



London Borough of Harrow
Infrastructure Delivery Plan (IDP)

October 2024

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1 Executive Summary

The table below shows a summary RAG risk rating for each infrastructure type in relation to the delivery of the plan.

	There are risks to infrastructure provision which need intervention in the short-term as it may impact planned growth
	Infrastructure provision is considered as a low risk to planned growth as it is being controlled through current infrastructure planning or delivery processes
	Infrastructure provision is not considered as a risk to planned growth

Infrastructure Type		RAG Rating summary
Transport		Harrow generally has good transport infrastructure with a dense network of frequent public transport services which has seen recent improvements in the form of the new Superloop. Harrow's forecast population growth is in areas which have good public transport links. A recently produced Long-Term Transport Strategy outlines a series of interventions in line with expected increases in demand.
Energy and Utilities		The LAEP is a new policy approach including local authorities and energy providers to assess the spatial implications for the energy system to respond to growth and net zero requirements and identified the long and short-term interventions that are required for supply to match demand. Further engagement with the partnership will occur as part of the next stage of the Local Energy Area Plan (LAEP) process.
Digital		Harrow is well connected with the majority of households having access to fibre connectivity. Its current provision is on par with the rest of London with further connections in the pipeline to keep pace with growth.
Waste		Harrow is part of the West London Waste Partnership and are currently preparing an update to the West London Waste Plan which is part of the Development Plan. The current plan identified sufficient capacity in its existing sites to meet its apportioned waste targets, one of which is in Harrow.
Education		<p>No immediate expansion to primary schools is required, due to falling demand. An additional 3 form primary school is being delivered to accommodate growth within the opportunity area.</p> <p>Demand for secondary places has plateaued, and there are no projected needs for additional provision.</p> <p>There is significant demand for the provision of SEND places with a site recently identified to address this and ongoing work with the Department for Education (DfE) to progress the funding agreement.</p>

Sports and Leisure		An Indoor and Outdoor Sports Facilities Strategy following the Sports England FPM methodology has recently been adopted and identifies a range of interventions required to address forecast demand. The Council recognises that two facilities are nearing the end of their functional life as a service and are in the process of putting together an investment strategy to replace them.
Emergency Services		No Immediate concerns have been raised through the IDP process in relation to facilities from the emergency services.
Health and Social Care		Engagement with the ICB and partners evidenced a current shortfall in capacity, particularly for GPs. A new Estates Strategy is shortly to be published but whilst business cases for new premises have been produced, there is an expected shortfall. Engagement is ongoing between the ICB and the council to ensure new provision can be provided on regeneration sites allocated in the Local Plan.
Community and Cultural Facilities		The Council has recently initiated a 'corporate Landlord Model' and Corporate Property Strategy to manage the future of all council property assets including libraires, cultural and community facilities. A new library (Greenhill) was opened in 2021
Green and Blue Infrastructure		<p>Whilst there is no current open space assessment or strategy in place, Harrow is generally well served by open space and a site for a new park has been identified in Pinner.</p> <p>There are a number of ongoing flood defence projects which are part of the Environment Agency's national programme. Plans for a SuDS pilot programme are underway to address flooding in high risk areas.</p>

2 Introduction

2.1 What is an Infrastructure Delivery Plan?

This document assesses what current infrastructure there is in the Borough, what infrastructure is currently planned, and what infrastructure will be required in the future to help to achieve the spatial vision and strategic objectives as set out in the Harrow's New Local Plan through to 2041.

This Infrastructure Delivery Plan (IDP) sets out:

- A brief summary of the national and local policy context in relation to infrastructure.
- An overview of existing infrastructure provision and any capacity issues in relation to current provision, and what future provision of infrastructure will be required in order to support anticipated housing and population growth.
- The evidence base which informed this IDP.
- A RAG rating for each infrastructure type as to whether it is currently considered a risk to the delivery of the Local Plan.
- A detailed schedule of current known infrastructure projects, their timescale, known cost or funding position, and delivery partners.

The purpose of this IDP is not to repeat or duplicate existing evidence base, rather to signpost where other plans, strategies, or evidence address aspects relevant to this IDP.

It is important to note that the IDP provides a current-state overview of infrastructure provision and planning, especially as infrastructure providers may be working to their own planning, funding and delivery cycles which do not align with the Local Plan.

The infrastructure requirements, costs, and timescales contained within this IDP represent the best information available at the time of publishing. As progress is made and new information becomes available in those areas, further changes may be required as a result of updates and information from service providers and/or changes to the Local Plan.

2.2 Policy Context

The section below provides an overview of the policy context with regard to infrastructure planning. The wider policy context in relation to the Local Plan can be found in the (Introduction) of the Harrow Local Plan and has not been repeated here.

National Policy Context

There are a number of references to the provision of infrastructure in the National Planning Policy Framework (NPPF) 2023. The references make clear that infrastructure provision is also essential to the delivery of the social and environmental objectives of sustainable development, for example the provision of community facilities and green infrastructure. The Council is required to plan positively to ensure that development and infrastructure needs are met. This is to ensure that new development is delivered sustainably, in a way that is properly planned.

The NPPF requires that. ‘Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:

- a) housing (including affordable housing), employment, retail, leisure and other commercial development.
- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- c) community facilities (such as health, education, and cultural infrastructure); and
- d) conservation and enhancement of the natural, built, and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

The draft 2024 version of the NPPF¹ highlights a further commitment to the provision of strategic’ infrastructure and proposes that Local Plans should put significant weight on new, expanded or upgraded infrastructure when considering proposals for development.

The National Planning Practice Guidance (PPG) supports this position and stresses the need to ensure that the Local Plan is capable of being delivered, including with the provision of infrastructure. It states that strategic policy- making authorities will need to demonstrate they have engaged with infrastructure providers, ensuring that they are aware of the nature and scale of such the proposals, and work collaboratively to ensure that the infrastructure requirements are not beyond what could reasonably be considered to be achievable within the planned timescales”.

Regional and Sub-Regional Policy Context

Alongside the GLA, Harrow Council has been working closely with its West London neighbours through the West London Alliance (WLA) to identify strategic priorities for the sub-region – with a focus on infrastructure – and to develop a shared and common evidence base. In particular, a Joint West London Waste Plan was adopted in July 2015. It is anticipated that a revised plan will be adopted by 2027.

In addition, Harrow has been working with partners across West London in the production of a Local Area Energy Plan (LAEP), which outlines the changes needed to the local energy system to support growth and achieve net zero targets, and a joint Level 1 Strategic Flood Risk Assessment.

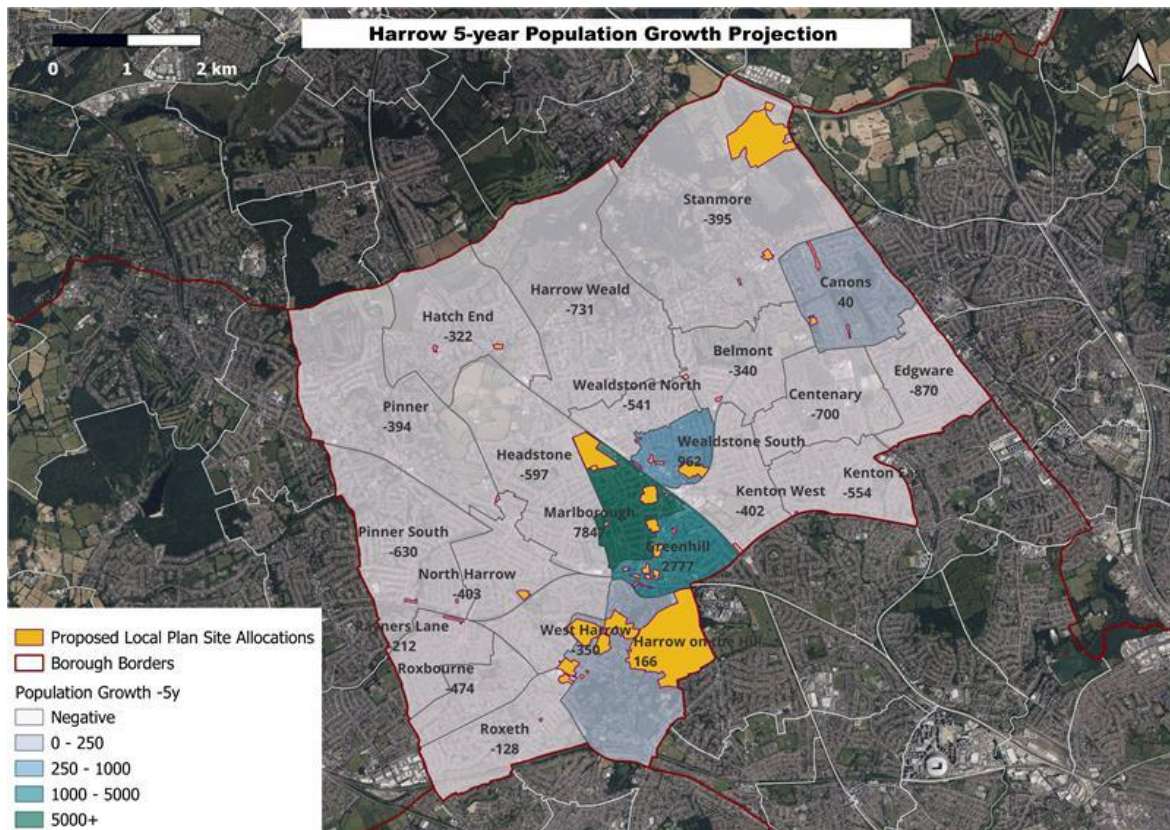
The Local Plan spatial strategy

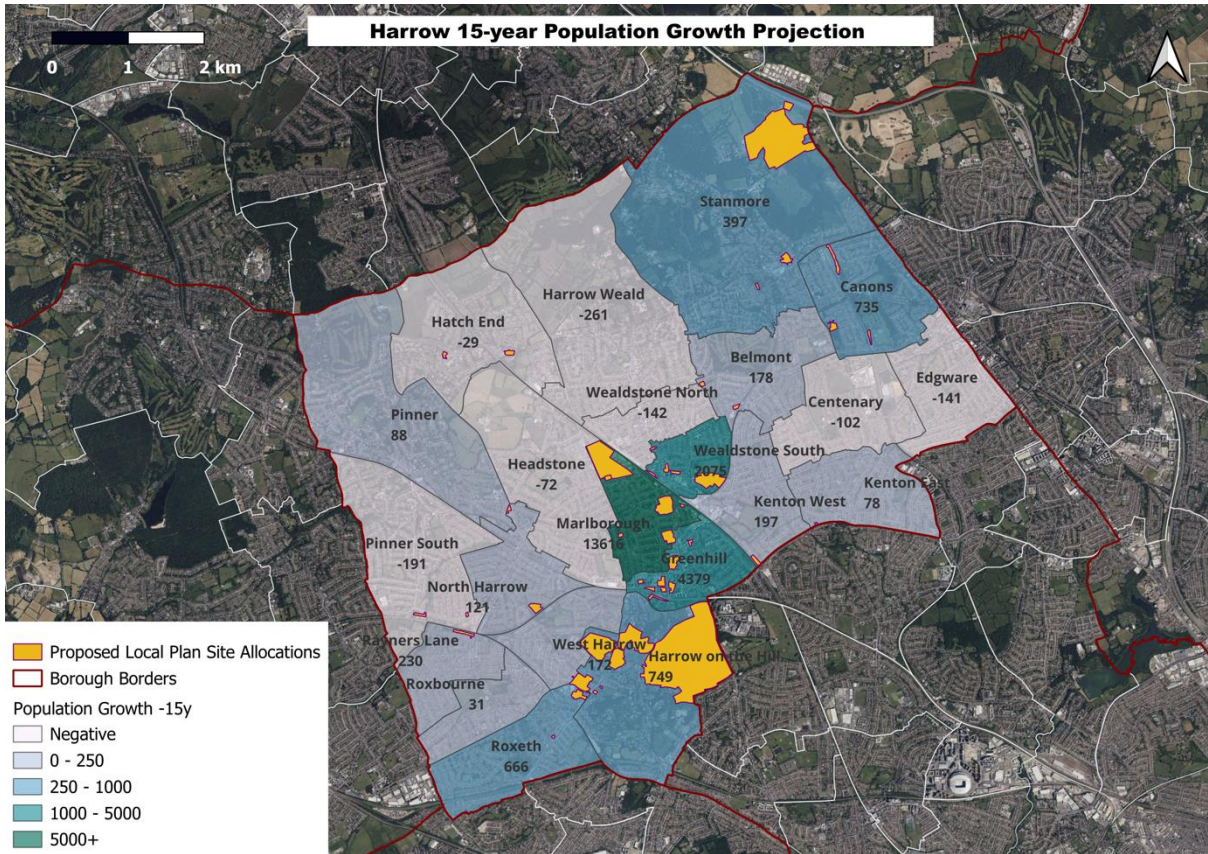
The spatial strategy outlined in the Local Plan focuses development in town centre locations, particularly the central Station Road corridor, particularly Harrow and Wealdstone town centres, as can be seen from the spatial location of housing and population growth on the maps below.

¹ <https://www.gov.uk/government/consultations/proposed-reforms-to-the-national-planning-policy-framework-and-other-changes-to-the-planning-system>

Under the GLA's demographic population projections, which incorporate assumptions about future housing development, Harrow expects to see significant population increases in growth areas with the Marlborough Ward forecast to double in population over the next 15 years. The wards of Greenhill and Wealdstone South are expected to grow 20-40% over the same period. These locations, as well as being the focus for new development and therefore population growth, also provide an opportunity to provide new social infrastructure as the Local Plan is delivered. It is therefore critical to understand what infrastructure is required to support this growth in Harrow.

The maps below show the expected population change in Harrow over the next 5 and 15 years as well as proposed site allocations in the new Local Plan 2021-2041. The GLA 2021-based Demographic Projections are used as the closest available approximation but do not take fully into account the proposed site allocations (namely new sites identified as part of the Call for Sites process for the new Local Plan and after the projections were released). As the Local Plan progresses and there is more information about the scale and development of proposed site allocations this can be updated and shared with infrastructure providers and should the plan be found sound and adopted, the new site allocations and indicative housing numbers will be formally incorporated into the GLA population projections used by the Council and infrastructure providers.





2.3 IDP Methodology

The IDP has been informed through discussion and consultation with relevant infrastructure service providers operating in the Borough, alongside research from relevant existing plans, strategies and other documents that provide evidence about current and emerging infrastructure provision in Harrow.

This version of the IDP builds upon a 'Context Report' which was produced and published in support of the 'Regulation 18' (initial) consultation on the draft Local Plan.

Relevant stakeholders were engaged during both the preparation of the Context Report (to understand the existing provision and any issues relating to current demand for and provision of infrastructure), and in the preparation of this IDP (to understand planned provision and any additional known infrastructure requirements as a result of growth arising from the Local Plan as published at the Regulation 18 Stage).

The Regulation 19 Stage (pre-submission) consultation provides a further opportunity for infrastructure providers to respond to the additional detail on the spatial location of growth and allocated sites contained within the Regulation 19 version of the Local Plan.

This information may therefore be amended and refined as further details on the Local Plan site allocations or infrastructure projects become available.

