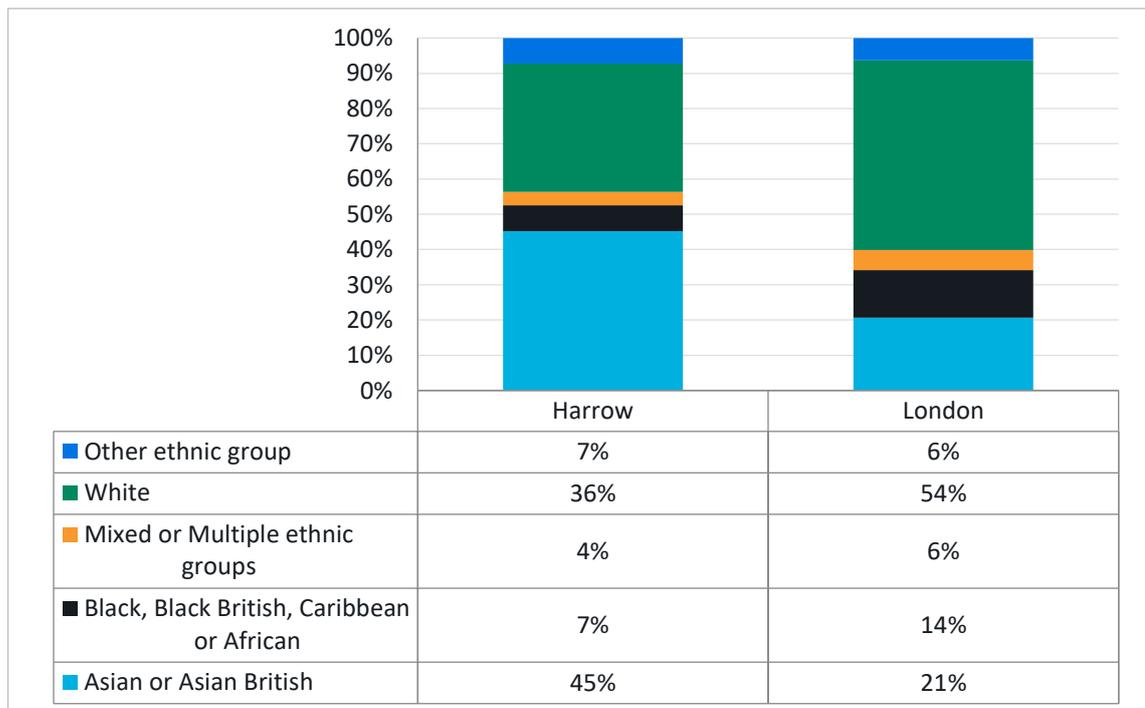
### Definition according to the Equality Act 2010

1. Race includes—
  - a. colour;
  - b. nationality;
  - c. ethnic or national origins.
2. In relation to the protected characteristic of race—
  - a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular racial group;
  - b. a reference to persons who share a protected characteristic is a reference to persons of the same racial group.
3. A racial group is a group of persons defined by reference to race; and a reference to a person’s racial group is a reference to a racial group into which the person falls.
4. The fact that a racial group comprises two or more distinct racial groups does not prevent it from constituting a particular racial group.

### Baseline equalities data

4.30 Figure 4.18 presents the population of Harrow, and London as a whole, by ethnicity. Based on Census 2021 data, nearly half (45 per cent) of the borough’s population is ‘Asian, Asian British, or Asian Welsh’, making it the most common ethnicity. This is much higher than the London share of 21 per cent. 37 per cent of the population in Harrow is ‘White’, which is lower than the London share of 54 per cent. Only 7 per cent of Harrow’s population is ‘Black, Black British, Black Welsh, Caribbean or African’, compared to London which has a 14 per cent share.

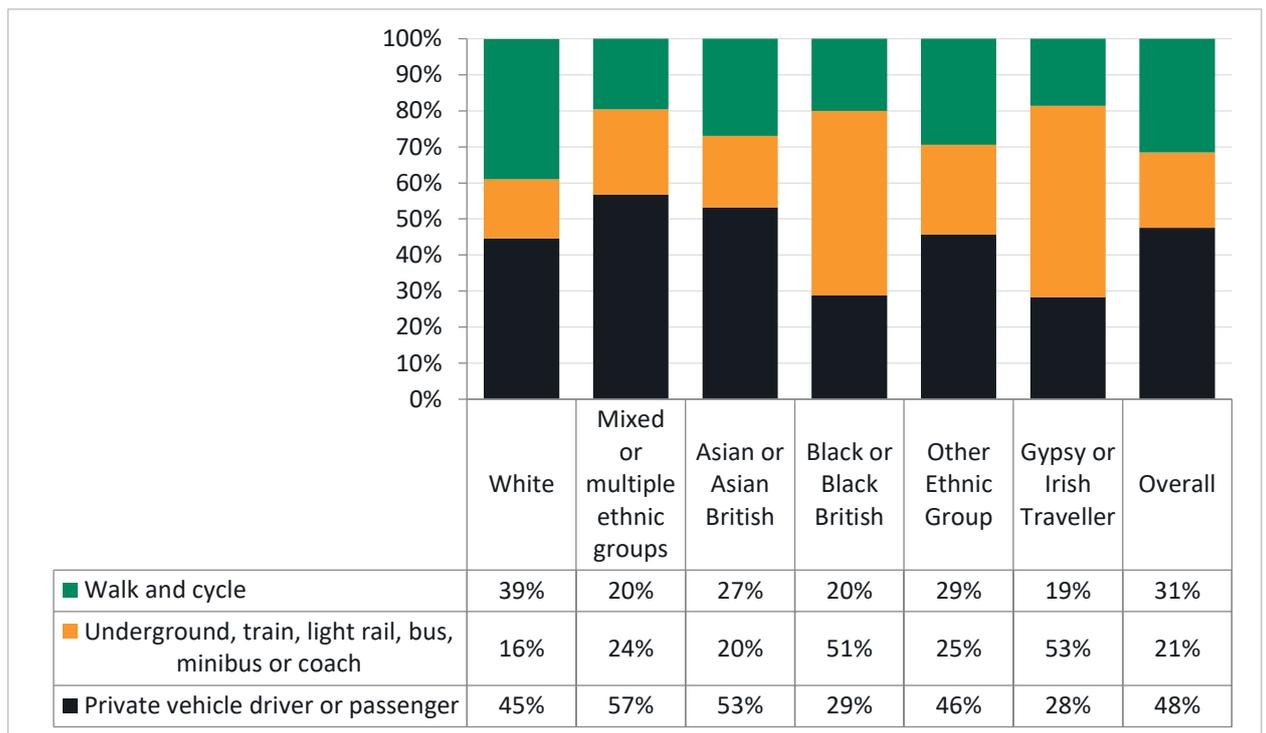
Figure 4.18: Harrow ethnicity compared to London



