

# Traffic and Road Safety Advisory Panel AGENDA

**DATE:** Tuesday 19 July 2016

**TIME:** 7.30 pm

**VENUE:** Council Chamber, Harrow  
Civic Centre

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**MEMBERSHIP** (Quorum 3)

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**Chair:** Councillor Barry Kendler

**Councillors:**

Jeff Anderson  
Jerry Miles  
Anne Whitehead (VC)

Susan Hall  
Ameet Jogia  
Mrs Vina Mithani

**Advisers:**

Mr L Gray  
Mr N Long

Dr Anoop Shah  
Mr A Wood

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**Reserve Members:**

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1. Ghazanfar Ali
2. Nitin Parekh
3. Sachin Shah
4. Margaret Davine

1. Manjibhai Kara
2. Lynda Seymour
3. John Hinkley

**Contact:** Manize Talukdar, Democratic & Electoral Services Officer  
Tel: 020 8424 1323 E-mail: [manize.talukdar@harrow.gov.uk](mailto:manize.talukdar@harrow.gov.uk)

# AGENDA - PART I

## 1. ATTENDANCE BY RESERVE MEMBERS

To note the attendance at this meeting of any duly appointed Reserve Members.

Reserve Members may attend meetings:-

- (i) to take the place of an ordinary Member for whom they are a reserve;
- (ii) where the ordinary Member will be absent for the whole of the meeting; and
- (iii) the meeting notes at the start of the meeting at the item 'Reserves' that the Reserve Member is or will be attending as a reserve;
- (iv) if a Reserve Member whose intention to attend has been noted arrives after the commencement of the meeting, then that Reserve Member can only act as a Member from the start of the next item of business on the agenda after his/her arrival.

## 2. DECLARATIONS OF INTEREST

To receive declarations of disclosable pecuniary or non pecuniary interests, arising from business to be transacted at this meeting, from:

- (a) all Members of the Panel;
- (b) all other Members present.

## 3. MINUTES (Pages 5 - 20)

That the minutes of the Ordinary meeting held on 11 February 2016 and of the Special meeting held on 27 June 2016 be taken as read and signed as a correct record.

## 4. PUBLIC QUESTIONS \*

To receive any public questions received in accordance with Executive Procedure Rule 49 (Part 4D of the Constitution).

Questions will be asked in the order notice of them was received and there be a time limit of 15 minutes.

**[The deadline for receipt of public questions is 3.00 pm, Thursday 14 July 2016. Questions should be sent to [publicquestions@harrow.gov.uk](mailto:publicquestions@harrow.gov.uk)**

**No person may submit more than one question].**

1. To receive a public question from Mr Roberts regarding road markings on Gayton Road/Station Road, Harrow.

## 5. PETITIONS

To receive petitions (if any) submitted by members of the public/Councillors under the provisions of Executive Procedure Rule 47 (Part 4D of the Constitution).

1. Petition to be received from residents of Eastleigh Avenue, South Harrow HA2 0UF, regarding parking problems on their cul-de-sac.

**6. DEPUTATIONS**

To receive deputations (if any) under the provisions of Executive Procedure Rule 48 (Part 4D of the Constitution).

**7. REFERENCES FROM OTHER COMMITTEES/PANELS (Pages 21 - 24)**

To receive

1. a Reference from the Planning Committee meeting of 17 February 2016;
2. a Reference from the Health & Social Care Scrutiny Sub-Committee meeting of 1 March 2016.

**8. INFORMATION REPORT - PETITIONS (Pages 25 - 36)**

Report of the Corporate Director, Community.

**9. INFORMATION REPORT: 2016/17 TRAFFIC AND PARKING SCHEMES PROGRAMME UPDATE (Pages 37 - 56)**

Report of the Corporate Director, Community.

**10. INFORMATION REPORT: SCHOOL TRAVEL PLANS - UPDATE (Pages 57 - 70)**

Report of the Corporate Director, Community.

**11. CYCLING IN HARROW (Pages 71 - 254)**

Report of the Corporate Director, Community.

**AGENDA - PART II - NIL**

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# TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

## 11 FEBRUARY 2016

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|---|--|---|
| <b>Chair:</b>                           | * Councillor Barry Kendler                               |   |
| <b>Councillors:</b>                     | * Jeff Anderson<br>* Ameet Jogia<br>* Manjibhai Kara (1) | * Jerry Miles<br>* Mrs Vina Mithani<br>* Nitin Parekh   |
| <b>Advisers:</b>                        | † Mr L Gray<br>* Dr Anoop Shah                           | * Mr A Wood   |
| <b>In attendance:<br/>(Councillors)</b> | Ms Pamela Fitzpatrick<br>John Hinkley<br>Jean Lammiman   | Minute 91, 94<br>Minute 89, 93, 95<br>Minute 89, 93, 95 |

- \* Denotes Member present
- (1) Denotes category of Reserve Members
- † Denotes apologies received

### 83. Attendance by Reserve Members

**RESOLVED:** To note the attendance at this meeting of the following duly appointed Reserve Members:-

Ordinary Member

Reserve Member

Councillor Susan Hall

Councillor Manji Kara

### 84. Declarations of Interest

**RESOLVED:** To note that the following interests were declared:

### All Agenda Items

Councillor Jeff Anderson declared a non-pecuniary interest in that he was a Ward Councillor for Rayners Lane. He would remain in the room whilst the matters were considered and voted upon.

### Agenda Items 6, 11 & 13 – Deputations; Hatch End Area Parking Review – Public Consultation; Information Report – Traffic & Parking Schemes Programme Update

Councillor John Hinkley declared a non-pecuniary interest in that he was Ward Councillor for Hatch End Ward. He would remain in the room whilst the matters were considered and voted upon.

### Agenda Items 9 & 10 – TFL Local Transport Fund Schemes Programme 2016/17; Parking Management Schemes Programme 2016/17

Councillor Barry Kendler declared a non-pecuniary interest in that he was Ward Councillor for Edgware ward. He would remain in the room whilst the matters were considered and voted upon.

### Agenda Items 6, 11 & 13 – Deputations; Hatch End Area Parking Review – Public Consultation; Information Report – Traffic & Parking Schemes Programme Update

Councillor Jean Lammiman declared a non-pecuniary interest in that she was Ward Councillor for Hatch End Ward. She would remain in the room whilst the matters were considered and voted upon.

### Agenda Items 10 & 13 - Parking Management Schemes Programme 2016/17; Information Report – Traffic & Parking Schemes Programme Update

Councillor Ameet Jogia declared a pecuniary interest in that he lived on Headstone Lane. He would remain in the room whilst the matter was considered and voted upon.

### Agenda Items 9 & 10 – TFL Local Transport Fund Schemes Programme; Parking Management Schemes Programme 2016/17

Councillor Manji Kara declared a non-pecuniary interest in that he was Ward Councillor for Belmont Ward. He would remain in the room whilst the matters were considered and voted upon.

### Agenda Items 9 & 12 - TFL Local Transport Fund Schemes Programme; North Harrow Area Parking Review – Public Consultation

Councillor Pamela Fitzpatrick declared a non-pecuniary interest in that she was Ward Councillor for Headstone South. She would remain in the room whilst the matters were considered and voted upon.

### Agenda Items 9 & 10 – TFL Local Transport Fund Schemes Programme; Parking Management Schemes Programme 2016/17

Councillor Jerry Miles declared a non-pecuniary interest in that he was Ward Councillor for Roxeth ward. He would remain in the room whilst the matters were considered and voted upon.

### All Agenda Items

Councillor Mrs Vina Mithani declared a non-pecuniary interest in that she was Ward Councillor for Kenton West ward. She would remain in the room whilst the matter was considered and voted upon.

Agenda Items 9 & 10 – TFL Local Transport Fund Schemes Programme 2016/17; Parking Management Schemes Programme 2016/17

Councillor Nitin Parekh declared a non-pecuniary interest in that he was Ward Councillor for Edgware ward. He would remain in the room whilst the matters were considered and voted upon.

**85. Right of Members to Speak**

**RESOLVED:** That, in accordance with Committee Procedure Rule 4.1, the following Councillors, who were not Members of the Committee, be allowed to speak on the agenda items indicated:

<u>Councillor</u>	<u>Agenda Items</u>
Ms Pamela Fitzpatrick	9 & 12
John Hinkley	6, 11 & 13
Jean Lammiman	6, 11 & 13

**86. Minutes**

**RESOLVED:** That the minutes of the meeting held on 23 November 2015 be taken as read and signed as a correct record, subject to the following minor amendment:

Page 56, final paragraph to read:

Councillor Mrs Vina Mithani declared a non-pecuniary interest in that she was Ward Councillor for Kenton West ward and was a Member of the Harrow East Conservative Association which was located on Headstone Lane. She would remain in the room whilst the matters were considered and voted upon.

**87. Public Questions**

**RESOLVED:** To note that one public question had been received, however, as the questioner was not present to ask his question, a written response would be sent to him after the meeting.

**88. Petitions**

**RESOLVED:** To note that no petitions were received.

**89. Deputations**

**RESOLVED:** That, in accordance with Executive Procedure Rule 16 (Part 4B of the Constitution), the following deputations be received:

1. Objection to the Headstone Lane Parking Review from Mr E Poole of the Belmont Service Centre Ltd, Chantry House, Chantry Place, HA3 6NY

The Deputee made the following points:

- the proposed CPZ would cause the likely closure of his business, lead to substantial financial penalties to the remaining lease and investment costs, and mean redundancy for 7 employees, 3 of whom were Harrow residents. The business generated £11k in business rates for the Council. He added that the issuing of temporary parking permits for customers would resolve the situation.

Following questions from Panel Members, the deputee stated that:

- most customers visited the premises by appointment, and those without appointments usually only parked outside the premises for a maximum period of between 1-2 hours;
- the business did not carry out long-term repairs on site, most of the customers were short-stay and any vehicles left overnight would be kept on the premises and not be left parked on the street.

Members back benching stated that this was a successful business and as the Council was committed to supporting SMEs in the borough, it should look into how this business could be supported. This view was echoed by several Panel Members.

An officer advised that there was no temporary parking permit scheme in place in Harrow and he doubted whether legislation would allow for such a scheme to be introduced. The Headstone Lane Parking Review had recently finished and officers were still analysing the results. At this stage it was not possible to predict what the final form the scheme would be. Officers were sympathetic to the deputees predicament and would look into what possible solution there might be, subject to legislation.

The Chair added that he would discuss the matter further with the Portfolio Holder for Environment, Crime and Community Safety and relevant Ward Councillors, with a view to finding a solution.

2. Implementation of Harrow's New Borough Cycling Strategy From Dr Anoop Shah of Harrow Cyclists

The deputee made the following points:

- the new cyclic scheme at Station Road should be extended to Northwick Park Roundabout;



- the scheme along Eastcote Lane needed to be better signposted and cycling provision along this stretch of road should cater for the needs of cyclists as well as motorists.

An officer stated that he welcomed the feedback from the depute. However, the improvements along Eastcote Lane were part of a bus priority scheme which had wider benefits for the community. The road would be widened considerably and to compensate for the likely increase in driving speeds, off-lane cycle routes had been made available. Cycle logos would be implemented in the area to alert motorists to this. Nevertheless, the levels of investment required to achieve a cycle super highway within Harrow were not currently available.

## **RECOMMENDED ITEMS**

### **90. Appointment of Adviser**

Members received a report which set out the nomination for Adviser to the Panel from the Harrow Association of Disabled People (HAD), following the resignation of the previous adviser from HAD.

**Resolved to RECOMMEND:** (to the Portfolio Holder for Environment, Crime and Community Safety)

That the nomination for Adviser to the Panel, as set out in Appendix 1 to the officer's report, be agreed.

**Reason for Decision:** To appoint an adviser to the Panel for the 2015/16 Municipal Year, to assist in the work of the Panel.

### **91. TFL Local Transport Fund Schemes Programme 2016/17**

The Panel received a report of the Corporate Director, Community which set out the proposed programme of traffic schemes to be implemented with the £100k local transport fund allocated to Harrow by Transport for London (TfL).

The Chair advised that 8 schemes had been selected in accordance with a scoring system by officers and it was for the Panel to decide which of these should be recommended for implementation and that the total cost of those schemes should not exceed the £100k TfL fund available.

Following questions and comments from the Panel, an officer advised that the Chapel Lane scheme, had received a high score because a petition from residents of the road had been presented at a previous Panel meeting. Implementing the scheme would require minimum intervention and would reduce the likelihood of accidents there.

An adviser to the Panel stated, that in his view, implementation of this scheme was desirable, but not essential and there were other schemes on the list which should be prioritised.

A Member stated that this scheme should be progressed because of the large volume of traffic and congestion in the area, which was likely to increase as a result of the new developments in the area.

A Member back benching asked what was being done to tackle the large number of potholes on Harrow's roads and quoted statistics provided by the RAC which suggested that twenty-five thousand car breakdowns were due to and whether there was a separate budget and a programme of repairs for dealing with these.

An officer undertook to request this information from the maintenance team and forward it to the Panel after the meeting.

Panel Members expressed concern regarding the issue of potholes and the Chair stated that he would urge the Portfolio Holder for Environment, Crime and Community Safety to write to the new Mayor of London and ask the Leader to speak to London Councils to ask whether any London-wide funds were available for repairing potholes in 2017.

It was noted that the Secretary of State had announced that a fund of £6bn would be available for dealing with the problem of potholes in England, however, clarification would be sought regarding whether this included London.

The Chair proposed a motion that schemes 2, 3, 4, 5 and 8 be recommended for implementation. The motion was seconded, put to the vote and won by a majority of votes.

*Councillors Barry Kendler, Jerry Miles, Nitin Parekh, Jeff Anderson and Ameet Jogia voted for the proposal. Councillor Manji Kara voted against the proposal. Councillor Mrs Vina Mithani abstained from voting.*

It was further unanimously agreed that schemes 6, 1 and 7 be earmarked for implementation in the 2017/18 Municipal Year.

**Resolved to RECOMMEND:** (to the Portfolio Holder for Environment, Crime and Community Safety)

That:

- (1) schemes 2, 3, 4, 5 and 8 be recommended for implementation;
- (2) schemes 6, 1 and 7 be earmarked for implementation in the 2017/18 Municipal Year.

**Reason for Decision:** In order for the Council to agree a programme of prioritised local schemes funded by the local transport fund (£100k) and allocated by Transport for London to the London Borough of Harrow within the 2016/17 financial year.

## 92. Parking Management Schemes programme 2016/17

The Panel received a report of the Corporate Director, Community which set out information about the identification, prioritisation, development and implementation of parking management schemes in Harrow. It also detailed requests for parking schemes received by the Council and recommended a programme of work for 2016/17.

Following questions and comments from the Panel, officers advised that:

- following agreement of the recommendation by the Panel, it would be referred to the Portfolio Holder for Environment, Crime and Community Safety for approval and could only be implemented in the new financial year, ie after 1 April 2016. Both an informal and a statutory consultation would be undertaken first and it was therefore unlikely that the scheme would be implemented before the summer of 2016;
- no representation had been received from residents of Jesmond Way with regard to the proposed scheme;
- making any amendments to existing CPZ's, for example, the request from Belmont residents to change the existing Double Yellow Lines to Single Yellow Lines, would require carrying out further informal and statutory consultations and would have cost implications. Officers would expect to implement both schemes at the same time – splitting the two would also have extensive cost implications.

A Member proposed a motion that:

1. A decision regarding the £7.5k proposed for the review of the Hatch End CPZ be deferred and the decision be taken following further discussion between the Portfolio Holder for Environment, Crime and Community Safety, the three local Ward Councillors and the Chair of the Panel.

The motion was seconded, put to the vote and agreed unanimously.

**Resolved to RECOMMEND:** (to the Portfolio Holder for Environment, Crime and Community Safety)

That

- (1) the proposed list of parking management schemes for 2016/17 as shown in Appendix B, with the exception of the Hatch End CPZ, subject to confirmation of the capital funding allocation at Cabinet, be agreed;
- (2) officers be authorised to carry out scheme design and consultation on the parking management schemes listed in Appendix B;

- (3) officers be authorised to implement the parking management schemes listed in Appendix B, subject to further reports being provided on the outcomes of public and statutory consultation and receiving the Panel's recommendation to proceed;
- (4) any substantive requests to undertake a parking review on existing parking schemes be referred to, and considered by the Panel for inclusion in the annual programme of work.

**Reason for Decision:** To recommend the Parking Management Schemes programme for the 2016-17 financial year.

### **93. Hatch End Area Parking Review - Public Consultation**

The Panel received a report of the Corporate Director, Community which set out the results of the public consultation carried out in localised areas which had been previously agreed by the Panel for the Hatch End area to consider the alteration of existing and the introduction of new parking controls in the area.

A Member back benching queried paragraph 2.20 of the report which stated that a meeting had been scheduled with Ward Councillors, in accordance with standard practice, to discuss the results of the consultation and distribution process. She stated that no such meeting had been scheduled and that she had not received any correspondence regarding the consultation results, and that this oversight was not acceptable. She requested officers to contact the company responsible for co-ordinating the consultation for an explanation. An officer apologised for the oversight and undertook to do this.

The Chair advised that although the meeting had not taken place, he had responded to officer emails regarding the results, and had copied the local Ward Councillors into his email, therefore they would have been aware of the results.

The Member asked how much weight would be given to representations from St Anselm's Church and how would this compare to representations from individual residents living in the vicinity of the church.

An officer responded that this was a balancing exercise, and that for example, local residents living in the vicinity of the church may be affected by activities held at the Church. The parking controls were in response to issues of commuter and long-term parking in the area. To date, a representation from the Vicar and one from the secretary at the Church had been received.

A Member proposed a motion that the Recommendation relating to the Hatch End Parking Review be deferred until the next Panel meeting, pending further consultation with relevant Ward Councillors.

The motion was seconded, put to the vote and won unanimously.

**RESOLVED:** That the Recommendation be deferred until the next meeting of the Panel.

#### **94. North Harrow Area Parking Review - Public Consultation**

The Panel received a report of the Corporate Director, Community which set out the results of the public consultation carried out in the localised area previously agreed by the Panel for North Harrow to consider the extension of existing parking controls in the area around Somerset Road.

A Member back benching asked whether it would be possible to amend the scheme at the Statutory Consultation stage. The Chair advised that any residents wishing to object to the scheme should make their views known at the Statutory Consultation stage. Any scheme being implemented would be on the basis of the majority view expressed by local residents.

An officer advised that the previous scheme had not been progressed due to opposition in the form of petition which had been presented to the Panel. He expected the Statutory Consultation to be carried out during May/June 2016 with scheme implementation between July-September 2016.

**Resolved to RECOMMEND:** (to the Portfolio Holder for Environment, Crime and Community Safety)

That the following roads and measures be considered for statutory consultation:

1. parking controls / permit bays operating Monday to Friday 10.00 am to 11.00 am and 2.00 pm to 3.00 pm in Sussex Road (between Surrey Road and Pinner View); Cornwall Road and Somerset Road, be introduced;
2. "at any time" waiting restrictions (double yellow lines) at junctions, in turning heads, along narrow sections of carriageway and at bends in accordance with guidance from the Highway Code and computer simulation of vehicle swept paths, be introduced throughout the consultation area.

**Reason for Decision:** To regulate parking in the area as detailed in the report. The measures are in direct response to residents and businesses requests for changes to the existing parking arrangements in their area in order to maintain road safety and accessibility for vehicular traffic.

#### **RESOLVED ITEMS**

#### **95. Information Report: Petitions**

The Panel received a report of the Corporate Director, Community which set out details of the petitions that have been received since the previous Panel meeting and provided details of the Council's investigations and findings where these had been undertaken.

**RESOLVED:** That the report be noted.

**96. Information Report - Traffic and Parking Schemes Programme update**

The Panel received a report of the Corporate Director, Community which set out provide an update on progress with the 2015 /16 traffic and parking management programme of works. This included schemes funded by Transport for London and schemes included in Harrow's Capital Programme

**RESOLVED:** That the report be noted.

**97. Any Other Urgent Business**

It was noted that this was the last Panel meeting of the 2015/16 Municipal Year. The Chair thanked Panel Members, Advisers and officers for their hard work in supporting the work of the Panel.

It was also noted that this would be the final meeting attended by Andrew Leitch as he would shortly be leaving the Council. Panel Members thanked him for his contribution to the work of the Panel.

An adviser to the Panel stated that there were plans to close the Metropolitan line between Baker Street and Wembley Park on Monday, Tuesday and Wednesday evening after 22.00 over the next two years.

(Note: The meeting, having commenced at 7.30 pm, closed at 9.30 pm).

(Signed) COUNCILLOR BARRY KENDLER  
Chair

# TRAFFIC AND ROAD SAFETY ADVISORY PANEL (SPECIAL) MINUTES

## 27 JUNE 2016

<b>Chair:</b>	* Councillor Barry Kendler	
<b>Councillors:</b>	* Jeff Anderson	* Manjibhai Kara (1)
	* Susan Hall	* Jerry Miles
	* Ameet Jogia	* Anne Whitehead
<b>Advisers:</b>	† Mr N Long	Mr A Wood
	† Dr Anoop Shah	

- \* Denotes Member present
- (1) Denotes category of Reserve Member
- † Denotes apologies received

### 98. Attendance by Reserve Members

**RESOLVED:** To note the attendance at this meeting of the following duly appointed Reserve Members:-

Ordinary Member

Councillor Mrs Vina Mithani

Reserve Member

Councillor Manji Kara

## 99. Declarations of Interest

**RESOLVED:** To note that the following interests were declared:

Agenda Item 7 – Information Report: Proposed Secondary School – Whitchurch Playing Fields, Wemborough Road, Stanmore

Councillor Ameet Jogia declared a non-pecuniary interest in that the application site was situated within his Ward. He would remain in the room whilst the matter was considered and voted upon.

Councillor Manji Kara declared a non-pecuniary interest in that the application site was situated within his Ward. He would remain in the room whilst the matter was considered and voted upon.

Councillor Barry Kendler declared a interest declared a non-pecuniary interest in that he lived in the vicinity of the application site. He would remain in the room whilst the matter was considered and voted upon.

## 100. Appointment of Vice Chair

**RESOLVED:** To note that Councillor Anne Whitehead be appointed Vice-Chair of the Panel for the 2016/17 Municipal Year.

## 101. Co-opted Advisers' Right to Speak

**RESOLVED:** That the following Co-opted Adviser be permitted to speak at the meeting, pending formal approval of his appointment by the Portfolio Holder for Environment, Crime and Community Safety:

Mr Anthony Wood – Harrow Public Transport Users' Association (HPTUA).

## 102. Deputations

**RESOLVED:** That, in accordance with Executive Procedure Rule 48 (Part 4D of the Constitution), the following deputation be received:

1. Avanti House – to present key information regarding traffic and transport issues and mitigation measures in relation to the proposed scheme.

The first depute made the following points:

- Avanti House was the first state funded Hindu Free school;
- the school had the support of 70% of local population and total support from the Education Funding Agency (EFA);
- the school was currently oversubscribed. There were 500 pupils on roll and this figure would increase to 700 in September 2016;



- under plans for the proposed development, there would be extensive sporting facilities available at the school and an area of parkland for the use of local residents;
- the school had invested nearly £200k in the project. The school would inject new life into the local area.

