

1 Introduction

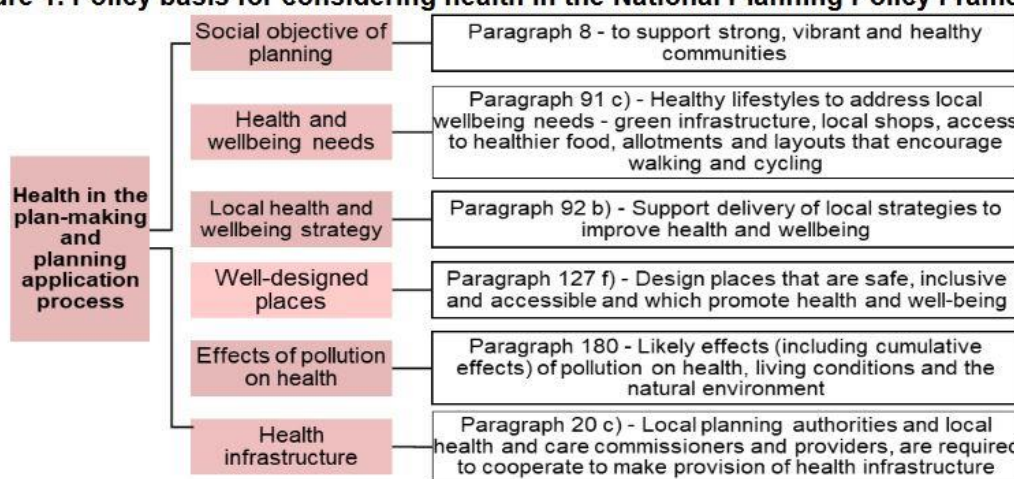
1.1 What is a Health Impact Assessment (HIA)?

A health impact assessment is a combination of processes and methods used to evaluate the significance of health effects of a plan or project. Health Impact Assessments help decision-makers in local authorities and other stakeholders make choices about actions to best prevent ill-health, promote good health and reduce health inequalities.

The final outputs of an HIA include evidence-based recommendations to ensure that population health is protected and, where possible, improved, to minimise any potential adverse effects on health inequalities.

The below chart outlines health in relation to the current National Planning Policy Framework.

Figure 1. Policy basis for considering health in the National Planning Policy Framework



Source: PHE, 'Health Impact Assessment in Spatial Planning' (2020)

1.2 Why is an HIA needed and justified?

As a major town centre, significant redevelopment of the area will directly and indirectly impact the health of those living, working and visiting the area. In the first instance, the redevelopment of the town centre will affect the social environment including; employment, income and income inequality, crime and community assets. Secondly, the significant growth in housing provision will affect the physical environment including; living conditions, natural space, transport patterns and pollution. It is important to take time to consider what these impacts may be, identifying potential mitigations and closely monitoring areas presenting greater risks to health.

Most proposals benefit some groups of people more than others, so may have a positive or negative impact on health equity. Thus an important role of this HIA is to raise the issue of current and future inequities. To do this effectively, we identified different population segments that will be affected in different ways. The table below summarises key populations at risk of health inequalities at present:

Table 1. Summary of Health Inequalities in the immediate area surrounding Edgware Town Centre