2.4 Infrastructure types

The IDP covers the full range of physical, social, and green infrastructure including:

- **Transport;** Including public realm and active travel, public transport, EV infrastructure, and the road network.
- **Energy and utilities;** including electricity, gas, district heating, waste and potable water.
- **Digital connectivity;** including broadband and mobile.
- **Waste;** including municipal waste and waste water.
- **Education:** including early years provision, Primary and Secondary, Special Educational Needs (SEND), and adult and further education
- **Sports and leisure facilities;** including indoor and outdoor provision.
- **Emergency services;** including Police, Fire and Ambulance
- **Health and social care;** including primary & secondary health, pharmacy, and dental, and acute care.
- **Community facilities;** including community centres, libraries, cultural facilities, cemeteries, and crematoriums.
- **Green and blue infrastructure:** including open space, parks, and flood defences.

3 Transport

Summary

Overall Rag: **Green**

Harrow generally has good transport infrastructure with a dense network of frequent public transport services which has seen recent improvements in the form of the new Superloop. Harrow's forecast population growth is in areas which have good public transport links. A recently produced Long-Term Transport Strategy outlines a series of interventions in line with expected increases in demand.

Background

The National Transport Policy aims to boost economic growth, reduce inequality, and address environmental issues. Initiatives like the Levelling Up Agenda and Bus Back Better strategy focus on improving bus services. Multiple plans, including 'A Green Future,' Net Zero, and Clear Air, set goals for cutting carbon emissions and promoting healthier lifestyles. The London Plan and the Mayor's Transport Strategy target a net-zero transport system by 2050, healthier streets, and development of underutilised areas. Borough-level plans like the Local Implementation Plan 3 and Walking, Cycling, and Sustainable Transport Strategy guide future actions.

The Harrow Local Implementation Plan uses population projections (mid-year 2014) to estimate local transport needs. This identified the following changes in terms of population:

- London's population is projected to grow significantly by 2041, requiring at least to be built every year. The government's proposed revisions to the projection methodology would likely increase the number of homes required even further.
- Harrow needs to build 13,920 new homes by 2028/29 to meet the growing demand.
- The demographic of the population is forecast to change, including an increase in ethnic minority groups, one-person households, lone parents, and multi-occupation households.
- Harrow has a disproportionately high increase in the proportion of older residents and adults living alone, with forecasts showing an increasing number of people aged over 85 and a growth in the under 15 age group.
- Harrow is one of the most diverse boroughs in London and the most religiously diverse in the UK.
- The average household size in Harrow is estimated to be about 2.8 persons, higher than the London average, while the proportion of one-person households is estimated to be lower.

The Harrow Long Term Transport Strategy (LTTS) uses updated population projections to identify that:

- LB Harrow experiences frequent transportation issues, such as congestion and delays, which are expected to worsen due to population growth projections (with an expected increase of 8.6 per cent to 283,900 residents by 2041 compared to the 2021 baseline according to Census 2021).
- The Borough is expected to gain 2,000 – 8,000 jobs by 2036 depending on the growth scenario. The sectors that will experience the most gains are predicted to be professional services, education, healthcare, and social work.
- Around 46.4% of trips in Harrow are made by car. In contrast, active travel is relatively low, at 0.8 per cent of trips by bicycle and 28.7% of trips by walking.

3.1 Public realm and active travel

Infrastructure Type	Public realm and active travel
Current Provision	<p>Harrow is responsible for maintaining, managing, and operating all non-motorway roads in the borough. A network of cycle routes provides a total of 41km cycle lanes in the borough.</p> <p>There are a total of 166 school safety zones in the borough. 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.</p> <p>Three School Streets have been implemented in Harrow, located at Grimsdyke Primary, Newton Farm and Park High School.</p>
Known Planned Provision	The LTTS sets out a series of interventions in these areas. More detail can be found in Appendix 1: Infrastructure Schedule
Future Provision	<p>Interventions identified in the LTTS aim to address population growth in key locations in the borough such as the Harrow & Wealdstone Opportunity Area, including Byron Quarter, Peel Road, and Poets Corner. The area aims to deliver more than 7,500 new homes (though this figure is subject to change and final confirmation), which will have an impact on transport networks.</p> <p>These interventions seek to:</p> <ul style="list-style-type: none"> • Address increased demands in accordance with the expected increase in population. • Improve the maintenance of existing services, and • Fulfil wider policy objectives. <p>The LIP and LTTS identify a range of short-term and long-term initiatives to enhance mobility, reduce congestion, make improvements and expand capacity of transport, and create a more connected, sustainable and accessible transport network.</p> <p>Interventions include, for example, improved integration and capacity of transport services, expanding the bus network, improvements to the cycle network serving key destinations and neighbourhoods, expanding school streets and safety zones, supporting electric transport infrastructure, and delivery of liveable neighbourhoods schemes.</p> <p>There is also an interest in using transport interventions and network improvements in order to reduce inequality in the borough.</p>
Key Evidence Base	<ul style="list-style-type: none"> • Harrow Transport Local Implementation Plan 2019/20 2021/22² • Harrow Council's Local Plan³

² <https://www.harrow.gov.uk/downloads/file/26428/harrow-transport-local-implementation-plan.pdf>

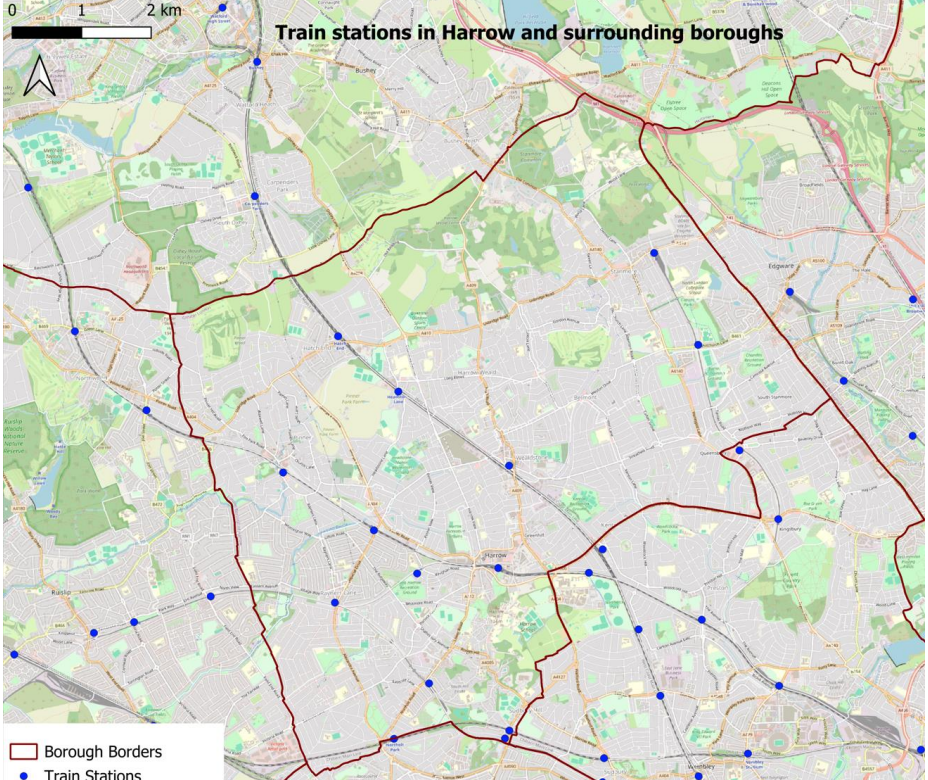
³ <https://www.harrow.gov.uk/planning-developments/harrows-local-plan-core-strategy>

	<ul style="list-style-type: none"> • Transport for London's (TfL) Network Management Plan • The Greater London Authority's (GLA) Transport Strategy⁴ • Draft Long Term Transport Strategy- November 2023
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3.2 Public transport

Infrastructure Type	Public Transport
Current Provision	<p>TfL is responsible for most of London's public transport services, including the London Underground, London Buses, London Overground, TfL Rail, and all traffic lights across London.</p> <ul style="list-style-type: none"> • 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. The map below shows the train stations in and around Harrow. • There are 37 bus routes serving areas within the borough and Harrow bus station is operating over capacity. The Borough has around 430 bus stops, a dense network of high frequency bus routes serves 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. • TFL has recently introduced the Superloop bus lines in London. The SL10 runs between Harrow and North Finchley, forming one part of a new circular network linking outer London town centres, hospitals, schools and transport hubs. This means quicker journey times and extra capacity on the busiest part of the existing route 183 between Hendon and Harrow. The SL9 connects Harrow and Heathrow Central. Both Superloop routes are zero emission and have improved customer information.

⁴ <https://www.london.gov.uk/programmes-strategies/transport/our-vision-transport/mayors-transport-strategy-2018>

	
<p>Known Planned Provision</p>	<p>Interventions identified in the LTTS aim to address population growth in key locations in the borough such as the Harrow & Wealdstone Opportunity Area, including Byron Quarter, Peel Road, and Poets Corner. The area aims to deliver more than 7,500 new homes (though this figure is subject to change and final confirmation), which will have an impact on transport networks.</p> <p>These interventions seek to:</p> <ul style="list-style-type: none"> • Address increased demands in accordance with the expected increase in population. • Improve the maintenance of existing services, and • Fulfil wider policy objectives. <p>More detail on the individual interventions can be found in Appendix 1.</p>
<p>Future Provision</p>	<p>In terms of performance and service issues, the borough has no transport on demand services (LTTS), it has insufficient route provision and limited connections in the south-east and west of Pinner.</p> <p>The LIP indicates that there are likely sources of funding for long-term interventions, which may indicate that there is no certainty of funding for these projects. Also, timescales are uncommitted for the development of long-term projects. Step-free access remains an issue at many of the borough's stations and bus stops.</p> <p>The LIP and LTTS identify a range short-term and long-term initiatives to enhance mobility, reduce congestion, make improvements and expand capacity of transport, and create a more connected, sustainable and accessible transport network.</p>

	<p>Interventions include, for example, improved integration and capacity of transport services, expanding the bus network, improvements to the cycle network serving key destinations and neighbourhoods, expanding school streets and safety zones, supporting electric transport infrastructure, and delivery of liveable neighbourhoods schemes.</p> <p>There is also interest in using transport interventions and network improvements in order to reduce inequality in the borough.</p> <p>It has been noted that working age residents would benefit from improved connectivity to Park Royal, Heathrow Airport. This could include improved connections to Old Oak / Park Royal Opportunity Area and the aspirational West London Orbital train line.</p>
Key Evidence Base	<ul style="list-style-type: none"> • Harrow Transport Local Implementation Plan 2019/20 2021/22⁵ • Harrow Council's Local Plan⁶ • Transport for London's (TfL) Network Management Plan • The Greater London Authority's (GLA) Transport Strategy⁷ • Draft Long Term Transport Strategy- November 2023

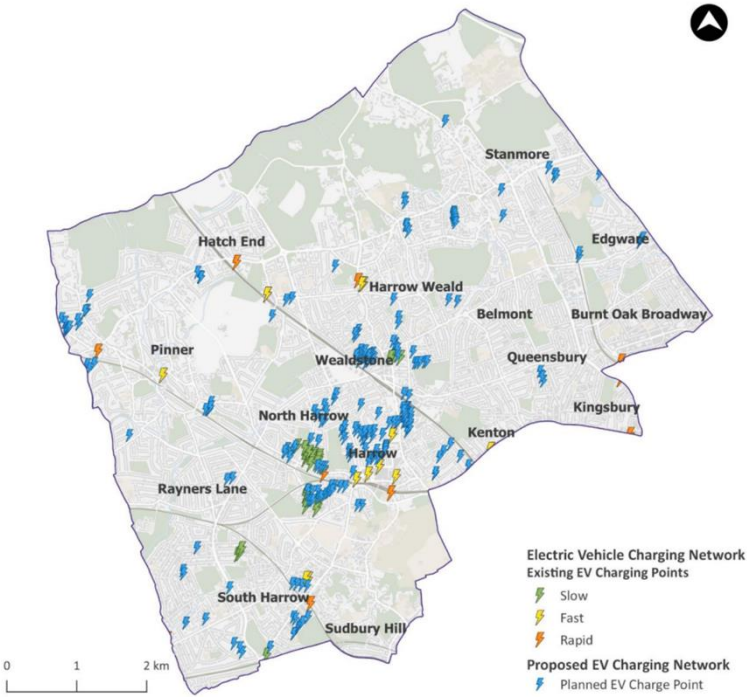
3.3 EV Infrastructure

Current Provision	<p>There are currently about 3,500 EVs in Harrow which is less than 3.4% of total registered vehicles. However, we anticipate this to increase to nearly 10% in 2026 (9,500 vehicles), over 60% in 2038 (68,000 vehicles) and approach 100% by 2050. EV penetration in Harrow currently trends with adjacent local authorities outside London. In addition, since the pandemic, EV penetration of new car sales has shown strong growth within the UK.</p> <p>In addition to home-based charging solutions, Harrow currently has around 64 public chargepoints including 57 lamp column (3kW) and fast (7-22kW) and seven Rapid (>50kW) chargepoints at both publicly and privately owned land in Harrow. In addition, the Council plans to deploy funds secured through the On-street Residential Chargepoint Scheme (ORCS) in delivering 225 additional lamp column chargepoints in 2023/24. Delivery of these additional chargepoints is focused on supporting residents who do not have access to off-street parking.</p>
Known Planned Provision	<p>The Council plans to deploy funds secured through the On-street Residential Charge Point Scheme (ORCS) in delivering 225 additional lamp column charge points in 2023/24. This can be</p>

⁵ <https://www.harrow.gov.uk/downloads/file/26428/harrow-transport-local-implementation-plan.pdf>

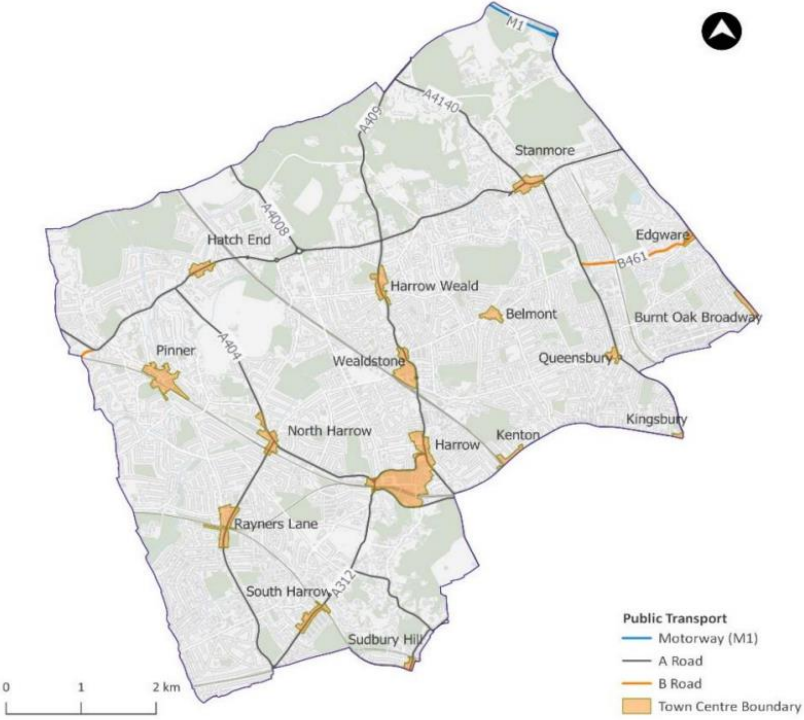
⁶ <https://www.harrow.gov.uk/planning-developments/harrows-local-plan-core-strategy>

