



**EXAMINATION OF THE HARROW LOCAL PLAN 2021-  
2041**

**HEARING STATEMENT  
MATTER 10: MONITORING & DELIVERY  
ISSUE 16**

**5 June 2025**

## **Matter 10 Monitoring & Delivery**

### **Issue 16 – Whether the Plan identifies a suitable framework for the monitoring and implementation of the policies contained within the Plan?**

#### **Questions**

#### **16.1 How have the key monitoring indicators been defined and how do these relate to the overall strategy of the Plan?**

16.1.1 Paragraph A.2.3 of the Plan sets out the approach to defining indicators and how these relate to the overall strategy of the Plan. The Key Performance Indicators (KPIs) measure performance against important aspects of the proposed spatial strategy, the London Plan in its capacity as part of the Development Plan for Harrow and national policy. They monitor key spatial strategy elements such as the provision of housing / affordable housing, town centre floor space vacancy rates / net loss of industrial floorspace, energy efficiency / net zero carbon (in the context of the climate change obligations under the NPPF / NPPG, and public transport accessibility / new development (sustainable development strategy).

16.1.2 The Additional Indicators relate to the performance of specific policies in the emerging plan. These have been developed from existing indicators used to assess the delivery of policies in the current adopted Local Plan. The existing indicators have been rationalised and modified to relate to the emerging policies.

#### **16.2 With regards to KPI7 – public transport accessibility, could the Council explain how the monitoring target, which acknowledges that an alternative baseline target may be used, presents a justified and effective monitoring indicator?**

16.2.1 The target for KPI7 seeks an improvement on achieving the delivery of 68% of dwellings in areas of PTAL 3 or higher, or achieving PTAL 3 or higher through a public transport improvements. This is the Council's current target and reflects current methodology with respect to public transport, namely TfL's PTALs. The text 'or alternative value following updated methodology' provides scope to introduce an alternative target in the light of further evidence that may emerge over the plan period, or the introduction of new of new methodologies of measuring access to public transport.

16.2.2 For example, the Mayor's 'Towards a New London Plan' document<sup>1</sup> confirms that TfL is developing a new connectivity metric to complement PTAL that is based on journey times by sustainable modes to useful destinations (paragraph 4.2), so the Plan recognises such a potential change. The current indicator is however justified as it reflects the London Plan with respect to the use of PTALs.

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<sup>1</sup> [Towards a new London Plan](#)

**16.3 In relation to the additional indicators at page 400 of the plan onwards, a number of the indicators do not have targets – how will these be effective?**

- 16.3.1 The indicators for appeals and the number of family homes converted into self-contained residential units without reprovision of at least a 3-bedroom 4 person dwelling (HO-14) do not have identified targets. In these instances, the indicator is reflective of the relevant policy requirements and contains a monitoring target, to determine if the policy is operating effectively.
- 16.3.2 For completeness, the Council will populate the target column for all indicators.

**16.4 Overall, is the plans approach to monitoring effective?**

- 16.4.1 Monitoring will take place through the production of an Authority Monitoring Report (AMR) and is effective. The AMR will track performance against the indicators (and targets where applicable).