Barnet	Harrow
<p>The areas south and east of Edgware Town Centre are in the 20% highest risk of economic insecurity (population ages 16-64)¹; considering local opportunities for employment and skills can mitigate this.</p>	<p>Edgware Harrow has 5% of the ward unemployed. Around 30% are classed as economically inactive².</p> <p>Canons ward has 1% unemployed which is less than the borough as a whole (2%).</p> <p>The proportion of children living in poverty in Canon is 18% (LB Harrow 17%)³.</p>
<p>28% of pensioners living in Edgware ward live alone and 16% of pensioners are living in deprivation⁴; creating an environment which is designed with ageing in mind will enhance social capital and community cohesion, preventing isolation amongst older adults.</p>	<p>16% of the population in Edgware Harrow experience fuel poverty (LB Harrow 12%) and 24% of pensioners live alone in Edgware and 31% in Canons (LB Harrow 27%).</p>
<p>1 in 3 children in reception year in Edgware are overweight or obese⁴; improving the food environment and access to open are two ways in which the built environment can have a positive impact on this.</p>	<p>1 in 5 children in Harrows Edgware ward are obese or overweight in Reception and this doubles by the time they are age 11 – the second highest percentage of all Harrows wards.</p> <p>Canons ward has similar proportions of excess weight 18% in Reception and 37% by Year 6⁵.</p>
<p>14% of people living in Edgware identified themselves as having a limiting long-term illness or disability, higher than the Barnet average⁴. Ensuring public spaces are designed using the healthy streets approach will make it easier for those with mobility issues to participate in the local community.</p>	<p>Edgware ward Harrow has a higher proportion of BAME groups (65%) compared with Harrow as a whole (58%) and higher rates of people who cannot speak English well 9% (compared to 5% in Harrow as a whole)⁶.</p>
<p>Burnt Oak Ward (bordering Edgware) has consistently higher rates of COVID-19 compared with the borough as a whole⁷.</p>	

¹ University of Southampton, Economic Insecurity Indices (Sept.2020) <https://www.mylocalmap.org.uk/iaahealth/>

² Harrow ward profiles – based on the 2011 Census

³ Public Health England, Local Health Profiles (accessed March 2021) <https://localhealth.org.uk/#c=home>

⁴ Public Health England, Local Health Profiles (accessed March 2021) <https://localhealth.org.uk/#c=home>

⁵ NCMP data combined 2016/17-2018/19 Source: Public Health Outcome Framework -Fingertips (National Child Measurement Programme Pupil Enhanced Dataset)

⁶ Public Health England, Local Health Profiles (accessed March 2021) <https://localhealth.org.uk/#c=home>

⁷ Barnet Council, COVID-19 Weekly Dashboard <https://www.barnet.gov.uk/coronavirus-covid-19-latest-information-and-advice/Barnet-weekly-COVID-19-dashboard>

2 The Assessment

2.1 Methods

The assessment is adapted from the Healthy Urban Planning Checklist produced by the NHS Healthy Urban Development Unit⁸. The checklist was produced to ensure that health and wellbeing issues are embedded in the planning process.

The SPD was assessed against four HUDU themes; healthy housing, active travel, healthy environment and vibrant neighbourhoods. For each theme outlined, we have presented a table with the HUDU measures, accompanied by a statement as to whether the measure was addressed within the SPD.

Below is an executive summary of the findings of the assessment.

HUDU Score summaries

Theme	Potential Impact
Healthy housing	Not relevant
Active travel	Positive
Healthy environment	Positive
Vibrant neighbourhoods	Neutral
Overall	Positive

2.2 Consultation and Impact Assessments

Before going into our HUDU assessment, we wanted to make a brief statement on the other types of impact assessments and consultation events which happened prior to the creation of this draft document. We recognise the significant piece of work that has already been undertaken to understand the felt and experienced needs of local residents and business owners. We also acknowledge that both an EqIA and EIA have already been completed on the SPD.

Within the initial consultation responses, concerns relating to health and wellbeing such as congestion issues, housing density, transport and community safety were identified. These issues were adequately addressed within the SPD. Furthermore, some of our concerns around health inequalities have already been addressed as part of the EqIA.

A broad mix of local faith groups, community centres, youth clubs and business premises were invited to participate in early consultation. Given the restrictions placed on in-person consultation due to COVID-19, a conscious effort was made to try and engage with members of the community still.

Digital exclusion from online consultation is something that has become more important with the move to so much interaction.

⁸ [Healthy-Urban-Planning-Checklist-3rd-edition-April-2017.pdf \(healthyurbandevlopment.nhs.uk\)](#)

2.2.1 Recommendations

It would have been useful to have prior engagement with Directors of Public Health, North and West London CCGs as well as local GP practices to understand their concerns around shifting demographics and its impact on health services. Understandably, this may have been challenging to achieve given primary care's role in managing the COVID-19 pandemic. Including a statement on successful or unsuccessful engagement attempts with health services would have aided our understanding of who was consulted with.