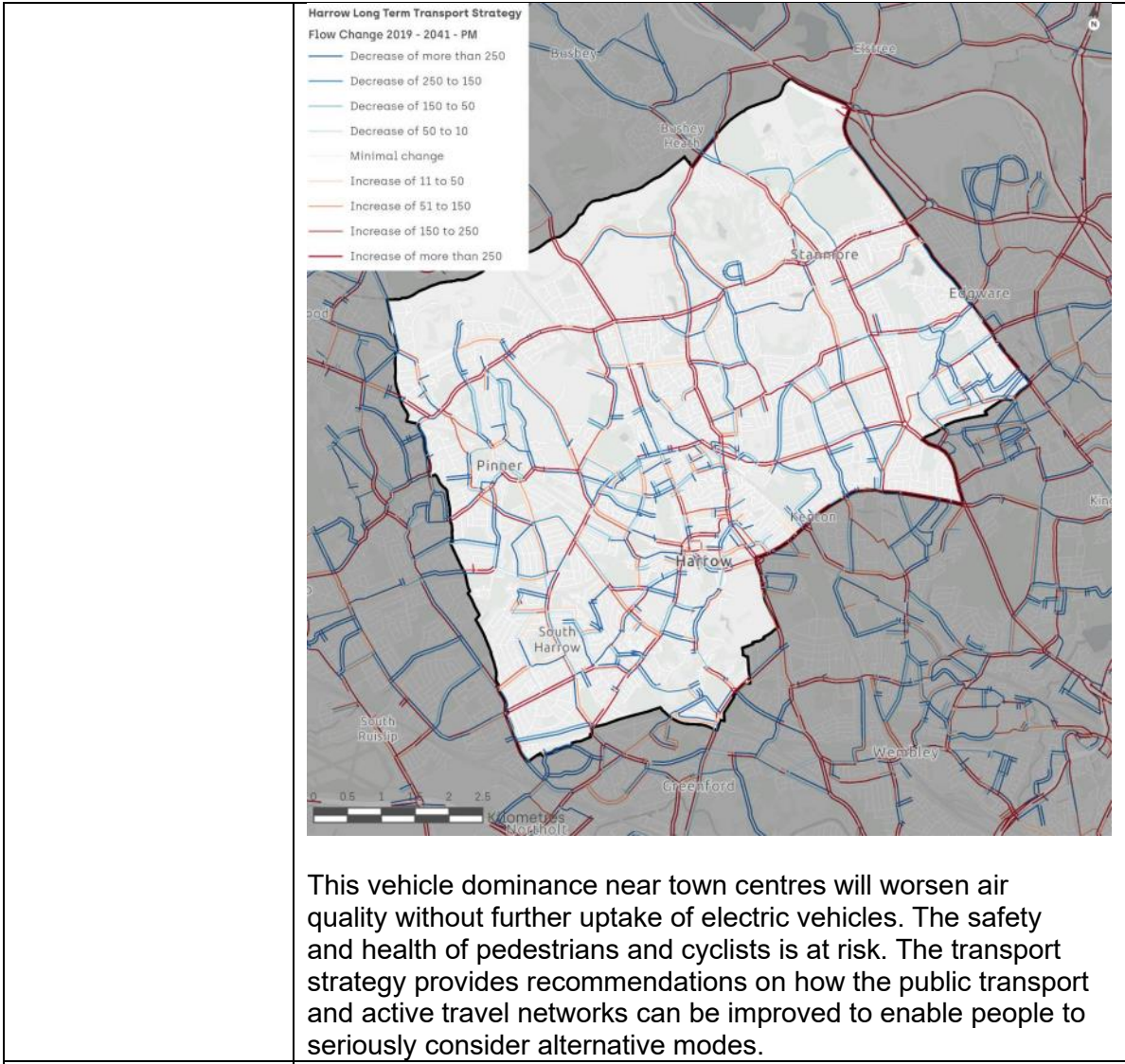
⁷ <https://www.london.gov.uk/programmes-strategies/transport/our-vision-transport/mayors-transport-strategy-2018>

	<p>seen in the map below: Current and planned distribution of EV chargepoints on council land Note: Image prepared by Steer with data from Harrow council.</p> 
<p>Future Provision</p>	<p>The Harrow Electric Vehicle (EV) Strategy (2023) Action Plans notes the aim to deliver 500 on-street chargepoints on council land by 2030. The action plan also aims to ensure at least 10 rapid (50kW) and ultra-rapid (>150kW) chargepoints are deployed on council land by 2026.</p>
<p>Key Evidence Base</p>	<ul style="list-style-type: none"> • Draft Long Term Transport Strategy- November 2023 • The Harrow Electric Vehicle (EV) Strategy (2023)

3.4 Road Network

<p>Current Provision</p>	<p>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. None of the roads in Harrow are part of the TfL Road Network (TLRN) also known as ‘red routes’.</p>
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	 <p>Source: Ordnance Survey (2021)</p>
<p>Known Planned Provision</p>	<p>The LTTS sets out a number of proposed interventions relating to the highways network. The Capital Programme includes funding for highways improvements. More detail can be found in Appendix 1.</p>
<p>Future Provision</p>	<p>The Long Term transport strategy 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 can be seen in the map below:</p>



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. The transport strategy provides recommendations on how the public transport and active travel networks can be improved to enable people to seriously consider alternative modes.

Key Evidence Base Draft Long Term Transport Strategy- November 2023

4 Energy and Utilities

Summary

Overall Rag: **Amber**

The LAEP is a new policy approach including local authorities and energy providers to assess the spatial implications for the energy system to respond to growth and net zero requirements, and identify the long and short-term interventions that are required for supply to match demand. Further engagement with the partnership will occur as part of the next stage of the LAEP process.

Background

The Council does not provide gas and electricity infrastructure but Harrow's Local Economic Assessment (2019 – 2020) Environmental Infrastructure and Sustainability report assesses gas, electricity, and water consumption. The LGA measures fuel poverty in Harrow as 11.7%, higher than the London average of 11.4%⁸.

Electricity

The Local Economic Assessment reports electricity consumption in Harrow as 559 GWh, the lowest amount in West London. More recently, the 2023 GLA's West London Local Area Energy Plan (LAEP) Report sets out the current and future picture for the electricity distribution and transmission grid in West London. The report finds that the grid is under significant pressure due to high density development and redevelopment. Both forecasted population growth and Net Zero targets are cited as further constraints.

The report summarises work done by Arup and the West London LAEP Partnership. It aims to build an evidence base, guide West London authorities in delivering their local plans, plan for future needs, and enable the energy transition.

Current provision was characterised through the use of a Local Energy Asset Representation tool, an ArcGIS platform hosted by the GLA. Projections of future energy need were modelled based on borough planning data. The report also looked into transport demand projects based on mode shift and electric vehicle adoption, and multiple scenarios for net-zero transition were explored.

The report projects 9,417 new homes in Harrow by 2050 based on data collected from the borough on planned residential growth and extrapolated (new projections indicate the new minimum number of homes is 16,080. This should be addressed in stage 2 of the LAEP). Assumptions were made on the average floor space of new homes and combined with energy demand benchmarks to estimate future megavolt amperes (MVA) power capacity connection requirements. The result is 108 MVA at completion year and 330 MVA by 2050 at maximum.

⁸ https://lginform.local.gov.uk/reports/lgastandard?mod-area=E09000015&mod-group=AllRegions_England&mod-metric=2131&mod-type=namedComparisonGroup

Demand Projections Harrow

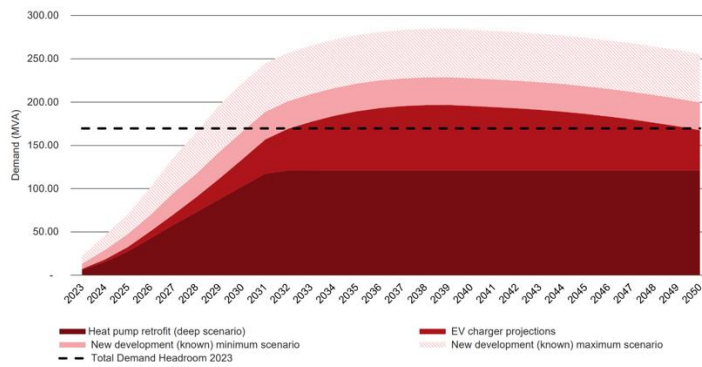


Figure 1: Harrow-specific Demand Projections

The report also highlighted the future potential for retrofit, renewable energy generation and hydrogen throughout Harrow.

Gas

The 2019-2020 Harrow Local Economic Needs Assessment found the total gas consumption in Harrow in 2018 was 1,689 GWh. 85% of this was consumed by residential users which was the highest proportion of any London borough. Harrow also had the highest median domestic consumption of all boroughs due to larger family housing and poor energy efficiency due to an ageing housing stock.

District Heating

The Local Economic Needs Assessment identifies District Heating as key for the reduction of greenhouse gas emissions and fuel poverty. It cites a 2016 energy masterplan produced for Harrow and Wealdstone and Grange Farm. The Harrow Economic Strategy 2021-2030⁹ sets the goal of delivery of a heat network within the next 4+ years.

Water

The Local Economic Needs Assessment identifies pressure on water provision. Based on 2016 modelling from Water UK, Harrow is expected to experience more frequent and severe droughts in the future.

⁹ https://www.harrow.gov.uk/downloads/file/30046/Harrow_Economic_Strategy_2021_2030.pdf

4.1 Electricity

Infrastructure Type	Electricity
Current Provision	<p>Electricity UKPN is the District Network Operator (DNO) operating in Harrow. The West London LAEP identified seven primary substations within Harrow. Of those, six were forecasted to have very little demand headroom, which is the spare capacity available in the network to accommodate additional demand without reinforcement. There is one communal boiler in the borough and one CHP site. At the time of the report there were 1,265 PVs installed in Harrow with capacity of 5.4MW.</p> <p>The report finds that 28% of residential properties in Harrow have an EPC rating Band C, 41% are rated D, and 15% are rated E. South Harrow and West Harrow in particular are challenges with average EPC ratings of D and higher percentages of fuel poverty.</p>
Known Planned Provision	Information about the planned district heating project can be found in appendix 1.
Future Provision	<p>Electricity The council has committed to stage 2 of the West London LAEP which will address specific borough-level interventions and engagement with providers, including the need for network reinforcement, local renewable energy generation, and decarbonisation of transport. These include:</p> <ul style="list-style-type: none"> • Electricity network reinforcement <ul style="list-style-type: none"> ○ Engage with DNOs to understand capacity limitations. This is relevant for South Harrow 33/11kV which is forecasted to have negative demand headroom by 2030. • Energy system flexibility • Decarbonisation of heat • Energy efficiency in upgrades in buildings • Maximising local renewable generation • Decarbonisation of transport <ul style="list-style-type: none"> ○ Increase number of EV charge points and encourage EV uptake for privately owned vehicles. There are currently 56 EV charge points in Harrow and the need is forecasted to be 4,156 by 2030. Belmont, Canons Park, and Headstone appear to lack charge points. Additionally, Harrow has fewer total EVs compared to other boroughs.

Key Evidence Base	<ul style="list-style-type: none"> West London Local Area Energy Plan Report: Phase One, Subregional Output Report – June 2023 (Greater London Authority)¹⁰ Harrow Local Economic Assessment 2019 – 2020: Environmental Infrastructure and Sustainability (London Borough of Harrow)¹¹ Local Development Framework Infrastructure Assessment and Delivery Plan Working Document
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4.2 Gas

Infrastructure Type	Gas
Current Provision	Gas According to the Local Development Framework Infrastructure Assessment and Delivery Plan Working Document ¹² , Gas is provided by EDF. The report states the National Grid has no gas transmission assets located within the Borough or any future proposals affecting Harrow. Cadent gas also operates in the area.
Known Planned Provision	N/a
Future Provision	Gas While there is information on gas consumption from the 2019-2020 Local Economic Assessment, this information is likely out of date and does not forecast consumption given population projections.
Key Evidence Base	<ul style="list-style-type: none"> West London Local Area Energy Plan Report: Phase One, Subregional Output Report – June 2023 (Greater London Authority)¹³ Harrow Local Economic Assessment 2019 – 2020: Environmental Infrastructure and Sustainability (London Borough of Harrow)¹⁴ Local Development Framework Infrastructure Assessment and Delivery Plan Working Document

4.3 Water & Waste Water

Infrastructure Type	Water
Current Provision	Water Most homes in Harrow are provided water by Affinity Water. Their water mains are mapped ¹⁵ and they are currently preparing their latest Water Resources Management Plan.

¹⁰ <https://www.london.gov.uk/media/98682/download>

¹¹ <https://www.harrow.gov.uk/downloads/file/27925/environmental-infrastructure-and-sustainability.pdf>

¹² <https://www.harrow.gov.uk/downloads/file/27925/environmental-infrastructure-and-sustainability.pdf>

¹³ <https://www.london.gov.uk/media/98682/download>

¹⁴ <https://www.harrow.gov.uk/downloads/file/27925/environmental-infrastructure-and-sustainability.pdf>

¹⁵ <https://www.affinitywater.co.uk/my-water/mapping>

	<p>Thames Water Limited is responsible for wastewater and sewage sludge treatment in London and, as part of this responsibility, it manages key pieces of sewerage infrastructure, including a number of sewage treatment works (STW). The majority of wastewater in West London is either treated at Mogden STW in Isleworth or Beckton STW in East London.</p>
<p>Known Planned Provision</p>	<p>Harrow should engage with water providers to understand planned provision, in particular for the Wealdstone Opportunity Area and South Harrow.</p> <p>Through to 2030 Thames Water is delivering SUDS programmes across London, as well as a storm overflow improvement in sensitive locations. From 2030 Thames Water has planned upgrades to a number of existing Sewage Treatment works,</p>
<p>Future Provision</p>	<p>Water</p> <p>The Local Economic Needs Assessment predicts a gap in water provision and recommends demand-side interventions including retrofit, water metering, and tighter building standards.</p>
<p>Key Evidence Base</p>	<ul style="list-style-type: none"> • Harrow Local Economic Assessment 2019 – 2020: Environmental Infrastructure and Sustainability (London Borough of Harrow)¹⁶ • Local Development Framework Infrastructure Assessment and Delivery Plan Working Document • Thames Water Drainage and Wastewater Management Plan

¹⁶ <https://www.harrow.gov.uk/downloads/file/27925/environmental-infrastructure-and-sustainability.pdf>

5 Digital Connectivity

Summary

Overall Rag: **Green**

Harrow is well connected with the majority of households having access to fibre connectivity. Its current provision is on par with the rest of London with further connections in the pipeline to keep pace with growth.

Background

The government has placed emphasis on improving digital connectivity including gigabit-capable broadband and 5G within the National Infrastructure Strategy 2020. The London Plan (2021) supports the delivery of Digital connectivity infrastructure, by requiring new development to provide for high-quality fixed and mobile digital infrastructure. Harrow Council have also published a Digital Strategy in 2021.

In 2022 the average monthly data use had grown to 482 GB, compared to 453 GB in 2021 or 241 GB in 2018 according to the Ofcom annual connectivity report. This suggests doubling the data consumption in five years. While some of this growth may be attributed to the pandemic, the continued data consumption growth suggests expected continued growth well into the future.