Source: Census 2021

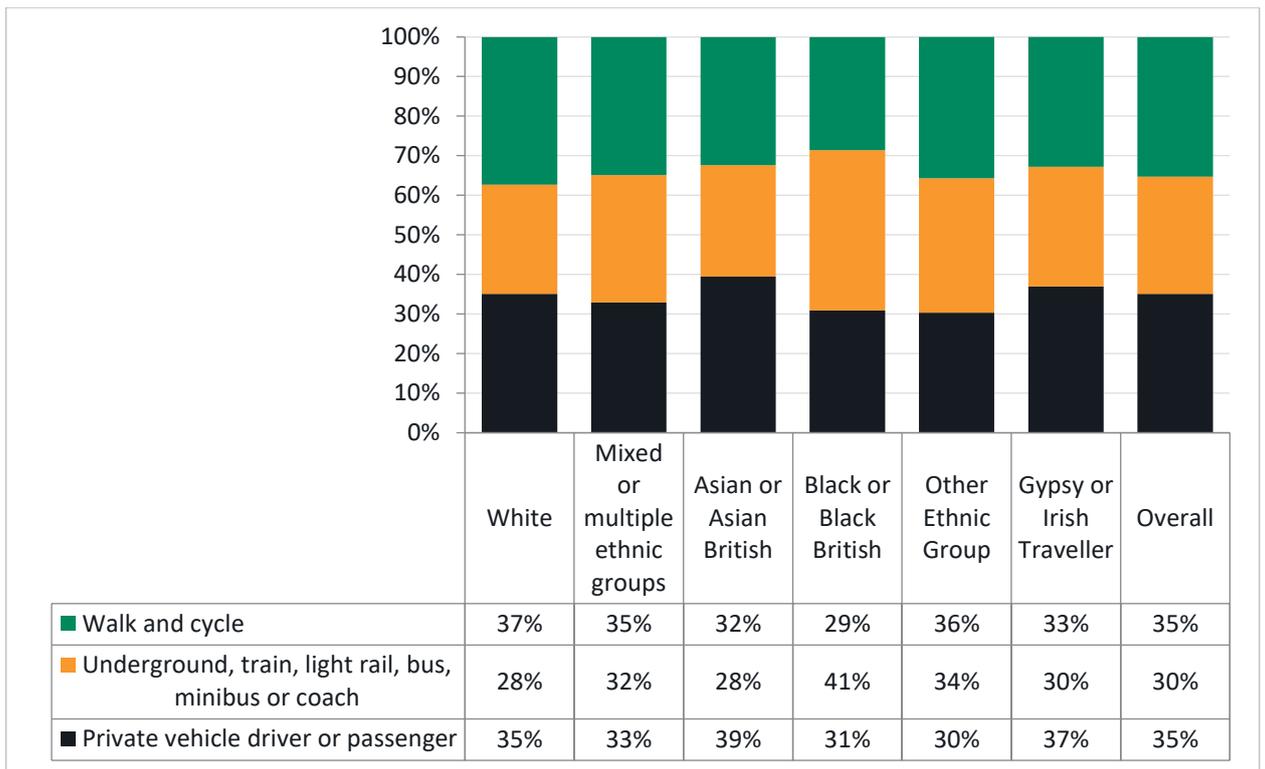
- 4.31 Based on the LTDS data presented in Figure 4.19, 'White' ethnicities are the most likely to walk or cycle in Harrow (39%) and 'Black or Black British' ethnicities are the most likely to use public transport (51%). Across all ethnic groups, private vehicle usage ranges between 57% ('Mixed or multiple ethnic groups' ethnicities) and 29%.
- 4.32 Overall, levels of private vehicle use are higher in Harrow across all ethnicities compared to the London average (Figure 4.20), while levels of public transport use are lower. Across London, 'Asian or Asian British' ethnicities are most likely to use a private vehicle to get around (39%); in Harrow, 53% of 'Asian or Asian British' residents report doing so. 'Black or Black British' residents are most likely (41%) to use public transport in London, while 51% of 'Black or Black British' residents say they do so in Harrow.

**Figure 4.19: Mode share by ethnicity in Harrow**



Source: LTDS average (2017/18, 2018/19, 2019/20)

Figure 4.20: Mode share by ethnicity in London



Source: LTDS average (2017/18, 2018/19, 2019/20)

## Sex

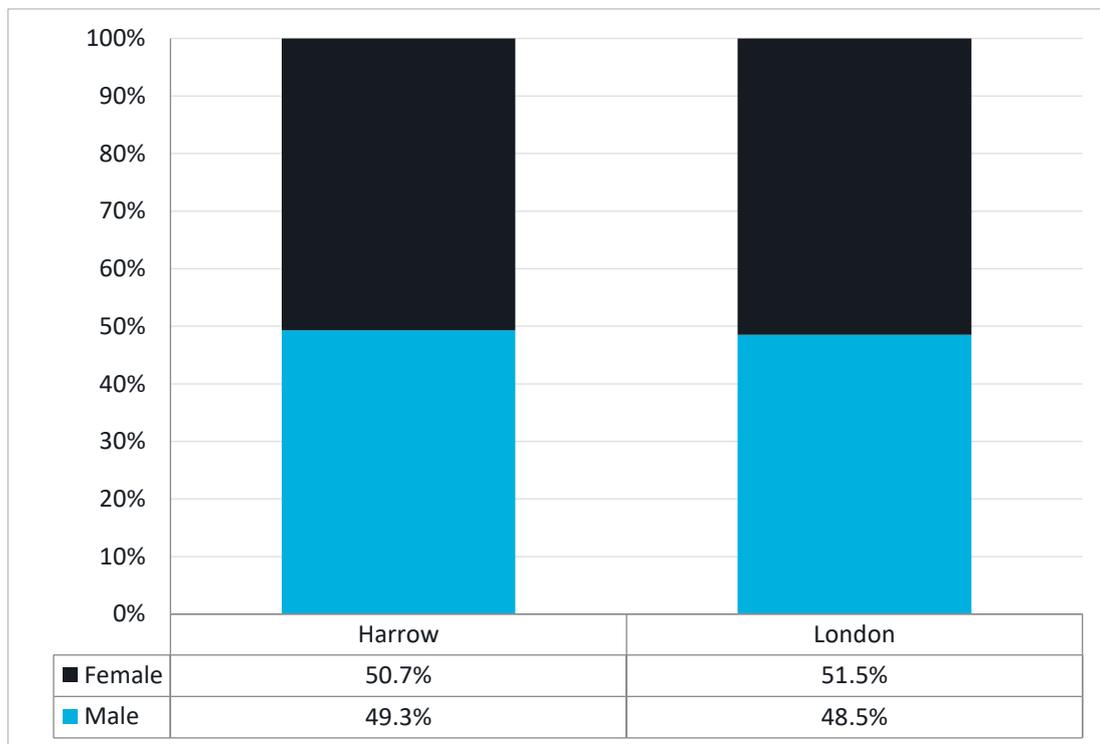
### Definition according to the Equality Act 2010

5. In relation to the protected characteristic of sex—
  - a. a reference to a person who has a particular protected characteristic is a reference to a man or to a woman;
  - b. a reference to persons who share a protected characteristic is a reference to persons of the same sex.