The second depute stated that:

- the school had devised a detailed and ambitious School Travel Plan (STP) following consultation with and feedback from Council officers, TfL and local residents;
- the school had extensive previous experience in implementing a successful STP and was the only school in Harrow to have achieved TfL's Gold accreditation for its STP;
- the school had liaised with two other local schools in its vicinity, Whitchurch and Stanburn, and had agreed staggered start and finish times and the intention to work closely with each other to co-ordinate events;
- TfL had carried out a detailed assessment of the STP and agreed to look into additional capacity for the 324, 340 and 79 bus routes;
- the school would be using a local private hire coach operator and there was flexibility in the service with regard to number of journeys and the number of coaches;
- the school would use car park marshalls at peak times and actively discourage 6<sup>th</sup> formers travelling to school by car;
- would deliver £1.5M mitigation works to the junctions in the vicinity of the school;
- the S106 agreement was a legal obligation and if the school did not comply with its responsibilities, then the Council would have the option of taking Enforcement action.

Following questions from the Panel, the Deputies advised that:

- investigations had revealed that it would not be possible to widen the junction at Wemborough Road and St Andrews Drive and converting the roundabout to traffic signals would be likely to lead to delays and queuing traffic;
- all pupils would be expected to be on site by 7.45 am and parents would be informed of any absences by 9.00 am;

- calculations in the STP had been based on a 2km walking and a 5km cycling catchment area;
- the school had achieved gold accreditation by consulting and responding to feedback from local residents;
- the private hire coaches would be dropping and picking up pupils from safe locations, such as bus stops as this was permitted. Additionally, the school's car park could also accommodate the coaches;
- the funding available from TfL would be used to implement an additional 186 bus on a shorter route at key periods. The situation would be monitored and if demand exceeded capacity then TfL could be called upon to provide additional monies to further mitigate against this.

### **103. Reference From Other Committees and Panels**

**RESOLVED:** To note the Reference from the Planning Committee.

### **104. Appointment of Advisers**

Members received a report which detailed the nominations for Advisers to the Panel for the 2016/17 municipal year.

**Resolved to RECOMMEND:** (to the Portfolio Holder for Environment, Crime and Community Safety)

That the nominations for Advisers to the Panel, as set out in the officer's report and the tabled document, be agreed.

## **RESOLVED ITEMS**

### **105. Information Report: Proposed Secondary School - Whitchurch Playing Fields, Wemborough Road, Stanmore**

The Panel received an information report of the Corporate Director, Community which set out the Transport Assessment, the School Travel Plan and proposed transport mitigations for the proposed secondary school at Whitchurch Playing fields, Wemborough Road, Stanmore.

An officer advised that the application had been approved by the Planning Committee at its February 2016 meeting, subject to satisfactory completion of the S106 Planning Obligation and further detailed consideration of the STP and the Community Use Agreement at a subsequent meeting of the Planning Committee.

Following consideration of the STP at its 25 May 2016 meeting, Members of the Planning Committee had expressed a number of concerns regarding the STP and the traffic and transport mitigations to be undertaken. The

Committee referred these areas of concern to the Traffic and Road Safety Advisory Panel (TARSAP) for further consideration, and requested that TARSAP feedback its conclusions to the 29 June 2016 meeting of the Planning Committee.

Following a brief overview of the report, the officer responded to the Panel's questions and comments as follows:

- there would be significant works to widen the junction at Whitchurch Lane and Honeypt Lane and create additional lanes to improve capacity there. This was an already busy junction and traffic surveys had indicated that it would exceed capacity in a few years time, notwithstanding any additional traffic arising due to the proposed school;
- the proposed junction widening works was unlikely to result in the loss of any trees;
- it was unlikely that the junction widening would lead to any bottlenecks or long tailbacks on other nearby roads as congestion problems tended to be concentrated at junctions rather than at linking sections of road between junctions. This improvement was intended to relieve congestion.

A Member stated that in her view, the proposed school expansion would inevitably lead to an increase in traffic, however, following the presentation from the deputees, and because of the school's good reputation and past experience in implementing its STP, she was confident that the measures in proposed STP would be fulfilled.

An adviser to the Panel stated that he had been advised by TfL that the additional peak time 186 bus service, which would be an 87-seater, would run from Edgware to Harrow Bus Station.

In summary, the Chair stated that TARSAP welcomed confirmation of the following:

1. the proposed mitigation measures and interventions;
2. the confirmation from TfL that it would contribute to an additional AM and PM peak time service on the 186 bus route and that local bus provision would be monitored and reviewed;
3. confirmation of further details regarding the private hire school coach service, which would be regularly monitored and responsive to any potential increase in demand;
4. the staggered school start and finish times which had been agreed between Avanti House, Whitchurch and Stanburn Schools and the schools' intention to work closely together when co-ordinating events;

5. the implementation of a sustainable School Travel Plan that was focussed on the minimisation of car journeys and on attaining STARS 'Gold' accreditation within 2 years of occupation by Avanti House School.

The Chair added that the Panel still had concerns regarding the capacity at the roundabout at Abercorn Road and Wemborough Road and that this issue would require further investigation by traffic officers. The Panel agreed unanimously that these streets be included in a parking review in the near future.

**RESOLVED:** That the report be noted and a Reference be sent to the Planning Committee meeting of 29 June 2016 setting out the Panel's comments.

(Note: The meeting, having commenced at 7.30 pm, closed at 8.20 pm).

(Signed) COUNCILLOR BARRY KENDLER  
Chair

**TRAFFIC AND ROAD SAFETY ADVISORY PANEL - 19 JULY 201**

**REFERENCE FROM THE PLANNING COMMITTEE MEETING OF 17 FEBRUARY 2016**

**Minute Item 213: Planning Applications Received**

In accordance with the Local Government (Access to Information) Act 1985, the Addendum was admitted late to the agenda as it contained information relating to various items on the agenda and was based on information received after the despatch of the agenda. It was admitted to the agenda in order to enable Members to consider all information relevant to the items before them for decision.

**RESOLVED:** That authority be given to the Head of Planning to issue the decision notices in respect of the applications considered.

**2/06 - GRIMSDYKE SCHOOL, SYLVIA AVENUE, PINNER**

**REFERENCE: P/5736/15**

**DESCRIPTION:** Two Storey Rear Extension With Provision Of New Hard Play Areas Canopy Over Seating Area Internal Fencing Landscaping And Additional Parking To Increase The Two Form Entry School To A Three Form Entry School (Demolition Of Existing Temporary Buildings)

Following questions from Members, an officer advised that:

- a number of stakeholder meetings with local residents' associations had considered issues such as a walking bus, the STP and the school's drop-off and pick-up points;
- due to the physical nature of Sylvia Avenue, the extent of physical interventions possible there were extremely limited. This had been confirmed by the transport assessment. Therefore, the plans focussed on the STP and other measures to mitigate against the potential increase in traffic, parking and pedestrians in the vicinity of the school. The school's drop-off and pick-up points would require further consideration by officers;
- with regard to traffic and parking enforcement in the vicinity of the school, the Council had two CCTV vehicles dedicated to patrolling school expansion programme areas. The fact that 847 Penalty Charge notices had been issued in 2015, was an indication of the widespread nature of parking issues and parking infractions in the borough. Officers were working closely with Safer Neighbourhood Teams on dedicated initiatives to deal with enforcement issues in the vicinity of schools throughout the borough. Additionally, the waiting restriction signs and yellow lines in the vicinity of the Grimsdyke School had been refreshed and the recent implementation of a local safety scheme on Uxbridge Road had helped to reduce congestion and speeding in the area.

A Member proposed refusal on the following grounds:

1. The proposal would have an unacceptable impact on traffic, parking and highway safety to the detriment of local residential amenity, Contrary to policies DM1, DM43 and DM 46 of the Local Plan and CS1 of the Core Strategy.

The motion was seconded, put to the vote and lost.

The Committee received representations from an objector, Mrs Swinson, and Councillors Susan Hall, John Hinkley and Jean Lammiman. It was noted that the applicant's representative was not present.

The Committee requested that a Reference be forwarded to the Traffic and Road Safety Advisory Panel requesting that a review be carried out on school travel plans because of their importance in mitigating the impact of traffic and parking issues outside schools.

**DECISION: GRANT** planning permission for the development described in the application and submitted plans subject to conditions, and as amended by the addendum.

*The Committee wished it to be recorded that the decision to grant the application was by a majority of votes.*

*Councillors Ghazanfar Ali, Keith Ferry, Graham Henson and Barry Kendler voted for the application.*

*Councillors June Baxter, Stephen Greek and Pritesh Patel voted against the application.*

## TRAFFIC AND ROAD SAFETY ADVISORY PANEL MEETING – 19 July 2016

### REFERENCE FROM THE HEALTH AND SOCIAL CARE SCRUTINY SUB-COMMITTEE MEETING OF 1 MARCH 2016

#### Minute Item 69: GP Access Walk in Centres

The Sub-Committee received a report of the Chief Operating Officer, NHS Harrow CCG which set out the rationale and process being undertaken by Harrow CCG for the procurement and commissioning of GP Access Walk in Centres.

Following a brief overview of the report, the Integrated Unscheduled Urgent Care Lead at Harrow CCG, the Chair of Harrow CCG and the Chief Operating Officer at Harrow CCG responded to Members questions as follows:

- Why had the CCG not carried out a wider consultation regarding the procurement and commissioning of GP Access Walk-in Centres and why had Councillors not been notified of this process?

A large engagement programme had been undertaken in East Harrow 18 months ago, a public engagement event had been held in December 2015 and there were plans to carry out a consultation in mid-April regarding the Harrow East Clinic. An event focussing on commissioning intentions, where discussion regarding equity of access and provision in East Harrow, had been well attended. Feedback from these events would be taken on board. Patient engagement was central to everything the CCG did.

- What were the criteria for awarding the contract? Would the services at the Walk-in centres remain 7 days a week, 8.00 am to 8.00 pm?

The specification for both services would remain the same as before, with an intent to develop a whole systems integrated emergency programme for which the CCG would be required to re-procure all services.

The CCG was bound by Central Government, EU and NHS procurement legislation and guidelines. However, it would involve residents to help evaluate the bids against key criteria, the main thrust of which would be the quality of services. Interested providers had been invited to meet with the CCG.

- Had a location for the proposed new Walk-in Centre been identified yet?

There were two potential sites – the Belmont Local Health Centre and the Honeypot Lane Centre. The Service Specification would give potential providers the opportunity to comment on the suitability of any potential sites.

A Member suggested that the Edgware Walk-in Centre should also be considered as a possible alternative site.

A Member voiced concern regarding the lack of adequate public transport access to the Alexandra Avenue clinic, and that any new centre should be easily accessible by public transport.

The Chair of Harrow CCG requested that the Council lobby Transport for London and the Mayor of London regarding the poor public transport provision to the Alexandra Avenue Clinic. This coupled with the lack of parking at the clinic and its surrounding area meant that it continued to be under used. He added that some patients were needlessly attending A&E at Northwick Park Hospital (because it was more easily accessible) when it would be more appropriate for them to attend the clinic at Alexandra Road.

A Member suggested that the CCG consult the Chairs of the Harrow Public Transport Users' Association and the London Borough of Harrow Bus & Highways Liaison Meeting.

It was agreed that a Reference be sent to the Traffic and Road Safety Advisory Panel (TARSAP) regarding the lack of adequate public transport provision to the Alexandra Avenue Clinic and the lack of adequate free parking in the vicinity of the Clinic, with a request to TARSAP to lobby TfL regarding this and for TARSAP to investigate the possibility of the Council providing free parking in the vicinity of the Clinic for its users.

The Chair asked about the recent complaints reported in the media regarding problems with the NHS 111 telephone service.

The Integrated Unscheduled Urgent Care Lead at Harrow CCG advised that there were plans to re-design the NHS 111 service in North West London and work was being undertaken jointly with Brent and Hillingdon CCGs to review the service with the intention of significantly revising the service specification. The crucial change would be for telephone assessments to be carried out by clinicians. The new Service would be launched in April 2017 and would be designed to be more local and more user-friendly.

**RESOLVED:** That

- (1) a Reference be sent to the Traffic and Road Safety Advisory Panel (TARSAP) regarding the lack of adequate public transport provision to the Alexandra Avenue Clinic and the lack of adequate free parking in the vicinity of the Clinic, with a request to TARSAP to lobby TfL regarding this and for TARSAP to investigate the possibility of the Council providing free parking in the vicinity of the Clinic for its users;
- (2) the report be noted.



**REPORT FOR: Traffic and Road Safety  
Advisory Panel**

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**Date of Meeting:** 19<sup>th</sup> July 2016

**Subject:** **INFORMATION REPORT**  
Petitions relating to:

1. Pinner Road - Request for right to buy parking permits in zone NH1
2. Streamside Walk - Objection to proposed Cycle Greenway scheme
3. Old Church Lane - Request for parking restrictions
4. Wealdstone CPZ - Objection to proposed extended hours because of likely impact on Scout hut
5. Herga Road - Request to change existing CPZ hours
6. Westfield Park - Changes to CPZ hours
7. Eastleigh Avenue - Request to extend double yellow lines
8. Paines Lane - Request for whole road to have CPZ timed single yellow line waiting restrictions
9. Suffolk Road - Request for waiting restrictions
10. Eastleigh Avenue – Request for parking controls

**Responsible Officer :** Tom McCourt – Corporate Director,  
Community

<b>Exempt:</b>	No
<b>Wards affected:</b>	Pinner South, Rayners Lane, Headstone South, Belmont, Wealdstone, Hatch End, Roxbourne
<b>Enclosures:</b>	None

## **Section 1 – Summary**

This report sets out details of the petitions that have been received since the last TARSAP meeting and provides details of the Council’s investigations and findings where these have been undertaken.

**FOR INFORMATION**

## **Section 2 – Report**

### **Petition 1 – Pinner Road – Request for right to buy permits in zone NH1.**

- 2.1 A petition containing 5 signatures was presented to the council at the end of January 2016. The petition states:
- “We the undersigned petition Harrow Council for the right to purchase parking permits within the controlled zone NH1. As the undersigned were in agreement with the initial survey sent to us.”*
- 2.2 The responses from the consultations that took place for the North Harrow parking scheme in September 2013 and July 2014 have been checked to see if any of the petitioners responded during the consultations. No addresses listed in the petition were registered during the public consultation in September and only one address was registered during the statutory consultation in July.
- 2.3 The responses from residents who responded along Pinner Road during the public consultation did clearly show that there was no general support for inclusion in a controlled parking zone (CPZ) and the majority indicated that the council take no action. Therefore it was proposed at the statutory consultation stage not to include Pinner Road in the proposed CPZ for the county roads area.
- 2.4 Unfortunately as the properties listed in the petition are outside the NH1 controlled parking zone area the council cannot issue resident parking permits to these addresses. The principle of zoning is that permits are only issued to properties identified within the zone and the eligible properties are specified in the traffic regulation order.

- 2.5 The lead petitioner has already been notified in writing that if they wish consideration to be given to Pinner Road residents being eligible for permits within the existing NH1 CPZ this would require an amendment to the existing scheme requiring full consultation as done previously and this would require it to be identified as a scheme in the Council's parking management programme. In order to make a stronger case it has been suggested that residents submit another petition to the council demonstrating a substantive level of support from a majority of residents along this section of the Pinner Road.
- 2.6 The request will be added to the list of requests to be presented to the panel in February 2017 when the annual parking management report is considered. As members are aware all of the requests for schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation. The priority for a scheme in the Pinner Road area can then be reviewed.

### **Petition 2 – Streamside Walk – Objection to proposed Cycle Greenway scheme**

- 2.7 A petition containing 57 signatures was presented to the council in February 2016. The petition states:

*“We the undersigned object to the proposed works to be carried out to the Streamside Walk between Village Way and Church Avenue, Pinner.*

*We feel the proposed path through the Streamside Open Space will detract from the natural look and feel of this space and will not be of benefit to plants or wild life. Furthermore by opening up and widening of the entrances to the space from Village Way and Church Avenue could lead to increased noise, litter and anti-social behaviour which could spoil the space for the benefit of the local residents and dog walkers who use the space.”*

- 2.8 There was a covering letter with the petition requesting a meeting. The meeting took place on 19<sup>th</sup> February between the project officer and seven residents to explain the wider context of the proposals and to listen to residents' concerns. The route of the proposed new gravel path was walked with residents and a similar existing path in Roxbourne Park was also shown to the residents.
- 2.9 It was accepted that some details which had been raised as concerns by residents, in particular, the treatment of entrances at Church Avenue and Village Way, could be modified without compromising the main benefits of the scheme and these were agreed.
- 2.10 Residents were reassured that the proposals had been designed in consultation with environmental and heritage groups and that the paths will blend into the existing surroundings. The waterlogged nature of the existing route was recognised as an issue and providing a surface which

could be used by a variety of users throughout the year would be a benefit and was appreciated.

- 2.11 The Portfolio Holder subsequently met with the Project Officer on 29<sup>th</sup> February and agreed to proceed with the implementation of the scheme, with modified entrance arrangements.

### **Petition 3 - Old Church Lane – Request for parking restrictions**

- 2.12 A petition containing 24 signatures was presented to the council in February 2016. The petition states:

*“We the residents of Old Church Lane (leading to Marsh Lane) in Stanmore, petition that Harrow Council enforce parking restrictions on our road. In the recent months we have found that commuters are parking their cars for the day on the road creating road blocks and congestion.*

*This is causing distress to the residents for a number of reasons.*

- *Access to our driveway has become an issue.*
- *Traffic chaos during the peak*
- *Commuters cars parked on one side of the road, restricts movement and leads to driver disputes about rights of way*
- *Restricted parking space for friends and relatives of residents as these have been taken up with commuters.*

*We request that Harrow Council look into this matter and enforce some restrictions for the benefit of the residents of Old Church Lane.”*

- 2.13 The request will be added to the list of requests to be presented to the panel in February 2017 when the annual parking management report is considered. As members are aware all of the requests for schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation. The priority for a scheme in the Old Church Lane area can then be reviewed.

### **Petition 4 – Wealdstone CPZ – impact on scout hut**

- 2.14 A petition containing 68 signatures was presented to the council in February 2016. The petition states:

*“We are writing regarding the proposed parking restrictions in Claremont, Ladysmith and Bruce roads.*

*Whilst we realise the residents want somewhere to park near their homes, having restrictions in place from 8am – 12 midnight will have a very detrimental effect on the 19<sup>th</sup> HARROW scout hut.*

*There are several courses of action that would be just as effective for residents, but not have such a detrimental effect on users of the scout hut such as:*

- *Introducing another parking restriction from 10pm – 11pm*
- *Introducing a maximum parking time of 2 or 3 hours for non-residents.*
- *Introducing ticketed parking with a 2-3 hour free period and a maximum stay period for non-residents.*

*By implementing a total ban:-*

- *There will be nowhere to park near the scout hut, deterring parents from not bringing their children.*
- *Scout leaders would not be able to load up for camps and other activities*
- *There will be nowhere for customers to park when they attend classes and so classes will have to close. Livelihoods will be lost, being self-employed, this will have a big effect, many have used this hall for more than fifteen years.*

*This affects all users of the hall. If bookings are lost the fees will go up and at worst the cabin will close, this would mean loads of children with nowhere to go. Additionally several small businesses will suffer and may be forced to close hence more unemployment!!!.*

*These points have obviously not been considered by the person who instigated this poorly thought out idea.*

*We use the hall in the day and the evening. In the day the road is comparatively empty so we see absolutely no need to change the restrictions during the day. Doing so will just cause hardship as explained.*

*We implore you to reconsider this, as it will affect many many people. We look forward to a positive outcome.”*

- 2.15 The scheme proposed is a response to concerns raised by local residents and ward councillors because of non-residential parking within the existing controlled parking zone area, particularly outside of the operational hours. These proposals were subject to informal public consultation last year and the results of the consultation were reported to the council Traffic and Road Safety Advisory Panel in November 2015. There was a majority of respondents in favour of the proposals.
- 2.16 The issue of the scout groups was highlighted during the consultation and identified issues with regard to loading or unloading of equipment for the scout group and for parents dropping off or picking up their children. The Panel should be aware that vehicles are legally permitted to load or unload goods or passengers on all single or double yellow lines and therefore the current proposal will not restrict these activities. As a point

of clarification when loading and unloading activity is carried out enforcement personnel will consider this to be a continuous process and expect that the vehicle is not left unattended for any length of time.

- 2.17 It should also be noted that there are also other streets in close proximity to the Scout hut that will not be affected by the proposed scheme and where there is available parking space in the evenings which may require a short walk to the venue.
- 2.18 It is not considered necessary to make any changes to the scheme.

#### **Petition 5 – Herga Road – Request to change existing CPZ hours**

- 2.19 A petition containing 20 signatures was sent to the council in February 2016. The petition states:

*“We the residents of Herga Road feel that the current parking restriction times are out dated.*

*Factors affecting parking on Herga Road and the neighbouring surrounding roads are due to not only one factor but a number of factors. We feel Harrow Council need to review but also make changes as the majority of residents are paying for car parking permits.*

*By making minor changes and compromises, Harrow Council will not only provide a sufficient service to the paying resident but may also improve parking issues we are having in this current climate.*

*We must remember Harrow council should not be profiting from residential permit fees or car parking machines but on the contrary should be improving the residential service, which we the residents feel is not happening.*

*Factors which affect parking on our road (s):*

*The current timings 10 am to 11am & 2pm to 3pm (Monday to Friday), do not reflect the needs of the residence of Herga Road.*

*Commercial trade vehicles are brought back home by non-paying car parking permit residents after 6pm (car parking permit dodgers).*

*Religious places of worship near or on Herga Road which include the local mosque, Hindu temple on Herga Road and the church on the corner of Masons Avenue, tend to frequently have events of some sort during the day or evening and also on weekends which makes parking a major issue for the residents who pay the yearly rising parking permit charge. We feel neglected by Harrow Council.*

*The workers of the pizza factory tend to park their cars on Herga Road. The workers use to park in the leisure centre car park but Harrow Council decided to make it a pay as you go car park. Harrow Council has also restricted and changed the parking restrictions on the neighbouring road*

*(Christchurch Avenue) to zone Y, Monday to Sunday from 7am to midnight. We believe that Herga Road should be treated in the same manner as our road attracts a number of different members of the public who leave their cars on our residential road.*

*Other factors include:*

- The car washing centre – parking customer's cars on our road.*
- Multiple bikers parking together in bays without permits.*
- Neighbouring car mechanics workshops parking vehicles overnight on Herga Road.*
- Harrow and Wealdstone train station – commuters always tend to park in our road as its very convenient for them to park and take a short walk to the train centre. Sometimes cars are left over the weekend.*
- Harrow Leisure Centre-Harrow Council has transformed the free car parking at the local Harrow leisure centre into a pay as you go service which isn't beneficial to local residents who find it hard parking on Herga Road."*

- 2.20 Members will recall at the TARSAP meeting in February 2016 that this area was included in this year's parking management programme of work. A review of the operational hours of control for these areas of the existing Wealdstone CPZ, including Herga Road and Masons Avenue, is currently under review and any consultations undertaken will be advised to the Panel.