It is important to note the SPD falls on the border with both Harrow's Edgware and Canons wards and no data on the profile of Canons ward were included in the SPD. It is important to ensure this is considered in the appraisal of the development and that ward councillors, community organisations and residents in this ward are included in consultations.

2.3 Healthy housing

HUDU Measure	Yes/No/Not Relevant
Does the proposal meet all the standards for daylight, sound insulation, private space and accessible and adaptable dwellings?	<i>Not relevant</i>
Does the proposal provide accessible homes for older or disabled people?	<i>Not relevant</i>
Does the proposal ensure that every non-ground floor dwelling is accessible by a lift that can accommodate an ambulance trolley?	<i>Not relevant</i>
Does the proposal provide dwellings with adequate internal space, including sufficient storage space and separate kitchen and living spaces?	<i>Not relevant</i>
Does the proposal encourage the use of stairs by ensuring that they are well located, attractive and welcoming?	<i>Not relevant</i>
Evaluation: Not Relevant	

The HUDU measures included under the healthy housing theme were not relevant to this SPD.

However, SPD Principle 3-Enable Diverse Housing Delivery highlights the significant role that housing delivery will have on the redevelopment of Edgware town centre. Although housing design specifics are not outlined within this document, there is significant potential for any future proposals to significantly affect health and wellbeing.

2.3.1 Recommendations

We recommend that future proposals demonstrate a positive impact on health and wellbeing in line with the HIA measures outlined in the table above and in line with PHE's guidance document, "Improving health through the home: A checklist for local plans and policies."

Furthermore, in line with recommendations made by the Barnet Health and Wellbeing Board on Reg. 18 of the Local Plan, we strongly encourage any proposals for 'Very Tall' buildings to provide a statement on the health impacts of the development on vulnerable groups, including children, to ensure high quality design is maintained.

2.3.2 Proposed monitoring measures

To monitor potential health impacts of housing within the area, we recommend the following measures:

Fuel poverty⁹: 11.1% (Department of Energy & Climate Change, 2016)

Types of tenancy (outright owned, mortgage, private rented etc.)

⁹ Public Health England, Local Health Profiles (accessed March 2021) <https://localhealth.org.uk/#c=home>

2.4 Active travel

HUDU Measure	Yes/No/Not Relevant
Does the proposal promote cycling and walking through measures in a travel plan, including adequate cycle parking and cycle storage?	<p>Yes.</p> <p>A statement on inclusion of cycle parking designed in accord with London Cycling Design Standards is included.</p>
Does the proposal include traffic management and calming measures and safe and well lit pedestrian and cycle crossings and routes?	<p>Yes.</p> <p>The accompanying transport study includes a significant number of traffic calming measures including; the identification of specific sites for pedestrian crossings speed-reduction measures on residential streets, road safety issues and a proposed school street for Edgware Primary. These are also reflected in the delivery timelines for transport.</p> <p>Including a statement in the main document which acknowledges that both perceived and actual safety concerns for pedestrians and cyclists could be largely addressed through traffic calming would be beneficial.</p>
Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks and public transport?	<p>Yes.</p> <p>The accompanying transport study includes proposals for new public spaces that are inclusive and accessible. It also outlines existing pedestrian links between the town centre and residential areas which would be enhanced through better lighting and pavement widening. The SPD also acknowledges the cycling potential along the A5, in line with TfL's assessment.</p>
Does the proposal seek to minimise car use by reducing car parking provision, support by the controlled parking zones, car free development and car clubs?	<p>Yes</p> <p>Within the delivery timelines for transport, five measures are included to modify parking options. These include the introduction of car-share clubs and the reduction of on-street parking through a phased approach over time.</p>
Evaluation: Positive	

The transport and movement guide presented in the draft SPD, alongside the delivery timelines and transport study demonstrate a strong, positive impact on health and wellbeing. Prioritising pedestrian, cycle and public transport infrastructure will create a more inclusive social environment and will improve the physical environment for health. Proposals to make Edgware station more accessible, pavement widening schemes and provision of spaces for blue badge holders will also reduce health inequalities for those with limiting long term illnesses.