### Baseline equalities data

4.33 Figure 4.21 presents Census 2021 data on usual resident population by sex. The percentage split in Harrow is very similar to that of London as a whole, with slightly more residents identifying as male.

**Figure 4.21: Population breakdown by sex in Harrow and London**

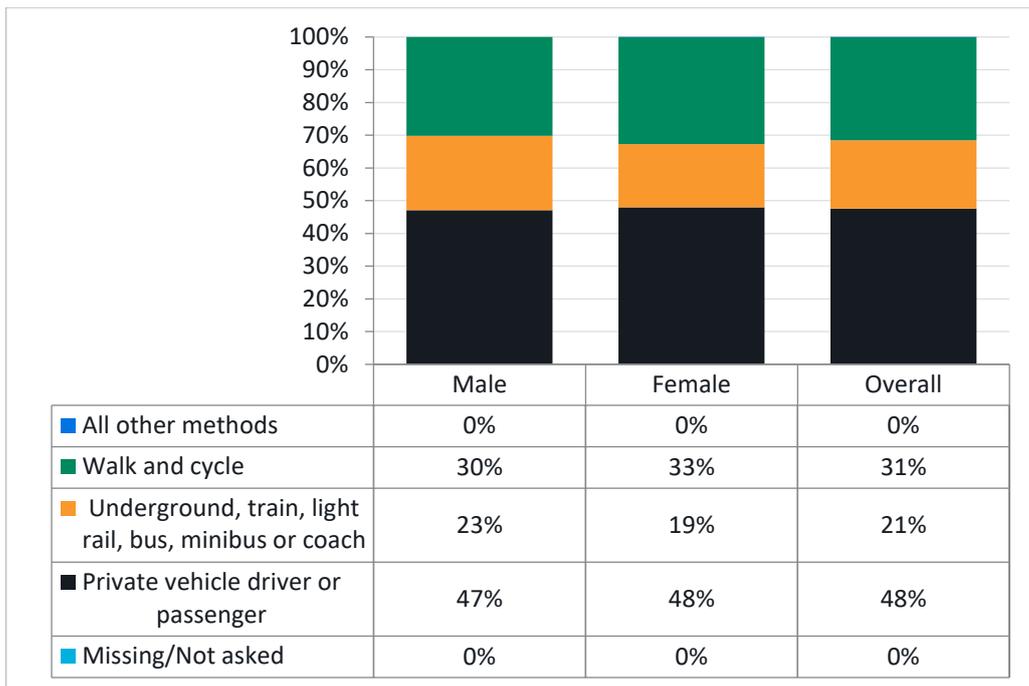


Source: Census 2021

4.34 Figure 4.22 presents the mode share by sex in Harrow. Private vehicle is the most used transport mode by both male and female residents, representing 47 per cent of all trips for males and 48 per cent of all trips for females. Females are more likely to use active travel modes than males, with 33 per cent and 30 per cent respectively opting for walking and cycling. This is lower than the London average of 35 per cent male and 36 per cent female.

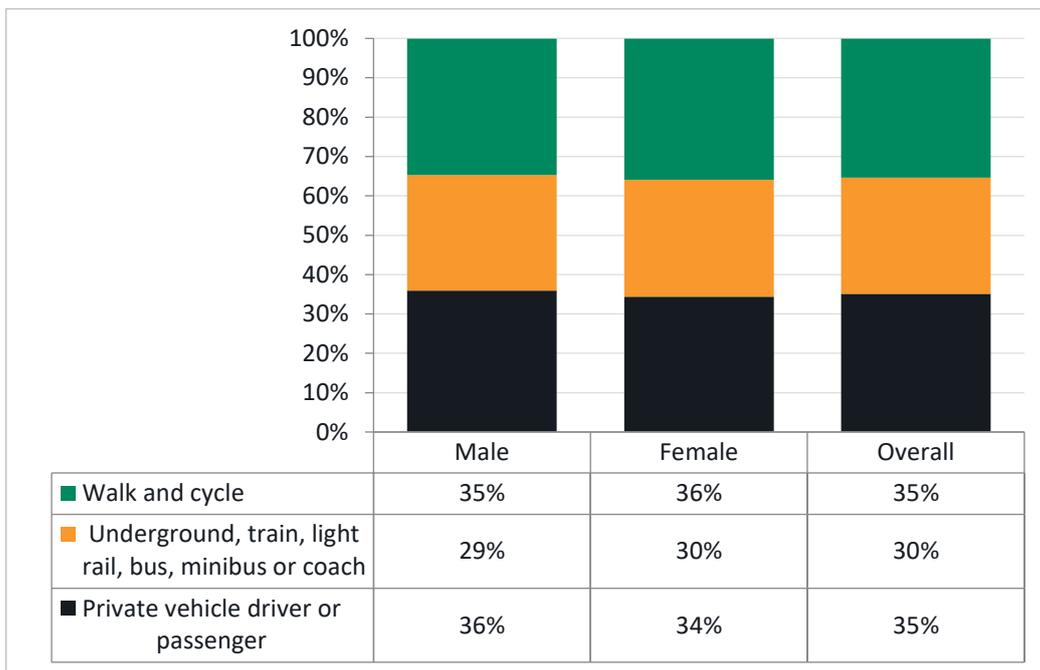
4.35 Males are more likely to take public transport in Harrow compared to females in contrast to London as a whole, while females are more likely to use a private vehicle in Harrow compared to males in contrast to London as a whole (Figure 4.23).

**Figure 4.22: Mode share by sex in Harrow**



Source: LTDS average (2017/18, 2018/19, 2019/20)

**Figure 4.23: Mode share by sex in London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

- 4.36 Across London, research undertaken by TfL<sup>6</sup> shows that females are more likely to use buses than males (62 per cent compared to 56 per cent) but are less likely to use other types of transport including the Tube (38 per cent of females compared to 43 per cent of males).
- 4.37 Female travel needs can be more complex than males due to a range of factors; the increased likelihood of travelling with a buggy and/or shopping affects the travel choices females make, females are also more likely to be carers of children<sup>7</sup>, further affecting the choices they make.
- 4.38 Female Londoners make more trips per weekday than male Londoners (2.5 trips compared to 2.3 trips)<sup>6</sup>. This pattern, however, is reversed amongst older adults, with older female Londoners making fewer weekday trips than older male Londoners (2.0 compared to 2.2). It is important to recognise that females are more likely than males to be travelling with buggies and/or shopping, and this can affect transport choices.
- 4.39 Females aged 17 or over who are living in London are less likely than males to have a full driving licence (58 per cent compared to 72 per cent) or have access to a car (63 per cent compared to 66 per cent). These factors are likely to be related to the frequency of car use as a driver.

## Sexual orientation

### Definition according to the Equality Act 2010

1. Sexual orientation means a person's sexual orientation towards
  - a. Persons of the same sex
  - b. Persons of the opposite sex, or
  - c. Persons of either sex
2. In relation to the protected characteristics of sexual orientation
  - a. A reference to a person who has particular protected characteristic is a reference to a person who is of a particular sexual orientation
  - b. A reference to persons who share a protected characteristic is a reference to persons who are of the same sexual orientation.