The report also shows that people with access to faster connectivity often upgrade if possible. This suggests that there is a further latent demand for faster connections and more connectivity.

5.1 Broadband

Current Provision	<p>Broadband: According to the Ofcom Annual Connectivity Report, the broadband connectivity in Harrow is as follows:</p> <table border="1" data-bbox="504 1361 1385 1496"> <thead> <tr> <th>Year</th> <th>2021</th> <th>2022</th> <th>2023 (Jan)</th> <th>2023 (May)</th> <th>2023 (Sept)</th> <th>2024 (Jan)</th> </tr> </thead> <tbody> <tr> <td>Harrow</td> <td>16.2</td> <td>16.9</td> <td>19.8</td> <td>24.7</td> <td>42.8</td> <td>58.0</td> </tr> <tr> <td>London</td> <td>36.2</td> <td>39.4</td> <td>48.1</td> <td>52.6</td> <td>58.1</td> <td>62.1</td> </tr> </tbody> </table> <p>Full fibre connectivity has recently grown substantially in Harrow to levels comparable to the London average.</p> <p>Mobile The delivery of 4G and 5G mobile infrastructure in Harrow is managed by mobile network operators such as EE, Vodafone, Three, and O2. The process involves the installation of base stations, small cells, and antenna arrays across urban and rural areas to ensure coverage. For 5G, this includes deploying more dense networks of small cells, often using higher frequency bands for faster speeds and lower latency.</p>	Year	2021	2022	2023 (Jan)	2023 (May)	2023 (Sept)	2024 (Jan)	Harrow	16.2	16.9	19.8	24.7	42.8	58.0	London	36.2	39.4	48.1	52.6	58.1	62.1
Year	2021	2022	2023 (Jan)	2023 (May)	2023 (Sept)	2024 (Jan)																
Harrow	16.2	16.9	19.8	24.7	42.8	58.0																
London	36.2	39.4	48.1	52.6	58.1	62.1																
Known Planned Provision	<ul style="list-style-type: none"> Wayleave framework to support full fibre connections across the 5,000 homes 																					

	<ul style="list-style-type: none"> • BT Openreach to rollout full-fibre network to cover the whole of the west of the Borough by April 2025 • Virgin Media plan to deliver a new full-fibre network using its existing ducting infrastructure by 2028 • Openreach delivers full fibre connections on a cost-neutral basis for developments of >19 units, with smaller schemes being subject to a fee depending on their size and location, and cost (source: Openreach) • Community Fibre to deliver '1000s' of fill-fibre connections in Harrow. • Harrow Council signed a Framework Wayleave Agreement with Community Fibre in April 2021 and wish to sign further agreements with other providers • The Council is negotiating with a number of companies to agree a small cell wayleave agreement to allow access to council assets (lamp columns) to install small cells to boost mobile phone signals in areas with high demand/poor signal. This is expected to happen soon, to then allow relatively quick instalment of small cells in areas identified by the mobile phone operators.
Future Provision	There are some challenges in delivering fibre connections to rural or town centre locations.
Key Evidence Base	<ul style="list-style-type: none"> • Ofcom Connected Nations update Spring 2023, data collected in January 2023¹⁷ • Annual connectivity report 2022¹⁸ • National Infrastructure Strategy 2020¹⁹ • Harrow Digital Infrastructure Strategy 2021²⁰

¹⁷ <https://apps.london.gov.uk/connectivity/#/51.59690785616062,-0.3354263305664063,12/data/17,16,15,12,11,10,9,8,7,0/17,16,15,10,9,8,1/borough/E09000015/>

¹⁸ https://www.ofcom.org.uk/__data/assets/pdf_file/0034/249289/connected-nations-uk-report.pdf

¹⁹ <https://www.gov.uk/government/publications/national-infrastructure-strategy>

²⁰ <https://moderngov.harlow.gov.uk/documents/s174499/Draft%20Digital%20Infrastructure%20Strategy%20-%20Appendix%201.pdf>

6 Waste

6.1 Municipal waste

Summary

Overall Rag: **Amber**

Harrow is part of the West London Waste Authority (WLWA) and is currently preparing an update to the West London Waste Plan which is part of the Development Plan. The current plan (2015) identified sufficient capacity in its existing sites to meet its apportioned waste targets, one of which is in Harrow.

Background

The Mayor set out in the London Plan (adopted in 2021) forecasts for how much household, commercial and industrial waste will be generated by each borough over the next 20 years (to 2041).

Each borough was allocated an amount of London's waste that it is required to positively plan for and manage. This includes ensuring that sufficient capacity is identified to meet the apportioned targets in the London Plan.

The West London Waste Plan:

- sets out the estimated amounts for the different types of waste that will be produced in West London up to 2031; and
- identifies and protects the current sites to help deal with that waste;
- identifies the shortfall of capacity needed over the life of the Plan (to 2031); and
- allocates a set of sites to meet the shortfall which are preferred for waste related development.

The West London Waste Plan forms part of the Development Plan for Harrow.

The Plan sets out the different types of waste being generated in West London and how it is currently managed, this includes:

- municipal solid waste
- commercial and industrial waste
- construction, demolition & excavation waste
- wastewater and sewage sludge waste.

The West London Waste Plan was prepared in accordance with the waste projections and apportionment figures contained in the London Plan 2011 (and subsequent alternations).

The Plan states that additional waste management facilities will need to be developed in West London during the Plan period up to 2031 to address the 'gap' between the apportionment target and the waste management capacity that currently exists. The Plan calculates that West London Boroughs will need to have an additional 9.4 hectares of land available for waste management to meet these needs. The Plan identified eight existing sites (including Forward Drive in Harrow) to meet these needs. This exceeds the required supply to create some flexibility in the Plan.

The Plan states that it will be monitored and reviewed every five years to ensure it is still meeting the apportionment targets according to any changes in updates to the London Plan.

The Joint Municipal Waste Management Strategy was created by the West London Waste Authority and provides the vision for service delivery to achieve the authority's purpose. It is developed in line with national policy and regulations. It identified six key project areas across its service delivery, the most relevant to spatial planning and infrastructure being the objective to double recycling infrastructure.

Infrastructure Type	Waste
Current Provision	<p>West London Waste Authority is responsible for:</p> <ul style="list-style-type: none"> • Transporting and recycling or disposal of waste. • Storing and disposing of abandoned vehicles removed by the boroughs. • Running three waste transfer stations; in South Ruislip, Brent and Brentford. <p>The West London Waste Plan sets out the existing waste sites across the boroughs which comprise of the West London Waste Authority, only one is in Harrow – the Council Depot on Forward Drive. Under the Plan, existing and allocated waste sites are safeguarded.</p> <p>Currently, West London has a range of waste management sites. The intention of the Plan is to prioritise the use of existing sites in West London, including redevelopment of some waste management sites and depots, then adding new sites, as necessary.</p>
Known Planned Provision	<p>The Plan identified eight existing sites to provide sufficient capacity to its apportionment targets (including Forward Drive in Harrow), plus one additional site, the Western International Market site in Hounslow.</p>
Future Provision	<p>The plan identifies sufficient capacity and that it will be monitored and reviewed every five years to ensure it is still meeting the apportionment targets according to any changes in updates to the London Plan.</p> <p>The current West London Waste Plan (WLWP) was completed in 2015. It is currently out of date and the new plan is expected to be adopted in 2027. Harrow is working with other constituent boroughs of the West London Waste Authority (WLWA) to update the West London Waste Plan. The plan covers a full range of waste streams and enables a planning framework in six West London boroughs over the period to 2031.</p>
Key Evidence Base	<ul style="list-style-type: none"> • West London Waste Plan (2015)²¹ • Waste Management Strategy – (2016-2026)²² • West London Waste Business Plan (2020-2025)²³ • Joint Municipal Waste Management Strategy²⁴

²¹ <http://www.wlwp.net/>

²² <https://www.harrow.gov.uk/downloads/file/23873/waste-strategy.pdf>

²³ <https://moderngov.harrow.gov.uk/documents/s170227/1%20WLWA%20Business%20Plan%202020-25%20Review%20Report%202021.pdf>

²⁴ <https://www.harrow.gov.uk/downloads/file/23873/waste-strategy.pdf>

7 Education

Summary

Overall Rag: **Amber**

- Primary: Amber
- Secondary: Green
- SEND: Amber
- Further & Higher: Green

Latest projections indicate a slight drop and plateauing in demand for primary school places, with a current surplus of places in Harrow's primary schools. There is projected to be an increase in demand for places in central Harrow, which will be met by the opening of the new Harrow View Primary school.

Recent increases in demand for secondary places have been met by school's increasing their planned admission numbers and the opening of new Free Schools. Latest projections indicate a decline in the demand for secondary places therefore no new secondary schools are required at this stage.

Additional capacity is required for SEND pupils, which the Council is currently taking steps to address, with a site for a new special school now identified and a successful bid to open a Special Free school.

There continues to be a sufficient supply of childcare provision to meet current levels of demand.

Background

Harrow Council has the statutory duty to ensure that they provide sufficient school places for its children. The Council's vision for education is that *"All children and young people should achieve the best possible outcomes, to enable them to become successful adults. They should have access to a continuum of good and outstanding educational provision that offers choice, progression and pathways and are supported by high quality, integrated and inclusive services from 0-25"* (School Roll Projection Report, 2023-24 to 2035-36).

The School Place Planning Strategy contributes to Harrow fulfilling its school organisation statutory responsibility in the Education and Inspections Act 2006 to secure sufficient school places within its area in order to promote higher standards of attainment.

The strategy:

- states the vision for achieving higher education standards in Harrow.
- outlines the action that the Local Authority (LA) will be undertaking for the next year.
- details the Borough's current arrangements for the provision of places in statutory and non-statutory education, for pupils aged 0-25.
- sets the national and local context for school place planning.
- provides demographic and contextual information to support the development of proposals to change the number of school places.
- establishes a framework to develop proposals to manage school places.

Demand for school places in Harrow (alongside the rest of London) rose significantly over the past decade. Harrow experienced a high demand for primary school places for a number of years, and then the demand transferred to the secondary level as pupils reached secondary school age. To manage this increase, Harrow put plans in place to ensure that the shortfall was met by increasing capacity in existing schools through a primary school expansion programme, and by creating new school provision by working with free schools in both the primary and secondary sectors.

Primary

Since 2015 there has been a decline in the demand for Reception places and the latest GLA (Greater London Authority). School Roll Projections (based on the 2024 January School Census) suggest a continued decline. The decline in the demand for primary school places has created a surplus of places, which has increased as the higher numbers of primary school children have moved into secondary school.

There is currently a surplus of school places across the Borough with the exception of the central primary planning area, which has been at capacity for the last few years, and a significant shortfall of places is projected for this area over the next decade. Central Harrow is an area of significant housing development as part of Harrow's Opportunity Area and the demand for places is closely monitored. Based on the latest projections, the opening of the new Harrow View Primary School is expected to provide sufficient primary school places in Harrow to meet demand.

Secondary

The demand for secondary school places has increased over the last decade, with a significant increase over the last five years. The demand for Year 7 places has also continued to increase over this period, as was expected with the transition of primary pupils moving into the secondary sector.

Harrow has been managing capacity within the secondary school sector by taking opportunities when available to increase school places to meet future projected shortfalls by working closely with the high schools, through the opening of new free schools, through government funding. However, the numbers of pupils in the secondary schools have started to plateau over the last couple of years and the latest GLA projections are suggesting a steady decline over the next few years.

SEND

The demand for specialist provision places for children with Special Educational Needs and Disabilities (SEND) Education, Health, Care Plans (EHCPs), has continued to increase over the last decade. Harrow's four Special Schools are full to capacity and have limited capacity to expand further and as a result the need to place children in the independent and non-maintained sector has risen. There has been an increased placement of children with EHCPs in mainstream schools, along with new Additional Resourced Maintained School (ARMS) units being opened in both primary and secondary schools. Therefore the 2019-24 SEND Strategy included the need for a new special school.

Early Years – Childcare and Education

There continues to be a sufficient supply of childcare provision to meet current levels of demand. Further to the recovery in demand following the Covid-19 pandemic, provider feedback suggests attendance in provision and demand for places has stabilised over the past year. However, increasing childcare fees combined with current cost of living challenges may affect the affordability of childcare for some parents/carers. This in turn may lead to localised changes in demand and patterns of attendance.

Adult and Further Education

The Harrow Adult Learning Strategy highlights a projected increase demand for adult education as the population of the borough continues to increase. The strategy discusses

population size and demographics as contributing factors to demand. It also established that Learn Harrow, which is the council's Adult Community Service, was inspected in September 2017 where it maintained its "Good" grade with outstanding features. The strategy highlights an increase in historic achievement rates.

Infrastructure Type	Education
Current Provision	<p>Harrow Council has 1 nursery, 1 all-through school, 40 primary schools, 12 secondary schools, 4 special schools, 1 secondary alternative provision school and 1 pupil referral unit. 16% of Harrow's schools are private schools. 25 state schools in Harrow follow the local authority's admissions criteria, while 28 set their own.</p> <p>Schools in Harrow perform well in comparison to national and statistically similar local authorities. Most primary and secondary schools are judged 'Good' or 'Outstanding' by Ofsted.</p> <p>As at 13th September 2024, 95% of Harrow's primary and secondary schools are judged 'good' (69%) or 'outstanding' (26%) (Source: ncer.org).</p> <p>Harrow hosts two colleges which provide further and higher education, Harrow College and Stanmore College, with campus' at Harrow on the Hill and Harrow Weald. These have a learning offer primarily up to Level 3 with some Level 4 specialisms and the ACL service contracts for delivery of some adult and community provision with one of these.</p> <p>Learn Harrow signposts to adult learning courses available across the borough.</p>
Known Planned Provision	<p>Harrow View Primary School (part of the Government's Free School Programme) will provide three forms of entry and an ARMS unit to cover the expected shortfall in places in the Central Harrow area.</p> <p>There is a significant need for more SEND EHCP places (source: SEND Strategy Report). Based on discussions with the Council, this is an area that suffers from a critical shortage of provision with not enough spaces, and pupils being sent to schools/provision outside of the council area. A site has now been identified in Harrow and the project is being taken forward for delivery by the Department for Education.</p> <p>Stanmore College are in the process of redevelopment to improve provision and has submitted a planning application.</p>
Future Provision	<p>A significant level of new housing development is planned in Harrow's Opportunity Area over the next few years. The types of housing units, and therefore the anticipated child yield, are not known at this stage. Based on the latest projections, when Harrow View Primary School is built, there is expected to be sufficient primary school places in Harrow to meet demand. New housing developments can be expected to include students of</p>

	<p>secondary school age. Information for the early large housing developments will become clearer in the coming years.</p> <p>Harrow has been managing capacity within the secondary school sector by taking opportunities when available to increase school places to meet future projected shortfalls by working closely with the high schools and by supporting the opening of new free schools. The numbers of pupils in the secondary schools have started to plateau over the last couple of years and the latest are suggesting a steady decline over the next few years.</p> <p>The number of children with SEND has increased year on year. Special schools, including the more expensive places outside of the borough or in the independent sector, are already full to capacity, which in turn is creating more pressure on mainstream schools who have children on their roll whose needs they are unable to fully meet. The most significant impact of this is on the increased demand for specialist education. The demand for placements in special schools is rising beyond the LA capacity to meet need. The LA has identified a site for a new special school, which is being funded by the DfE. The Local Authority in accordance with Harrow SEND strategy is working with schools and stakeholders to increase this capacity to meet the rising demand. However, there is a continuing pressure on special provision, specifically for pupils with Severe Learning Difficulties (SLD) and complex needs, including autistic spectrum disorder (ASD), which is in line with what is happening nationally and across London.</p>
<p>Key Evidence Base</p>	<ul style="list-style-type: none"> • School Roll Projections 2023-2024 to 2035-2036 report • SEND Strategy Report²⁵ • Harrow Adult Learning Strategy 2019-2024

²⁵ <https://moderngov.harrow.gov.uk/documents/s154802/SEND%20Strategy.pdf>

8 Sports and Leisure Facilities

Summary

Overall Rag: **Amber**

An Indoor and Outdoor Sports Facilities Strategy following the Sports England FPM methodology has recently been adopted and identifies a range of interventions required to address forecast demand.