#### **Petition 6 - Westfield Park – Changes to CPZ hours**

- 2.21 A petition containing 43 signatures from Westfield Park was sent to the council in March 2016. The petition states:
- "We, the undersigned, confirm our agreement with the St Anslem`s vote in the consultation questionnaire which was returned on our behalf by Father Clive Pearce / Church warden Roger Bessell. We ask that CPZ restrictions are applied just one period of the day from 10 -11am Mon-Sat in Westfield Park. Also that the residents permit holder parking bay is removed from outside the main west doors of the church as requested in our petition presented at 2<sup>nd</sup> October 2014 TARSAP committee meeting."*
- 2.22 A public consultation was undertaken in December 2015 and the results were reported to this panel in February 2016. At the meeting two local ward councillors requested that the decision to proceed to statutory consultation be delayed until further discussions with officers and councillors was undertaken.
- 2.23 This meeting was subsequently held and an amendment to the proposal agreed by the members and the Portfolio Holder. A Statutory Notification exercise for a CPZ in the Westfield Park area of Hatch End operating Monday to Saturday 10-11am only is now proposed. This approach is contrary to the majority view demonstrated in the public results and the officer recommendations to retain the existing CPZ operational hours.

The change in operational hours within the Hatch End zone will now require the zone to be split into two separate zones each with different operating hours.

- 2.24 The statutory notification exercise is planned to be undertaken in June / July 2016. Any objections and representations to the proposed changes will need to be reviewed by the Portfolio Holder before implementation can proceed. The parking management programme funding allocations for 2016/17 will need to be reviewed by TARSAP before the scheme can be implemented because the cost of implementing these changes will be much greater due to the need to amend all of the traffic signing to separate the existing Hatch End CPZ into two CPZs with different operating times.

**Petition 7 – Eastleigh Avenue – Request to extend double yellow lines**

- 2.25 A local resident wrote to the Portfolio Holder in March and attached a petition signed by 48 residents in the Eastleigh Avenue area. The letter said

*“ All residents are in full favour of the extension of the double yellow lines, to alleviate the problem we have had with bins not being emptied out, and delivery vehicles having to make U-turns without being able to deliver. Thankfully, we’ve not had an unfortunate emergency situation.”*

- 2.26 This request was assessed under the local safety parking schemes programme (LSPP). The assessment criteria for all such requests includes such factors as traffic flows/speeds, pedestrian flows, occurrence of personal injury accidents, the degree to which parking affects access/visibility and the nature of the request.
- 2.27 An assessment of this location has been carried out against the criteria and has reached the threshold score required for intervention. This location will now be batched as a scheme to be undertaken in the programme which will be undertaken in order of priority. This will involve a consultation and the required legal process will then commence. This can take some time to complete especially if there are objections which need to be resolved.

**Petition 8 – Paines Lane – Request to have CPZ single yellow line waiting restrictions in the whole road**

- 2.28 A petition containing 92 signatures was sent to the council in November 2015. Due to an oversight the petition was unfortunately not reported to the February meeting of TARSAP. The lead petitioner did however receive an acknowledgement at the time.
- 2.29 During the Pinner CPZ review last year it was recommended that the section of Paines Lane by numbers 73 - 83 have a single yellow line installed operating at the same times as the Pinner CPZ (Monday – Friday, 11 am and 12pm).



- 2.30 Following agreement to proceed with this recommendation the council received a petition from local residents living further along Paines Lane about potential parking problems in their part of the road. During the recent area parking review undertaken in Pinner this area did not indicate a desire to have any additional parking controls at that time.
- 2.31 The petition highlights concerns about displaced parking and the increasing distance that commuters and business workers are prepared to walk to the Pinner Station and commercial centre following the introduction of additional parking controls throughout Pinner. This displaced parking can cause some localised areas of congestion in this location.
- 2.32 This issue was reported to the TARSAP meeting in February 2016 as a part of the annual parking management programme review and was given a low priority. Consequently this area was not included in this year's parking management programme.
- 2.33 As no support from the local residents in this area was demonstrated for any controlled parking zone or waiting restrictions, during the area parking review this issue will be reconsidered as a part of the congestion relief programme. This area is currently being monitored.

#### **Petition 9 – Suffolk Road – Request for waiting restrictions**

- 2.34 A petition containing 17 signatures was sent to the council in May 2016. The petition states:
- “We the undersigned:*
- Are concerned by the parking and flow of traffic on Suffolk Road over the last two years and fear a severe accident will occur as it is the main route by the fire Brigade, Ambulances, Police and a Bus Route.*
  - We ask the Portfolio Holder to request a review of the situation in order to apply a ‘No Waiting Order’ between 10— 11 am. Monday to Friday”*
- 2.35 The request will be added to the list of requests to be presented to the panel in February 2017 when the annual parking management report is considered. As members are aware all of the requests for schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation. The priority for a scheme in the Suffolk Road area can then be reviewed.

## **Petition 10 – Eastleigh Avenue – Request for parking controls and white lines**

2.36 A local resident wrote to the Portfolio Holder in March and attached a petition signed by 20 residents in the Eastleigh Avenue area. The letter states:

*“Parking attendants have started visiting this area to issue parking penalty notices to vehicles parked in the middle of the cul de sac.*

*Vehicle parking is a big problem in our area as you well know.*

*In order to resolve the parking problem, would you be kind enough to sign this petition to ask the Council to:*

- *Draw white parking lines in our cul de sac, for vehicles to park within the lines, and*
- *To implement a “No parking zone “ in the middle of the cul de sac*
- *Designated parking spaces (2) in the centre.”*

2.37 Eastleigh Avenue is a public highway and as the Panel will be aware this type of proposal to introduce parking restrictions using road markings needs to comply with UK legislation and requires statutory consultation. It is not the case that road markings can simply be marked on the highway.

2.38 The request will be added to the list of requests to be presented to the panel in February 2017 when the annual parking management report is considered. As members are aware all of the requests for schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation. The priority for a scheme in the Eastleigh Avenue area can then be reviewed.

2.39 Members will note that there was already a separate petition within this report from residents of Eastleigh Avenue requesting an extension of the existing double yellow lines and this has already been agreed to go forward to statutory consultation.

## **Section 3 – Further Information**

3.1. The purpose of this report is to inform the Panel about any new petitions received since the last meeting. No updates on the progress made with previous petitions will be reported at future meetings as officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding any updates.

## Section 4 – Financial Implications

- 4.1. There are no direct financial implications. Any suggested measures in the report that require further investigation would be taken forward using existing resources and funding.

## Section 5 - Equalities implications

- 5.1 The petitions raise issues about existing schemes in the traffic and transportation works programme as well as new areas for investigation. The officer's response indicates a suggested way forward in each case. An equality impact assessment (EqIA) will be carried out in accordance with the current corporate guidance if members subsequently decide that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions.

## Section 6 – Council Priorities

- 6.1 The funds allocated by TfL and Harrow for transport improvements will contribute to achieving the administration's priorities:

- Making a difference for the vulnerable
- Making a difference for communities
- Making a difference for local businesses
- Making a difference for families

## Section 7 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 28/06/16		

<b>Ward Councillors notified:</b>	<b>YES</b>
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## Section 8 - Contact Details and Background Papers

**Contact:**

Barry Philips

Tel: 020 8424 1437, Fax: 020 8424 7662, E-mail: [barry.philips@harrow.gov.uk](mailto:barry.philips@harrow.gov.uk)

**Background Papers:**

Previous TARSAP reports

Decision Notices

Public and statutory consultation documents highlighted in the report

**REPORT FOR: Traffic And Road Safety  
Advisory Panel**

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**Date of Meeting:** 19<sup>th</sup> July 2016

**Subject:** **INFORMATION REPORT**  
2016/17 Traffic and Parking Schemes  
Programme update

**Responsible Officer:** Tom McCourt – Corporate Director,  
Community

**Exempt:** No

**Wards affected:** All

**Enclosures:** **Appendix A** - Parking management  
programme 2016/17  
**Appendix B** - Transport for London  
programme 2016/17

## Section 1 – Summary

This information report is presented to members to provide an update on progress with the 2016 /17 traffic and parking management programme of works. This includes schemes funded by Transport for London (TfL) and schemes included in Harrow's Capital Programme. The information contained in this report reflects the latest position at the time of writing this report.

**FOR INFORMATION**

## Section 2 – Report

### General

- 2.1 This information report provides members with an update on the current programme of transport schemes and initiatives funded in the 2016/17 programme. This includes schemes funded by Transport for London grant and the Harrow capital programme. **Appendices A and B** provides a summary of progress with all the schemes within the current programme.
- 2.2 More detail on certain schemes is provided below in the body of the report where they have reached the public consultation, statutory consultation or implementation stages and any other specific issues of interest to members.

### Harrow Capital 2016/17

#### Parking management programme

- 2.3 The 2016/17 parking programme was agreed at TARSAP in February 2016. There are five schemes from previous year being carried forward and these are:
- Headstone Lane Station Area – implementation
  - Wealdstone CPZ (by Colart development) – implementation
  - South Harrow CPZ – implementation
  - Hatch End CPZ – statutory notification and implementation
  - Somerset Road area (North Harrow) – statutory notification and implementation
- 2.4 There are six new schemes in this year's programme as follows:
- Pangbourne Drive, Canons Park – localised review as possible extension to CPZ H
  - West Avenue, Rayners Lane – Public consultation complete , waiting to go to statutory consultation
  - Wealdstone (by leisure centre) – roads to west and north of Leisure Centre - area parking review to consider longer control hours and possible extension into the CPZ

- Kerry Court area, Stanmore – localised review for possible extended cpz hours to stop mini cabs and obstructive parking
- Burnt Oak Broadway area – localised review and possible extension to CPZ X and P&D on main road
- Belmont Circle area – localised statutory review to convert double yellow lines back to single yellow lines operating Mon –Sat 8:00am - 6:30 pm and install P&D in Kenton Lane and Kingshill Drive car parks

- 2.5 Three of the schemes detailed in 2.3 above were presented in separate reports at the November 2015 Panel meeting. These schemes are Headstone Lane, Wealdstone, and South Harrow. These zones were subject to statutory consultation in January/February 2016. In order to expedite these three zones the statutory consultations have been reviewed with the Portfolio Holder (PH), TARSAP Chair and relevant ward councillors and approval sought via individual PH reports. The implementation of the zones will take place over the next few months.
- 2.6 The Hatch End and Somerset Road schemes did not commence until September 2015 as required by TARSAP. Both schemes have been to public consultation and results were presented to February 2016 panel meeting. The Somerset Road area scheme was approved to proceed to statutory notification which will be undertaken in the next 2 months.

#### Hatch End CPZ zone Y

- 2.7 The Hatch End scheme was deferred by TARSAP due in part to a representation made at the meeting by two of the local ward councillors. They were concerned the report needed further consideration in relation to St Anselms Church and that insufficient opportunity to discuss the results with officers was provided. A meeting subsequently took place with officers, councillors, panel representatives and the Portfolio Holder (PH) on 18<sup>th</sup> March 2016.
- 2.8 Attendees at the meeting were reminded that the main reason for conducting the review in the Hatch End area was due to a petition the church submitted after the scheme was introduced, requesting the removal of the afternoon control period so that the scheme is only operational Monday to Saturday 10 to 11am.
- 2.9 The results of the public consultation showed that there was a slight majority by those who preferred to keep the existing operational hours of Monday to Saturday 10 to 11am and 3 to 4pm, however, local councillors were concerned that this did not reflect what the church wanted and wished to give this greater importance than the views of other residents living in the area.
- 2.10 The Portfolio holder decided that a statutory notification exercise be undertaken on the basis that the operating hours in the Westfield Park area are changed to Monday to Saturday 10 to 11am only.
- 2.11 It will be necessary to include in the statutory notification exercise the other areas of the Hatch End CPZ zone Y to inform them that Westfield Park area is being removed from CPZ zone Y and will become a separate CPZ. This is something

that was not explained in previous consultations and so these residents will have the opportunity to comment and make representations.

- 2.12 Some other issues were discussed. The results of the public consultation to include Cedar Drive in the CPZ zone Y were mixed with no clear majority either way so the officer recommendation to the panel in February was for it not to be included. However, an extension of a double yellow line from the junction with The Avenue was proposed to help a local resident to load and unload outside their property. Another issue relating to a bend in the remaining section of Cedar Drive from The Avenue to Thornton Grove was also discussed and it was agreed that this be treated as a safety issue under Local Safety Parking Schemes Programme (LSPP).
- 2.13 Statutory consultation on these is anticipated to be conducted within the next two months.

#### Localised Safety Parking Schemes Programme (LSPP)

- 2.14 This programme is concerned with localised sites where minor parking problems occur. Typically remedial measures consist of proposals for single or double yellow lines at junctions, bends and narrow sections of road in order to improve vehicular access or improve road safety. These measures also reinforce the well-established principles set out in The Highway Code. This is an on-going rolling programme of works and members will be advised of the locations included in the programme during the course of the year.

### **Transport for London – Local Implementation Plan Programme 2016/17**

#### Walking Projects

- 2.15 There is one walking scheme scheduled for implementation this financial year. This will involve providing a formal pedestrian crossing facility on Honeypot Lane (between Streatfield Road and Crowshott Avenue). Initial investigations and surveys are underway to determine the most suitable location.

#### 20 mph zone programme

- 2.16 There are currently thirty three zones in Harrow which are concentrated mainly around schools. Implementing these zones is set out in the council's Transport Local Implementation Plan in order to improve road safety and reduce accidents, reduce through traffic and traffic speeds and encourage walking and cycling.
- 2.17 All 20 mph zones need to be self-enforcing without relying on police enforcement and so most schemes include traffic calming measures, such as road humps, in order to ensure a majority of motorists comply with the 20 mph speed limit. There is a budget of £130,000 this year for two new 20 mph zones in the streets surrounding:
- Longfield School
  - Park High School



Speed surveys have been completed and the outline scheme design is being developed currently.

#### Local Safety Schemes (LSS)

- 2.18 This programme of work is focussed on reducing killed and seriously injured accidents throughout the borough and supports the objectives of the Mayor for London's and our own Road Safety Plan to reduce Killed and Seriously Injured accidents by 40% by 2020.
- 2.19 The Council's transport consultant is continuing design work from last year with regard to a scheme for High Road, Harrow Weald and changes to the signal phasing at Alexandra Avenue/Eastcote Lane junction. Honeypot Lane service road (near Wemborough Road) has been included within this year's programme due to the high level of pedestrian accidents. Surveys and preliminary design work is underway.

#### Bus Priority

- 2.20 Harrow Council works closely with Transport for London (TfL) to make bus services a more attractive and reliable mode of transport by promoting the use of public transport and improving the highway infrastructure to facilitate bus routes. The following areas have been highlighted in this year's programme for improvements:
- Eastcote Lane (Phase 2 between Alexandra Avenue and Roxeth Green Avenue)
  - High Road, Harrow Weald
  - The Ridgeway
- 2.21 Eastcote Lane (Phase 2) is the completion of the works along Eastcote Lane that commenced last financial year.
- 2.22 High Road, Harrow Weald is a new location where congestion and safety issues have been identified involving buses. Initial investigations are underway and outline design has commenced. This scheme is likely to be combined with the High Road local safety scheme in order to deliver a holistic improvement.
- 2.23 The Ridgeway is a location where there is congestion and delays to buses. Outline design on a scheme was carried out last financial year and additional funding of £45K was sought and granted by TfL to implement the scheme. The detailed design is now complete and it is anticipated that consultation will take place shortly with local residents and key stakeholders. The works are likely to take place towards the end of the summer subject to the outcome of the consultation.

#### Bus Stop Accessibility

- 2.24 The bus stop accessibility programme is recognised as a crucial element in the drive to improve the quality of bus services. Currently the borough is 96% compliant and we are one of only a few boroughs with such a high percentage of compliant bus stops. The 2016/17 programme will include reviews and improvements at bus stop in the followings areas and the Council intends to achieve 100% compliance as soon as possible. The following areas are programmed for works:
- North Harrow Station area
  - Pinner area
  - South Harrow area (including Shaftesbury Avenue)
- 2.25 Additional bus stops may be investigated for improvements based on ad hoc requests from TfL and bus operators or other stakeholders. TfL has confirmed that additional monies are available to complete the programme and the Council will be pursuing this further.

#### Freight Strategy

- 2.26 In recent years a network of designated HGV routes across the borough have been signed using advance direction signing to guide freight traffic to the main commercial and industrial sites in the borough. This minuses freight traffic using other inappropriate through routes in the borough. In addition to this advance warning signing for width restrictions in the borough have been modified and improved to include metric and imperial measurements to comply with national traffic signs guidance. Recent surveys have concluded that these measures have had a positive impact on ensuring HGV drivers use the designated routes to travel to their destinations.
- 2.27 In this year's programme it is intended to review the existing lorry ban (weight limit restriction) areas in the borough with regard to their extents, level of compliance and enforceability. Currently these areas are very large and impractical to enforce and this review will consider alternative designs which could be more easily enforced and protect non through route residential streets more effectively. This will involve checking the existing entry and exit signing. This work is currently underway.

#### Legible London

- 2.28 Pedestrian way finding signs will be provided in the central parts of Hatch End and Pinner. Some provisional artwork and site locations have been agreed with TfL. These areas are currently being investigated to determine suitable locations for the way finding signs and the Council is working with local community groups, West House and a local museum in Pinner to assist with this process.

#### Station Road (A409 Corridor) - Central Parade and Eastern Parade

- 2.29 Last year, the council was successful in securing additional funds from the GLA to continue the work started in 2014/15 to improve the Station Road corridor. The

work last year focused on improving the public realm at Central Parade and Eastern Parade on the opposite side of the road.

- 2.30 Whilst undertaking trial holes on Eastern Parade, a concrete plinth was unearthed which resulted in the works being temporarily deferred pending further investigations. As a result, only the works on Central Parade and a small section of Eastern Parade (by the junction with Elmgrove Road) were completed. The deferred works on Eastern Parade will commence once the investigation has confirmed that the potential services are redundant.
- 2.31 The remaining part of the corridor scheme is to provide raised entry treatments to the side roads off Station Road between Central Parade and the Civic Centre. Preliminary design work for this is underway.

#### Cycling schemes

- 2.32 A scheme to improve cycling facilities connecting Northwick Park Roundabout and the Harrow Leisure Centre is being taken forward.
- 2.33 The aim of the scheme is to investigate and provide suitable cycling facilities (e.g. cycle lanes / tracks with appropriate lining, signing, etc.) to improve and encourage cycling between Northwick Park Roundabout and the Harrow Leisure Centre. A preliminary design is being developed.

#### Local Transport Fund (LTF) 2016/17

- 2.34 The TfL award for funding in 2016/17 included a local transport funding allocation of £100,000. This budget is allocated to boroughs through the Local Implementation Plan (LIP) funding process. The funds must be used for transport purposes broadly consistent with the Mayor's Transport Strategy and the borough's LIP but no other criteria apply to this allocation. Members agreed a programme of LTF schemes at the February TARSAP meeting.

#### Imperial Drive cycle route (LTF)

- 2.35 A scheme is being developed to promote a safer off road shared use facility for all cycle users, particularly less experienced cyclists, along this busy route that connects North Harrow and Rayners Lane stations. A preliminary design is being prepared.

#### Bacon Lane, extension to existing 20mph zone (LTF)

- 2.36 The existing Bacon Lane 20 mph zone will be extended to help to reduce traffic speeds in neighbouring roads such as the Highlands and generally improve road safety for all road users. The promotion of safe and considerate driving and encouraging road users to adopt appropriate speeds on our roads is key to reduce road traffic collisions and injuries, and to develop safer environments for all road users. Traffic surveys are being organised and a preliminary design developed.

#### Whitefriars School, extension to existing 20 mph zone (LTF)

- 2.37 The existing Whitefriars School 20 mph zone will be extended to help to reduce traffic speeds in neighbouring roads such as Carmelite Road and generally improve road safety for all road users. The promotion of safe and considerate driving and encouraging road users to adopt appropriate speeds on our roads is key to reduce road traffic collisions and injuries, and to develop safer environments for all road users. Traffic surveys are being organised and a preliminary design developed.

#### Tregenna Avenue / Alexandra Avenue, Junction Improvement (LTF)

- 2.38 A junction improvement is proposed in this location to reduce the disproportionately high number of slight injury accidents. The improvements proposed include introducing a one way section of carriageway to reduce the number of potential conflicts at the junction, to improve access and to manage on street parking in a more regulated manner. Traffic surveys are being organised and a preliminary design developed.

#### Minor safety measures, road markings / traffic signs (LTF)

- 2.39 The council receives many requests each year from local residents and other stakeholders for localised measures to improve road safety. Not all requests meet our criteria for traffic calming measures such as road humps, chicanes etc. and so this programme of work will be used throughout the year to address minor local safety concerns that are not prioritised for more major interventions but could benefit from minor works.

#### Congestion Relief schemes

- 2.40 Traffic congestion occurs when the demand to make journeys gets close to or exceeds the network capacity and is characterised by slower speeds, longer journey times, and vehicle queues. This programme of work seeks to identify areas of the network where improvements can maximise network capacity by removing blockages and ensuring that traffic management is efficient and effective.
- 2.41 A corridor along Wemborough Road, Weston Drive and up to and including Belmont Circle has been identified. A corridor study is proposed along this route and will identify any potential causes of congestion and suggest remedial measures. One junction that experiences delays in the peak periods is the Wemborough Road / Abercorn Road / St Andrews Drive junction which will be a focus of the study.

#### School Travel Plan - Highway schemes

- 2.42 As a part of the school expansion programme and associated transport assessments, approved by the Planning Committee, some highway improvements have been identified to mitigate the traffic impact of expansion. This programme of work takes forward any agreed mitigations identified.

- 2.43 A proposal to introduce parking controls in the access road and parking areas outside Whitchurch School has been identified for implementation this year. This measure is identified in the transport assessment and travel plan for the expanded school.

#### Electric Vehicles (EV) infrastructure

- 2.44 In 2015 there were 40 registered plug-in vehicles in Harrow – that is the current level of EV ownership. There is a higher take up of hybrid vehicles which do not need an electric charge point. It is anticipated that by 2018 there are likely to be more than 100 residents with plug-in vehicles, still a proportionately low number of residents.
- 2.45 However the council supports EV provision to ensure Harrow remains a competitive destination for visitors and businesses, as well as for residents. It is important that a decision has now been made regarding a supplier for EV charging infrastructure to support the ULEZ bid which includes the Neighbourhood of the Future (NoF) scheme and satisfy commitments made in corporate policy, including the LIP.
- 2.46 With the focus on air quality likely to be a priority of the new mayor, it would be advisable to ensure we have relevant infrastructure in place, and be able to demonstrate our commitment to EV/AQ in order to access potential funding streams in future. Because of the high car ownership in the borough, and limited orbital transport networks, encouraging the use of EV could be appropriate for the borough.
- 2.47 Following a recent meeting with the Portfolio Holder for Environment, Crime and Community Safety it was agreed that the council opts for Chargemaster as the supplier for the electric vehicle charging infrastructure, as this option offer the least risk and most control compared to other options currently available.
- 2.48 Joining the Chargemaster POLAR network would link Harrow to other locations around the UK through an established and credible network, enabling us to fulfil corporate priorities, meet the needs of residents and businesses, ensure that Harrow remains an attractive destination with improved air quality, and potentially support future funding opportunities.