### Baseline equalities data

- 4.40 Figure 4.24 presents Census 2021 data on population by sexual orientation. Majority of people in both Harrow and London are 'Straight or Heterosexual' (87.2 per cent and 86.2 per cent respectively). 2 per cent of people in Harrow identify as 'Gay or Lesbian, Bisexual, or other sexual orientation', which is much lower than the London average of 4.3 per cent.

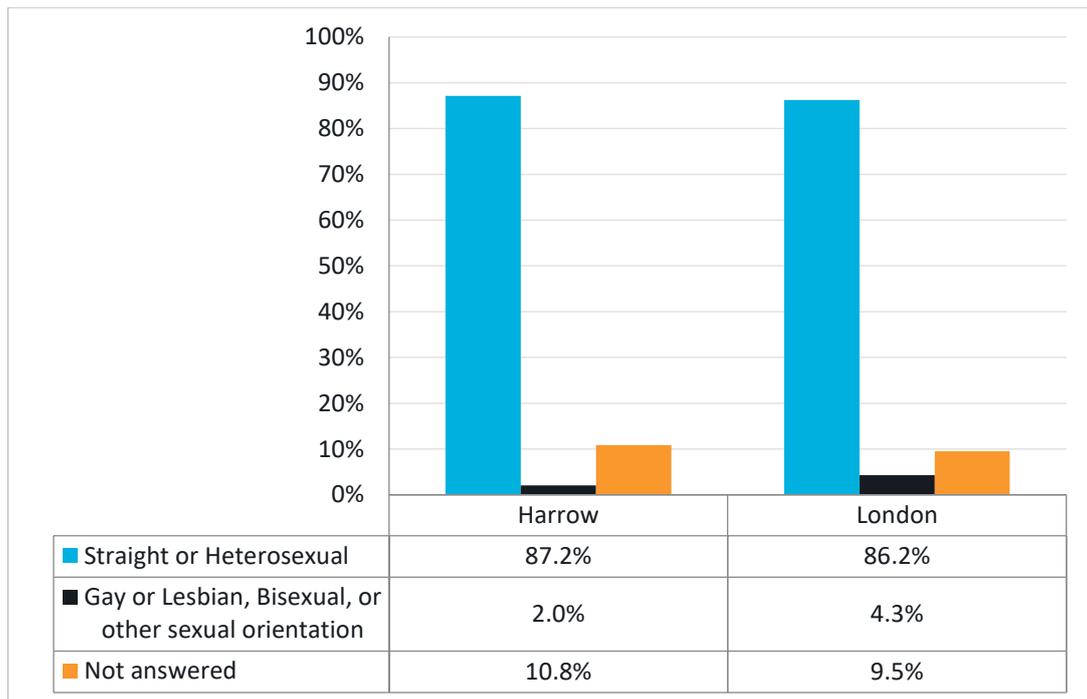
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<sup>6</sup> <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

<sup>7</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/476635/travel-to-school.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf)

**Figure 4.24: Population breakdown by sexual orientation in Harrow and London**



Source: Census 2021

- 4.41 According to TfL’s ‘Travel in London: Understanding our diverse communities’ study (2019)<sup>8</sup>, Londoners who identify themselves as being LGB (lesbian, gay and bisexual) account for 2.6 per cent of the city’s population. It found that LGB people have a similar profile to the general population when asked about barriers to using public transport.
- 4.42 Over half (52 per cent) of LGB respondents cited overcrowding as an issue, compared to 48 per cent of the general population. 41 per cent of both LGB respondents and the general population identified the cost of travel as an issue. 30 per cent of LGB respondents saw passengers pushing and shoving each other on public transport as a key issue, while 26 per cent of the general population raised this as a concern. Overall, it was found that fears about abuse and/or intimidation can have a greater effect on the travel behaviours of LGB Londoners.

<sup>8</sup> <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

## 5 Impact Assessment

5.1 Table 5.1 summarises the protected characteristics that are expected to be disproportionately impacted for each of the nine Outcomes.

5.2 For some outcomes, only potential positive impacts were identified, while for others, both positive and negative impacts were identified. These are assessed in further detail in this chapter.

**Table 5.1: Protected characteristics impacted**

Outcome	Protected characteristics impacted
1. Healthy lifestyles for residents, workers, and visitors	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and maternity</li> </ul>
2. Communities feel safe when making journeys	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and maternity</li> <li>• Gender reassignment</li> <li>• Sex</li> <li>• Sexual orientation</li> </ul>
3. Vibrant town centres and communities	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and maternity</li> </ul>
4. An accessible and inclusive network	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and maternity</li> </ul>
5. Sustainable, low carbon travel for people, goods, and services	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and maternity</li> <li>• Race</li> </ul>
6. Decarbonised transport and awareness of the climate emergency	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and maternity</li> <li>• Race</li> </ul>
7. Enhanced environment and biodiversity	It is not considered that the measures in Outcome 7 will have disproportionate positive or negative impacts on any protected characteristic.
8. Reduced inequality and local, sustainable economic growth	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and maternity</li> </ul>

	<ul style="list-style-type: none"><li>• Race</li></ul>
9. Digital technologies facilitate seamless journeys	<ul style="list-style-type: none"><li>• Age</li><li>• Disability</li></ul>

## 1. Healthy lifestyles for residents, workers, and visitors

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- 5.3 The transport network will be of high quality; reliable, accessible, and easy-to-use, to enable better quality of life. The network will be legible for all, with improved access to green infrastructure and cleaner air.

### Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

### Summary of potential impacts

#### *Age*

- 5.4 Those aged under 16 in Harrow are most likely to walk and cycle (42 per cent), while those aged 16-24 are most likely to take public transport (35 per cent). Consequently, improvements to the quality of active travel and public transport networks are likely to disproportionately benefit young people. Likewise, young people are likely to disproportionately benefit from measures to expand School Streets and School Clean Air Zones, as these schemes specifically target places of learning for young people.
- 5.5 Older people are more likely to experience health issues due to ageing and are therefore likely to disproportionately benefit from measures to improve bus routes and active travel routes to GP surgeries and hospitals. Older people are also likely to face greater barriers when interacting with audio-visual information across the transport network due to ageing. Therefore, they are likely to disproportionately benefit from measures to improve legibility across the network.
- 5.6 Both young and old age groups are disproportionately vulnerable to poor air quality and pollution. For older people, exposure to high levels of air pollution can lead to a range of long-term health problems, while children may suffer from reduced lung development. Measures which result in improvements to air quality, such as School Clean Air Zones, are likely to disproportionately benefit these groups.
- 5.7 Older people are more likely to experience reduced mobility due to ageing and are more likely to rely on a private vehicle or taxi for everyday travel needs. Those aged over 60 in Harrow are more likely to use a private vehicle (50 per cent) than other modes of travel. Any traffic management schemes which have an impact on the movement of private vehicles and/or taxis, either permanently or during specific hours, or to reallocate parking spaces, are likely to disproportionately negatively impact older people. These impacts would take the form of potential increased vehicle journey times and potential reduction in taxi circulation.