Background

The draft Indoor and Outdoor Sports Facilities Strategy 2023-2037 follows the Sport England Facilities Planning Model (FPM) for shaping its evidence base that informs future decisions regarding the demand and supply of existing and new playing pitches and built sports facilities.

The strategy is underpinned by standard facility audits and surveys of current and potential users, as well as affiliation data provided by the relevant governing bodies of sport and facility booking records where available. In accordance with Sports England recommendations, the strategy also takes the GLA's 2020 mid-year population estimates, demographic profile and needs into account, recognising the importance of sport in delivering health and wellbeing benefits, as well as their vital contributions to the local economy and quality of life for Harrow's residents, communities and visitors.

The Strategy identifies key objectives and local needs (currently and projections to 2037), including:

- The need to replace or improve existing Leisure and recreation facilities
- Additional pressures from a growing, ageing and changing population
- The need to protect future usage and extend access to facilities where possible
- The important role the Council plays as an enabler in developing better quality facilities in partnership with Sport England and National Governing Bodies of Sport

The role of sport and physical activity is to support residents and visitors through recovery from the pandemic and the cost-of-living crisis.

Infrastructure Type	Sports and Leisure Facilities
Current Provision	<p>Harrow Council has a major role in providing access to sporting opportunities at a cost that is acceptable to the wider community. The Council is a direct provider of entry-level facilities such as free recreational spaces, pay and play summer and winter sports pitches, park tennis courts and leisure facilities to allow clubs to play competitively.</p> <p>The Indoor and Outdoor strategy identifies recent improvements ranging from infrastructure to support cycling, improvements to existing pitches and provision of new areas for sport.</p> <p>The three key sites for sports and leisure provision in Harrow are as follows:</p> <ul style="list-style-type: none"> • Harrow Leisure Centre • Hatch End Swimming Pool • Bannister Sports Centre

	<p>Harrow Leisure Centre and Hatch End swimming pool have both been identified as being close to, or at, their useful life as a building and require replacement.</p> <p>In addition, professional sports clubs based in the borough provide and manage facilities catering for elite sport.</p>
Known Planned Provision	<p>An initial action plan in the Indoor and Outdoor Strategy identifies the potential individual priority projects and facility needs for sport and recreation in the short, medium, and long-term, including provision, expansion of capacity and improvements for playing pitches and built facilities across the borough.</p> <p>Both Harrow Leisure Centre and Hatch End Swimming Pool have been identified as needing replacement. This is currently at the Feasibility Stage, with an Investment Strategy for this being developed, including some capital investment included in the current Capital Programme.</p> <p>The Strategy accounts for new provision needed as a result of future regeneration and growth in the borough, including the Harrow and Wealdstone Opportunity Area.</p>
Future Provision	<p>While Harrow Council currently has some sports and leisure facilities, there may be gaps in terms of capacity, accessibility, and inclusivity.</p> <p>The Indoor and Outdoor Sports Facilities Strategy provides an assessment of the existing facilities and identify areas for improvement and expansion. The analysis also considers the preferences and demands of the community to ensure that new facilities align with the residents' needs.</p> <p>The Strategy recognises the importance of ongoing engagement and updates to the needs assessment to ensure that provision meets emerging demand.</p>
Key Evidence Base	<ul style="list-style-type: none"> • Health and Wellbeing Strategy for Harrow 2022-2030²⁶ • Harrow Indoor and Outdoor Sports Facilities Strategy 2024-2037

²⁶ <https://www.harrow.gov.uk/health-leisure/health-wellbeing-strategy-2022-30>

9 Emergency Services

Summary

Overall Rag: **Green**

No Immediate concerns have been raised through the IDP process in relation to facilities from the emergency services.

Police

The Police map crime occurrence across the borough and identify key priorities including addressing violence against women, drug activity and burglary. The Metropolitan Police Service Business Plan 2021-24 sites a plan for growth in response to growing demand in London, focused on new officer deployment in centres, high streets, and transport hubs.

Fire

Alongside their London Community Management Plan for 2023-29 and Delivery Plan, London Fire Brigade has published a Borough Risk Management Plan, which analyses the number and nature of past incidents (between 01/01/2020 and 21/03/2023) in Harrow to identify the areas requiring higher or more specialised provision. The plan cites Harrow on the Hill and Greenhill as the most at-risk areas in relation to purpose built flat fires, and Harrow Weald ward as the most at-risk in relation to fires in houses. As a result, LFB carries out targeted intervention and advice in those areas.

The strategy also sets out high risk areas related to non-fire incidents (e.g. road vehicle incidents) and finds a 71.8% increase in Non-Fire related casualties and 60% increase in Road Traffic Collisions between April 2021 and March 2022.

The plan outlines six service areas LFB work across: Prevention, Protection, Response, Preparedness, Recovery and Engagement. Finally, the plan identifies several key measures, including target response times, visits to high-risk households, and more.

Ambulance

The London Ambulance Service has facilities in. The current LAS Business Plan for 2023-24 sets out its infrastructure requirements, including a new Ambulance Station in east London and two further projects to increase footprints in other stations. There are no known infrastructure requirements across Harrow.

Infrastructure Type	Emergency services
Current Provision	<p>Police</p> <p>There are four police stations which service Harrow:</p> <ul style="list-style-type: none">• Harrow Police Station• Wembley Police Station• Colindale Police Station• Oxhey Police Station <p>Fire</p> <p>There are two Fire Station grounds within Harrow, Harrow fire station and Stanmore fire station (though LFB does not work to borough boundaries and response vehicles may travel from other stations). The majority of Stanmore's area is within Harrow, made up of predominately residential areas but also including</p>

	<p>small shopping centres and areas of open wood and parkland. Harrow fire station area covers housing, the centre, and some industrial areas. Special sites identified in the fire risk assessment include Harrow School, Barnet FC, and more. LFB carries out specialist training to serve these sites.</p>
Known Planned Provision	N/a.
Gap Analysis	<p>Police The latest Metropolitan Police Estates Strategy was published in 2008. It is unclear whether the police plan infrastructure provision based on population projections and needs assessments and engagement should take place to understand policy and provision plans.</p> <p>Fire The LFB Community Management Plan cites population growth in London overall as a key risk for service delivery but does not detail the methodology for this projection or whether this is a key concern for provision in Harrow. The risk assessment identifies high risk areas in Harrow and explains prevention measures but does not detail whether the provision to these areas is considered sufficient or projected to become strained with population growth.</p>
Key Evidence Base	<ul style="list-style-type: none"> • London Fire Brigade: Borough Risk Management Plan • Metropolitan Police Website: Area-based data

10 Health and Social Care

Summary

Overall Rag: **Red**

Planning for health infrastructure is complex and involves multiple organisations working together. In recent years, there has been a move towards greater collaboration between organisations to improve health. There is an increased focus on digital infrastructure to help the NHS make more effective use of existing health facilities and treatments and to improve sustainability, and a greater emphasis on achieving net zero within agreed timeframes. In terms of physical infrastructure, most people's experience of healthcare is usually with primary care and secondary care, which usually takes place at hospitals and other institutions and includes planned / elective care and urgent / emergency care.

The pressure on health and social care is well documented with investment required to bring existing infrastructure up to modern standard which can meet the needs of the growing population over the Local Plan period. Alongside this additional pressure is due to the increasing number of residents living with one or more long term conditions, an ageing population and the need to address health inequalities.

Background

The Health and Care Act 2022 introduced Integrated Care Systems (ICSs) which are partnerships bringing together National Health Service (NHS) organisations, local authorities and others to take collective responsibility for planning healthcare provision, improving health and reducing inequalities across geographical areas. These have replaced Clinical Commissioning Groups.

ICSs have two key components:

- Integrated Care Boards - the statutory NHS organisation responsible for planning and funding most NHS services in the area
- Integrated Care Partnerships - the statutory committee that brings together a broad set of partners to develop a health and care strategy for the area

The North West London Integrated Care System (NWLICS) created in 2022, covers the eight London boroughs: Harrow, Brent, Hillingdon, Hounslow, Kensington and Chelsea, Hammersmith and Fulham and Ealing and Westminster. The North West London Integrated Care Board (ICB) is responsible for planning and funding most NHS services. This includes, but is not limited to, GP surgeries, pharmacies, NHS dentists, opticians, community health services and hospital services. Health infrastructure includes health facilities together with the increasing digital and diagnostic infrastructure required to provide these services

At the borough level the Integrated Care Board has set up a Harrow Place Infrastructure Group together with the Council, Acute, Community and Primary Care health providers, voluntary and community partners. This partnership will have an important role in identifying health and wellbeing priorities.

Health infrastructure includes health facilities together with the increasing digital and diagnostic infrastructure required to provide these services.

The North West London Integrated Care System is finalising a new Infrastructure and Estates Strategy which will set out the health infrastructure needs reflecting the projected changing and growing population and their health needs.

The Primary Care Strategy for Harrow (Harrow CCG 2018/19 – 2022/23) identified that the borough experienced a surge in demand due to an ageing population and significant growth that will increase the borough’s population by 20,000 people within the next 8 years.

The Joint Strategic Needs Assessment (JSNA)²⁷ jointly by the Local Authority and the Clinical Commissioning Groups (CCGs now NWL ICB) looks at the health and well-being need of people living in the borough and helps to plan health and social care service. The JSNA projects that people in Harrow are living longer and population is increasing (based on ONS data), resulting in a significant need for healthcare infrastructure. There is expected to be a 38% increase in people aged 65 by 2041, which will put increased and sustained pressure on services and infrastructure across the system. The JSNA also sets out ‘vitality profiles’ and explains priorities for provision to help people start well, live well, work well and age well. The needs assessment also identifies a series of other health and wellbeing challenges facing Harrow, such as smoking, alcohol misuse, sexually transmitted infections, and cardiovascular disease.

The 2022-2030 Harrow Health and Wellbeing Strategy highlights the particular needs of people living in poverty, explaining “people in our poorest neighbourhoods die more than 4 years earlier than people in the wealthiest parts of Harrow”. This is a further area of concern due to lack of GP capacity in these areas. Data analysis of the borough has identified that deprivation levels vary from low to very high, however, the average deprivation score is 15.03 (England average being 21.67). The strategy details specific challenges around health inequalities, obesity, mental health, and social isolation in Harrow.

Infrastructure Type	Health and social care
Current Provision	<p>Harrow Primary Care comprises five Primary Care Networks (PCNs); Harrow East, Sphere, Health Alliance, Harrow Collaborative and Healthsense. These alongside the council’s place-based focus area are developing localised infrastructure plans. The PCNs serve a registered patient population of 296,487 (July 2024) and comprise 31 GP contract holders across 39 sites. The PCNs have taken on additional clinical roles including physiotherapists, pharmacists and paramedics placing additional pressure on infrastructure already struggling to meet need. The networks have experienced different levels of population growth and change in recent years, and this is forecast to continue across the Local Plan period.</p> <p>As such, investment is needed to accommodate population growth, maximise the use of the estate and modernise premises.</p> <p>Recent surveys commissioned by the ICB show that the majority (>75%) of primary care sites are operating at capacity and nearly 18% are operating over capacity.</p> <p>The premises range in size and quality with many requiring significant investments to provide modern health care in the 2020s – 2040s. Some premises are GP owned, with others rented from private landlords, specialist health providers or NHS organisations.</p>

²⁷ <https://www.harrow.gov.uk/health-leisure/harrow-joint-strategic-needs-assessment>

These will become under further pressure with increased population and a higher proportion of residents living with one or more long term health condition.

Existing health infrastructure is unable to support new housing developments without appropriate mitigation measures being secured. While engagement between the ICB and the council to ensure new provision can be provided on regeneration and new development sites is ongoing, investment to expand existing primary and secondary care will also be important.

The Royal National Orthopaedic Hospital is based in the borough and provides specialist orthopaedic services for England.

Northwick Park Hospital, one of the largest hospitals in London, and part of the London North West University NHS Trust (LNWU) on the edge of the borough provides the majority of acute services including a major Accident and Emergency Departments. Residents also access acute services at the LBWU Trust other sites.

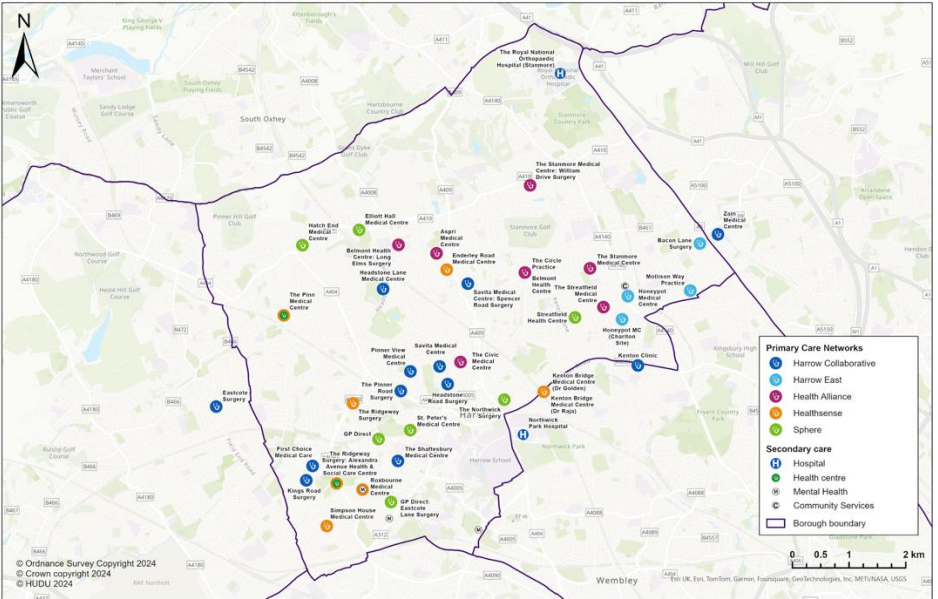
While Northwick Park has seen recent investment, substantial investment is required to provide additional purpose-built facilities to provide high quality care for the 21st century and reconfigure and upgrade existing facilities.

Central North West London NHS Trust (CNWL) provides mental health services to the borough's residents, both in purpose built accommodation at Northwick Park and at other sites across the borough.

Central London Community Health NHS Trusts provides a wide range of community health services to residents with key sites including Alexander Avenue, Pinn Medical Centre and Honeypot Lane.

Pressure across all types of health infrastructure means that investment is required for all the NHS Trusts as well as the Primary Care Networks.

In addition, there are discussions between the Council's social care team and the NHS to provide additional facilities, for example a service for young people (11-19) with autism and learning disabilities requiring multidisciplinary support.