#### Ultra Low Emission Zone (ULEZ)

- 2.49 In July 2015 London set out its vision to become an ultra-low emission vehicle (ULEV) capital. London Councils submitted a joint bid with TfL and boroughs for £20 million in funding from the Office for Low Emission Vehicles (OLEV) for the Go Ultra Low City Scheme.
- 2.50 The bid builds on the progress made by London's innovative policies such as the Congestion Charge and Low Emission Zone and also the work of local councils to incentivise cleaner vehicles through parking policies and by expanding charging provision. London's bid has been successful in securing £13m across the capital.

- 2.51 The funding is to be spent on initiatives that will help encourage the take up of Low Emission vehicles. This is a 4 year programme and the funding is to be spent between 2016 and 2020 and is split across eight successful London boroughs.
- 2.52 Harrow Council was one of the successful boroughs and has been awarded £370k. The funds will be used to:
- Provide charging infrastructure at the main transport hub of Harrow on the Hill Station with possible inclusion of rapid charging points in destination car parks near the two main shopping areas of St Ann's and St George's shopping centre. Charging will also be provided for taxi ranks, however further clarification is required from TfL on charging requirements beyond 2020.
  - Provide free accredited training to mechanics in the borough to ensure EVs can be safely serviced in the area. This will support an increase in private EV ownership by removing a potential barrier over concerns about long term maintenance of the vehicles. In addition, the up skilling of local mechanics will support local businesses, making Harrow a centre of excellence for EV servicing and maintenance, boosting the local economy.
  - Introduce a parking strategy which would incentivise EV ownership and provide discounts - for example changing the resident permit charging scheme to take account of vehicle emissions, scaling the charges depending on vehicle emissions.
  - Explore establishing an EV car club in the town centre for the public to use electric vehicles .
  - Enable businesses based in the borough to trial EVs for their fleets. This would be restricted to cars and possibly vans, and would depend on whether or not the business had the capacity to charge their vehicles off-street using cables. This could include offering subsidised workplace charging for EV.
- 2.53 Work on developing a proposal focused around Harrow on the Hill station is underway.

#### Accessibility Improvements

- 2.54 This is an on-going programme of work and is concentrated mainly on the provision of disabled parking bays, dropped kerbs for pedestrians and other physical changes to highway to support mobility impaired people.

#### Vehicle access protection road markings

- 2.55 The Council has now changed its policy regarding the provision of advisory access protection markings. Previously the council provided these markings

(also known as an H-bar) in front of a driveway to indicate an access to ten or more properties or to premises accessed by disabled drivers. These markings are designed to make motorists more aware that there is dropped kerb or vehicular access point in that section of road. They are advisory road markings and have no legal status and are therefore frequently disregarded by motorists.

- 2.56 Under the Traffic Management Act 2004 it is an offence to park in front of dropped kerbs if a vehicle blocks a driveway. A resident can request that parking enforcement action be taken by the Council's Parking Operations Team and an enforcement officer will then visit the site and issue a Penalty Charge Notice for the offence.
- 2.57 The need therefore for vehicle access protection markings has diminished considerably and so following discussions with the Portfolio Holder for Environment, Crime and Community Safety it was agreed that the council will no longer use these markings in the future.
- 2.58 Any existing markings currently on the highway will be allowed to fade and will not be replaced. Where road resurfacing schemes are undertaken in the future residents will be advised that these markings will not be replaced.

### **Section 3 – Further Information**

- 3.1 A regular update is provided at every meeting on progress with the annual programme of traffic and parking schemes. Future reports will provide information to members about any consultations, statutory consultations, portfolio holder decisions and implementation issues since the previous meeting.

### **Section 4 – Financial Implications**

- 4.1 Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the current capital programme and funding allocation from TfL for 2016/17. .

### **Section 5 - Equalities implications**

- 5.1 All major schemes included in this report, depending on what stage they are at, have been or will be subject to an equality impact assessment (EqIA).
- 5.2 Small to medium sized schemes, depending on what stage they are at, have been or will be subject to a review of equality issues as a part of the design risk assessment stage of the scheme.
- 5.3 In general terms there have been no adverse impacts on any of the specified equality groups from any of the schemes or initiatives mentioned in this report. There are positive impacts on some equalities groups, particularly disability and age.

**Section 6 – Council Priorities**

6.1 The funds allocated by TfL and Harrow for transport improvements will contribute to achieving the administration’s priorities:

- Making a difference for the vulnerable
- Making a difference for communities
- Making a difference for local businesses
- Making a difference for families

**Section 7 - Statutory Officer Clearance**

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 28/06/16		

<b>Ward Councillors notified:</b>	<b>NO, as it impacts on all wards</b>
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**Section 8 - Contact Details and Background Papers**

**Contact:**

Barry Philips – Team Leader, Transportation  
Tel: 020 8424 1649, Fax: 020 8424 7662,  
E-mail: barry.philips@harrow.gov.uk

**Background Papers:**

Local Implementation Plan 2  
Previous TARSAP reports



## Appendix A – Harrow Capital, parking management schemes update – 2016/17

This is Harrow's own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2016/17 This comprises of allocations of £240K for controlled parking schemes and £60K for the local safety parking schemes programme.

Scheme	Details	£ K	Status	Contact officer	Planned finish
Headstone Lane Station area New CPZ	To implement parking controls in the streets surrounding the station	7.5	Statutory notification complete. Awaiting PH approval to proceed	Barry Philips / Sajjad Farid	Jul 2016
Whitefriars School Localised parking review Wealdstone CPZ (CA zone)	To implement parking controls in roads surrounding Whitefriars School	6	Statutory notification complete. Awaiting final analysis of results and PH approval	Barry Philips / Sajjad Farid	Jul 2016
South Harrow CPZ (M zone) Localised parking reviews	To implement localised reviews of Stanley Road, Brendon Gardens, Scarsdale Road, Wyeverne Road, Leathsail Road.	10	Statutory notification complete. Awaiting PH approval to proceed	Barry Philips / Sajjad Farid	Jul 2016
Hatch End CPZ (Y zone) Localised parking review	Review of parking controls – creation of 2 zones with different operational hours	7.5	Statutory consultation due Jun / Jul 2016	Barry Philips / Sajjad Farid	Oct 2016
Somerset Road Localised parking review North Harrow CPZ (NH1 zone)	Review of parking controls following introduction of North Harrow CPZ / extension of Zone NH1	15	Statutory notification due Jun / Jul 2016	Barry Philips / Sajjad Farid	Oct 2016
Pangbourne Drive Localised parking review Stanmore CPZ (H / HA zones)	Localised review / extension of Zone H	14	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017
West Avenue Localised parking review Rayners Lane CPZ (L zone)	Localised review / extension of zone L	10	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017
Civic Centre area Localised parking reviews Wealdstone	Area parking review, roads west and north of leisure centre –	65	Undertake stakeholder meeting and public consultation	Barry Philips / Sajjad Farid	Mar 2017

Scheme	Details	£ K	Status	Contact officer	Planned finish
CPZ (CA zone)	extend hours and / or be part of a CPZ				
Kerry Court area Localised parking review Stanmore CPZ (H zone)	Localised review – extension of existing CPZ hours	20	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017
Burnt Oak Broadway area (X zone) Localised parking review	Area parking review – new P&D on main road and extension of existing zone X	50	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017
Belmont Circle area Localised parking review	Localised statutory notification review – changing double yellow lines back to single yellow lines and introduce P&D in Kenton Lane car park and Kingshill car park	35	Undertake statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017
Local Safety Parking Schemes Programme	The introduction of minor localised waiting restrictions (yellow lines) schemes to deal with access problems and road safety issues.	60	On-going prioritisation / implementation of requests for yellow lines.	Barry Philips / Sally Wilson	Mar 2017

## Appendix B – Transport for London, local implementation plan programme update – 2016/17

This is the main traffic and transportation programme funded by Transport for London to deliver the programme of investment in the Transport Local Implementation Plan (LIP). The overall allocation for traffic and transportation works and initiatives related to the LIP in 2016/17 is £1,617k. This is allocated as either capital or revenue within harrow's financial system depending on the nature of the work undertaken.

Scheme	Details	£ k	Status	Contact officer	Planned finish
20 mph zone programme	Implementation of 20mph zones around schools in the borough	130	Traffic surveys organised, preliminary designs being developed	Barry Philips	Mar 2017
Walking Schemes	Infrastructure schemes designed to improve walking facilities	45	Pedestrian crossing on Honeypot Lane (near Crowshott Avenue), Surveys and initial design underway	Barry Philips	Mar 2017
Legible London Signing	Pedestrian way finding sign works	50	Way finding signs in Pinner and Hatch End being investigated	Barry Philips	Mar 2017
Bus route inspection studies / works	Schemes to improve bus routes and encourage greater use of public transport	35	On-going investigations to plan and develop bus route improvement works for future programmes of work.	Barry Philips	Mar 2017
Bus priority works	Schemes to improve congestion and improve delays to buses. Eastcote Lane, The Ridgeway, High Road – Harrow Weald	225	<ul style="list-style-type: none"> <li>• Completion of Eastcote Lane (Phase 2 between Alexandra Avenue and Roxeth Green Avenue),</li> <li>• High Road, Harrow Weald undertaking surveys and preliminary design,</li> <li>• The Ridgeway - undertaking surveys and preliminary design</li> </ul>	Barry Philips	Mar 2017
Accessibility Improvements	Provision of Disabled parking bays, and dropped kerbs for pedestrians and other physical changes to highway to support mobility impaired people	85	On-going programme of delivery throughout the year. Delivered in batches.	Barry Philips	Mar 2017
Bus stop accessibility schemes	Programme of works to improve accessibility for buses and pedestrians at bus stops	46	Investigation underway to determine bus stop improvements at, North Harrow Station area, Pinner area and South Harrow area (including Shaftesbury Avenue)	Barry Philips	Mar 2017

Scheme	Details	£ k	Status	Contact officer	Planned finish
Shopmobility	Funding support for increased opening hours of service particularly at weekends and in Christmas sales	5	Funds being used to keep Shopmobility open on the first Saturday of every month. Extra services were run during Christmas period.	Hanif Islam	Mar 2017
Travel Training	This will provide support to those with learning difficulties to use public transport	6	To provide targeted travel training via Harrow Association of Disabled People	Hanif Islam	Mar 2017
Congestion relief studies	Programme of schemes to reduce congestion and improve journey time reliability	70	Route study being undertaken on Wemborough Road, Weston Drive – surveys and preliminary design underway	Barry Philips	Mar 2017
Cycle training	TfL funded cycle training is offered free to children and adults, who live, work or are educated in the borough. All courses are promoted via the council website and throughout schools and businesses in the borough.	80	On-going delivery of free cycle training for children and adults	David Corby	Mar 2017
Cycling Schemes	Programme of schemes to improve cycle routes on the highway network	90	Improvement to create cycle link between Northwick Park Roundabout and the Harrow Leisure Centre, surveys and preliminary design underway	Barry Philips	Mar 2017
Cycling and Greenways	Provision of cycle routes through parks to link with wider cycle network and support leisure cycling activity.	60	Two schemes identified (1) in Newton Park West and (2) Canons Drive to Howberry Road (east – west route) through Canons Park, initial study started, preliminary design underway	Barry Philips	Mar 2017
Freight strategy schemes investigation and implementation	Review of existing weight limit restriction zones	40	Review of Belmont area weight restriction zone, surveys and preliminary design underway	Barry Philips	Mar 2017

Scheme	Details	£ k	Status	Contact officer	Planned finish
Accident remedial schemes.	Mass action - killed and seriously injured (KSI) casualties' reduction. High Road – Harrow Weald, Eastcote Lane/Alexandra Avenue, Honeypot Lane service road	100	Continue with design on two schemes identified in 2015/16 on High Road, Harrow Weald (shared with Bus Priority) and Eastcote Lane/Alexandra Avenue, a new identified site at Honeypot Lane service road near Wemborough Road. Surveys/analysis and preliminary design are underway	Barry Philips	Mar 2017
Station Road – Highway Improvements	To create an attractive and safe environment along Station Road A409 corridor for all highway users, with extra focus on pedestrians, buses and cyclists	50	phase 3 of the Station Road corridor improvements, preliminary design underway for. Phase 2, Eastern Parade to be completed following resolution of statutory undertakers services issue	Barry Philips	Mar 2017
Electric vehicles and car clubs	Promote electric charging points and car clubs	35	Investigating suitable sites for electric charging points to support electric vehicles use.	Barry Philips	Mar 2017
Promoting sustainability	Initiatives undertaken by travel planning staff to support the wider sustainable transport agenda	50	On-going work to provide: <ul style="list-style-type: none"> <li>• Travel Planning advice for planning applications</li> <li>• Promotion of electric vehicle technology and charging points and Car Clubs</li> <li>• Promotions / Campaigns including - Bike Week, cycling promotions, walking works promotions, integration with smarter travel</li> <li>• Promotion of Active Travel and links with Health and Air Quality</li> </ul>	Barry Philips	Mar 2017
Road safety education and promotions	Various road safety education initiatives for schools and vulnerable road user groups undertaken by Road Safety Officer.	45	Interactive road safety education programs to continue in all schools in Harrow.	David Corby	Mar 2017

Scheme	Details	£ k	Status	Contact officer	Planned finish
School Travel Plan, Highway schemes	Highway improvement schemes identified in School Travel Plans to encourage sustainable transport and mitigate impact of school expansions	50	Whitchurch School – scheme to introduce parking controls in access road and parking areas under development. Other schemes being investigated.	Barry Philips	Mar 2017
School support	Various initiatives undertaken by travel planning staff: <ul style="list-style-type: none"> <li>• Small grant funding to support travel plans</li> <li>• Walk to School promotions</li> <li>• Schools quarterly newsletter</li> <li>• Theatre in education</li> <li>• School Travel Maps</li> <li>• Cycle repair workshops</li> </ul>	80	Support for school travel plans including requests for grant funding to implement measures to support school travel plans to promote sustainable travel and discourage use of private car to travel to school.  Promotional work to support sustainable transport message including Theatre in Education shows and Dr Bike sessions	Barry Philips	Mar 2017
Future programme development	Identify future work through assessments and studies.	50	On-going scheme investigation and development work for 2016/17 schemes	Barry Philips	Mar 2017
Travel Planner	Staff funding support	55	Support the cost of the Travel Planning officers in undertaking School and Business Travel Plans.	Barry Philips	Mar 2017

<b>Scheme</b>	<b>Details</b>	<b>£ k</b>	<b>Status</b>	<b>Contact officer</b>	<b>Planned finish</b>
Local Transport Fund	Local priority schemes identified by the borough which support the Mayors Transport Strategy	100	<p>Schemes identified at Feb TARSAP as follows:</p> <ul style="list-style-type: none"> <li>• Imperial Drive – cycle route</li> <li>• Bacon Lane – extension to 20mph zone</li> <li>• Whitefriars Schoo – extension to 20mph zone</li> <li>• Tregenna Avenue/Alexandra Avenue – junction safety improvement</li> <li>• Minor safety schemes – ad hoc requests</li> </ul> <p>Surveys and preliminary designs underway</p>	Barry Philips	Mar 2017
Roxeth Hill Footbridge	Feasibility study to review structural condition of footbridge	35	Feasibility study commissioned	Tony Donetti	Mar 2017

## Borough Cycling Programme

This is an additional programme funded by Transport for London to support the delivery of the Mayor for London's Cycling Vision. The overall allocation for works and initiatives in 2016/17 is £158k. This programme accords with the objectives of the Council's Transport Local implementation Plan. This funding is allocated as either capital or revenue within harrow's financial system depending on the nature of the work undertaken.

Scheme	Details	£ k	Status	Contact officer	Planned finish
Cycle Training – Adults and Children	This additional funding will expand the current cycle training programme	68	TfL funded cycle training is offered free to children and adults, who live, work or are educated in the borough. All courses are promoted via the council website and throughout schools and businesses in the borough.	David Corby	Mar 2017
Cycle parking	Implementation of cycle parking at cycle hubs	45	Investigation underway to determine suitable locations	Barry Philips	Mar 2017
Staffing	Staffing to support delivery of Borough Cycle Programme	45	To support the costs of the road safety education service in delivering the BCP	David Corby	Mar 2017



**REPORT FOR: Traffic And Road Safety  
Advisory Panel**

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**Date of Meeting:** 19<sup>th</sup> July 2016

**Subject:** **INFORMATION REPORT**  
School Travel Plans - update

**Responsible Officer:** Tom McCourt – Corporate Director,  
Community

**Exempt:** No

**Wards affected:** All

**Enclosures:** **Appendix A - Status of School Travel Plans in  
the borough 2016/17**

## **Section 1 – Summary**

This report sets out details of the current position with regard to the status of School Travel Plans within the borough

**FOR INFORMATION**

## **Section 2 – Report**

### **Introduction**

- 2.1 The Council's Transport Local Implementation Plan (LIP) sets out its policies and programmes which are designed to meet the requirements of the London Mayor's Transport Strategy (MTS) locally in Harrow and were approved by the previous Mayor. A common theme of the Council's LIP, the current MTS and national transport policy is the need to move towards the use of more sustainable transport and this is particularly relevant to schools. This approach is supported by the new Mayor.
- 2.2 The occurrence of traffic congestion, obstruction and road safety problems outside schools is caused by an excessive number of private car trips to schools at opening and closing times. The council's strategy for mitigating these impacts is to use travel plans to reduce the number of car borne trips and to increase trips by walking, cycling and public transport modes instead.
- 2.3 In the case of schools this is facilitated through the development of a School Travel Plan (STP) by the school through engagement with the school community and assisted and supported by the council's travel planners. This is a particularly challenging area of work as it requires the school to take ownership of the Travel Plan under the ownership of the Head teacher, and to encourage and persuade the school community to choose to use sustainable modes of transport. The focus is therefore on proactive rather than reactive initiatives and measures that will create a healthier and cleaner environment.

### **Current Situation**

- 2.4 All schools are encouraged to produce and keep up to date a STP which is a policy document written by a school in consultation with its pupils, parents, governors and staff to address travel and transport issues in and around the school. The STP is owned by the school and not the Council. An STP should be updated on an annual basis and includes a survey on how pupils and staff travel to school.
- 2.5 The Council currently has two dedicated Travel Planners and one Road Safety Officer that support the schools by providing an integrated approach to reviewing transport problems and developing initiatives. They take account of the main

issues and complaints highlighted around schools and this information is used to identify any travel behaviour changes required, any physical changes to the highway to support alternative travel modes and any enforcement initiatives that can mitigate any detrimental behaviours in order to achieve a better travel environment. This advice and guidance is provided to the school to help with the development of an effective STP that addresses all the issues.

- 2.6 There are 62 publicly funded schools and 11 independent schools in the borough and best use of resources is made to try and provide a regular and visible presence at the schools to work together with the schools in developing STPs and delivering Road Safety Education Training.
- 2.7 As a part of the current school expansion programme the Council Travel Planners work in partnership with the schools which are expanding to help them develop strategies and measures for their STPs to encourage a higher level of walking, cycling and travel by public transport. The intention of this is to proactively limit any increase in private car usage due to the expansion that could affect the local environment.
- 2.8 STP's are a powerful way to influence parental behaviour and have been proven to encourage walking to school and reduce car use. Schools are encouraged to apply for accreditation through the Transport for London (TfL) STARS (Sustainable Travel: Active, Responsible, Safe) scheme. This scheme recognises bronze, silver and gold standards of accreditation, based on the performance of the STP, and provides targets for the schools to achieve. In general terms the more initiatives a school delivers and the greater the change in behaviour, the higher the STARS Accreditation awarded.
- 2.9 Table 1 below gives a summary of the STARS accredited STPs in Harrow in recent years. The figures for last year are still being agreed.

Accreditation level	2012/13	2013/14	2014/15	2015/16 (predicted)
Bronze	13	21	16	22
Silver	9	12	7	3
Gold	1	3	8	10
In development	0	0	0	15
<b>Total number of travel plans</b>	<b>23</b>	<b>36</b>	<b>31</b>	<b>50</b>

- 2.10 The STARS programme provides a framework and support for nurseries, schools, colleges and academies to help them put an accredited school travel plans in place. It rewards educational establishments for their achievements and commitment to encourage walking, cycling and road safety.
- 2.11 The programme helps schools to identify issues, set targets, monitor progress and celebrate success. Around 47% of London schools are currently part of the STARS accreditation scheme. STARS accredited schools have delivered over 15,000 travel initiatives including cycle training, walking incentive schemes, independent travel skills training and campaigns to reduce congestion around the

school site. Year on year, more and more schools are joining the STARS programme as they realise the benefits for their school, their pupils, their teachers and the entire school community.

- 2.12 TfL have a website dedicated to STARS, which provides support for schools. Harrow Council also has a website, which is designed to assist schools in developing and updating their STPs online, making the process as simple as possible. The accreditation application has a number of categories and schools applying are encouraged to upload evidence throughout the academic year to demonstrate they meet the criteria. Applications are submitted to TfL in the summer term.
- 2.13 Participation in the STARS programme is voluntary however it has the following potential benefits for the whole school community:
- A more accessible school site
  - Improvements to school grounds (e.g. bicycle storage)
  - Fewer cars, less congestion and improved air quality around the school
  - Healthier, more productive and active pupils, families and staff
  - Improved attendance and academic success
  - Recognition within the school, the local community and across London or travel-related achievements
  - Skills, knowledge and experience to make informed travel choices and equipping young people with valuable life skills to travel actively, safely and responsibly in the future.
  - Encourages pupil participation and empowerment, benefiting pupils' personal development through the Junior Travel Ambassador (JTA) and Youth Travel Ambassador (YTA) schemes
- 2.14 The majority of schools that develop an STP will initially become accredited at bronze level. Within Harrow there are now eight gold accredited schools with a further two school expected to achieve gold status soon. This reflects a greater focus by the Council on promoting and encouraging STPs with schools over recent years.
- 2.15 **Appendix A** gives details of all existing schools in the borough with STPs and their current status within the STARS programme.

### **School expansion programme**

- 2.16 Half of Harrow's primary schools are expanding and this is placing additional demands on the highway network. The impact of school expansions is incremental over a 7 year period and consideration is being given to the

necessary initiatives required to mitigate the potentially detrimental impacts of car travel resulting from the increasing size of the school population.

- 2.17 As each school expansion in the programme is developed and put through the planning process a full independent transport assessment is undertaken to review all the current and future transport issues and to identify any necessary actions required to mitigate the impacts of expansion. Any recommendations are reported to the planning committee when the planning applications for the expansion schools are considered.
- 2.18 Most recommendations involve reviewing and amending the school travel plans but may also identify highway interventions needed to support the school travel plans. Any highway works identified are incorporated into the Council's forward work programmes based on when the school expansion will take additional students so that interventions are in place beforehand. School travel plans are revised and improved in advance of the school expansion and a condition of the planning permission is that time based STARS accreditation targets are set so that STP performance can be monitored.