#### *Disability*

- 5.8 Disabled people are more likely to require regular access to health services than non-disabled people. During the 2022 GP Patient Survey, over 55 per cent of patients said they have a long-term health problem or disability<sup>9</sup>. Consequently, measures to improve bus routes and active travel routes to GP surgeries and hospitals are likely to have a disproportionately positive impact on this characteristic group. Individuals with hearing and visual impairments are likely

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<sup>9</sup> <https://www.england.nhs.uk/statistics/2022/07/14/gp-patient-survey-2022/>

to face greater barriers when interacting with audio-visual information across the transport network, therefore they are likely to benefit disproportionately from measures to improve legibility across the network.

- 5.9 Measures which result in improvements to air quality are likely to disproportionately benefit disabled people who are particularly vulnerable to air pollution and/or those reporting stamina or breathing impairments.
- 5.10 Mobility impairments constitute 65 per cent of disabilities among Harrow residents. Those with mobility impairments are more likely to rely on a private vehicle or taxi for everyday travel needs. Private vehicles are the most common mode of travel (48 per cent) among people with a long-term health problem or disability in Harrow. Any traffic management schemes which have an impact on the movement of private vehicles and/or taxis, either permanently or during specific hours, or to reallocate parking spaces, are likely to disproportionately negatively impact disabled people. These impacts would take the form of potential increased vehicle journey times and potential reduction in taxi circulation.

*Pregnancy and maternity*

- 5.11 Measures which result in improvements to air quality are likely to disproportionately benefit pregnant women. Polluted air is harmful for babies in the womb and can cause premature birth or low birth weight – both factors are associated with higher infant mortality<sup>10</sup>. Furthermore, new-born babies, babies in prams and children are more vulnerable to breathing in polluted air than adults due to their airways being in development.
- 5.12 Pregnant women are also more likely to rely on a private vehicle or taxi for everyday travel needs due to their physical condition. Any traffic management schemes which have an impact on the movement of private vehicles and/or taxis, either permanently or during specific hours, or to reallocate parking spaces, are likely to disproportionately negatively impact pregnant women. These impacts would take the form of potential increased vehicle journey times and potential reduction in taxi circulation.

**Suggested action(s) to be taken**

- **Targeted engagement:** ensure that older people, disabled people, and pregnant women are engaged with during the development of any traffic management schemes. This will enable Harrow to capture the views and feedback of these groups, assess overall impacts, and implement any mitigation measures.
- **Monitoring and evaluation:** Ensure that robust monitoring and evaluation plans are developed for any traffic management, parking space reallocation and air quality schemes. This will allow Harrow to establish the knock-on impacts of these on traffic, as well as travel by other modes. These will provide valuable data for learning and evolving these schemes over time.
- **Accessibility:** consider the pros and cons for implementing exemptions for Blue Badge holders and taxis for any traffic management schemes, where appropriate.

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<sup>10</sup> [Impacts on Newborns | State of Global Air](#)

## 2. Communities feel safe when making journeys

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- 5.13 Streets, neighbourhoods, and journeys will feel safer as a result of reduced volumes and speeds of motor traffic, and better provision of active travel infrastructure. People will have access to cycle training and information, giving them the skills and confidence to cycle.

### Protected characteristics likely to be disproportionately impacted

- Age
- Disability
- Pregnancy and maternity
- Gender reassignment
- Sex
- Sexual orientation

### Summary of potential impacts

#### *Age*

- 5.14 Older people (over 60s) are more likely to be killed or seriously injured in a road traffic accident (19 per cent) than all other age groups in Harrow. Consequently, they are likely to disproportionately benefit from road safety and traffic calming measures due to reductions in motor traffic speeds and motor traffic volumes. Lower motor traffic volumes will reduce conflict between different road users overall and will make it easier for people crossing the road to find a gap in traffic. This is likely to disproportionately benefit older people who may take longer to cross the road as a result of reduced mobility due to ageing.
- 5.15 Under 16s are most likely to use active travel modes (42 per cent) in Harrow and are therefore likely to disproportionately benefit from measures to deliver improved information and access to cycle training.
- 5.16 Changes to Controlled Parking Zones (CPZs) or introducing new CPZs is likely to have an impact on the availability of parking across the borough. In some cases, this may inadvertently restrict parking access around key services such as GP surgeries. This could disproportionately negatively impact older people who are more likely to be reliant on private vehicles for everyday travel. CPZs can also increase the likelihood of ‘front garden parking’, which involves new footways crossovers being installed, creating uneven surfacing which can be more difficult to navigate for some users.
- 5.17 However, CPZs could also provide priority access for residents so it’s easier for them to park near your home. This is likely to disproportionately benefit those who rely on their private car for mobility.

#### *Disability*

- 5.18 Disabled people with mobility impairments are likely to disproportionately benefit from road safety and traffic calming measures, including reductions in motor traffic speeds and motor traffic volumes. Lower motor traffic volumes will reduce conflict between different road users overall and will make it easier for people crossing the road to find a gap in traffic. This is likely to disproportionately benefit disabled people with reduced mobility who may take longer to cross the road.

- 5.19 Disabled adults often feel less safe than non-disabled adults using active travel modes in a quiet street close to home and using public transport on their own.<sup>11</sup> Of those in Harrow, 34 per cent walk and cycle, while 27 per cent use public transport. Measures designed to improve personal safety, such as improved lighting and CCTV coverage are therefore likely to disproportionately benefit disabled people.
- 5.20 Mobility impairments constitute 65 per cent of disabilities among Harrow residents. Those with mobility impairments are more likely to rely on a private vehicle or taxi for everyday travel needs. Private vehicles are the most common mode of travel (48 per cent) among people with a long-term health problem or disability in Harrow. Measures to implement bus-only restrictions may disproportionately negatively impact disabled people. These impacts would take the form of potential restrictions around to-door access, potential increased vehicle journey times and potential reduction in taxi circulation.
- 5.21 Changes to Controlled Parking Zones (CPZs) or introducing new CPZs is likely to have an impact on the availability of parking across the borough. In some cases, this may inadvertently restrict parking access around key services such as GP surgeries. This could disproportionately negatively impact disabled people who are more likely to be reliant on private vehicles for everyday travel. CPZs can also increase the likelihood of ‘front garden parking’, which involves new footways crossovers being installed, creating uneven surfacing which can be more difficult to navigate for some users, especially disabled people with mobility impairments.
- 5.22 However, CPZs could also provide priority access for residents so it’s easier for them to park near your home. This is likely to disproportionately benefit those who rely on their private car for mobility.

5.23

*Pregnancy and maternity*

- 5.24 Pregnant women are likely to disproportionately benefit from road safety and traffic calming measures, including reductions in motor traffic speeds and motor traffic volumes. Lower motor traffic volumes will reduce conflict between different road users overall and will make it easier for people crossing the road to find a gap in traffic. This is likely to disproportionately benefit pregnant women who may have reduced mobility due to their condition.
- 5.25 Pregnant women are likely to be disproportionately impacted by the same CPZ-related issues as older people and disabled people, due to reduced mobility.