	<p>Health premises in Harrow HUDU October 2024</p> 
<p>Known Planned Provision</p>	<p>In order to meet the population needs identified in the JSNA, the 2030 Health and Wellbeing Strategy identifies housing, education and skills, food, family, friends and community, work, surroundings, and transport as building blocks for health, though these have no specific infrastructure provision implications in the strategy.</p> <p>The Harrow Borough Based Partnership has published a delivery plan for 2022/23²⁸ which highlights interventions to address the JSNA, these are largely focused on collaboration, new models of care, and community engagement rather than infrastructure provision.</p> <p>The NWL ICB is developing with its ICS partners a programme of priority projects for the Borough. This includes investment to align health services to provide more care closer to home and move care from hospitals to out-of-hospital settings. Investment in primary care settings is required to both bring facilities up to modern standard, accommodate the additional clinical roles and meet the increasing needs from demographic change. Consideration should be given by the Council to securing S106 monies to mitigate the impact of specific development proposals for health infrastructure and the use of CIL monies for schemes which provide a wider borough increase in capacity and for more specialist provision which may not be linked to a specific development.</p>
<p>Future Provision</p>	<p>In consultation with the Head of Public Health in Harrow, a clear evidence base for healthcare provision was identified, but there are gaps in provision of service, especially in the central area of the Borough (including within the Opportunity Area). There is a risk that further development in this area will create further pressure on GPs as the population increases and ages. The ICB is finalising its Estate and Infrastructure Strategy this Autumn which will provide additional detail on capital infrastructure requirements. Alongside this will be further borough based work.</p>

²⁸ <https://moderngov.harlow.gov.uk/documents/s178000/Harrow%20Borough%20Based%20Partnership.pdf>

	<p>Initial discussions between the Council and the ICB suggest that additional premises may be required at the regeneration sites, such as those at the Kodak site, Poets Corner, Peel Road Car Park, Byron Quarter, Tesco (Station Road) and the Greenhill Car Park site. However, there will also need to be investment alongside.</p> <p>According to the Pharmacy Needs Assessment²⁹, Harrow has sufficient supply for its current population and even has capacity for expansion. However, it is important to consider that two pharmacies were recently closed and if more closed, this may create a gap in terms of supply and needs for the current and future population.</p> <p>The NHS HUDU Model has been used to calculate the potential cost of providing additional health capacity to address the health needs of the increased population alongside the ageing population. This is the methodology set out in the London Plan 2021 and anticipates the cost to be in the region of £150m.</p>
<p>Key Evidence Base</p>	<ul style="list-style-type: none"> • Harrow Council's Health and Well-being Strategy 2022-2030 • National Health Service (NHS) Long-Term Plan • Pharmacy Needs Assessment • The Primary Care Strategy for Harrow CCG 2018/19 – 2022/23 • Draft Harrow CCG's Commissioning Intentions 2019/21 • Harrow's Social Care Strategy 2019-2024 • Harrow Joint Strategic Needs Assessment (February 2024) • North West London Integrated Care System's Estate and Infrastructure Strategy (TBC Autumn 2024 and underlying assessments/surveys). • Fuller Stocktake Report

²⁹ <https://www.harrow.gov.uk/health-leisure/pharmaceutical-needs-assessments>

11 Community and Cultural Facilities

Summary

Overall Rag: **Amber**

The Council has recently initiated a 'Corporate Landlord Model' and Corporate Property Strategy to manage the future of all council property assets including libraires, cultural and community facilities. A new library (Greenhill) was opened in 2021.

Background

Community Centres/Facilities

There does not appear to be an up to date, specific needs assessment for cultural and community facilities. The Cultural Strategy (2018-2021)³⁰ does outline key strategic themes, objectives and outcomes that Harrow aims to deliver.

The Infrastructure Assessment and Delivery Plan identified several challenges for community facility provision, including:

- The need for a national standard for community hall provision makes it difficult to assess the adequacy of facilities in Harrow.
- Many community halls in Harrow are old and need refurbishment or modernisation.
- The geographical location of some cultural spaces, such as the Harrow Arts Centre, poses accessibility issues for some residents.

The Cultural Strategy included a number of objectives relating to planning and infrastructure including:

- To develop and implement planning policies to protect existing artistic and creative workspace and develop new workspace (including incubation space).
- Work with developers to identify and develop appropriate sites for the artistic and creative sector.
- Bid for capital funds to provide space and capital equipment for the creative sector.
- Work with the University of Westminster to find a location for their Menswear Archive and associated incubator units for creative businesses.

Libraries

Libraries are a statutory service under the Public Libraries and Museums Act 1964. A library service review was completed in 2019/20. This review found increases in visitation and some physical issues.

It was noted that the Council maintains data on visits and usage trends which can be used to demonstrate demand patterns, e.g. the reduction in physical issues and increase in digital issues when libraries were closed during Covid-19 lockdowns and subsequent recovery.

³⁰ https://www.harrow.gov.uk/downloads/file/30970/CD_11_.pdf

Headstone Manor and Harrow Arts Centre

There are reports for both Headstone Manor and Harrow Arts Centre which assess levels and types of use.

Infrastructure Type	Community and cultural facilities
Current Provision	<p>According to the Corporate Property Strategy (2023 to 2028), there are 19 community buildings, 5 leisure services, 7 libraries, and 51 open/recreational spaces in Harrow. Several wards in the South have fewer community buildings when compared to their population, whilst Pinner Central among others have higher numbers of community buildings.</p> <p>Harrow has the following Libraries:</p> <ul style="list-style-type: none"> • Greenhill library • Kenton library • Pinner library • Roxeth library • Stanmore library • Wealdstone library • North Harrow Community Library <p>A new town centre library (Greenhill) opened in 2021, which has had increasing usage and increasing demand for access to WIFI and study space. There is also a registrar’s office at this library, though there is still a need for a civic centre or town hall.</p> <p>The Corporate Property Strategy highlights that there is a need to improve energy efficiency and renewable energy for current community facilities.</p> <p>Harrow Arts Centre</p> <p>According to engagement with the Council, demand for Arts Centre room hire has been increasing. In 2023, A new multi-space building for classes and activities opened its doors at Harrow Arts Centre³¹. The Arts Centre</p> <p>Headstone Manor</p> <p>There is a Tudor Barn for events and weddings at Headstone Manor. This is also the current home of the Council’s archives, and the condition has been reported to be unsuitable in a briefing note from September 2024.</p>
Known Planned Provision	<p>The Cultural Strategy does not forecast the specific implementation of infrastructure intervention with respect to community facilities. The 25/26 Capital Programme contains funding for Harrow Arts Centre improvements. The Harrow Arts Centre has a number of</p>

³¹ <https://www.harrow.gov.uk/news/article/11242/state-of-the-arts-new-building-opens-at-harrow-arts-centre>

	different size spaces available for hire which are mainly used for cultural and artistic activities but these are not community halls.
Future Provision	<p>The lease on Wealdstone library expires in 2033. This has historically been the third most used library in the borough and the relocation of this library is being explored by the council, though no site has been agreed yet. A plan was drafted to indicate the types of spaces within the library that would be required and the size of library needed.</p> <p>The archive briefing note identifies improvements which could be made to the existing site and requirements of a new site. It also reviews several possible sites for the archive.</p>
Key Evidence Base	<ul style="list-style-type: none"> • Cultural Strategy (2018-2021) • Harrow Library Service Member Briefing 2019/20 • Harrow Library Strategy (2015-2018) • Harrow Joint Strategic Needs Assessment • Infrastructure Assessment and Delivery Plan Working Document

Cemeteries and Crematoriums

Cemeteries are regarded as a social infrastructure asset that must be carefully planned and managed by local authorities. Cemeteries are particularly land-intensive, and finding suitable spaces that are accessible, fit for purpose, and close to the communities they serve is becoming increasingly difficult. This has been a persistent challenge for local authorities across the country, as development pressures mount and land values rise. Additionally, many religions require traditional burial space due to beliefs about the afterlife being closely linked to the burial process. Alternative burial methods are not acceptable to these faith groups, and as such, space must be allocated for their needs

As highlighted in the 2024 London Borough of Harrow Context Report, cemeteries in Harrow and neighbouring boroughs are approaching capacity. A consultant has been procured to investigate potential sites for cemetery expansion and this work is ongoing.

Infrastructure Type	Cemeteries and Crematoriums
Current Provision	<p>Harrow has eight existing cemeteries all of which are at or approaching capacity. Some of the existing cemeteries may have potential for expansion into abutting land. This will be confirmed by a thorough evaluation of each cemetery and the Council's land holdings to be undertaken in due course.</p> <p>The cemeteries details the existing cemeteries in Harrow and the latest information available relating to their status and potential for expansion. Additional information on each of the Harrow Cemeteries can be found on the Council website (https://www.harrow.gov.uk/births-deaths-marriages/harrow-cemeteries).</p>

	Cemetery Name	Faith-based Provision	Potential for expansion	Existing Area m ²
	Harrow Weald Cemetery, Stanmore (Est. 1937)	Some Muslim burial capacity 2 adult plots + 20 children's	Some	57,141 m ²
	Harrow Cemetery, Harrow (Est.1887)	NA	None	25,376 m ²
	Paines Lane Cemetery, Pinner (Es.t 1860)	NA	None	9,826 m ²
	Eastcote Lane Cemetery, South Harrow (Est.1922)	NA	None	13,149 m ²
	Pinner New Cemetery, Pinner (Est.1933)	Some Greek Orthodox burial capacity 11 adult plots	None	79,366m ²
	Wealdstone Cemetery, Wealdstone (Est.1902)	NA	None	25,551m ²
	Roxeth Hill Burial Ground, Harrow (Est. 1873)	NA	None	2,271 m ²
	Carpenders Park Lawn Cemetery, Watford (Est. 1954)	Some Muslim burial capacity	Potential for expansion, application submitted through Three Rivers.	29,265 m ²
	Breakspear Crematorium, LB Hillingdon		Three existing cremators nearing the end of their useable life. Funding required to sustain the current agreement with LB Hillingdon.	
Known Planned Provision	There is some potential for the expansion of the Carpenders Park Lawn Cemetery, Watford where an application has been submitted through Three Rivers.			
Future Provision	<p>Three existing cremators nearing the end of their useable life. Funding required to sustain the current agreement with LB Hillingdon.</p> <p>The ongoing site selection work has the potential to identify further locations for increased provision.</p>			
Key Evidence Base	London Borough of Harrow Burial Space Context Report, August 2024			

12 Green and Blue Infrastructure

Summary

Overall Rag: **Amber**

Whilst there is no current open space assessment or strategy in place, Harrow is generally well served by open space and a site for a new part has been identified in Pinner.

12.1 Open Space and Parks

Background

A PPG17 compliant assessment of Harrow’s open space, sport and recreation facilities was completed by Ashley Godfrey & Associates for Harrow Council in 2010³². It replaces an earlier assessment, published in 2005. The ‘PPG17 Study (2010)’ provides an audit of the provision of publicly accessible open space.

A new open space strategy is in progress; however it has not yet been completed and therefore this section will summarise the findings from the above 2010 report and recent progress. There is a management plan specific to Green Flag provision which identifies a need for three additional Green Flag parks over the next two years.

In discussion with the Council, demand for pocket parks was said to be increasing and improving pedestrian access and accessibility to green spaces was a key priority.

A Biodiversity Net Gain (BNG) working paper was completed in draft in February 2024 which set out the rationale to seek 20% biodiversity net gain rather than 10%. Due to the suburban profile of the borough, there is a greater onus on large development sites to deliver BNG.

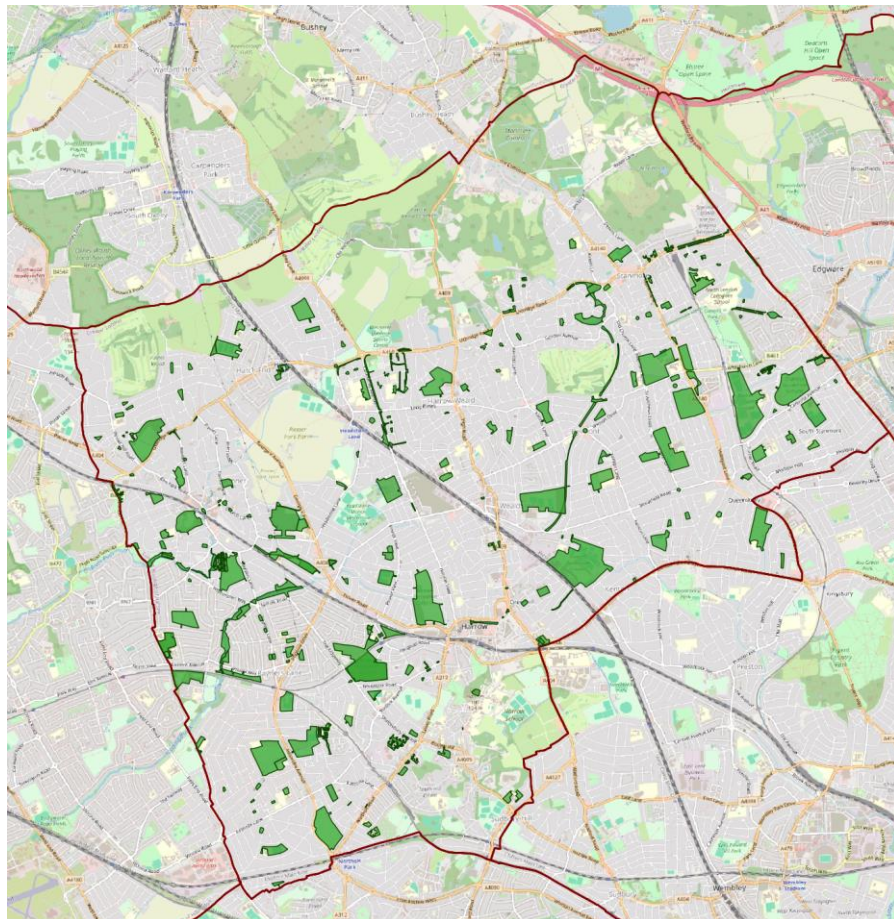
Infrastructure Type	Open space and parks							
Current Provision	The following table summarises the surplus/ deficiencies in open space provision in 2010 according to the population at the time. ³³							
	Table 20: Existing Deficiency/Surplus in Open Space Land Supply (2010)							
	Existing Surplus/Deficiency (Ha)							
	Sub Area	Parks	Play	Amenity	Natural	Sport	Allotments	Total
	Central	-7.68	-2.0	-14.17	-16.72	-18.83	-7.73	-67.13
	North-East	+4.66	-1.45	+6.96	0	-1.80	-5.89	+2.48
	North-West	+11.97	-1.12	-0.04	-7.20	+29.17	+0.96	+33.74
	South-East	-4.18	-2.05	-10.44	-16.03	-1.32	-0.17	-34.19
	South-West	-11.70	-2.71	-12.39	-15.92	-19.58	+9.82	-52.48
	Total	-6.92	-9.33	-30.08	-55.87	-12.37	-2.81	-117.38

³² <https://www.harrow.gov.uk/downloads/file/26943/harrow-final-report-ppg17.pdf>

³³ <https://www.harrow.gov.uk/downloads/file/23229/community-infrastructure-levy-revised-infrastructure-assessment-and-delivery-plan.pdf>