#### **2016/17 programme of work**

- 2.19 The principle aims of the school travel planning programme of work is to reduce the number of children taken to school in private vehicles, to encourage greater participation by schools in developing an STP, to improve the effectiveness of the STPs and to seek higher levels of STARS accreditation.
- 2.20 The initiatives are often presented as environmentally friendly programs that increase physical activity among children, resulting in benefits far beyond that of reduced traffic congestion. They are designed to change both parents' and students' behaviour and provide incentives for participating which can go a long way toward achieving congestion reductions. The councils Travel Planners arrange regular workshops with the schools to help them with the development of the STP and have a programme of events outside schools to discourage parents from using the motor car.
- 2.21 There is an on-going programme of consultations with schools which is monitored using a schools web based database. This database lists all the schools in the borough indicating when they were last visited and the status of their STP. Schools are encouraged to sign up to the TfL STARS accreditation scheme.
- 2.22 The intention for 2016 /17 is to achieve 68 schools signed up to the STP process. Currently there are only 5 schools out of a total of 73 which have not engaged with the Council.
- 2.23 The percentage of participating schools with STPs is a Community Directorate performance indicator.

#### **STP initiatives**

- 2.24 There are a range of well-established initiatives which may be used in an STP and these are described as follows:
- 2.25 Targeting parents - Educating parents about alternative transportation modes to and from school that their children can use, highlighting the dangers and legal consequences of parking offences, informing parents how they can play a role in reducing congestion and increasing student safety by following the rules of the road. These initiatives are provided in the PTA newsletter or distributed in fliers handed to parents as part of a campaign whilst they are waiting in school drop-off and pick-up zones.
- 2.26 Walking / Cycling / Scooting - Encouraging children to walk, bike or scoot to school is key to reducing congestion outside schools. This is done by integrating the health and environmental benefits of walking, biking or scooting to school into the school curriculum (e.g. encouraging pupils to consider the impact of different transportation choices on the environment as well as their own physical health). These can enhance such programs by enabling students to earn points and/or rewards based on how frequently they walk or bike to school.
- 2.27 Car Sharing - Encouraging car share by parents and school staff and enabling participating drivers to get in and out of the school area, and on to their jobs or errands faster.
- 2.28 Travel information - Mapping out safe pedestrian and cycle routes to school to make walking and bicycling to school safer and easier. This is achieved by preparing maps and information about the safest ways (e.g. routes that avoid busy junctions) that children can travel by bike or walk to and from school, adding details about crossing points and school crossing patrols. This can help to encourage parents to have their children walk or bike to school. A mapping system for secondary schools was developed by Harrow several years ago and this is now being done for primary schools as well.
- 2.29 Walking buses - Implementing a “walking bus” programme for schools. Under such programs a route is identified with pedestrian safety in mind and parents or teachers are recruited to “drive” the bus by walking along a predetermined route to pick up children who are registered by their parents to “ride” the bus and escort them by foot to the school. Promotional materials such as student sashes, school bag tags, and bus stop signs are often used as part of the program, as are backpacks and lockers to make it easier for children to walk without having to haul a large volume of books and school supplies with them. These work well already at schools like St John Fisher and Grimsdyke schools. Naturally, such programs work only in neighborhoods that are near the school.
- 2.30 Cycle trains - Similar to walking buses, cycle trains entail a group of parents’ and pupils’ cycling to school together. Safe biking routes are mapped out in advance, and school bags and lunch boxes are transported in a bike trailer pulled by a parent volunteer. Any biking program should include the installation of lockers or other ways to accommodate and secure the anticipated increase in bikes on school property.

- 2.31 School buses - While this option can sometimes be viewed as cost-prohibitive, using buses or minivans to transport children to school is nonetheless an effective means of reducing the number of children taken to school by car, as well as the congestion that is associated with that transportation mode.
- 2.32 Instituting a “bus” program, however, must involve a consideration of when and where buses will load and unload. Otherwise, buses could end up contributing to a congestion problem rather than reducing it. Moreover, before initiating a new “bus” system, it is necessary to consult with parents to confirm that they would use it. The source of many congestion problems stems from poorly planned drop-off and pick-up procedures, as well as the parking arrangements or layouts. Altering these can sometimes resolve congestion issues with little impact to parents’ and students’ daily routines.
- 2.33 Vehicular drop off and pick up of students - Altering drop-off and pick-up times for schools can reduce congestion considerably. This can be achieved by staggering the school start and finish times for different year or key stage groups thereby altering the times during which parents drop off or pick up their children. This has been successful at schools such as Avanti House in Common Road which has reduced the impact on main road traffic by spreading the school traffic across a wider time period. In addition to this consideration can also be given to defining specific drop-off and pick-up locations in order to, encourage alternative routes into and out of the school area so that drivers do not all congregate in one place. Introducing drop-off locations, whereby school staff or volunteers escort children from car to school, can also expedite the drop-off process. Any changes in drop-off and pick-up procedures are normally initiated at the start of the school term to eliminate confusion, accompanied by clear and detailed written instructions.
- 2.34 Parking controls - Establishing no parking zones in key areas outside schools to reduce congestion at the immediate school site entrance can be done by the use of mandatory “School keep clear” (SKC) markings. The SKC markings outside school entrances were made mandatory several years and are enforceable by the Council’s parking attendants. These are normally at locations where the main school entrance is located with a high number of pedestrians. Where appropriate introducing “at any time” no waiting restrictions (double yellow lines) at key locations such as junctions and crossing points can be introduced to restrict obstructive parking that might be adding to congestion and to provide improved visibility where parking adversely affects safety on walking routes to school.
- 2.35 Parking Enforcement – The Council has three dedicated CCTV enforcement vehicles in use which undertake enforcement activity at all schools on a regular rota dedicated to the monitoring of school parking restrictions. Their impact is primarily preventative and the focus is on ensuring the safety of children. The use of these vehicles is also supported by occasional visits by parking attendants who respond to parking complaints from the public. Current problems at schools are risk assessed on a weekly basis by the Travel Planners and tasking lists are provided to guide parking enforcement activities. These tasking lists prioritise the visits of the two CCTV cars to schools with known problems.

## **Park High School**

- 2.36 Park high School has been a focus of traffic issues reported by the public and councillors in recent months and it was agreed with the TARSAP Chair to provide an update on this school specifically.
- 2.37 Officers from the Traffic Team met with ward councillors, the Safer Neighbourhood Police team, and local residents outside Park High School earlier this year to review the congestion and traffic flow issues when traffic is arriving and dispersing from the school. The school is served by two cul-de-sacs Thistlecroft Gardens and Burnell Gardens. The issues observed outside the school were noted as follows:
- Dropping off children in close proximity to the school sometimes parking across driveways and on school keep clear markings,
  - Access to the school is via Thistlecroft Gardens and Burnell Gardens which are cul-de-sacs, vehicles that enter need to turn around and sometimes use driveways or drive over footways / verges to make these manoeuvres, this is a cause of congestion.
  - U turning of vehicles on Crowshott Avenue,
- 2.38 The conclusion of officers was that the observed congestion is very similar to that which exists outside the majority of Harrow schools at opening and closing times. It was acknowledged by all parties at the meeting that this situation is not unique to Park High School and is difficult to resolve, because the council has no direct control over travel choices and behaviour.
- 2.39 The main solutions proposed to resolve these issues were:
- Engagement with the school to develop a School Travel Plan (Council),
  - Improved parking / traffic enforcement (Police / Council),
  - Working with the Police to carry out more sustained campaigns outside the school to educate inconsiderate drivers (Police / Council),
- 2.40 There is no statutory requirement for the school to develop a travel plan other than when compelled to do so through the planning process, however, there is no current opportunity to require this to happen. The Council has therefore been encouraging the school to develop a school travel plan and the school has agreed to do this from September 2016.
- 2.41 Since the meeting officers have made contact with the school to provide assistance with preparing a School Travel Plan and agreed to work with the Council's parking enforcement team and the local Police on developing enforcement campaigns outside the school in the future. Some surveys will be arranged to identify parking patterns around the school that will include Saturdays when the school is used for other activities that also have a traffic impact.



- 2.42 The Police have confirmed that they regularly visit the school to undertake any necessary enforcement actions and have issued tickets for motoring offences to some drivers.
- 2.43 The Council are also planning to introduce a 20 mph zone around the school in the 2016/17 TFL programme of works as a part of the wider 20mph zone programme in the Councils Transport Local implementation Plan. These schemes are targeted at schools to improve the environment for pedestrians in the vicinity of schools and encourage walking and cycling to school. Consultation with the public is planned to commence before the summer holidays.
- 2.44 Other parking and congestion issues have also been reported by the public in this same area connected with events in the school hall during the day at the weekends. The planning team have been advised and are reviewing the activities taking place and any planning conditions that may apply.
- 2.45 A briefing with local ward councillors and the Chair of TARSAP has been arranged for the beginning of July to review progress with these issues. A verbal update will be provided at the meeting.

### **Section 3 – Further Information**

- 3.1 Further information about the council's policy and objectives with regard to travel planning activities can be seen in the Council's Transport Local Implementation Plan.
- 3.2 The panel will receive regular updates on the status of STPs in the borough.

### **Section 4 – Financial Implications**

- 4.1 Funding is made available from TfL annually to support the development of STPs and the implementation of physical measures to promote sustainable modes of transport and initiatives via the Local Implementation Plan (LIP) funding grant settlement.
- 4.2 In 2016/17 LIP funds are provided to support the recruitment and retention of school travel planners (£55k), to provide STP school support measures (£80k) and to provide boroughs with funding to support free cycle training for adults and children (£80k).

### **Section 5 - Equalities implications**

- 5.1 Travel planning initiatives were included in the Transport Local Implementation Plan (LIP) which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where the proposed programme of investment included was identified as having no negative impact on any equality groups.

5.2 Travel planning initiatives are routinely subject to a review of equality issues as a part of their development and in general terms there are positive impacts on some equalities groups, particularly disability and age.

## Section 6 – Council Priorities

6.1 The funds allocated by TfL and Harrow for transport improvements will contribute to achieving the administration’s priorities:

- Making a difference for the vulnerable
- Making a difference for communities
- Making a difference for local businesses
- Making a difference for families

## Section 7 - Statutory Officer Clearance

Name: Jessie Man



on behalf of the  
Chief Financial Officer

Date: 28/06/16

**Ward Councillors notified:**

**NO, as it impacts on all  
wards**

## Section 8 - Contact Details and Background Papers

### Contact:

Barry Philips – Team Leader, Traffic & Parking Management  
Tel: 020 8424 1649, Fax: 020 8424 7662,  
E-mail: barry.philips@harrow.gov.uk

### Background Papers:

Local Implementation Plan 2

## APPENDIX A – Status of School Travel Plans in the borough 2016/17

School name	Type of school	STARS Accreditation Achieved			Predicted 2015/16	Target 2016/17
		2012/13	2013/14	2014/15		
Alexandra School	SEND	NA	Bronze	Bronze	Bronze	Bronze
Alpha Preparatory School	IND	NA	Bronze	Bronze	Bronze	Bronze
Avanti (Pinner High Site)	FREE	NA	NA	NA	Gold	Gold
Avanti House (Common Road)	FREE	NA	NA	Gold	In dev	Bronze
Aylward Primary School	PRI	NA	Bronze	NA	Bronze	Bronze
Belmont School	PRI	Silver	Silver	Gold	Gold	Gold
Bentley Wood High School	SEC	NA	Bronze	NA	In Dev	Bronze
Buckingham College Preparatory School	IND	NA	NA	NA	NA	In Dev
Camrose Primary School with Nursery	PRI	NA	NA	NA	Bronze	Bronze
Cannon Lane Primary School	PRI	NA	Bronze	NA	Bronze	Bronze
Canons High School	SEC	Bronze	NA	NA	NA	Bronze
Cedars Manor School	PRI	Bronze	NA	Bronze	Bronze	Bronze
Earlsmead Primary School	PRI	NA	Bronze	Bronze	Bronze	Silver
Elmgrove Primary School and Nursery	PRI	NA	NA	NA	Bronze	Bronze
Glebe Primary School	PRI	Silver	Silver	NA	Silver	Silver
Grange Primary School	PRI	Bronze	Bronze	NA	In Dev	Bronze
Grimsdyke School	PRI	NA	NA	Bronze	Silver	Gold
Harrow Collegiate	IND	NA	NA	NA	NA	In Dev
Harrow High School	SEC	NA	NA	NA	Bronze	Bronze
Harrow Primary School	IND	NA	NA	NA	NA	Bronze
Harrow School	IND	NA	NA	NA	NA	NA
Hatch End High School	SEC	NA	NA	NA	NA	Bronze
Heathland School	PRI	NA	NA	NA	NA	Bronze
Kenmore Park Infant and Nursery School	PRI	Silver	Silver	Gold	Gold	Gold
Kenmore Park Junior School	PRI	NA	Bronze	NA	In Dev	Bronze
Khalsa College London	SEC	NA	NA	NA	NA	Bronze
Kingsley High School	SEND	NA	NA	NA	In Dev	In Dev

Krishna-Avanti Primary School	FREE	Silver	Silver	NA	NA	Silver
Longfield Primary School	PRI	Bronze	Bronze	Bronze	In dev	Bronze
Marlborough Primary School	PRI	Bronze	Silver	Silver	Bronze	Bronze
Moriah Jewish Day School	IND	NA	NA	NA	NA	Bronze
Newton Farm Nursery, Infant and Junior School	PRI	Silver	Gold	Gold	Gold	Gold
Norbury School	PRI	Bronze	Gold	Gold	Gold	Gold
North London Collegiate School	IND	NA	NA	NA	NA	In Dev
Nower Hill High School	SEC	NA	Bronze	Bronze	Bronze	Bronze
Orley Farm School	IND	NA	NA	NA	NA	In Dev
Park High School	SEC	NA	NA	NA	In Dev	Bronze
Pinner High School	SEC	/	/	/	/	Bronze
Pinner Park Infant and Nursery School	PRI	Bronze	Bronze	Bronze	In Dev	Bronze
Pinner Park Junior School	PRI	Bronze	Bronze	Bronze	In Dev	Bronze
Pinner Wood School	PRI	NA	Bronze	Bronze	Bronze	Bronze
Priestmead Primary School and Nursery	PRI	NA	NA	NA	Bronze	Bronze
Quinton Hall School	IND	Bronze	Bronze	Bronze	Bronze	Bronze
Reddiford School	IND	NA	Silver	Silver	NA	Silver
Rooks Heath College for Business and Enterprise	SEC	NA	NA	NA	NA	Bronze
Roxbourne Primary School	PRI	NA	Bronze	Bronze	Bronze	Bronze
Roxeth Mead School	PRI	NA	NA	NA	NA	In Dev
Roxeth Primary School	PRI	Bronze	NA	NA	NA	Bronze
Salvatorian Roman Catholic College	SEC	NA	NA	Bronze	In Dev	Bronze
Shaftesbury High School	SEND	NA	Bronze	NA	Bronze	Bronze
St Dominic's Sixth Form College	SEC	NA	NA	NA	In Dev	Bronze
St Jerome's Church of England Bilingual Primary School	PRI	/	/	/	/	Bronze
St. Anselm's Catholic Primary School	PRI	Bronze	Bronze	Gold	Gold	Gold
St. Bernadette's Catholic Primary School	PRI	NA	NA	Bronze	Bronze	Bronze
St. George's Catholic Primary School	PRI	NA	Bronze	NA	In Dev	Bronze
St. John Fisher Catholic Primary School	PRI	Gold	Gold	Gold	Gold	Gold
St. John's Church of England Primary School	PRI	NA	NA	NA	In Dev	Bronze
St. Joseph's Catholic Primary School	PRI	Silver	Silver	Silver	Silver	Silver
St. Teresa's Catholic Primary School and Nursery	PRI	Silver	Silver	Silver	Silver	Silver

Stag Lane Infant and Nursery School	PRI	NA	NA	NA	In Dev	Bronze
Stag Lane Junior School	PRI	NA	NA	Bronze	Bronze	Bronze
Stanburn Primary School	PRI	NA	NA	NA	NA	Bronze
The John Lyon School	IND	Bronze	Bronze	Bronze	Bronze	Bronze
The Jubilee Academy	SEC	NA	NA	NA	In Dev	Bronze
The Sacred Heart Language College	SEC	NA	NA	NA	NA	In Dev
Vaughan Primary School	PRI	Silver	Silver	Gold	Gold	Gold
Weald Rise Primary School	PRI	NA	NA	NA	Bronze	Bronze
Welldon Primary School	PRI	Silver	Silver	Silver	In Dev	Silver
West Lodge Primary School	PRI	NA	Silver	Silver	Bronze	Silver
Whitchurch Primary School	PRI	Bronze	Bronze	NA	NA	Bronze
Whitefriars School	PRI	NA	Bronze	NA	NA	Bronze
Whitmore High School	SEC	NA	Silver	Silver	Bronze	Silver
Woodlands School	SEND	NA	NA	NA	NA	In Dev

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**REPORT FOR: Traffic and Road Safety  
Advisory Panel**

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<b>Date of Meeting:</b>	19 <sup>th</sup> July 2016
<b>Subject:</b>	Cycling in Harrow
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Tom McCourt – Corporate Director, Community
<b>Portfolio Holder:</b>	Graham Henson - Portfolio Holder for Environment, Crime and Community Safety.
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes, following consideration by the Portfolio Holder
<b>Wards affected:</b>	All
<b>Enclosures:</b>	<b>Appendix A</b> – Harrow Cycle Vision document <b>Appendix B</b> – First tranche of Quiteways cycle routes in London <b>Appendix C</b> – Harrow Cycling Strategy <b>Appendix D</b> – Harrow - Cycle Skills Network Audit (CSNA)

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

This report provides information about the current position with cycling in Harrow and recommends a way forward for delivering the aspirations of the Cycle Strategy.

### **Recommendations:**

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that:

1. That the work programmes and initiatives to deliver the cycling strategy to date using TfL grant funding is noted,
2. That the Borough Cycle Action Plan be reviewed and updated to set out specific, realistic and deliverable short, medium and long term goals based on anticipated funding levels,
3. That the Harrow cycle skills network audit be noted and the findings used to prioritise the infrastructure improvements in the Borough Cycle Action Plan,
4. That TARSAP reviews progress with the Borough Cycle Action Plan annually,
5. That the 2017/18 LIP programme increases the proportion of investment for cycling within the total funding to be confirmed by TfL,
6. That the administration makes a positive case to the London Mayor for additional investment in cycling for Harrow to deliver it's cycle strategy,
7. That all opportunities to secure developer contributions and Community Infrastructure Levy funding for cycle infrastructure improvements are pursued,
8. That the administration supports the London 'Safer Lorries Safer Cycling' scheme.

### **Reason:**

To improve cycle infrastructure in the borough and make Harrow a more cycle friendly borough and increase the uptake of cycling as a sustainable mode of transport for all users.



## Section 2 – Report

### Background

- 2.1 Cycling has an important part to play in making London more sustainable. It is a quick, healthy, affordable and non-polluting form of travel that has the potential to increase capacity on London's busy roads. More cycling will lead to less congestion by reducing the number of short car trips. It will also help reduce air pollution and bring improvements in London's street environment.
- 2.2 Harrow has great potential to increase cycling to create a significant mode share for journeys. The borough currently has low levels of cycling and this is demonstrated in the results of the last census commissioned in 2011. The borough has ambitious targets to increase the mode share of cycling included in the current Local Implementation Plan (LIP), and the Cycling Strategy for Harrow however, this requires major investment to be successful.

### London Mayor's Vision for Cycling in London

- 2.3 In March 2013 the Mayor of London launched a Vision for Cycling in London which highlighted an ambition to see cycling 'normalised' by encouraging a broader cross section of people to take up cycling. It set out four key outcomes:
- a "tube network" for the bike
  - safer streets for the bike
  - more people travelling by bike
  - better places for everyone
- 2.4 A budget of £100m was set aside by the Mayor of London to help deliver his cycling vision including delivering "Mini Hollands", cycle super highways and Quietway cycle routes with the aim to select a number of boroughs for seed funding to develop their ideas with 3-4 going forward for full funding.
- 2.5 London boroughs were encouraged to submit a bid to the GLA via the Cycle Commissioner for London setting out their aspirations for cycling and listing their proposals to remove barriers and provide new cycle links across London.
- 2.6 Harrow's bid was in the form of a document entitled "Harrow's Cycle vision" which can be seen in **Appendix A** and was considered by the Cycling Commissioner in July 2013. The document included the Council's ideas to transform Harrow into a cycle friendly borough and encourage a greater up take of cycling in the borough.

- 2.7 The Harrow Cycle vision document focussed on increasing cycling in the borough by providing high quality cycle routes that followed the line of existing tube lines, provided a network of quietway routes, provided new cycle hubs and introduced soft complementary training measures. With the promise of significant funding the proposal aimed to show what could be achieved if a higher level of investment could be secured.
- 2.8 The standard of the submissions from all the London Boroughs was exceptionally high and unfortunately Harrow was not selected as one of the boroughs to receive funding for a “Mini Holland” style project from the initial £100m available. The three chosen boroughs were Kingston, Enfield and Waltham Forest.
- 2.9 Since then TfL have been working with the boroughs and Sustrans, a charitable cycling organisation, to assist the Mayor for London to identify a “Quietway” network across London. Quietways routes are intended to form a network of radial and orbital cycle routes designed to overcome barriers to cycling and target cyclists who want to use quieter, low-traffic routes that provide an environment for those cyclists who want to travel at a gentler pace.
- 2.10 Harrow has continued to work with TfL to try to secure funding to introduce a network of cycle “Quietway routes. In May 2014 officers met with representatives of Sustrans to discuss the routes in Harrow’s vision document and to discuss which of the routes could be taken forward as “Quietways” to initial design and consultation. In December 2014 Harrow was advised that some of its routes would be included in the third tranche of funding and that the routes for investigation were as follows:
- Harrow Town Centre to Harrow Weald via Wealdstone from Wembley Park
  - Ealing(Ealing) to Harrow town centre (Harrow) via Sudbury (Brent)
  - Kenton Road to Rayners Lane and on to West Ruislip and Ruislip Gardens (two spurs)
- 2.11 The delivery of TfL’s of the Quietways programme has prioritised more central parts of London for the first tranche of schemes which have subsequently been designed and approved and are now about to be launched in the locations shown in the plan in **Appendix B**. The second tranche of the Quietways programme is currently in the detailed design stage.
- 2.12 TfL have confirmed at a recent meeting of all the boroughs this year that only one Quietway link from Wembley Park to Wealdstone is now included in the third tranche and it is anticipated that the Council will receive funding from TfL to progress this route in 2017/18.