2.4.1 Recommendations

Although school streets is included within the accompanying travel study, including key references to schemes which improve safety and enhance opportunities for physical activity

in children and young people are particularly important for long term health and wellbeing. Ensuring safe active travel links to areas with both formal and informal play provision creates greater opportunities for physical activity, which has been linked to physical literacy and lifelong participation in physical activity.

Based on previous experience in the boroughs it is advisable that any changes to calm traffic or change parking availability are done with a lead in time that allows consultation with local community and parents via the PTA and Governors to gain both buy in and address any concerns and resistance.

2.4.2 Proposed monitoring measures

To monitor potential health impacts of active travel within the area, we recommend the following measures:

Air quality:

- Edgware Primary NO2 levels during peak drop-off and pick-up times.
- Feedback from parents on the transport situation via the Governors and/or PTA

Physical activity:

- Proportion of residents achieving 150 minutes of physical activity per week
- Childhood Obesity: Proportion of children in reception and year 6 with excess weight (PHE, fingertips)

Proportion of journeys via active travel:

- School travel surveys completed by schools for their travel plans

2.5 Healthy environment

HUDU Measure	Yes/No/Not Relevant
Does the proposal minimise construction impacts such as dust, noise, vibration and odours?	<p><i>Not relevant</i></p> <p>This is out of the scope of this SPD and should be assessed within any planning applications.</p>
Does the proposal minimise air pollution caused by traffic?	<p>Yes.</p> <p>A main objective of this SPD is to tackle climate change and pollution. This will be addressed through the promotion of healthy streets and the use of healthy streets toolkit during redevelopment. Furthermore, the provision of Electric Vehicle charging points will promote vehicular options which cause less environmental damage.</p>
Does the proposal minimise the impact of noise caused by traffic and commercial uses through insulation, site layout and landscaping?	<p>Yes</p> <p>Principle 8-Tackle Environmental Issues outlines the ways in which sustainable transport will improve noise pollution. Furthermore section 4.49 states that future development should ensure that noise pollution effects on residents, workers and visitors to the town centre are minimised. However, tangible ways of tackling noise pollution through insulation, site layout and landscaping are not included in this SPD. These may be irrelevant to the purpose of this document, however, forward planning proposals should demonstrate how noise pollution can be mitigated a number of different ways.</p>
Does the proposal retain or replace existing open space and in areas of deficiency, provide new open or natural space, or improve access to existing spaces?	<p>Yes</p> <p>It is recognised that the existing area has a lack of open and green spaces. The SPD outlines opportunities for potential spaces via the Station forecourt and redevelopment of the Key Site: Forumside. New public open space has been further identified as a key infrastructure priority in Edgware Town Centre. It is unclear from this document how much of this new public space could be defined as 'natural,' however, by linking</p>

	<p>the SPD area with existing high quality green spaces, the health impacts of this deficiency could be minimised further.</p>
<p>Does the proposal set out how new open space will be managed and maintained?</p>	<p><i>Not relevant</i></p> <p>When planning applications are made, this should be agreed between the developer and relevant local authority.</p>
<p>Does the proposal provide a range of play spaces for children and young people?</p>	<p>Yes.</p> <p>The Key Site of Forumside has been identified as the potential site for providing children's playgrounds and facilities for older children. In the interim, improving pedestrian links from the SPD area to nearby play areas for children will improve health outcomes, creating greater opportunities for informal play. Good access and signage so that people know about green space and play areas will be important to maximise the opportunity for use of the spaces by everyone.</p>
<p>Does the proposal contribute to nature conservation and biodiversity?</p>	<p><i>Not relevant.</i></p> <p>The SPD does identify Deans Brook corridor as a Site of Borough Importance for Nature Conservation, and states that any proposals should seek ways to enhance the biodiversity of the area. This should be assessed within forward planning proposals via EIAs. Assessing biodiversity and conservation of the draft SPD is out of the scope of this HIA.</p>
<p>Does the proposal provide opportunities for food growing, for example by providing allotments, private and community gardens and green roofs?</p>	<p><i>No</i></p> <p>The draft SPD and accompanying Design Guide make no reference to food growing spaces, community gardens or green roofs. Housing development proposals which include such provision would be an asset. Alternatively, providing safe, pedestrian links to nearby food growing spaces within nearby areas would mitigate any existing or future lack of food growing spaces.</p>
<p>Does the design of builds and spaces avoid internal and external overheating, through use of passive cooling techniques and urban greening?</p>	<p><i>Not relevant</i></p>