*Race*

- 5.26 Improvements to road safety will disproportionately benefit racial or ethnic groups who are more likely to walk or cycle in Harrow (39 per cent of people identifying as ‘White’), as well as those who are more likely to use public transport (as most public transport journeys start or end on foot or cycle).

*Sex*

- 5.27 Females in Harrow are more likely to walk or cycle than males and are therefore likely to disproportionately benefit from road safety measures involving reductions in motor vehicle

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<sup>11</sup> [Perceptions of personal safety and experiences of harassment, Great Britain - Office for National Statistics](#)

traffic. Lower motor traffic volumes will reduce conflict between different road users overall, making it easier for pedestrians to cross the road.

- 5.28 Males are more likely to be killed or seriously injured in road traffic accidents in Harrow across all age groups than females. This means males are likely to disproportionately benefit from road safety and traffic calming measures which are intended to reduce the number of road traffic collisions in the borough.
- 5.29 Females are reported to be 10 per cent more likely to feel unsafe using public transport than males<sup>12</sup>. Research from Transport for London showed that females are half as likely to say that they are ‘not at all worried’ about personal safety on public transport (14 per cent) than males<sup>13</sup>. Measures to improve personal safety, including improvements to lighting, CCTV and working with London Metropolitan Police are likely to disproportionately benefit females.

*Sexual orientation and gender reassignment*

- 5.30 Research from Transport for London shows that LGBTQIA+ Londoners are significantly more likely than heterosexual Londoners to have experienced unwanted sexual behaviour while using public transport in London, and that overall fears about abuse and/or intimidation can have a greater effect on the travel behaviours on LGBTQIA+ Londoners. Measures to improve personal safety, including improvements to lighting, CCTV and working with London Metropolitan Police are likely to disproportionately benefit those who identify as LGBTQIA+.

**Suggested action(s) to be taken**

- **Considerations during Control Parking Zone reviews:** When reviewing the operation of Controlled Parking Zones (CPZs) and installing new CPZs, considerations should be given on the need of the intervention, plus the impact it might have on accessing key services and amenities within the affected areas for people with protected characteristics. The mitigate against the potential negative impacts of front garden parking, it is recommended that policies are reviewed (and introduced if necessary) to discourage applications for footway crossovers.
- **Targeted engagement:** ensure that older people, disabled people, and pregnant women are engaged during the development of any bus-only schemes. This will enable Harrow to capture the views and feedback of these groups and assess overall impacts.

**3. Vibrant town centres and communities**

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- 5.31 Pleasant town centres and streets will reflect the needs of users, while delivering the efficient movement of goods and services to people and businesses. Future development will be designed to enable and encourage sustainable travel.

**Protected characteristics likely to be disproportionately impacted**

- Age
- Disability
- Pregnancy and maternity

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<sup>12</sup> <https://rss.onlinelibrary.wiley.com/doi/abs/10.1111/rssa.12558>

<sup>13</sup> [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://www.tfl.gov.uk/research-and-data/transport-research/Travel-in-London-understanding-our-diverse-communities-2019)

## Summary of potential impacts

### *Age and disability*

- 5.32 Older people and disabled people are particularly vulnerable to loneliness and social isolation<sup>1415</sup>. Measures to revitalise public and community spaces such as town centres will encourage greater interaction between members of the community. This will likely disproportionately benefit these groups.
- 5.33 Older people and disabled people are likely to experience reduced mobility and disproportionately benefit from measures designed to improve public spaces, including in new developments, by adding places to rest. This will particularly benefit individuals with reduced stamina.
- 5.34 Older people and disabled people are more likely to experience mobility impairments and reduced mobility and are more likely to rely on a private vehicle or taxi for everyday travel needs. Measures to reduce overall maximum parking standards are likely to disproportionately negatively impact members of these groups who are not Blue Badge Holders.

### *Pregnancy and maternity*

- 5.35 Pregnant women are likely to experience reduced mobility and lower stamina due to their physical condition. Therefore, they are likely to disproportionately benefit from measures designed to improve public spaces by adding places to rest.

## Suggested action(s) to be taken

- **Monitoring and evaluation:** Ensure that robust monitoring and evaluation plans are developed for all schemes. This will allow Harrow to establish the knock-on impacts of these on traffic, as well as travel by other modes. These will provide valuable data for learning and evolving these schemes over time.

## 4. An accessible and inclusive network

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- 5.36 Streets and transport networks will be more accessible and facilitate safer movement for all users. Pedestrian areas will be free from obstruction, allowing unimpeded access for all user types and public transport will be step-free wherever possible. The public realm will accommodate all users and new transport proposals will consider the needs of all.

## Protected characteristics likely to be disproportionately impacted

- Age
- Disability
- Pregnancy and maternity

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<sup>14</sup> <https://www.nhs.uk/mental-health/feelings-symptoms-behaviours/feelings-and-symptoms/loneliness-in-older-people/>

<sup>15</sup> [Disability, well-being and loneliness, UK - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/healthandlife/disability)

## Summary of potential impacts

### *Age*

- 5.37 Under 16s walk and cycle in Harrow more than any other age group (41 per cent) and are likely to disproportionately benefit from improvements to active travel infrastructure, including cycle routes and cycling facilities.
- 5.38 Older people are more likely to experience reduced mobility due to ageing. Therefore, they are likely to disproportionately benefit from schemes to improve step-free access across existing and future developments, public spaces and public transport assets, as well as from reduced street clutter.
- 5.39 Older people are more likely to rely on a private vehicle or taxi for their everyday mobility. Those aged over 60 in Harrow are more likely to use a private vehicle (50 per cent) than other modes of travel. Measures to reallocate on-street parking towards active travel infrastructure may disproportionately negatively impact older people reliant on to-door access, as it may force them to park in less accessible and less convenient locations.

### *Disability*

- 5.40 Disabled people who have mobility impairments will disproportionately benefit from schemes to improve step-free access across existing and future developments, public spaces and public transport assets. Disabled people who use wheelchairs or mobility scooters are also likely to disproportionately benefit from measures to reduce street clutter, as this is likely to provide greater clearance for movement in public spaces.
- 5.41 Measures to review placement of Blue Badge bays and relocate these to more accessible locations will disproportionately benefit all disabled people who are Blue Badge holders (of the 48% of disabled people in Harrow that use private vehicles), and especially those with mobility impairments. This is likely to improve door-to-door access to key services and destinations.
- 5.42 Measures to reallocate on-street parking towards active travel infrastructure may likewise disproportionately negatively impact disabled people reliant on to-door access, as it may force them to park in less accessible and less convenient locations.

### *Pregnancy and maternity*

- 5.43 Pregnant women are likely to experience reduced mobility due to their physical condition, while new parents with prams are likely to require increased clearance while navigating public spaces and cannot effectively navigate environments with steps. Both groups are likely to disproportionately benefit from schemes to improve step-free access across existing and future developments, public spaces and public transport assets. New parents with prams are also likely to disproportionately benefit from measures to reduce street clutter, as this is likely to provide greater clearance for movement in public spaces.
- 5.44 Pregnant women are more likely to rely on a private vehicle or taxi for everyday travel needs due to their physical condition. Measures to reallocate on-street parking towards active travel infrastructure may disproportionately negatively impact pregnant women reliant on to-door access, as it may force them to park in less accessible and less convenient locations.