## Cycling Strategy for Harrow

- 2.13 In 2015 the Council prepared a Cycle Strategy for Harrow which was developed in consultation with Harrow Cyclists and was subject to wider public consultation. This strategy was approved and adopted by Cabinet in January 2016 and a full copy can be seen in **Appendix C**.
- 2.14 The new cycle strategy document brings together all the policy documents, objectives and targets related to cycling detailed in the Councils approved Transport Local Implementation Plan, the Sustainable Transport Strategy (approved in 2013), Harrow's Cycle Vision document (prepared in 2013) in order to set out one overarching strategic document for cycling in the borough. It is intended that this cycle strategy will give a clear vision, commitment and impetus to improving and increasing cycling in the borough.
- 2.15 Harrow's Cycling Vision Statement states that "We want to increase the number of people cycling in the borough by making cycling more convenient, better connected, safer and more appealing to people from all backgrounds. Cycling should be seen as an enjoyable, safe, practical and accessible everyday option for more people, including older and people with disabilities, children and families."
- 2.16 The strategy recognises that Harrow's population will continue to increase and that the road and public transport network are already under considerable pressure with severe congestion on a daily basis. It is obvious that sustained growth in demand for motorised travel will outstrip the available supply of land to build more road space. Travel by car will therefore become even more difficult and the only way to accommodate this demand will be to spread the demand across a wider range of mode choices. Making the most of the potential offered by cycling is therefore an important aspect of a well-managed transport system. Cycling has considerable scope for growth and it is, for many, the best way of making short journeys of up to 5 km (3 miles) compared to other modes of transport.
- 2.17 The strategy also recognises that there are a range of significant barriers to delivering this vision. Firstly the attitudes towards cycling as a viable transport mode need to change. There is often a fear of safety and vulnerability around traffic, particularly when undertaking unfamiliar journeys, as well as the historically high reliance on the car and the convenience this mode provides. Additionally Harrow has one of the most diverse populations of any London borough and there are sectors of the community that still need to be encouraged to consider cycling as an alternative to using the car. Secondly the physical environment is a major factor in discouraging cycling due to high traffic speeds, aggressive or inconsiderate driver behaviour, insufficient cycle parking facilities at key locations and significant severance issues caused by major roads. Finally the delivery of the strategy is often hindered by a lack of political priority and insufficient funding and resources.

- 2.18 The strategy sets out an approach to overcoming these barriers through targeted training and education, particularly at schools, community engagement via events and champions, improving cycle infrastructure, securing additional funding and resources and integrating initiatives into public health and development control. A Borough Cycle Action plan is set out in appendix G of the strategy that indicates the delivery of operational and cycle parking measures, infrastructure improvements and other educational and promotional initiatives.
- 2.19 The strategy has also set out some high level cycling objectives and targets to monitor progress in delivering the strategy as follows:

Objectives	Targets
Objective 1 - The Council will create a safer and better environment that supports cycling as an equal mode of transport	<ul style="list-style-type: none"> <li>• Reduce the year on year nos. of KSI incidents involving cyclists as a % of cycling activity recorded in the Borough</li> </ul>
Objective 2 - The Council will promote cycling as a convenient, safe, secure, inclusive and enjoyable activity	<ul style="list-style-type: none"> <li>• Deliver a minimum of 200 adult cycle training courses annually</li> <li>• Deliver cycle training courses to a minimum of 30 schools annually</li> <li>• Support the delivery of at least 10 led rides in the Borough annually</li> <li>• Introduce at least one Bikeability Plus initiative annually</li> <li>• Deliver “2 Try Cycling” Roadshows annually</li> <li>• Support local events by delivering Dr Bike events annually</li> </ul>
Objective 3 - The Council will elevate cycling as an important sustainable mode of travel in the Borough	<ul style="list-style-type: none"> <li>• Achieve 1.5% mode share for cycling by 2017</li> <li>• Increase the number of pupils cycling to school by 1.8% by 2020</li> <li>• Undertake an annual resident survey to measure changing attitudes towards cycling</li> </ul>
Objective 4 - The Council will facilitate and support bicycle ownership/access and secure parking	<ul style="list-style-type: none"> <li>• Increase the number of cycle parking spaces in schools to 66 pupils per cycle parking space by 2020</li> <li>• Reduce the number of cycle thefts in the Borough by 20% annually</li> <li>• Deliver an increase in the nos. of on street parking stands annually</li> </ul>

2.20 Harrow has maintained within the strategy its desire to introduce the “tube map” of aspirational strategic cycle routes to provide a seamless, convenient and safe network of cycle routes across the Borough. This can be seen in the diagram below.

***Harrow Cycling Connectivity Map***



**Current situation**

- 2.21 The public, members and local cycling groups have indicated that they wish to see a more comprehensive cycling network that provides safe and well connected facilities for whole journeys.
- 2.22 A review of the network in December 2015 indicated that there are 41.6 km of on-road cycle routes, 4.8 km of off-road cycle routes and 6.5 km of Greenway cycle routes (off road routes through parks and green spaces) in the borough. The existing cycle network is integrated into the wider West London cycle network and provides some continuity of cycling to town centres located in adjacent boroughs.
- 2.23 This financial year’s allocation for cycle infrastructure projects is £90k and will be used on introducing a cycle route link from Kenton Road through to Wealdstone. It should be noted that in any one year only small elements of the network can be improved due to the high cost of infrastructure improvements and that the delivery of a complete network will take many years.

2.24 The infrastructure improvements are supported by a significant and equally important programme of initiatives to promote and encourage the take up of cycling which is undertaken through a wide range of activities such as :

- Road safety education engagement and events, particularly in schools,
- Cycle training for children and adults,
- Bike clubs, cycling promotions, liaison with cycling groups,
- Providing Travel planning support and guidance for schools and businesses on how to facilitate cycling,
- Working with schools to support cycling initiatives and promotions,
- Development of walking / cycling travel maps,
- Promotion of environmental and health benefits of cycling.

2.25 TfL funds free cycle training for adults and children which is delivered in Harrow through a contract with the UK's leading cycle training and cycling promotion specialist delivering nationally accredited cycling and walking programmes and workshops to help get more children and adults cycling more safely and more often. A sizeable programme of training is delivered each year.

2.26 Funding for cycling infrastructure schemes and educational and promotional and initiatives all comes from TfL to support the identified work programmes in the LIP. The table below shows the funding provided by TfL to support the cycling mode in recent years and the trend is that at least 20% of the funds provided annually is used on this mode of transport.

Financial year	Total LIP/BCP transport funding £k	Cycle schemes £k	Cycle training £k	Other cycle initiatives £k	Total cycling %	Road safety education, school support, sustainable transport promotion £k
2012/13	1,580	313	95		26%	182
2013/14	1,708	203	137		20%	233
2014/15	1,734	221	139	54	24%	230
2015/16	1,628	216	139	49	25%	230
2016/17	1,695	195	148	45	23%	230

2.27 The table indicates that funding allocated to infrastructure schemes has marginally declined whilst funding for cycle training and other cycle initiatives such as developing the cycle strategy has increased mainly due to the London Mayor providing a supplementary Borough Cycling Programme. Overall the levels of funding for cycling have been relatively stable.

- 2.28 Separate funding within the LIP programme is shown for road safety education, travel planning, school support and sustainable transport promotion which indirectly supports and encourages cycling activity. These educational and promotional initiatives target the wider sustainable transport agenda and the levels of funding for this are also relatively stable in recent years and represent about 13-14% of the budget.

### **The way forward**

- 2.29 The current LIP 3 year programme of investment finishes at the end of 2016/17 and a new programme of funding will be discussed between the boroughs and TfL for the period from 2017/18. Therefore there is the opportunity to give a greater emphasis to cycle projects and initiatives to support the strategy in future years. TfL have indicated that the funding levels for 2017/18 are not confirmed and have advised boroughs to develop programmes based on the status quo, however, there is a significant possibility that funding levels could reduce. It is therefore important that all opportunities to secure additional funding both internally and externally are sought to take forward the cycling strategy such as securing any additional funds through section 106 developer contributions or through TfL initiatives such as with the “Quietways” programme.
- 2.30 With the recent election of a new London Mayor there may be more opportunities to bid for cycling projects over the next 4 years. At the quietways liaison meeting at TfL in early June it was stated that the new Mayor for London Sadiq Khan has indicated that he supports cycling as a sustainable mode of transport and is seeking to maintain the current level of investment.
- 2.31 Under the previous mayoral administration TfL have focussed funding on cycle superhighways and Inner London cycle routes but it is still not clear yet whether outer London boroughs will start to receive the funds they need to improve the network and encourage a greater up take of cycling. It is suggested that the administration in Harrow should lobby the Mayor’s office and make a positive case for increased investment in Harrow to assist with delivering it’s cycle vision.
- 2.32 The Borough Cycle Action Plan currently sets out deliverable projects and initiatives up to 2016/17 but does not set out anything beyond that time scale. Therefore a more proactive approach to the Plan should be taken that indicates how major milestones and objectives can be delivered in the short, medium and long term giving oversight of the likely funding and time scales required to deliver individual elements of the plan. In particular infrastructure improvements to deliver a comprehensive cycle network will be the most resource hungry element and should be set out to show realistic aspirations and outcomes.

- 2.33 It is therefore recommended that the Borough Cycle Action Plan should be reviewed and updated to set out the short, medium and long term goals for all aspects of the programme to ensure that the use of funds is effectively targeted and can make incremental improvements in the delivery of the strategy.
- 2.34 The council recently commissioned an independent review of the transport network to undertake a Cycle Skills Network Audit (CSNA) intended to assess the skill levels needed to cycle on the highway in relative safety. These are classified using a system based on the three core levels of the National Standard for Cycle Training (Bikeability). There are three levels to Bikeability as follows:
- Level 1 (green badge) covers basic bike handling skills and is delivered in a traffic-free environment, such as a playground
  - Level 2 (amber badge) is taught on quiet roads but in real traffic conditions and covers simple manoeuvres and road sense
  - Level 3 (red badge) covers more complex situations and equips the cyclist to handle a wide range of traffic conditions and road layouts.
- This programme is now being delivered in schools across the United Kingdom and is subsidised in London by TfL giving free cycle training for adults and children.
- 2.35 The bikeability level assessment is used as a tool to identify barriers to cycling on the public highway by highlighting locations with more physical segregation typically at main road traffic corridors or at more complex junctions and intersections. This audit helps to prioritise interventions and funding in work programmes and ensures the effective use of resources to maximise the improvement of the highway network for cyclists.
- 2.36 It is recommended that a review of the Borough Cycle Action Plan infrastructure improvements takes account of the findings of the latest audit.
- 2.37 Another use of the audit is to support the development of Bikeability travel maps which are used to help the provide map based information on the best routes to use in order to get to local destinations taking account of the relative skills that different cyclists have. The Council provides this information to encourage and engage with existing cyclists as well as potential new cyclists. Cycling leaflets have also been produced based on these maps and targeted at specific user groups such as schools for example. All skills levels are based on bikeability criteria.

### **London Safer Lorry Scheme**



- 2.38 London's Safer Lorry Scheme came into force on the 1st September 2015, and applies to all vehicles over 3.5 tonnes. All of these vehicles now need to have class V (5) and VI (6) mirrors fitted and side guards between the front and rear axles
- 2.39 The scheme was developed by TfL with backing from London Councils, and covers every road in Greater London, except motorways, and will operate 24 hours a day, seven days a week. It is enforced by the Police, the Driver and Vehicle Standards Agency and the joint Transport for London and Department for Transport funded Industrial HGV Taskforce (IHTF).
- 2.40 The scheme has come into force following numerous high profile fatal accidents involving cyclists and HGV's. Shockingly, 7 out of the 8 cyclist deaths in London in 2015 involved Heavy Goods Vehicles, despite the fact that they only take up 5% of the capital's average traffic. The council supports this initiative.

### **Legal implications**

- 2.41 There are no legal implications.

### **Financial Implications**

- 2.42 Transport for London provide grant funding annually to deliver the LIP programme of investment. This includes the funding of cycling projects and initiatives identified in the LIP.
- 2.43 In 2016/17 £1695k has been provided by TfL for transport schemes and initiatives of which £388k is specifically for cycling.
- 2.44 Where necessary the council receives developer contributions through section 106 agreements as a part of the development control process to support the delivery of cycle infrastructure. These funds contribute to the overall delivery programme.

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

- 2.45 A programme of cycling schemes and initiatives was included in the Transport Local Implementation Plan (LIP) which was approved by full Council. The LIP was subject to a full Equalities Impact Assessment and was identified as having no negative impact on any protected equality groups and with positive impacts on the disability and age equality groups.

### **Council Priorities**

- 2.46 The cycling strategy and other cycle policies detailed in the report accord with the administration's priorities as follows:

- Making a difference for the vulnerable
- Making a difference for communities
- Making a difference for local businesses
- Making a difference for families

### Section 3 - Statutory Officer Clearance

Name: Jessie Mann	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 01/07/16		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 6.9.16		

<b>Ward Councillors notified:</b>	<b>YES</b>
<b>EqIA carried out:</b>	<b>NO</b>
<b>EqIA cleared by:</b>	An EqIA has been undertaken for the Transport Local implementation Plan of which this initiative is a part. A separate EqIA is therefore not necessary

### Section 4 - Contact Details and Background Papers

#### Contact:

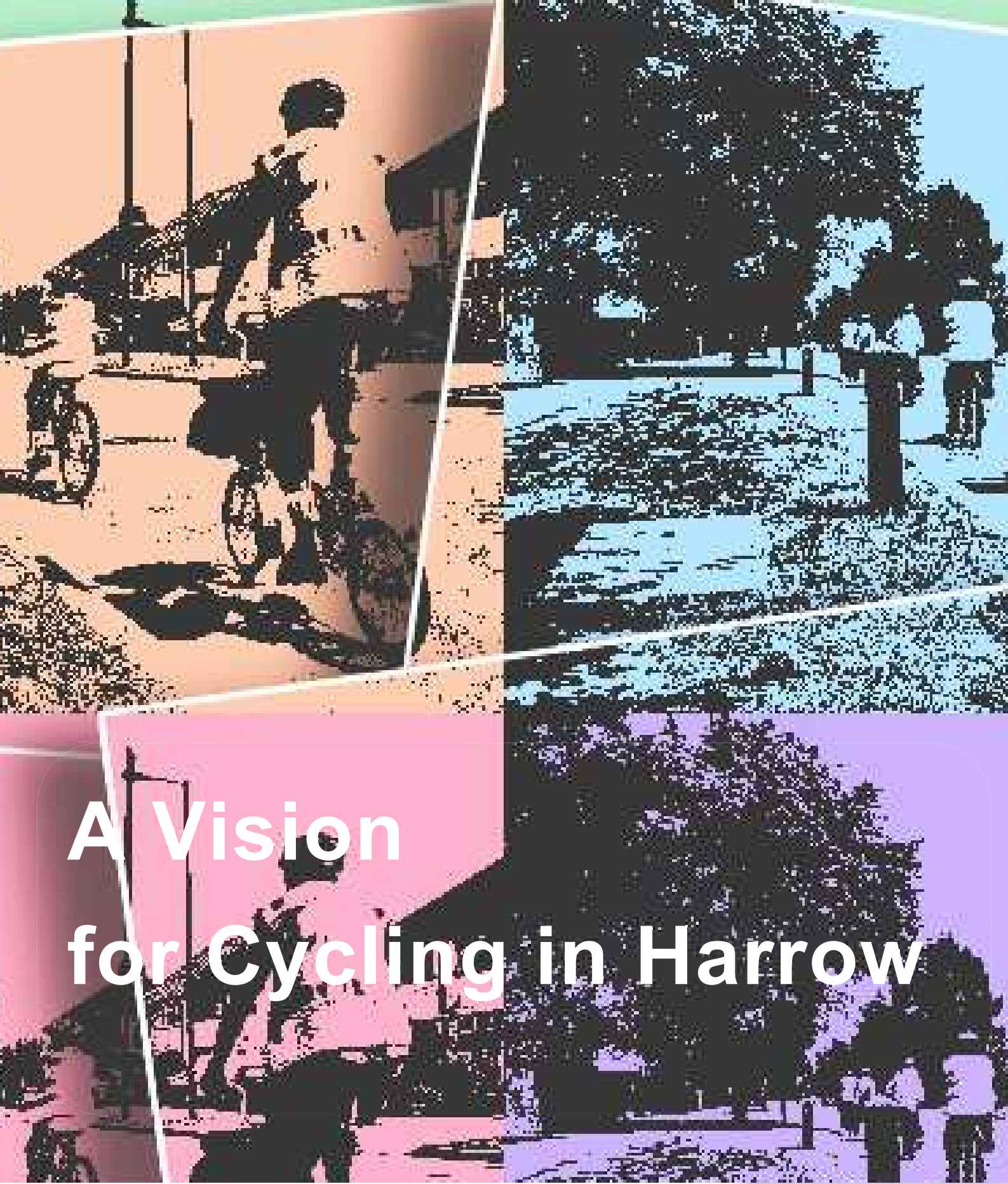
David Eaglesham, Traffic and Highways Asset Manager  
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Barry Philips, Traffic and Parking Team Leader  
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## **Background Papers:**

Cycle Strategy 2016  
Sustainable Transport Strategy 2013  
Cycle Vision Document 2013  
Cycle Skills Network Audit (CSNA)

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# A Vision for Cycling in Harrow



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Quiet Routes

Design Details

Finance

# 01 Introduction

**Harrow has great potential to increase cycling to create a significant mode share for journeys. We have relatively low levels of cycling as was demonstrated in the results of the 2011 Census. However, with a co-ordinated system of hard and soft measures achievable with the very significant funding on offer, we can target potential cyclists of all age groups and backgrounds. We have ambitious targets in our current Local Implementation Plan to increase the mode share of cycling and if we are successful in this bid it would allow us to revise these targets and be even more ambitious.**

**Harrow has one of the most diverse populations of any London Borough which is a**

**challenge to increasing cycling mode share, particularly with the use of existing cycling infrastructure. The relatively low levels of funding received by Harrow in recent years have only enabled us to make small localised changes to the network to assist cyclists. We are aware from the public and local cyclist groups that they wish to see a more comprehensive cycling infrastructure that provides safe facilities for their whole journey i.e. an end to end approach. The opportunity to bid for the current Quietways programme and other substantial cycling projects over the next 4-5 years would give Harrow the funds to deliver on these aspirations for the benefit of Harrow residents and London as a whole.**



# Our vision

**“To increase the modal share of cycling in the borough and to make Harrow a safer place to cycle”**

This is our pledge to ensure that we make Harrow a better place to cycle.

- Provide segregated cycle facilities where possible
- Allow cycling in our parks
- Promote cycling to all communities particularly those that are under represented
- Expand the cycle training programme
- Improve signage
- Improve facilities for cyclists at junctions and roundabouts where possible
- Introduce cycle routes to mirror train lines
- Reduce barriers to cycling
- Increase cycle parking facilities
- Ensure cycling is at the heart of our sustainable policies



Councillor Susan Hall – Leader of the Council

# Statement from Harrow Cyclists

Harrow Cyclists is the local borough group of the London Cycling Campaign, a 12,000-strong membership organisation which campaigns for better cycling facilities in London.

We support Harrow Council's cycling plan in principle. We would like Harrow to adopt the recommendations in the report from the 'Get Britain Cycling' All Party Parliamentary Cycling Group Inquiry, and meet the London Cycling Campaign's 'Space for Cycling' demands:

- Ensure that cycling is funded appropriately (consistent funding of at least £20 per person per year)
- Ensure that cyclists' and pedestrians' needs are considered at an early stage of all new developments, including secure cycle storage on new build estates
- Separate bicycles and motor traffic at busy roads and junctions using European-style infrastructure
- Reduce the default speed limit in urban streets to 20 mph, and remove through motor traffic from residential and shopping streets
- Safe cycling and walking routes for all children between home and school
- Strengthen the enforcement of road traffic law, including speed limits
- Provide cycle training and promote cycling as a safe and normal activity for people of all ages and backgrounds
- Appoint a lead politician responsible for cycling

People in Harrow should be able to cycle where they want to without being put off by fear of motor traffic. This includes women, children, older people and people with disabilities. A bicycle-friendly Harrow will be good for the economy, the environment and people's health and happiness.

# Challenges

The economic and environmental challenges that London now faces require significant changes to the way people live and carry out their lives. Recent demographic projections suggest that the population of the west London sub-region is set to grow over the next two decades, reaching 1.6 million in 2031, an increase of some 12%. The challenges arise because:

As the population grows, traffic volumes are likely to grow seriously impacting on the economic success of the city; and the economy is over reliant on gas and oil imports which are dependent on increasingly unstable regimes.

As a result of both these factors: traffic congestion continues to damage the economy; air pollution is getting worse, causing thousands of premature deaths; overcrowding on public transport will continue to worsen unless addressed by significant further investment; and obesity

levels and diabetes which are both exacerbated by sedentary lifestyles, continue to increase.

The population and employment growth projected is likely to result in a 40 per cent increase in demand across London for peak hour public transport by 2025, particularly on radial routes into central London.

There is a lot that has to be done to ensure that London continues to function and to ensure that it has a viable economy, a healthy population and is a place where residents and businesses can flourish and co-exist in harmony. One of the ways we can improve the local environment is to reduce our reliance on non-sustainable forms of transport and to create a better environment for sustainable forms of transport. This report will show how Harrow's mini Holland bid will help to address these issues and allow us to work towards a more sustainable future.