	This is out of the scope of this SPD and should be assessed within any planning applications.
Evaluation: Positive	

2.5.1 Recommendations

- Prioritise improving pedestrian links and access to existing greenspaces and play areas for children so that the benefits of open spaces can be felt sooner. Including clear signage and consultation on the proposals and promotion via Children Centres and Schools.
- Signposting in other nearby areas to the new open space and open access play areas within this development in the detailed design phase will improve access from surrounding communities and generally make the area popular, busier and community centred which will in turn make people feel safe.
- Consider the potential for provision of food growing spaces or green roofs within development proposals linking with other organisations such as schools and children centres who may want to share the usage of growing sites.
- Feedback from vulnerable community groups (such as those identified within the introduction section of this assessment) can help identify 'healthy environment' priorities within any applications coming forward.

2.5.2 Proposed monitoring measures

- Feedback from community organisations and groups on the usage of the new recreational spaces

2.6 Vibrant neighbourhoods

Measure	Yes/No/Not Relevant
<p>Has the impact on healthcare services been addressed?</p>	<p><i>No</i></p> <p>Although healthcare services are mentioned repeatedly within the documents with regards to change of use, no formal insight into the impact on GP practices, pharmacies or dentists is included.</p>
<p>Has the impact on primary, secondary and post-19 education been addressed?</p>	<p><i>Not relevant.</i></p> <p>This need to will identified within the relevant local infrastructure delivery plan. When planning applications are made, this should be considered.</p>
<p>Does the proposal contribute to new social infrastructure provision that is accessible, affordable and timely?</p>	<p><i>No.</i></p> <p>Although Principle 6 outlines the importance of delivering community infrastructure and the key sites of <i>Broadwalk Centre and the Station</i> and <i>Forumside</i> are both identified as potential sites for community infrastructure, no specific infrastructure needs are identified within this document.</p> <p>It would be expected that planning applications would include appropriate provision in line with identified community needs and community consultation.</p> <p>Given the ageing population and proportion of adults with limiting long-term health conditions, it would be useful for public toilet provision to be considered within the SPD. Barnet Council has identified this need within the Reg. 18 Local Plan and the Public Health team has also created a public toilet scheme that businesses can sign up to if community infrastructure is not a possibility.</p>
<p>Have opportunities for multi-use and the co-location of services been explored?</p>	<p><i>No.</i></p> <p>Although the vision and principles outlined within the SPD include a reference to mixed-use neighbourhoods, there are no sites identified as multi-use. It would be expected that this would be explored within any planning applications.</p> <p>.....</p>

<p>Does the proposal include commercial uses and provide opportunities for local employment and training, including temporary construction and permanent 'end-use' jobs?</p>	<p><i>Not relevant.</i></p> <p>The SPD indirectly may create job opportunities through a renewal of the high street. However, we are unable to measure opportunities for job opportunities at this stage in the application. This will be assessed within any planning applications coming forward.</p>
<p>Does the proposal avoid an over concentration or clustering of hot food takeaways in the local area?</p>	<p><i>Not relevant</i></p> <p>Although not included within this SPD, the Reg.18 Barnet Local Plan policy TOW03- Managing Clustering of Town Centre Uses limits the clustering of hot food takeaways. This is also reinforced via the London Plan which also includes a restriction on hot food takeaways within 400m of a school exit of entrance.</p>
<p>Does the design of the public realm maximise opportunities for social interaction and connect the proposal with neighbouring communities?</p>	<p>Yes.</p> <p>The design vision includes permeability and sociability as two of the main principles. The design guide recognises the need for more places to sit and rest, and the creation of a new public space will help maximise opportunities for social interaction.</p>
<p>Evaluation: Neutral</p>	