A more recent analysis shows the current (2024) sqm per person provision of green space and models this rate over the timeline of the upcoming local plan. These were modelled using the council's designated open spaces and these can be seen in the map below:



	2024	5 year Forecast	15 year Forecast
sqm/per person	13.72	13.53	12.53

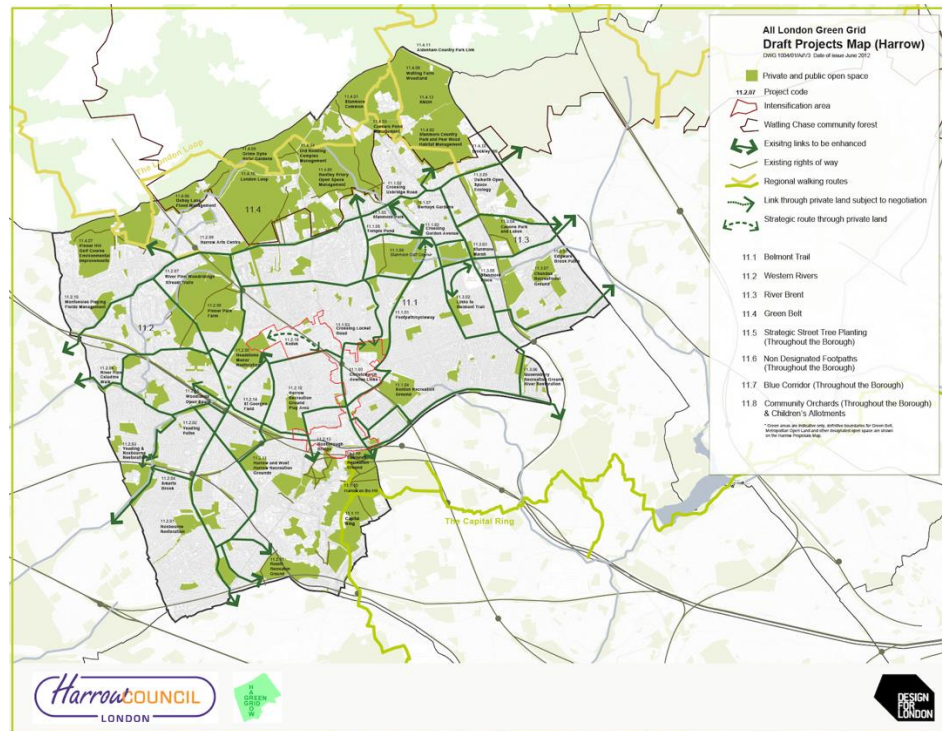
There are some risks related to the biodiversity in the current provision. It is suggested that the increased use of Harrow's green spaces (during and post covid) has resulted in a negative impact on the health and biodiversity of the spaces.

A large restoration project in Headstone Manor Park was recently completed, restoring the park, which opened in September 2021 and completed after a year's management and maintenance in 2022. There were two projects achieved by successful applications for grants – one to restore the whole of the park and a second to provide flood alleviation raising flood protection in North Harrow and Headstone. In the park a flood alleviation scheme, with constructed sedimentation ponds and reed beds, new wetlands, and part length of the Yeading Brook deculverted, new footpaths, new playground and picnic area, improved sports facilities, restoration of heritage orchard, enhancement of the biodiversity. The project also improved the biodiversity of the park.

**Known
Planned
Provision**

Harrow's Economic Strategy 2023-26 states that Neighbourhood Community Infrastructure Levy will be used to invest in the improvement of its green spaces.³⁴

Harrow launched a Green Grid project after the All London Green Grid was published in 2012. A map was produced of provision in 2012/2013 but does not appear to have been updated (below). The Harrow Green Grid is supported by ongoing capital investment as part of the Council's Capital Programme.



There is a planned Action for Silk Stream³⁵ project to explore opportunities to build new wetlands and restore stretches of the river, which is closely linked to flood resilience.

³⁴ https://www.harrow.gov.uk/downloads/file/31727/HC_economic_strategy_06.pdf

³⁵ <https://www.harrow.gov.uk/environment-parks/silk-stream-flood-resilience-innovation-ssfri-project>

<p>Future Provision</p>	<p>A new open space strategy is in progress as the council has recently appointed a resource to drive this forward. The previous open space strategy was published in more than 10 years ago. This previous strategy detailed the projected deficiency in open space:</p> <p>Table 21: Projected Deficiency/Surplus in Open Space Land Supply (2026)</p> <table border="1" data-bbox="443 376 1217 656"> <thead> <tr> <th colspan="8">Future Surplus/Deficiency (Ha)</th> </tr> <tr> <th>Sub Area</th> <th>Parks</th> <th>Play</th> <th>Amenity</th> <th>Natural</th> <th>Sport</th> <th>Allotments</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Central</td> <td>-7.48</td> <td>-2.73</td> <td>-14.08</td> <td>-16.60</td> <td>-18.60</td> <td>-7.48</td> <td>-66.97</td> </tr> <tr> <td>North-East</td> <td>+4.93</td> <td>-1.80</td> <td>+7.08</td> <td>0</td> <td>-1.48</td> <td>-5.82</td> <td>+4.39</td> </tr> <tr> <td>North-West</td> <td>+11.02</td> <td>-1.76</td> <td>-0.48</td> <td>-7.77</td> <td>+29.05</td> <td>+0.70</td> <td>+29.76</td> </tr> <tr> <td>South-East</td> <td>-6.19</td> <td>-2.65</td> <td>-11.38</td> <td>-17.25</td> <td>-3.70</td> <td>-0.72</td> <td>-41.89</td> </tr> <tr> <td>South-West</td> <td>-14.70</td> <td>-3.70</td> <td>-13.80</td> <td>-17.74</td> <td>-23.12</td> <td>+9.00</td> <td>-64.06</td> </tr> <tr> <td>Total</td> <td>-12.42</td> <td>-12.64</td> <td>-32.66</td> <td>-59.36</td> <td>-18.86</td> <td>-4.31</td> <td>-138.77</td> </tr> </tbody> </table>	Future Surplus/Deficiency (Ha)								Sub Area	Parks	Play	Amenity	Natural	Sport	Allotments	Total	Central	-7.48	-2.73	-14.08	-16.60	-18.60	-7.48	-66.97	North-East	+4.93	-1.80	+7.08	0	-1.48	-5.82	+4.39	North-West	+11.02	-1.76	-0.48	-7.77	+29.05	+0.70	+29.76	South-East	-6.19	-2.65	-11.38	-17.25	-3.70	-0.72	-41.89	South-West	-14.70	-3.70	-13.80	-17.74	-23.12	+9.00	-64.06	Total	-12.42	-12.64	-32.66	-59.36	-18.86	-4.31	-138.77
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<p>Key Evidence Base</p>	<ul style="list-style-type: none"> • Infrastructure Assessment and Delivery Plan Working Document • London Borough of Harrow Open Space PPG17 Study Final Report • Harrow Economic Strategy 2023-26 • Green Flag Management Plans • All London Green Grid³⁶ • Harrow Biodiversity Net Gain Draft Working Paper: February 2024 • Headstone Manor Park Restoration-National Lottery Heritage Fund, GLA, EA, Thames Water, s.106 & BCIL: https://www.youtube.com/watch?v=78bv0IL1OQ0 and https://www.youtube.com/watch?v=cqaduguoQLk 																																																																

12.2 Flood Defence

Background

The 2016 Local Flood Risk Management Strategy explains that while Harrow has a “low susceptibility to surface water flooding, complex interactions exist between the pluvial (surface water), fluvial (river) and sewer systems which do pose a risk”. The strategy sets out several key priorities for the management of flood risk. These objectives align with the Environment Agency’s National Flood and Coastal Erosion Risk Management Strategy for England. The strategy also highlights the increasing risks of flooding due to climate change and increasing densification with insufficient green infrastructure, explaining that with increased rainfall the number of properties, business and critical infrastructure at risk will also increase.

Harrow has co-developed the West London Strategic Flood Risk Assessment (SFRA1) with neighbours Barnet, Brent, Ealing, Hillingdon and Hounslow. This document provides an assessment of flood risk, explaining that a key aspect is the need to adapt to climate change, including more extreme weather events and flooding. This report assesses the risk of flooding now and in the future, projecting the impacts of climate change, land use changes and development on flood risk. This report is web-based and automatically updates in line with the Environment Agency’s flood mapping. The Strategic Flood Risk Assessment – Part 2 is currently being finalised by consultants Metis in line with proposed site allocations.

Infrastructure Type	Flood defence
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³⁶ https://www.london.gov.uk/sites/default/files/algg_spg_mar2012.pdf

Current Provision	<p>In Harrow, there are 67 flood defence structures, 17 flood storage areas, three reservoirs, 82kms of watercourse and several water bodies which are managed by the Council's Infrastructure Team. There are also 19,509 road drainage gullies, highway drain and kerb drainage systems.</p> <p>There are three river catchments in Harrow: the Pinn catchment, the Brent catchment, and the Crane.</p> <p>Newton Park West³⁷ was recently completed, which was a flood alleviation project involving creating four new wetland areas to improve water quality.</p> <p>Headstone Manor Recreation Ground³⁸ project was completed in 2021. The scope of works involved a flood alleviation scheme as part of the River Crane Catchment Solution an ongoing partnership between LBH, Thames Water, and Crane Valley Partnership³⁹.</p>
Known Planned Provision	<p>The Local Flood Risk Management Strategy sets out planned provision and this has been updated over the last several years within the Council. These projects include George V Impounding Reservoir, Summerhouse Reservoir and Silk Stream, Prince Edward FSA (both Edgware Brook), Oxley Farm FSA (Wood ridings Stream), New River Pinn FSA, Chandos Recreation Ground, and Queensbury Recreation Ground River Restoration and FSA (Kenton Brook).</p> <p>Through engagement with the Council, several other priority projects were identified including projects within the Environment Agency national programme, a flood resilience project in partnership with Barnet, work with two of the river catchment hosts, and a partnership with Thames Water on the Smart Wall catchment project.</p> <p>This includes a Sustainable Urban Drainage pilot project which is progressing as part of the Capital Programme.</p> <p>In partnership with Barnet and the Environment Agency, Harrow produced the DEFRA Policy Challenge: Retrofitting drainage and water management arrangements in urban areas paper in order to identify additional interventions to manage surface water and flood risk.</p> <p>Several key projects have recently been completed or are in progress. Refer to Appendix 1 for further details.</p>
Future Provision	
Key Evidence Base	<ul style="list-style-type: none"> • DEFRA Policy Challenge – Retrofitting drainage and water management arrangements in urban areas⁴⁰

³⁷ <https://metisconsultants.co.uk/case-studies/newton-park-flood-alleviation-and-river-restoration-project/>

³⁸ <https://www.harrow.gov.uk/environment-parks/headstone-manor-recreation-ground>

³⁹ <https://www.ground-control.co.uk/about/our-customers/case-studies/headstone-manor-recreational-grounds/>

⁴⁰ https://www.harrow.gov.uk/downloads/file/31740/Policy_Challenge_Paper_FINAL.pdf

	<ul style="list-style-type: none">• Harrow Council Local Flood Risk Management Strategy (2016)⁴¹• West London Strategic Flood Risk Assessment⁴²• Management Plan 2025-2050
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⁴¹ <https://www.harrow.gov.uk/downloads/file/26508/local-flood-risk-management-strategy.pdf>

⁴² <https://westlondonsfra.london/>

13 Appendix 1: Infrastructure schedule

Harrow New Local Plan 2021-2041 - Infrastructure Delivery Plan (IDP) - Appendix 1 Infrastructure Schedule (as at 28 October 2024)

Infrastructure Type	Project Name	Project Status	Prioritisation	Who is responsible for delivering the project?	Link to Associated Evidence Base	Estimated total project cost	Funding sources
Cemeteries & Crematoriums	Needs assessment paper	In progress	Essential	Consultants			
Cemeteries & Crematoriums	Breakspear Crematorium Replacement of 3 cremators	Planned	Essential	TBC	NA	£700,000	Funded from borrowing
Community and Cultural Facilities	Archive site identification	Proposed	Desirable	LBH			
Community and Cultural Facilities	Multi-space Building at Harrow Arts Centre	Completed (since the evidence base)	NA	LBH	https://dkcm.com/dkcmprojects/harrow-arts-centre/		
Community and Cultural Facilities	Enhancements to cultural use provision / additional usage of Harrow Arts Centre site	Proposed	Desirable	LBH	NA		
Community and Cultural Facilities	Harrow Arts Centre Capital Infrastructure Project	In progress	Desirable	LBH	NA	£80,000	Funded from borrowing
Community and Cultural Facilities	Peel Road library	Unlikely to go ahead		LBH	https://moderngov.harrow.gov.uk/documents/s183366/CPS%2027%20July%202023.pdf		
Community and Cultural Facilities: Libraries	Greenhill Town Centre Library	Completed (since the evidence base)	NA	LBH	https://talk.harrow.gov.uk/23177/widgets/65711/documents/55065		
Community and Cultural Facilities: Libraries	Wealdstone District Centre Library	Proposed	Critical	LBH			
Digital Connectivity	Expanding Opportunities for All	Planned	Desirable	A partner organisation	NA		
Digital Connectivity	Fibre West	Planned	Desirable	A partner organisation	NA	£9,000,000	
Digital Connectivity	Kenton Fibre First	Completed (since the evidence base)	Essential	A partner organisation	NA		
Digital Connectivity	Hatch End Fibre First	Completed (since the evidence base)	Essential	A partner organisation	NA		
Digital Connectivity	"Harrow" Fibre First	In progress	Essential	A partner organisation	NA		
Digital Connectivity	"Harrow" Fibre First : LBH Social Housing digital connectivity roll-out	In progress	Essential	A partner organisation	NA		
Digital Connectivity	LBH Social Housing roll out	To confirm percentage completed	Essential	A partner organisation	NA		

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Infrastructure Type	Project Name	Project Status	Prioritisation	Who is responsible for delivering the project?	Link to Associated Evidence Base	Estimated total project cost	Funding sources
Digital Connectivity	Upgrade existing network	Planned	Essential	A partner organisation	NA		
Digital Connectivity	Mobile - Long list of sites for 4g/5g masts	In progress	Desirable	A partner organisation	NA		
Digital Connectivity	Digital Exclusion – Social value, Skills and Adult and Community Learning	Planned	Desirable	Community Fibre / a partner	NA		
Digital Connectivity (mobile)	5G "Small Cell" installation	Planned	Desirable	A partner organisation	NA		
Education	New SEND School (provision for 292 children)	Planned	Critical	DfE	N/A		
Education	Harrow View Primary School (three forms/90places)	In progress	Critical	DfE	https://moderngov.harrow.gov.uk/documents/s173861/2021_Appendix_A_Demographic_SRP_Report.pdf		
Education	Additional SEND provision at existing secondary school - Canons High	In progress	Critical	Canons High	Cabinet Report: https://moderngov.harrow.gov.uk/documents/s173860/School%20Organisation%20Cabinet%20Report%20October%202021.pdf		
Education	Additional SEND provision at existing secondary school - Shaftesbury High School	In progress	Critical	LBH	Cabinet Report: https://moderngov.harrow.gov.uk/documents/s173860/School%20Organisation%20Cabinet%20Report%20October%202021.pdf		
Education	Additional SEND provision at existing secondary school - Alexandra School	In progress	Critical	Alexandra School	Cabinet Report: https://moderngov.harrow.gov.uk/documents/s173860/School%20Organisation%20Cabinet%20Report%20October%202021.pdf		
Education	Adult & Further Education provision	Proposed	Desirable	A partner organisation			
Education	TBC	Planned	NA	LBH	N/A		