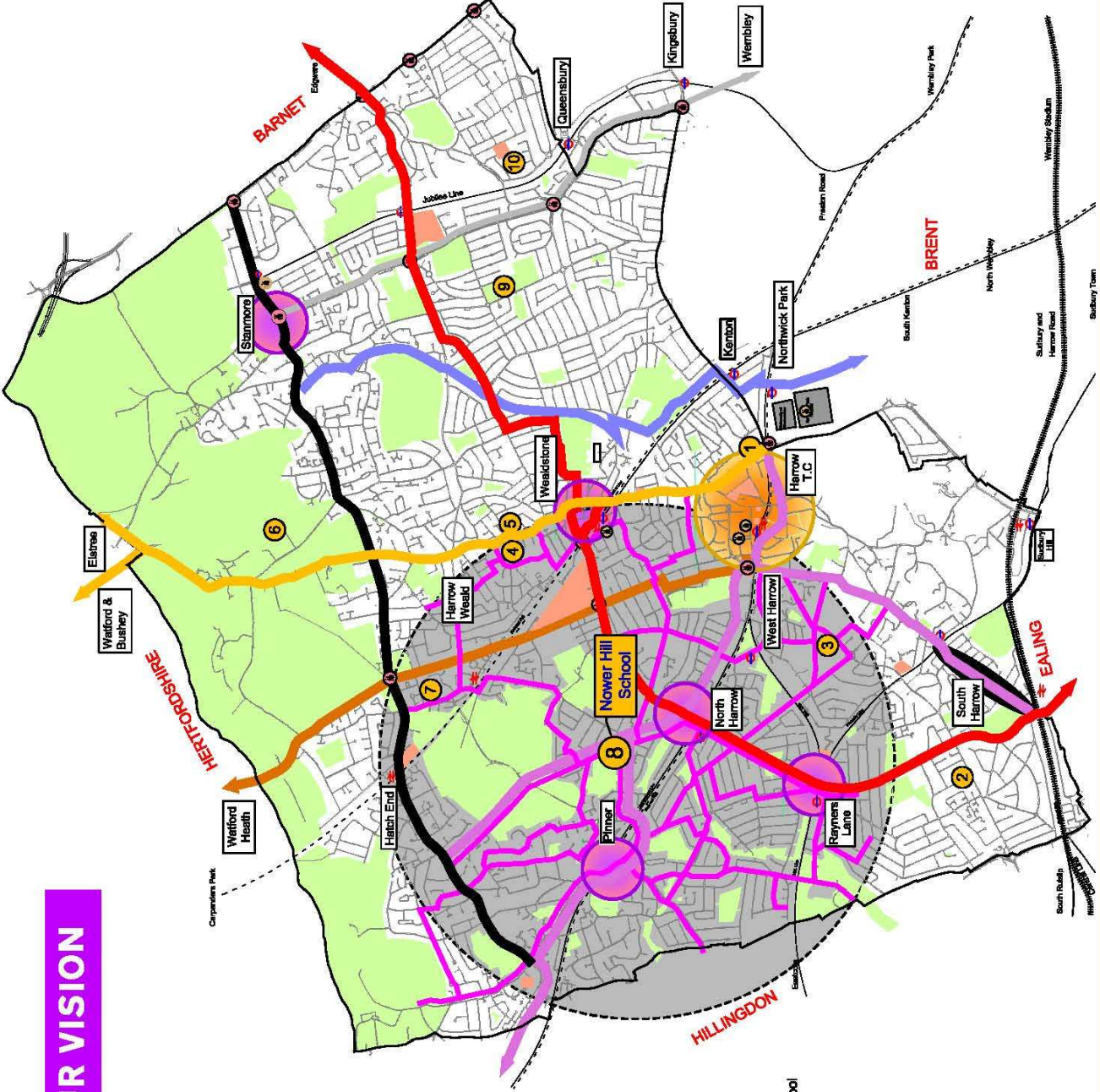
# Delivering our vision

Harrow's overall vision can be seen on the plan below which shows a combination of the key elements which is:

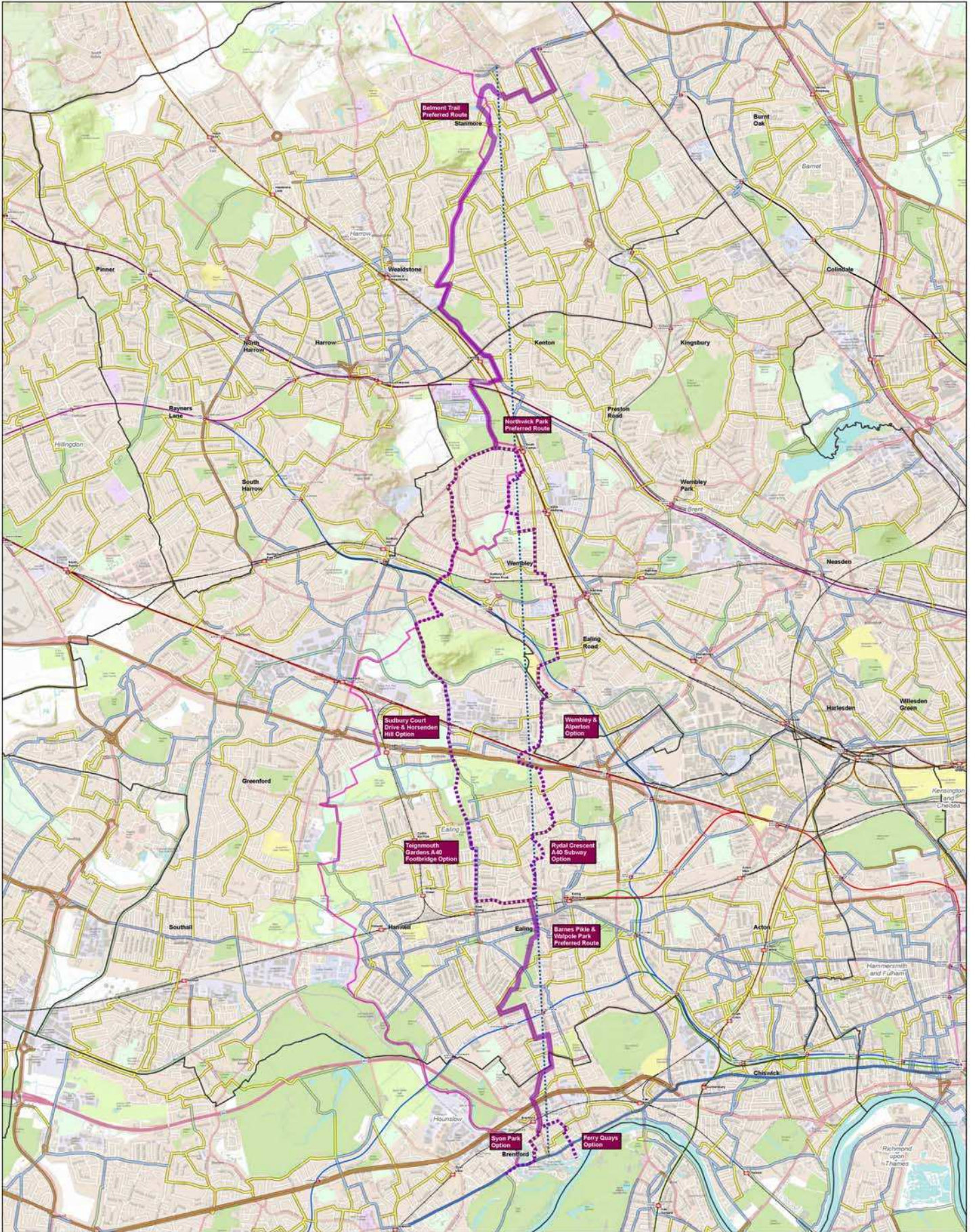
- Heart of Harrow – Major changes in the Town Centre
- Major Routes – Routes based on underground lines
- Cycle Super hubs
- Quiet Routes (potential Quiet ways)
- Complementary Soft Measures
- Transform Harrow's cycle infrastructure and increase levels of cycling in the borough

Each of these key elements is explained more fully in the document.

# OUR VISION



- KEY**
- ③ High Schools
  - Ⓜ Barrier/Pinch points
  - Ⓢ Proposed Cycling Hubs
  - Ⓜ Main Town Centre
  - Ⓢ Secondary Centres
  - Ⓢ Nower Hill School Catchment Area
  - Ⓢ Quiet Cycle Routes Linking School
  - Ⓢ Metropolitan Route
  - Ⓢ Cross Harrow Route
  - Ⓢ Heat of Harrow
  - Ⓢ Bakerloo Line
  - Ⓢ Jubilee Route
  - Ⓢ Stanmore to Thames Route
  - Ⓢ Northern Line
  - Ⓢ London Underground
  - Ⓢ National Rail
  - Ⓢ Parks and Greens
  - Ⓢ Large Scale Developments



**Legend**

- Borough boundaries
- Proposed Sustrains Linear Greenway route
- Preferred route
- Route options
- 'As the crow flies' route
- Barclays Cycle Superhighways
- London Cycling Guide Routes
- Provision for cyclists alongside busy roads
- Routes signed for cyclists that may be on busier roads
- Routes on quieter roads recommended by cyclists
- Routes through parks for walking & cycling
- Pedestrian only route

**ARUP**

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 Harrow, Brent & Ealing Councils  
 2016  
 Blawore to the Thames Cycle Route

Scale: 1:23,000  
 Issue: 22/07/20  
 22/07/20  
 22/07/20-001



# 02 Managing Cycling in Harrow

# Barriers to cycling

- Route not safe
- Route perceived as too dangerous
- Too many hills
- Bad weather
- Public anti-social behaviour
- Unfamiliar with route
- Car is more convenient
- Too tired to walk or cycle
- Habit
- Distance perceived as too far
- Need to carry heavy goods
- Need car for next part of journey
- Nowhere to shower/change at destination
- Nowhere safe to leave bicycle or scooter at destination
- Concerns about cycle/scooter theft



# Complimentary soft measures

Harrow has an engaging programme of soft measures and campaigns which targets the diverse demographic of the borough, taking into account the BME and high risk groups as well

as addressing barriers to cycling. However, with additional funding and resources we can deliver a lot more and achieve more accurately targeted engagement.

# Junior Bike Week for pre-schoolers

We have engaged with parents of young children from all backgrounds as part of the Junior It's Up to All of Us initiative which was piloted in 2012. This promotes walking and cycling to parents whose children are of a pre-school age and will be moving to school in the next September intake. Through targeting parents via playgroups and nurseries, we have been able to increase awareness of walking and cycling to a target group that are associated with the school run within a year of approach. We targeted this demographic with a "First Steps" walk and also Junior Trike Ride as part of National Bike Week.

Through a positive spread of cycling promotion we continue to target parents of pre-school children through events at nurseries and playgroups which involve individual interaction and personalised travel planning, however this programme requires a rollout to ensure champions are trained and the project moves from pilot to implementation. This initiative

encourages a sustainable model where playgroups and nurseries take ownership for their own 'Junior Bike Week' events and the council supports through expertise and training. We also follow up this engagement once the parent's child has started school and highlight activities related to cycling to school. Encouragement is also offered with interventions where barriers to cycling are identified through an awareness and understanding of the different cultural perspectives within the borough. This is done on a very limited scale and funding would also allow us to expand our engagements with parents and children during important persuasion windows that will have a lasting impact.

We are working with Public Health to ensure active travel is promoted at a young age and noted in the anti-obesity strategy that is being prepared. We also work with our Sports Development team to tie in with their initiatives and promote extracurricular health activities as an addition to active travel.

# Targeting BME and under-represented groups

Our innovative sustainable transport initiatives embrace social media as a behaviour change tool as well as a medium through which we can encourage an expression of how cycling makes a commuter feel and we have used Facebook, twitter and YouTube to promote cycling, change live journeys and educate through tutorials. We would like to expand this work to ensure constant engagement is occurring, which has been identified as a key driver for change.

We would like to develop a unique campaign that targets ethnic minorities addressing barriers to cycling. We are also planning an initiative which targets groups in the borough through faith and community sites, encouraging those who do not speak English as a first language or face cultural barriers to become champions in their own community. Harrow has a history of excellent engagement with its residents and through our sustainable transport initiative we intend to empower those interested in cycling to lead the way for the next generation.

We have previously managed to secure high profile support for our sustainable transport campaigns including getting Bollywood stars to endorse cycling, which has had a positive impact on Harrow's community. We are working on a campaign targeting the large Hindi and Urdu speaking residents of the borough called "Bike Chalao!" This will utilise the experience we have gained in behaviour change and targeting influencers through the It's Up to All of Us campaign's extensive social media work. We have

produced bite sized cycling tips for our YouTube channel and this will be expanded with the "Bike Chalao!" campaign with interactive videos. The aim is to create a campaign that can be taken to a multilingual level and have universal messages disseminated to people from different backgrounds facing the same issues.

Through dealing with the ethnically diverse make up of the borough, we have found many parents who do not speak English as a first language and worked with playgroups to ensure cycling messages, information about cycle training, the benefits of cycling etc are all discussed with them in their own language.

We are also aiming to establish an annual cycling event during Black History Month which targets those from BME backgrounds to increase cycling among this community and to have community centres leading on a training programme which creates a sustainable model of regular cycling events.

It is our vision to target Harrow's ethnically diverse community as the demographics of the borough change. To do this we are planning to target relevant groups through a wide reaching campaign delivered digitally on the web as well as through services they use (NHS services, GPs, travel, libraries, schools, playgroups etc) as well as community centres and through social media.

# Cycling promotion at higher education sites

We have had a very successful series of bike days at Harrow College and Stanmore College, promoting cycling, cycle training and allowed us to talk to students about the benefits of active travel. We also supported the launch of St Alban's Church in North Harrow's green travel plan and provided a Dr Bike along with the police securely marking bikes on the day too. It was a very busy day and our final totals were 46 bikes fixed and made roadworthy again and 56 bikes security marked. We worked with Longfield Junior School, St Alban's Playgroup, Brownies and Guides and the British Cycling Breeze Champion to make this event special and had representation from many different clusters of the community. We would like to expand this to include the improvements suggested along the 'Heart of Harrow cycling route' and incorporate ongoing cycling promotion at the University of Westminster, an institution which has many students and faculty staff who live and travel from Harrow to their Brent campus. We would have specific led rides targeting new intake students at fresher's fairs and also provide Summer Stress Relief Rides after exams, as well as maintenance courses and Safer Cycling workshops throughout the year. Promotions would be linked with our Public Health and Sports Development teams to ensure initiatives adopt a multi-level approach educating about health benefits, target those who are keen to get more active as well as encourage the cheaper option of active travel.

Harrow's It's Up to All of Us campaign began as a blog and has evolved into a powerful customer engagement tool for sustainable transport where we've held tweetathons to help people commute to their destinations without a car and encourage cycling through route planning for them live on twitter as they set off on their journey. We've had roaming bike buddies that have converted public transport trips to cycling trips through having a "bike buddy" mentor leading the way along bus and tube routes.



# Try Cycling events

Successful Try Cycling events have been held in selected schools in Harrow. Typically this sort of event gives pupils and teachers activities to encourage cycling to school over a longer time period – generally around 4 weeks. During the lead up to the event, school assemblies are held encouraging participation and at the end of the



assemblies registration forms are distributed. Recruitment posters are also posted around the school. During the Try Cycling period, the Council offers rewards to those achieving the highest cycling journeys to school during the event. Prizes are typically small money vouchers to music stores etc. Pupils participating have to complete diaries showing how much they cycle each week. Dr Bike sessions are also held during the Try Cycling period. The results of this sort of events have in the main been very encouraging and in some schools have significantly increased the numbers cycling to school

# Businesses

With the improvements planned for the 'Heart of Harrow' and the implementation of cycle routes corresponding with underground lines, we would like to publicise these improvements and engage more with businesses to promote cycling to a wider audience. We would like to have town centre events which include public workshops on safer cycling, cycling to work, cycling for leisure and bike maintenance in Harrow and Wealdstone town centres. We would also like to promote cycling and hold led rides for visitors to the borough via Harrow Hotel.

We will promote cycling at the two grocery superstores in the town centre, Morrisons and Tesco's. This would be through Dr Bikes, cycling workshops and promotions to staff and customers. We will also engage with the Business Improvement District to target their members. The aim would be to have a cycling champion at as many businesses as possible to take responsibility for promoting cycling in their workplace with encouragement and support from the council.

The bikeability maps would also be distributed via all these outlets, as well as libraries, GP practices, and local businesses

# Bikeability travel maps

In 2011, the borough commissioned a cycle network audit of the whole borough. This audit produced maps showing cycling ability levels – Bikeability levels - required for riding along all links and all parks in the borough at the time of the audit. The maps also identified gaps in cycle parking facilities. These maps have been very useful in prioritising future works.

Roads classified in the borough audit as suitable for Level 1 cyclists are generally traffic free roads or roads with very little traffic. Cycling in parks in Harrow is currently not allowed by local By-law. However, the borough is considering trialling permissions to cycle in selected parks.

This will need to be evaluated before the major change to the By-law is made. Should this happen, these routes will probably be suitable for Level 1 cyclists.

Most roads in Harrow are classified as suitable for Level 2 cyclists. These are

generally safe residential roads with some parked cars but not overly congested.

Roads classified as suitable for Level 3 cyclists are predominantly busy roads with high speed traffic, lots of parked cars and complex junctions and roundabouts. Northwick Park roundabout in Harrow is classified as 3+ and is therefore identified as really difficult for cyclists to use.

Bikeability travel maps are used to help the borough better engage with existing cyclists and also potential new cyclists. Cycling

leaflets have been produced based on these maps and customised maps made available to residents, new cyclists and other communities regarding the local cycle routes skills levels. All skills levels are based on bikeability criteria.

**Harrow High School Travel Map**

**Bikeability Levels**

There is no doubt to want and enjoy with bike riding. It is a great way to challenge yourself and keep fit and healthy! Let's get started!

- The easy job - Level 1 routes** are located where there is no traffic and features only basic cycle and bicycle handling in Harrow.
- Slightly harder - Level 2 routes** are located on small roads. Level 2 training is covered on quiet roads but with real traffic conditions and usually by children aged 10 and upwards. Once you have completed Level 2, training you will be able to safely make a trip to your main's house, to your local shops and those of all you could cycle to school! A great way to start the day!
- The Challenge - Level 3 routes** are all routes with more congested traffic to negotiate. After you have mastered Level 1 & 2 you is the time to challenge yourself! In order to complete this level you will need to be able to show how you can cycle through complex roads and junctions on your own.

**Please remember to wear Harrow's roads and footpaths colour graded to the Bikeability standard. This map will help you plan a route to school based on your Bikeability and confidence level.**

**It is your 10 minute walking distance and includes on the way to school. This is a great way to get to school.**

**Distance**  
The grading of the roads and footpaths is a 10 minute walk to school. This map is only for use on routes that are 10 minutes or less.

**Top Tips!**

**Be the first stop**  
Get a lock - a good one to your bike will be there when you finish school. OK and a helmet, you might not think it's a big deal, but if you end up falling off you will be glad you made the effort and so will your teacher!

**Be bright be seen**  
High visibility clothing and lights on the front and back of your bicycle are a must! To make sure you can always be seen when cycling, wear reflective strips or a fluorescent vest.

**Assume vehicles will turn left without indicating**  
Cycle with the assumption that vehicles will turn left, always be ready to brake if necessary.

**Lorries and HGV's**

- Avoid cycling alongside a lorry, brake if necessary. Lorry drivers have the most difficult viewing systems in the world, especially in busy traffic.
- Remember even we do give a horn blast. Large lorries always move out to the right before they swing sharply across to turn left.
- Take care at traffic lights. At traffic lights make sure you stop behind large vehicles or get a long way in front of them so the other can clearly see you. Use the middle, not the left side, of the painted side box of advanced stoplines.
- Heard a horn in the school place to be. When possible walk on the right side, so the driver can see you.

**Never your phone over your head**

It will improve the quality and speed of your bike ride! And most importantly it will ensure you ride safely.

**Cycling Benefits**

**Health**  
Cycling to school or work by bike is great exercise! It provides a low-impact workout every day, so it can help keep you looking fit, feeling healthy and all while you are having fun!

**Environment**  
Cycling is the perfect way to help the environment! Swap road transport for a bike and you will help reduce pollution and help prevent global climate change.

**Speed**  
Bicycles can be one of the fastest modes of transport, door to door. You can skip traffic, avoid the stopping and starting on buses and trains and reach your destination as quickly. Cycling allows you to be in control and you can travel at the speed of your choice!

**Fun**  
You will be surprised how fun cycling can be! Once you're happy cycling in traffic, you'll see how easy it is and how good you'll feel.

**Cycle to School** Harrow  
If you're, work or an education in the borough you are all to take part in free cycle training. For more information contact Cycle to School.  
Email - harrowtraining@cycleto-school.com  
Or phone - 0843 431 8431

**Walking And Public Transport Map**

Walking is good for your health. Walking is the easiest thing to perfect exercise. Regular exercise can help your risk of coronary heart disease and help prevent some forms of cancer. Walking regularly improves your wellbeing, helps reduce stress and improves concentration levels!

**Walking leads to a greener planet!**  
You can breathe in more pollution inside your car than you would walking the same route. The average drive to school and back releases 100kg of carbon dioxide into the air. This is enough to fill over 80 balloons (CFL standard). Walking is the most sustainable form of transport and about you time to socialise with friends!

**10-20 min 30 min walking distance as indicated on the walking and public transport map. This is calculated on a walking speed of 100m per min and a 10 min walk to school.**

**103**

**Please note:** This orientation of the map on the dashboard area of Harrow is from 2012. Bus routes are only in...

**Legend:**

- 10 minute walking zone
- 20 minute walking zone
- 30 minute walking zone
- Footpaths
- Park Entrances
- Parks
- Borough boundary
- Bus Stops
- Bus Routes
- Tram
- Tram Stops
- Taxi and Hail

**Please email requests for further copies of the map to: [central@harrow.gov.uk](mailto:central@harrow.gov.uk)**





# Dr Bike events and bike maintenance skills

Dr Bike events are organised by the Council at various public events to provide a free maintenance review and repair service on the condition of cyclists' bicycles. It is a great way of encouraging people who may not have used their bikes for some time to get their bikes out of storage and to start cycling again. At these events, trained mechanics are provided to advise on the safety and condition of bicycles participating



in the event. Most minor problems are fixed for free on the spot. Only when the condition of the bicycle cannot be fixed in the time available are cyclists

advised to visit a local cycle repair shop.

These events are very good at tempting out cyclists just for the purpose of repairing their bikes and this often leads to participants returning to cycling again. Dr Bike events

are also an excellent opportunity of promoting the borough cycle training programme, linking in with cycle maintenance through the


Cycle Maintenance courses are also offered by Cycle Experience. These courses offer basic cycle maintenance for both adults and children aged 10 and over. The courses aim to give individuals the skills to be able to make their everyday journeys without the fear of breaking down and having to 'walk the bike home' and/or 'leave the bike in the garage considered broken'.

Simple tasks like changing a tyre and mending a puncture are demonstrated and then performed by participants under the supervision of a qualified Instructor. Those participating also receive simple advice on seat height adjustments, different valve types, tyre pressures and tyre/inner tube sizes.

These maintenance sessions lasts about two hours and are practical hands-on courses

# Alleviating barriers to cycling by improving the bikeability of all routes in Harrow

Barriers along small sections of a cycle route can hinder lots of potential new cyclists. Some of these the Council cannot control but where possible the Council is taking steps to reducing these barriers.

A blurred background image of a city street. In the center, a person is riding a bicycle through a metal gate or barrier. The scene is out of focus, showing buildings and other vehicles in the background.

# 03 Cycle Hubs

# Cycle Parking Facilities

Safe, secure and weather proof cycle parking needs to be available at both the start and end of journeys for cycling to even be considered. To address this, gaps in cycle parking facilities were identified as part of the cycle network audit and a programme for implementation of required cycle parking developed. In the development of all scheme works implemented in the borough, additional cycle parking is considered holistically with other scheme improvements.

## Cycle Hubs

Cycling hubs can form an important part of cycle infrastructure by offering a focal point for facilities to park and hire bicycles.

The cycle hub would deliver the following wider benefits:

- Improve pedestrian and cyclist circulation
- Weather protection for waiting users and pedestrians
- Enhanced CCTV coverage and security across the area for all users
- Potential to reduce cycle theft levels
- Local business uplift e.g. Halfords
- Enhancements to local area by the introduction landscaping
- Focal point
- Information on routes and other cycle facilities.

We propose to install hubs in three key locations:

Northwick Park Hospital and complex

University of Westminster

Harrow Town Centre

Wealdstone and Stanmore Town Centers (aspiration)

# Cycle parking at stations

The need for cycle parking at stations is particularly important for those who are only able to cycle a short part of their overall journey or only feel sufficiently confident enough to just cycle a short distance. Most stations in the borough have some level of cycle parking available at or near the station, however the quality of parking provided is not always of the same standard.

The borough continues to liaise with TfL and Network Rail regarding suitable, secure and increased cycle parking at Harrow on the Hill and Harrow and Wealdstone stations as well as the provision of locker facilities for cyclists at these stations.



## Cycle parking at schools and colleges

The Council supports schools by providing some funding for additional cycle parking, at schools where necessary. When schools update their travel plans, schools identify the level of cycle parking they have. Following completion of their school travel plan,

schools are able to apply for small grants funding from TfL to supply more parking spaces.