2.6.1 Recommendations

- It is important that continued engagement with the two CCGs on their input on the feasibility of recruitment for a potential health care staff for ne health centres that part of the development. For example – we know primary care recruitment can be a problem and therefore there is a potential risk that needs to mitigated through partnership working with Harrow CCG.
- It was not clear if there has been or will be any consultation with nearby GP surgeries – telephone interviews on their practice list capacity or staffing issues would reduce the risks of recruitment and potentially give more information on the demand for services.
- There was no assessment of the impact on demand for other health care services such as dentists or pharmacy – this would be important prior to any ne services. For example based on the HUDU guidance of 1,500 patients per dentist.
- The recent Harrow residents survey showed that our residents want affordable and fresh food close to their homes. It is therefore recommended that shops that sell fresh and affordable food are prioritised in the detailed design phase.
- Barnet Council has formally signed up to London Refill. Opportunities for drinking fountains within public spaces or partnerships with businesses can be explored to promote healthier drinking options.

- Existing hot food takeaways could also be encouraged to sign up to the Harrow Hot Bites award or Barnet Healthier Catering Commitment scheme which promotes a healthier food offer within the menu.
- The role of public toilets in ensuring community engagement and participation amongst vulnerable groups has not been explored in the document. Identifying opportunities for public toilet infrastructure or the promotion of the Barnet Public Toilet business scheme would fill this gap.
- Could opportunities be explored for shared community hub like asset? This would support a sense of community in the development

2.6.2 Proposed monitoring measures

- Number of hot food takeaways as coded by Environmental Health
- Number of hot food takeaways in each borough where the licence is turned down due to London Plan policy
- Number of units providing fresh and healthier convenience food.
- Number of units signing up to the Harrow Healthier Hot Bites award or Barnet Healthier Catering Commitment
- Number of businesses signed up to the Barnet Public Toilet Scheme or London Refill Scheme
- FEAT tool; number of convenience and hot food takeaways measurement tool?¹⁰

¹⁰ <https://www.feat-tool.org.uk/>

3 Conclusions

Overall, this SPD will positively contribute to health outcomes within the area. It sets out important standards which forthcoming planning applications will adopt, particularly around active travel infrastructure and healthy environments.

There is the greatest room for improvement within future applications within the scope of 'Vibrant Neighbourhoods'. Understandably, a lot of this is not relevant to this SPD, however, we have made key recommendations which could be considered within area regeneration to further enhance the health outcomes for residents.

Furthermore, we have made key recommendations for future consultations. The barriers created by digital exclusion from online consultations is something that has become more relevant as barrier to engagement from some groups who may not own the equipment or feel confident using or reading English online with the reliance on online communications during COVID-19 restrictions. Edgware ward Harrow particularly has a high proportion of people who do not speak English well. It will be important to consider these potential barriers during any future consultations on further planning applications and more detailed design related to the specifics of the SPD.

Key HIA Documents for this Evaluation

Public Health England – Health Impact Assessment in spatial planning, Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929230/HIA_in_Planning_Guide_Sept2020.pdf

Public Health England – Spatial Planning for Health, Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729727/spatial_planning_for_health.pdf

Public Health England - Place-based approaches for reducing health inequalities, Available at: <https://www.gov.uk/government/publications/health-inequalities-place-based-approaches-to-reduce-inequalities/place-based-approaches-for-reducing-health-inequalities-main-report>

Transport for London – Healthy Streets for London, Available at: <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>