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Infrastructure Type	Project Name	Project Status	Prioritisation	Who is responsible for delivering the project?	Link to Associated Evidence Base	Estimated total project cost	Funding sources
Energy and Utilities	District Energy Network (for the three key development sites)	Feasibility Stage	Desirable	Harrow Strategic Development Partnership	https://www.harrow.gov.uk/downloads/file/30046/Harrow_Economic_Strategy_2021_2030.pdf		
Energy and Utilities	Update to LAEP (Stage 2)	To commence within c. 6 months	Critical	WLA	NA		
Green and Blue Infrastructure: Flood Defence	Sustainable urban drainage (SuDS) project	In progress	Essential	LBH	NA		
Green and Blue Infrastructure: Flood Defence	Headstone Manor Park Project Phase 2 (Headstone Manor Flood Alleviation Scheme (FAS & Yeading Brooks River Restoration)	Completed (since the evidence base)	Essential	LBH	https://www.harrow.gov.uk/downloads/file/26508/local-flood-risk-management-strategy.pdf Phase 2: https://www.youtube.com/watch?v=cqaduguoQLk	£1,000,000	Thames Water, Environment Agency, and the Thames FCC (Regional Flood Coastal Committee)
Green and Blue Infrastructure: Flood Defence	Newton Park West: Flood Alleviation and River Restoration Project	Completed (since the evidence base)	Essential	LBH	https://metisconsultants.co.uk/case-studies/newton-park-flood-alleviation-and-river-restoration-project/		
Green and Blue Infrastructure: Flood Defence	George V Impounding Reservoir (River Pinn)	Completed (since the evidence base)	Essential	LBH	https://www.harrow.gov.uk/downloads/file/26508/local-flood-risk-management-strategy.pdf		
Green and Blue Infrastructure: Flood Defence	Summerhouse Reservoir	Completed (since the evidence base)	Essential	LBH	https://www.harrow.gov.uk/downloads/file/26508/local-flood-risk-management-strategy.pdf		
Green and Blue Infrastructure: Flood Defence	Prince Edward FSA (both Edgware Brook)	Completed (since the evidence base)	Essential	LBH	https://www.harrow.gov.uk/downloads/file/26508/local-flood-risk-management-strategy.pdf		
Green and Blue Infrastructure: Flood Defence	Oxhey Farm FSA (Woodridings Stream)	Completed (since the evidence base)	Essential	LBH	https://www.harrow.gov.uk/downloads/file/26508/local-flood-risk-management-strategy.pdf		

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Infrastructure Type	Project Name	Project Status	Prioritisation	Who is responsible for delivering the project?	Link to Associated Evidence Base	Estimated total project cost	Funding sources
Green and Blue Infrastructure: Flood Defence	New River Pinn FSA	Completed (since the evidence base)	Essential	LBH	https://www.harrow.gov.uk/downloads/file/26508/local-flood-risk-management-strategy.pdf		
Green and Blue Infrastructure: Flood Defence	Queensbury Recreation Ground River Restoration Phase I	Completed (since the evidence base)	Essential	LBH	https://www.harrow.gov.uk/downloads/file/26508/local-flood-risk-management-strategy.pdf		
Green and Blue Infrastructure: Flood Defence	Queensbury Recreation Ground River Restoration and Flood Storage Area Phase II	In development	Essential	LBH	https://www.harrow.gov.uk/downloads/file/26508/local-flood-risk-management-strategy.pdf		TRFCC
Green and Blue Infrastructure: Flood Defence	The Smarter Water Catchment Project	In progress	Desirable	The Council in partnership with a partner	https://talk.harrow.gov.uk/23177/widgets/65711/documents/55065		
Green and Blue Infrastructure: Flood Defence	Delivery of Flood Protection Area	In progress	Essential	The Council in partnership with a partner	ICC & LBH Meeting Notes from 02/08/2023		
Green and Blue Infrastructure: Flood Defence	7 projects on the EA National Programme	Planned	Essential	LBH	ICC & LBH Meeting Notes from 02/08/2023		
Green and Blue Infrastructure: Flood Defence	Newton Park Flood Storage Area and Roxbourne River Restoration Project	Completed (since the evidence base)	Essential	LBH	https://www.harrow.gov.uk/downloads/file/26508/local-flood-risk-management-strategy.pdf		
Green and Blue Infrastructure: Flood Defence	Stanmore Marsh (Edgware Brook) River Restoration, Flood Storage and Amenity Improvement Project	Completed (since the evidence base)	Essential	The Council in partnership with a partner	https://www.harrow.gov.uk/downloads/file/26508/local-flood-risk-management-strategy.pdf	£400,000 (TBC)	£400K: £225K via s.106 & £175K via GLA & Harrow Capital
Green and Blue Infrastructure: Flood Defence	The Byron Park / Wealdstone Brook Flood Alleviation Scheme (FAS)	Planned	Essential	The Council in partnership with a partner	https://www.harrow.gov.uk/downloads/file/26508/local-flood-risk-management-strategy.pdf https://www.harrow.gov.uk/downloads/file/31740/Policy_Challenge_Paper_FINAL.pdf		

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Infrastructure Type	Project Name	Project Status	Prioritisation	Who is responsible for delivering the project?	Link to Associated Evidence Base	Estimated total project cost	Funding sources
Green and Blue Infrastructure: Flood Defence	Harrow Green Grid Project	In progress	Essential	A partner organisation	https://www.harrow.gov.uk/downloads/file/26508/local-flood-risk-management-strategy.pdf	£300,000	£300,000 (excl. borrowing)
Green and Blue Infrastructure: Flood Defence	The Action for Silk Stream (AfSS)	Planned	Essential	The Council in partnership with a partner	https://www.harrow.gov.uk/downloads/file/31740/Policy_Challenge_Paper_FINAL.pdf		DEFRA
Green and Blue Infrastructure: Flood Defence	Flood Defence & Highways Drainage Programme	In progress	Critical	LBH	NA	£1,000,000	Funded from borrowing
Green and Blue Infrastructure: Flood Defence / Green, Open Spaces & Parks	Headstone Manor Park Restoration Project Phase 1	Completed (since the evidence base)	Essential	LBH	https://www.harrow.gov.uk/downloads/file/31740/Policy_Challenge_Paper_FINAL.pdf Phase 1: https://www.youtube.com/watch?v=78bv0L10Q0	£1.165,000	£1.1M grant: jointly funded by National Lottery Heritage Fund and National Lottery Community Fund (Parks for People Programme) £1.05M: funded by LBH, GLA, EA, and Thames Water
Green and Blue Infrastructure: Green/Open Spaces and Biodiversity	Potential project at Lowlands Recreation Ground	Planned	NA	LBH	NA		
Green and Blue Infrastructure: Green/Open Spaces and Biodiversity	Silk Stream Project (including Chandos Recreation Ground)	In progress	Desirable	LBH	https://talk.harrow.gov.uk/23177/widgets/65711/documents/55065		
Green and Blue Infrastructure: Green/Open Spaces and Biodiversity	Improvements to park footpaths	Proposed/ Not Clear	Essential	LBH	NA		
Green and Blue Infrastructure: Green/Open Spaces and Biodiversity	Improvements to biodiversity of existing conservation sites	Proposed/ Not Clear	Essential	LBH	NA		
Green and Blue Infrastructure: Green/Open Spaces and Biodiversity	Parks Infrastructure Programme	Proposed/ Not Clear	Essential	LBH	NA	700,000	Funded from borrowing
Green and Blue Infrastructure: Green/Open Spaces and Biodiversity	Chandos Recreation Ground	Planned	TBC	LBH	NA		

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Infrastructure Type	Project Name	Project Status	Prioritisation	Who is responsible for delivering the project?	Link to Associated Evidence Base	Estimated total project cost	Funding sources
Green and Blue Infrastructure: Green/Open Spaces and Biodiversity	Parks Capital	Planned	Essential	LBH	NA	£7,400,000	LB Capital
Green and Blue Infrastructure: Green/Open Spaces and Biodiversity	Biodiversity Net Gains in Harrow	In progress	TBC	LBH	NA	£525,000	
Health	Royal National Orthopedic Hospital	Proposed	Essential	RNONHS Trust	N/A	TBC	TBC
Health	Expansion of mental health infrastructure	Proposed	Essential	CNWL	Emerging NWL Infrastructure Strategy	£2m	Developer Contributions/NHS/other
Health	Increase in mental health/therapeutic space within primary/community health	Proposed	Essential	CNWL	Emerging NWL Infrastructure Strategy		Developer Contributions/NHS/other
Health	Alexandra Avenue	Proposed / not clear	Essential	NWL ICB	Emerging NWL ICS strategy	750K	NWL ICB Capital
Health	Belmont Health Centre - longer term solution	Proposed / not clear	Desirable	NWL ICB	Emerging NWL ICS strategy	TBC	TBC
Health	The Wealdstone Centre Solution	Proposed / not clear	Essential	NWL ICB	Emerging NWL Infrastructure Strategy	£1m- £10m	TBC
Health	Headstone Road Surgery Relocation	Proposed / not clear	Essential	NWL ICB	Emerging NWL Infrastructure Strategy	£100k - £1m	TBC
Health	Expanded/new of primary and community facilities to meet increasing and changing population	Proposed / not clear	Essential	NWL ICB	Emerging NWL ICS strategy	£10m- £50m	TBC
Health	Critical Care Unit Northwick Park Hospital	In progress	Essential	London North West University NHS Trust	LNWU NHS Trust Strategy	£90m	LNWU NHS Trust/ NHS England Capital/ Developer Contributions
Health	Ambulatory/Same Day Emergency Care	In development	Critical	London North West University NHS Trust	LNWU NHS Trust Strategy	TBC	Developer Contributions (CIL/S106), LNWU
Health	Maternity Services	Planned	Essential	London North West University NHS Trust	LNWU NHS Trust Strategy	£2m	LNWU NHS Trust/ NHS Charities

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Infrastructure Type	Project Name	Project Status	Prioritisation	Who is responsible for delivering the project?	Link to Associated Evidence Base	Estimated total project cost	Funding sources
Health	Increasing capacity of hospital departments to meet increasing/changing population needs	Proposed	Essential	London North West University NHS Trust	LNWU NHS Trust Strategy	TBC	Developer Contributions, NHS Capital
Health	Increasing capacity of community services	Proposed/not clear	Desirable	Central London Community Healthcare NHS Trust		TBC	TBC
Sports and Leisure Facilities	Improvements to netball/basketball courts etc	Proposed/ Not Clear		LBH	NA		
Sports and Leisure Facilities	Hard surface courts; Multi Use Game Area, Basketball Courts	Planned	Desirable	LBH	https://modern.gov.harrow.gov.uk/documents/s186472/Appendix%20%20HARROW%20INDOOR%20AND%20OUTDOOR%20FACILITIES%20STRATEGY%20FINAL%20January%202024.pdf	£600,000	LBH
Sports and Leisure Facilities	New Leisure Centre (Replacement)	Feasibility Stage	Essential	LBH	NA	£80,000,000	Capital financial model being developed
Sports and Leisure Facilities	Hatch End Swimming Pool Replacement	Feasibility Stage	Essential	LBH	NA	£16,000,000	Capital financial model being developed
Sports and Leisure Facilities	Playing Pitches	Planned	Desirable	LBH	https://modern.gov.harrow.gov.uk/documents/s186472/Appendix%20%20HARROW%20INDOOR%20AND%20OUTDOOR%20FACILITIES%20STRATEGY%20FINAL%20January%202024.pdf		
Transport	Highway Improvement Programme	In progress	Essential	LBH	NA	12,000,000	Project cost funded from borrowing
Transport	Superloop Bus	Completed (since the evidence base)	Essential	A partner organisation	https://talk.harrow.gov.uk/23177/widgets/65711/documents/55065		
Transport	Improve bus routes connecting residents with GP surgeries and nearby hospitals	Proposed/ Not Clear	Essential	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£100,000 - £1,000,000	

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Infrastructure Type	Project Name	Project Status	Prioritisation	Who is responsible for delivering the project?	Link to Associated Evidence Base	Estimated total project cost	Funding sources
Transport	Improve active travel routes connecting residents with GP surgeries and nearby hospitals	Proposed/ Not Clear	Desirable	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£100,000 - £1,000,000	
Transport	Implement wayfinding systems that make it easier for pedestrians and cyclists to navigate the environment	Proposed/ Not Clear	Desirable	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£100,000 - £1,000,000	
Transport	Introduce pedestrian and cyclist safety improvements at key junctions, routes, and collision hotspots in the Borough	Proposed/ Not Clear	Desirable	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£10,000,000 - £50,000,000	
Transport	Provide additional cycle/scooter parking near entrances to green spaces where appropriate	Proposed/ Not Clear	Desirable	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£100,000 - £1,000,000	
Transport	Traffic calming measures in local centres, residential areas and near educational sites to help reduce speeds, including road humps, chicanes, and width restrictions	Proposed/ Not Clear	Desirable	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£100,000 - £1,000,000	
Transport	Enhancing regular maintenance for the active travel and highway network, in line with the Harrow Asset Management Strategy	Proposed/ Not Clear	Essential	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£100,000 - £1,000,000	
Transport	Provide additional cycle parking in schools	Proposed/ Not Clear	Desirable	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£1,000,000 - £10,000,000	
Transport	All buses operating in the Borough to be zero emission	Proposed/ Not Clear	Essential	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£1,000,000 - £10,000,000	
Transport	Provide safe parking facilities for delivery drivers using two-wheeler vehicles and bicycles	Proposed/ Not Clear	Desirable	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£1,000,000 - £10,000,000	
Transport	Implement off-street electric vehicle charge points in council-owned car parks and working with private car park operators	Proposed/ Not Clear	Desirable	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£100,000 - £1,000,000	
Transport	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	Proposed/ Not Clear	Essential	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£10,000,000 - £50,000,000	
Transport	Work with TfL to progress towards delivery of step-free access to all rail and tube stations in the borough	Proposed/ Not Clear	Essential	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£1,000,000 - £10,000,000	

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Transport	New and extended bus routes to better serve underserved corridors and destinations	Proposed/ Not Clear	Desirable	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£1,000,000 - £10,000,000	
Transport	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	Proposed/ Not Clear	Desirable	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£1,000,000 - £10,000,000	
Transport	Increasing the frequency of existing bus services across the Borough	Proposed/ Not Clear	In	A partner organisation	https://talk.harrow.gov.uk/32036/widgets/94461/documents/60803	£1,000,000 - £10,000,000	
Transport	EV charging strategy interventions	In progress	Essential	LBH	https://teams.microsoft.com/l/message/19:meeting_NTVjZTE5MWQOTU2MC00YzIklTkzNzYtYmJlMTNhMzE1ZTQ0@thread.v2/1726044038806?context=%7B%22contextType%22%3A%22chat%22%7D		
Transport	Streetlighting improvement programme	In progress	Essential	LBH	NA	£3,000,000	Funded from borrowing
Transport	Improvements to faster charging in carparks				NA		
Waste & Recycling	Improvements to main waste centre	Proposed / not clear	TBC	LBH	NA		