### Suggested action(s) to be taken

- **Targeted engagement:** Ensure that older people, disabled people and pregnant women in particular are engaged with during the design phase of schemes, particularly around the reallocation of on-street parking. This will allow Harrow to capture feedback of these groups, which can ultimately lead to better suited and better used schemes.
- **Monitoring and evaluation:** Ensure that robust monitoring and evaluation plans are developed for all schemes. This will allow Harrow to establish the knock-on impacts of these on traffic, as well as travel by other modes. These will provide valuable data for learning and evolving these schemes over time.

## 5. Sustainable, low carbon travel for people, goods, and services

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- 5.45 Public transport, active travel and micro-mobility infrastructure will be improved and prioritised. Passenger, goods, and servicing vehicles will become electrified, and deliveries will be coordinated to improve sustainability.

### Protected characteristics likely to be disproportionately impacted

- Age
- Disability
- Pregnancy and maternity
- Race

### Summary of potential impacts

#### *Age*

- 5.46 Both young and old age groups are disproportionately vulnerable to poor air quality and pollution. For older people, exposure to high levels of air pollution can lead to a range of long-term health problems, while children may suffer from reduced lung development. Measures which facilitate the transition to electric vehicles for individuals, businesses and the Council are likely to disproportionately benefit these groups as they lead to direct reductions in tailpipe emissions on the roads.
- 5.47 Younger people are more likely to disproportionately benefit from improvements to public transport and active travel infrastructure. Those aged under 16 are most likely to walk or cycle (42 per cent), while those aged 16-24 are most likely to use public transport (35 per cent).

#### *Disability*

- 5.48 Measures which facilitate the transition to electric vehicles and consequently help to reduce tailpipe emissions on the roads, are likely to disproportionately benefit disabled people who are particularly vulnerable to air pollution and/or those reporting stamina or breathing impairments.

#### *Pregnancy and maternity*

- 5.49 Measures which facilitate the transition to electric vehicles and consequently help to reduce tailpipe emissions on the roads, are likely to disproportionately benefit pregnant women. Polluted air is harmful for babies in the womb and can cause premature birth or low birth weight – both factors are associated with higher infant mortality. Furthermore, new-born babies, babies in prams and children are more vulnerable to breathing in polluted air than adults due to their airways being in development.

*Race*

5.50 Improvements to public transport, such as bus priority schemes, will disproportionately benefit racial or ethnic groups who are more likely to use public transport in Harrow (53 per cent identifying as ‘Gypsy or Irish Traveller’ and 51 per cent identifying as ‘Black or Black British’). Likewise, improvements to active travel infrastructure is likely to disproportionately benefit racial or ethnic groups who are more likely to walk or cycle in Harrow (39 per cent of people identifying as ‘White’).

**Suggested action(s) to be taken**

- **Monitoring and evaluation:** Ensure that robust monitoring and evaluation plans are developed for all schemes. This will allow Harrow to establish the knock-on impacts of these on traffic, as well as travel by other modes. These will provide valuable data for learning and evolving these schemes over time.
- **Prioritisation of interventions:** Prioritising interventions which lead to air quality improvements in areas with the worst recorded air quality, as well as areas with higher proportions of disabled, older and younger people, will help the Council to reduce disproportionate impacts of poor air quality and deliver more equitable distribution of interventions across Harrow.

**6. Decarbonised transport and awareness of the climate emergency**

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5.51 Residents and businesses will have wider and more easily accessible options for using decarbonised transport, as well as increased awareness of how to respond to the climate emergency through campaigns and programmes. Transport infrastructure will be designed to withstand extreme weather where possible.

**Protected characteristics likely to be disproportionately impacted**

- Age
- Disability
- Pregnancy and maternity
- Race

**Summary of potential impacts**

*Age and disability*

5.52 Both young and old age groups are disproportionately vulnerable to poor air quality and pollution. For older people, exposure to high levels of air pollution can lead to a range of long-term health problems, while children may suffer from reduced lung development. Disabled people reporting stamina or breathing impairments are also likely to disproportionately impacted. Measures to reduce idling and facilitate behaviour change away from using private vehicles are likely to reduce tailpipe emissions on the roads and disproportionately benefit these groups. Measures to inform young people about the climate emergency and air quality will also help to educate them on the dangers of air pollution, providing the knowledge to avoid most polluted routes when moving across the borough.

5.53 Younger people use active travel (42 per cent of Under 16s) and public transport (35 per cent of 16-24s) more than other age groups and will benefit disproportionately from increased climate and weather resilience of transport infrastructure assets than other age groups.

*Pregnancy and maternity*

5.54 Measures which reduce idling and facilitate behaviour change away from using private vehicles are likely to reduce tailpipe emissions on the roads, and disproportionately benefit pregnant women. Polluted air is harmful for babies in the womb and can cause premature birth or low birth weight – both factors are associated with higher infant mortality. Furthermore, new-born babies, babies in prams and children are more vulnerable to breathing in polluted air than adults due to their airways being in development.

*Race*

5.55 Increase climate and weather resilience of active travel and public transport infrastructure assets is likely to disproportionately benefit racial or ethnic groups that are more likely to use these modes. In Harrow 53 per cent identify as ‘Gypsy or Irish Traveller’ and 51 per cent identifying as ‘Black or Black British use public transport. Likewise, 39 per cent of people identifying as ‘White’ use active travel modes.

**Suggested action(s) to be taken**

- **Targeted engagement:** Ensure that groups which suffer disproportionately from poor air quality are engaged with during the design phase of schemes. In doing this, the Council will make sure that they collect the opinions of more hard-to-reach groups, which may often suffer more acutely from air pollution. It is recommended that the Council uses air quality data and mapping to inform decisions of where engagement should take place.
- **Monitoring and evaluation:** Ensure that robust monitoring and evaluation plans are developed for all schemes. This will allow Harrow to establish the knock-on impacts of these on traffic, as well as travel by other modes. These will provide valuable data for learning and evolving these schemes over time.

**8. Reduced inequality and local, sustainable economic growth**

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5.56 A better-connected sustainable transport network will provide more equitable access to key destinations and services. Improvements to the transport network will make it easier to move around the borough and across London, increasing opportunities for employment and training.

**Protected characteristics likely to be disproportionately impacted**

- Age
- Disability
- Pregnancy and maternity
- Race

**Summary of potential impacts**

*Age*

5.57 Older people who do not have access to a private vehicle may benefit from simpler and easier journeys using active travel and public transport modes. Older people are more likely to experience reduced mobility due to ageing and are consequently likely to see additional transfers between buses and trains, and indirect walking/cycling routes as greater barriers. Therefore, older people are likely to disproportionately benefit from measures designed to

improve direct access to essential services and key opportunities by public transport and active travel modes.

- 5.58 Older people are more likely to experience reduced mobility due to ageing and are more likely to rely on a private vehicle or taxi for everyday travel needs. Those aged over 60 in Harrow are more likely to use a private vehicle (50 per cent) than other modes of travel. Measures to limit private vehicle traffic in local centres is likely to disproportionately reduce accessibility for this group to the amenities provided at these locations.

*Disability*

- 5.59 Disabled people who do not have access to a private vehicle may benefit from simpler and easier journeys using active travel and public transport modes. Those who have mobility impairments are likely see transfers between buses and trains, and indirect walking/cycling routes as greater barriers than those without. Likewise, those with visual or learning impairments are likely to disproportionately benefit from clearer and better signposted routes.
- 5.60 Public transport or lack thereof can be a key enabler or barrier to accessing employment opportunities. In 2018, 18 per cent of those who were unemployed turned down a job or decided not to apply due to problems with transport<sup>16</sup>. This is particularly exacerbated for disabled people, who may have even more limited travel options due to mobility impairments. Therefore, measures that provide better access to employment and educational opportunities are likely to disproportionately benefit disabled people.
- 5.61 According to the 2021 Census, there were 8,406 people disabled people (under the Equality Act) living in households without access to a car or van in Harrow. These people are likely to disproportionately benefit from measures designed to improve direct access to essential services and key opportunities by public transport and active travel modes.
- 5.62 Those with mobility impairments are more likely to rely on a private vehicle or taxi for everyday travel needs. Private vehicles are the most common mode of travel (48 per cent) among people with a long-term health problem or disability in Harrow. Measures to limit private vehicle traffic in local centres is likely to disproportionately reduced accessibility for this group to the amenities provided at these locations.

*Pregnancy and maternity*

- 5.63 Pregnant women who do not have access to a private vehicle may benefit from simpler and easier journeys using active travel and public transport modes. Pregnant women are more likely to experience reduced mobility and lower stamina due to their physical conditions, and consequently likely to see additional transfers between buses and trains, and indirect walking/cycling routes as greater barriers. Therefore, pregnant women are likely to disproportionately benefit from measures designed to improve direct access to essential services and key opportunities by public transport and active travel modes.

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<sup>16</sup> <https://www.health.org.uk/evidence-hub/transport/social-exclusion/difficulties-in-job-searching-due-to-problems-with-transport#:~:text=Transport%20problems%20can%20act%20as%20a%20barrier%20to%20employment&text=Transport%20problems%20include%20long%20commuting,job%20opportunities%20and%20income%20potential>.

- 5.64 Pregnant women are more likely to rely on a private vehicle or taxi for everyday travel needs due to their physical condition. Measures to limit private vehicle traffic in local centres is likely to disproportionately reduce accessibility for this group to the amenities provided at these locations.

*Race*

- 5.65 Measures designed to improve direct access to essential services and key opportunities by public transport and active travel are likely to disproportionately benefit the racial and ethnic groups that are more likely to use these modes. In Harrow 53 per cent identify as ‘Gypsy or Irish Traveller’ and 51 per cent identifying as ‘Black or Black British use public transport. Likewise, 39 per cent of people identifying as ‘White’ use active travel modes.

**Suggested action(s) to be taken**

- **Targeted engagement:** Ensure that older people, disabled people and pregnant women in particular are engaged with during the design phase of schemes. This will allow Harrow to capture feedback of these groups, which can ultimately lead to better suited and better used schemes.
- **Monitoring and evaluation:** Ensure that robust monitoring and evaluation plans are developed for schemes, in particular to do with roadspace reallocation. This will allow Harrow to establish the knock-on impacts of these on traffic, as well as travel by other modes. These will provide valuable data for learning and evolving these schemes over time.
- **Action plan:** Work closely with TfL and other stakeholders to draft action plans for stations and stops where accessibility and connectivity to key services and amenities may be particularly poor. This will allow for a robust approach to deliver ‘quick wins’ in the most problematic areas, will tangible benefits delivered in short timescales.

**9. Digital technologies facilitate seamless journeys**

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- 5.66 Increased use of digital technology and systems across transport networks will enable more seamless journeys. Residents and businesses will benefit from improved internet connectivity at home and in town centres.

**Protected characteristics likely to be disproportionately impacted**

- Age
- Disability

**Summary of potential impacts**

*Age*

- 5.67 Older people are likely to disproportionately not feel the benefits of measures designed to increase digital access to information and improve digital transport services. In the UK, 25% of people aged 65 and over do not use the internet<sup>17</sup> and as such do not have access to online real-time passenger information, wayfinding apps and travel-related services. Older people

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<sup>17</sup> <https://www.ageuk.org.uk/our-impact/programmes/digital-skills/#:~:text=25%25%20of%20people%20aged%2065,platforms%20that%20keep%20people%20connected.>

risk being disproportionately negatively impacted by the need to rely on physical information provision.

*Disability*

- 5.68 Disabled people are likely to disproportionately not feel the benefit of measures designed to increase digital access to information and improve digital transport services. In 2017, 56 per cent of adult internet non-users were disabled, much higher than the proportion of disabled adults in the UK population<sup>18</sup> and as such do not have access to online real-time passenger information, wayfinding apps and travel-related services. This group risks being disproportionately negatively impacted by the need to rely on physical information provision.

**Suggested action(s) to be taken**

- **Support digitally excluded residents:** ensure that Harrow targets all digitally excluded groups with support programmes, making sure that all affected residents have the opportunity to learn how to use digital transport services.
- **Provide physical alternatives:** continue investing in alternatives to digital transport services, such as paper timetables at bus stops to ensure that those who cannot or do not want to use digital services are still able to effectively navigate the borough's transport system.

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<https://www.ons.gov.uk/peoplepopulationandcommunity/householdcharacteristics/homeinternetandsocialmediausage/articles/exploringtheuksdigitaldivide/2019-03-04#what-is-the-pattern-of-internet-usage-among-disabled-people>

## 6 Action Plan

- 6.1 Table 6.1 overleaf, presents an action plan for each of the suggested actions identified within this EqIA.
- 6.2 For each action, an action owner has been identified who will be responsible for ensuring that the action is progressed. Furthermore, timescales are outlined to assist with monitoring of this document.
- 6.3 Note – this chapter will be completed as the final step before issuing the EqIA. We will ensure that each suggested action is assigned an owner, as well as a timescale for implementation and monitoring.

Table 6.1: Action Plan

Strategy Priority	Protected characteristic impacted	Action required/comments	Action owner	Timescale
1.				
2.				
3.				
4.				
5.				
8.				
9.				

## Control Information

### Prepared by

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Steer  
14-21 Rushworth Street  
London SE1 0RB  
+44 20 7910 5000  
www.steergroup.com

### Prepared for

---

London Borough of Harrow  
Harrow Council  
Forward Drive  
Harrow HA3 8FL

### Steer project/proposal number

---

24531701

### Client contract/project number

---

### Author/originator

---

ADY

### Reviewer/approver

---

JDY

### Other contributors

---

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