# Stopping bike theft

Worries about bike theft can stop some potential cyclists from buying bikes. Bike registration helps police and retailers identify and verify the legitimate owners of bicycles that have been stolen or are being resold. Security marking bicycles deters potential thieves as a security marked stolen bike can be easily traced and returned to its lawful owner. Harrow road safety officers liaise with the local Police Community Support Officers (PCSOs) to arrange their participation in events where high numbers of cyclists are expected. At these events, the PCSOs offer a free security bike marking and registration service for those attending. PCSOs also provides these services at Harrow events during busy times that promote cycling as a form of transport e.g. Christmas markets, summer fairs etc. To encourage bike marking take up, Harrow provides a Dr Bike at busy events. This co-ordinated approach provides added value and security to those considering cycling again.



04

www.CycleExperience.com

# Transforming Cycling



# Cycle infrastructure standards

There are 41 km of cycle lane in the borough. These have been introduced to link key trip generators and places of interest such as stations, shopping areas, schools, open spaces etc. The majority of cycle facilities in the borough consist of on-road advisory cycle lanes only. Where there are insufficient carriageway widths to accommodate on-road cycle lanes, off-road segregated cycle facilities are provided on the footway where the footway is wide enough to do so. As a last resort to enable cycle route continuity, short sections of shared use footway for cyclists and pedestrians is considered.

Cycle parking facilities offered on-street are usually the conventional Sheffield hoops type. When additional cycle parking facilities are provided in schools they are more often the novelty designed carbon neutral cycle pods.

The standards of infrastructure introduced are always in line with those recommended by the Department of Transport and also follow the guidance provided in the TfL London Cycling Design Standards.



# Extensive cycling and walking improvements unveiled

Harrow in line with Government policy is actively involved in promoting more sustainable forms of transport of which cycling plays a very important part. Cycling is good for the economy, environment, health and helps reduce congestion on our busy streets.

In order to get people of all abilities to take up cycling for leisure and commuter journeys the Council must first introduce the infrastructure for cyclists to allow this to happen.

As part of the on going improvements, Harrow's transport section has successfully secured funding from Transport for London (TfL) to improve and upgrade the Belmont Trail, Montrose Walk, West Harrow Recreational Ground and Roxbourne Park.

The Council aspirations are to upgrade and improve the existing provisions through

these open spaces by introducing shared use facilities with the following core objectives which are common to both pedestrians and cyclists:

The proposed measures will help introduce and encourage less confident cyclists to take up cycling who otherwise would not feel confident cycling on road with faster moving traffic. Getting people on bikes for leisure trips improves cycling confidence and helps change the mind set where cycling is seen as an alternative mode of transport.

Works undertaken on the above schemes are as follows:

# Belmont trail

**Before-** Access onto Belmont trail was inaccessible, overgrown and uninviting attracting fly tipping and unsociable behaviour.



Adjoining neighbours reported thefts and burglaries.

**After-** Access onto the trail is now possible for both cyclists and pedestrians of all abilities. The entrance is more inviting with two paths being constructed one which is in accordance with the Disability Discrimination Act (DDA) and the other leading to steps for the more physically able users. Planting has been undertaken at key locations along the trail to encourage and promote local wildlife and further planting will be undertaken later this year alongside adjoining properties by the entrance to deter access and to improve safety for the adjacent private properties using appropriate planting.



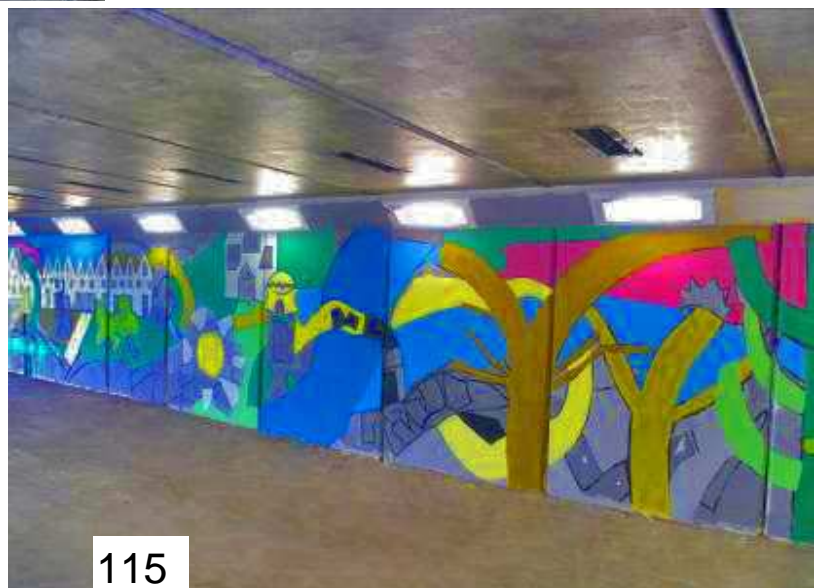
Creating a quiet lane route for cyclists of all ages would relieve these pressures and encourage people to cycle, which together with complementary softer measures, would encourage the younger generation to continue to cycle into adulthood with the obvious health and environmental benefits.



West Harrow Recreation ground



Before



After



# **05 Delivering Our Vision**

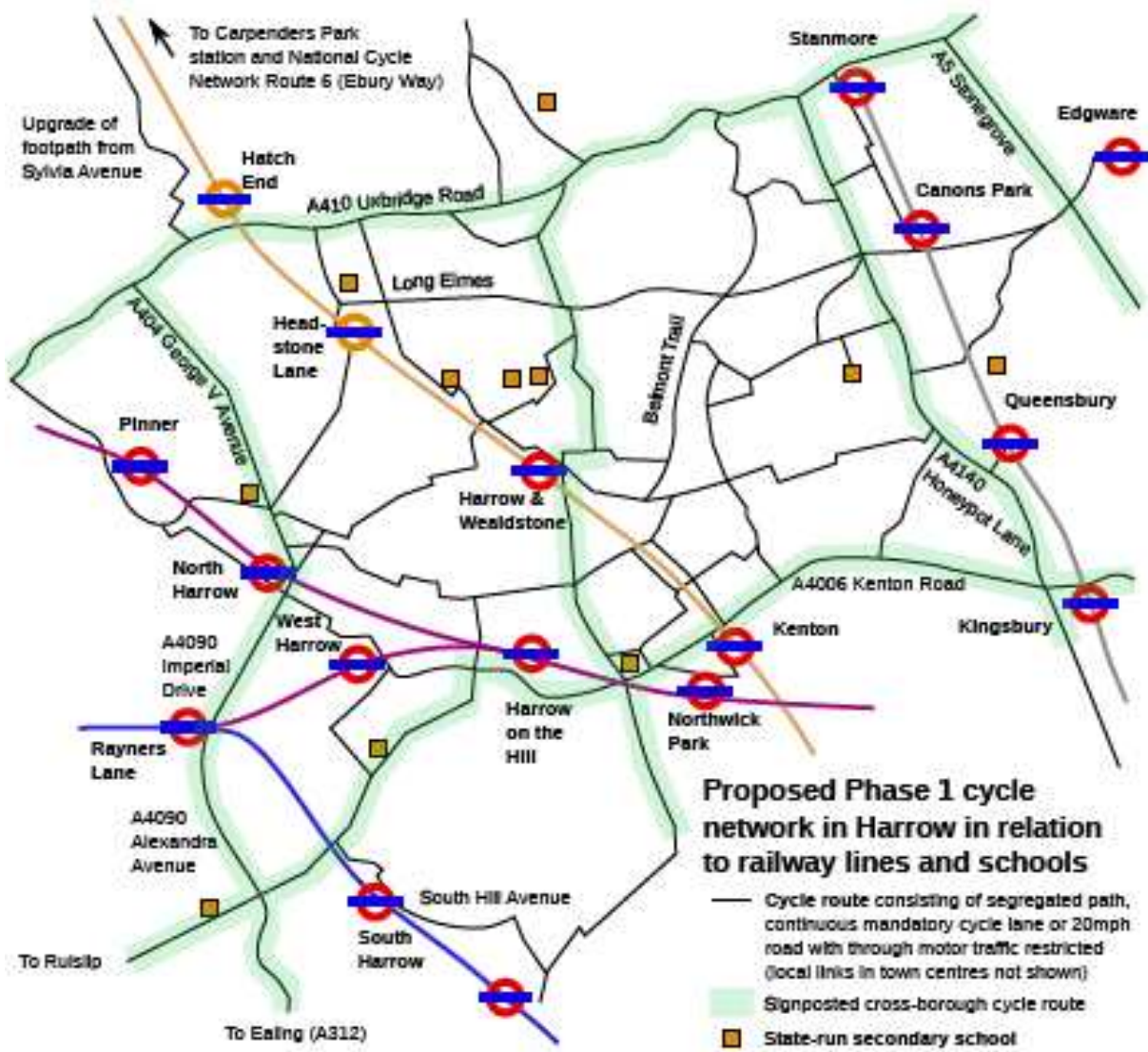
# Proposed cycle network transformation for Harrow

Over most of the past 50 years, the amount of motor traffic in Harrow has grown and the distance people walk or cycle has declined. Historically there was no cycling infrastructure, and motor traffic has made the roads increasingly hostile for cycling, with the result that very few people cycle nowadays. Major road schemes such as the Northwick Park roundabout, Roxborough Bridge and the Wealdstone town centre bypass did not consider cyclists at all or provided disconnected fragmented cycle paths and have become barriers for cyclists.

## Overview of the proposed network

To transform cycling in Harrow we propose an initial grid of high quality cycle routes crossing Harrow. (See below). This will consist of segregated or shared use cycle paths along main routes, with additional improvements in Harrow and Wealdstone Town Centres. This is not the final intended network but it should start to increase the number of people cycling and build support for further improvements.

Many of the roads in Harrow are designed in a way which causes conflict between cyclists and motor vehicles and deters people from cycling. They are frequently inconvenient for pedestrians as well, with crossings located far from where people actually want to cross the road, lack of zebra crossings and long waits for the pedestrian phase at pelican crossings.

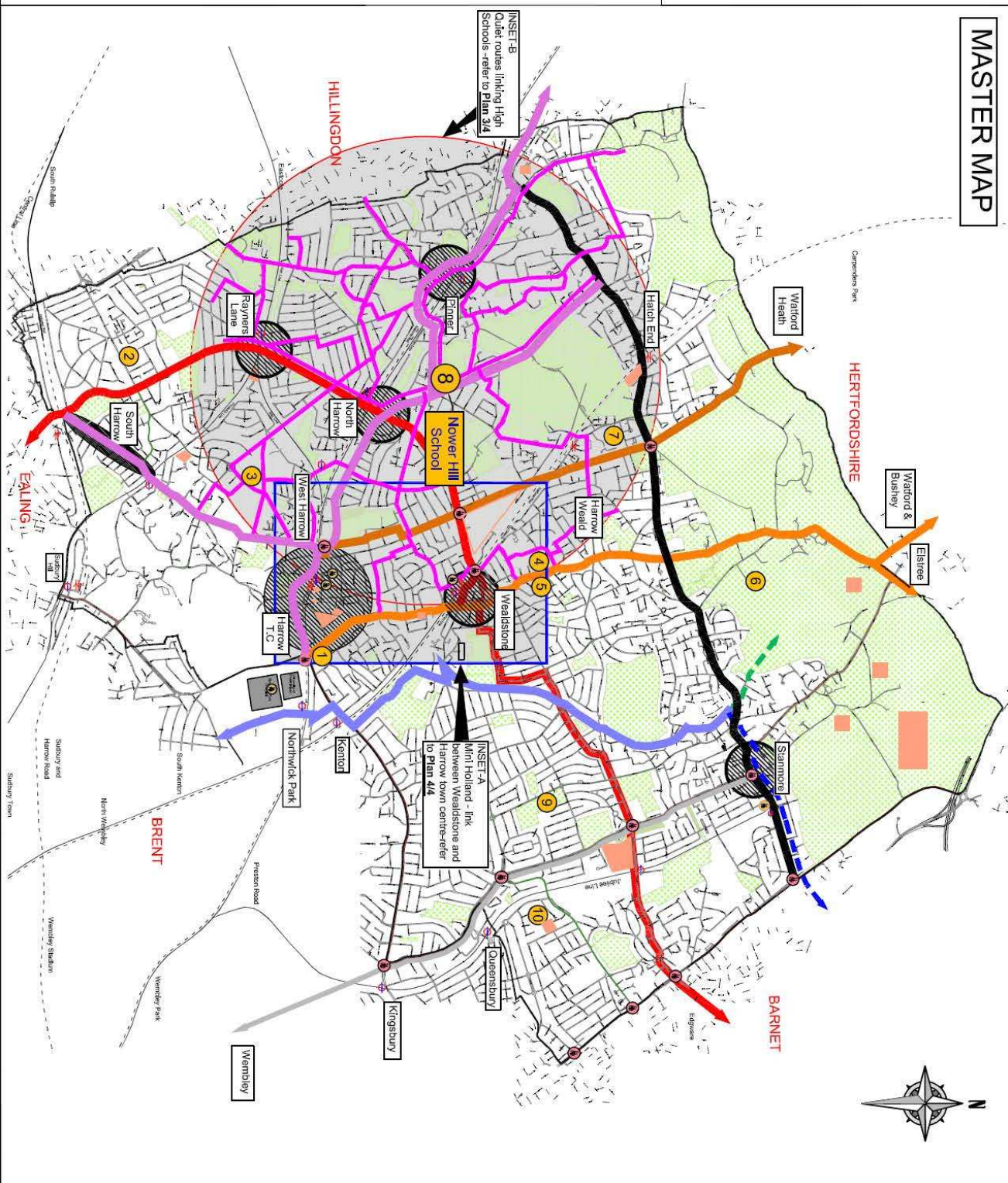


# Plan of proposed cycle routes mirroring tube routes

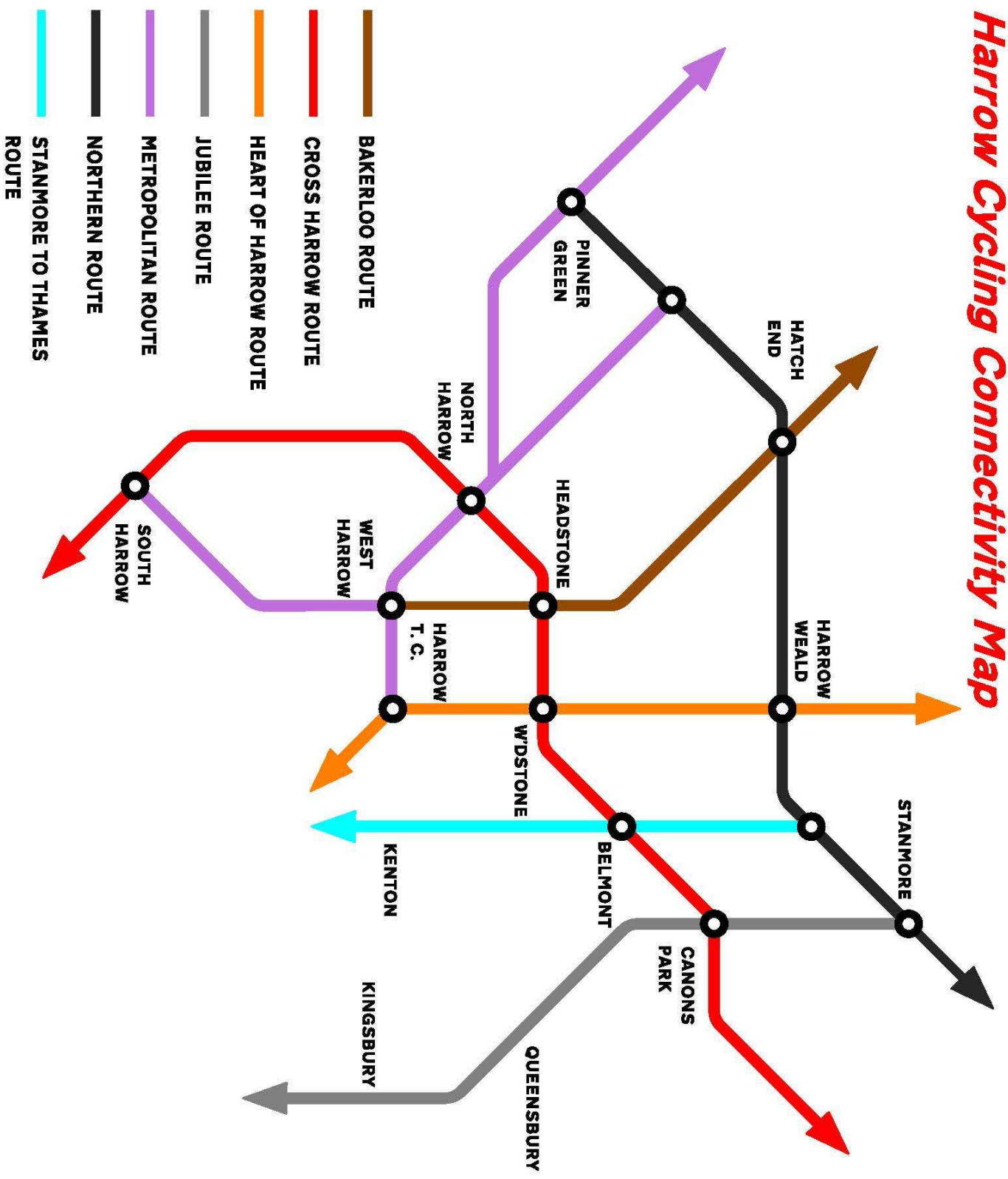
**KEY**

- 3 High Schools
- Burton/Pitch points
- Proposed Cycling Hub
- Main Town Centre
- Secondary Centres
- Cycle Route Linking Sunnyside to Barnet
- Green Grid Route
- Quiet Cycle Routes Linking School
- Parks and Greens
- Large Scale Developments
- Partial address of students attending High School
- Never Hill School Catchment Area
- Metropolitan Route
- Cross Harrow Route
- Heart of Harrow
- Bakerloo Line
- Jubilee Route
- Sunnyside to Thomas Route
- Northern Line
- London Underground
- National Rail

## MASTER MAP



# Harrow Cycling Connectivity Map





# Major Barriers

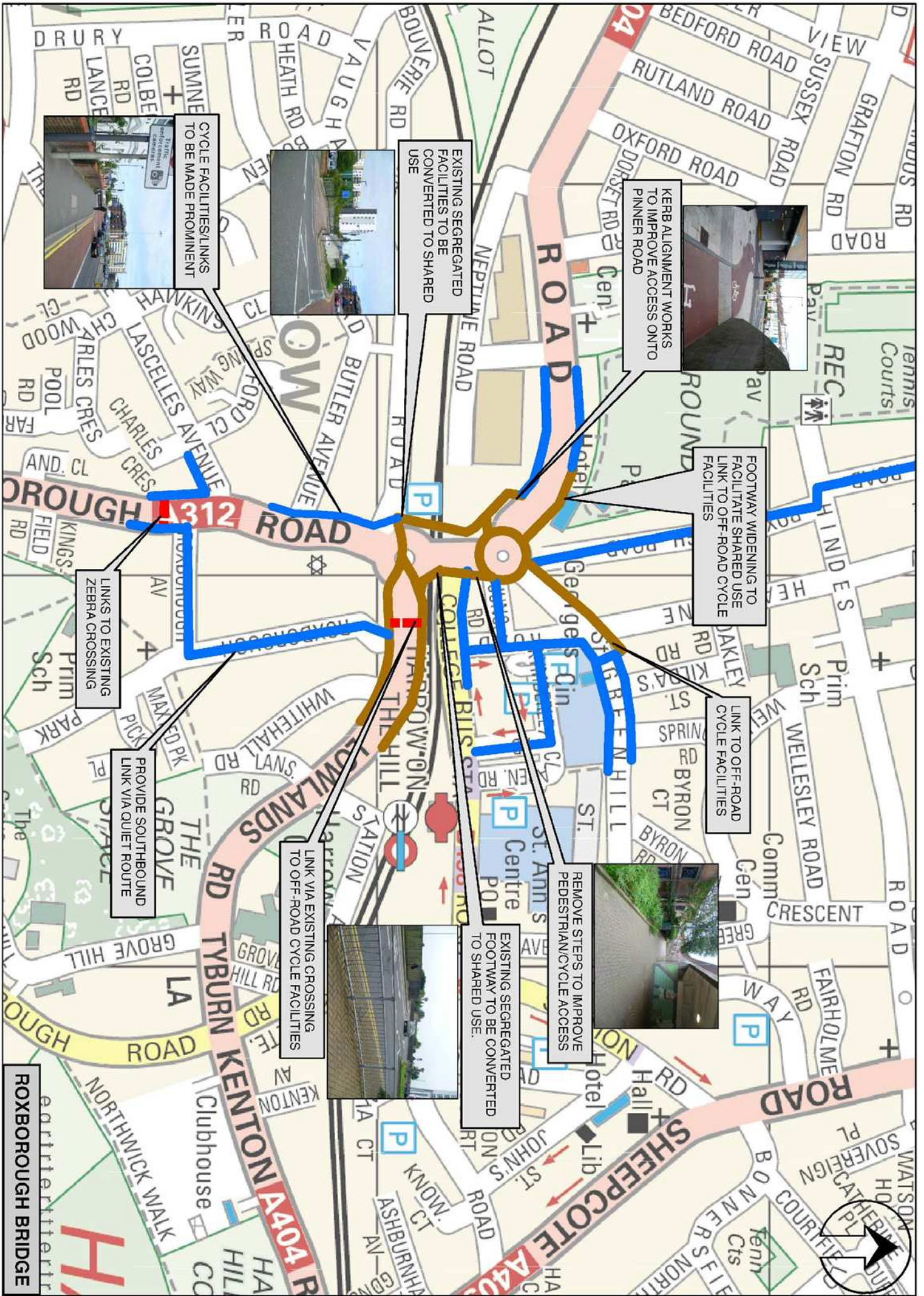
## Roxborough Bridge

Existing facilities are to be converted to at grade shared use facilities with clear and prominent signing and lining. Existing measures to be upgraded on the eastern side of Roxborough bridge which involves footway widening with pedestrian/cycle crossing facilities across College Road linking to the existing cycle facilities at the northern end of the Roxborough Bridge.

Shared use crossing facilities to be provided across Bessborough Road, Lowlands Road and utilising the existing facilities across Greenhill Way.



Roxborough Bridge, Harrow Town Centre



## Northwick Park Roundabout

Existing off-road cycle facilities to be upgraded to cater for all cycle movements utilising the existing footway and converting it to shared use. Existing shrubs/branches to be cut back and lighting/street furniture set back of footway. Existing lighting either side of the subway to be upgraded to LED lighting where appropriate.



A toucan crossing on eastern arm of Kenton Road will enable pedestrians and cyclists to access north, south and east of the roundabout. Those travelling north along Watford Road wishing to go west can use the existing subway along Watford Road and the toucan on Kenton Road (western arm). The southbound movement along the A409 to A404 (westbound) can be catered for via Gayton Road, Station Road.

Northwick Park Roundabout

**NORTHWICK PARK ROUNDABOUT**

**CROSS BOROUGH PROPOSALS TO BE PROGRESSED WITH BRENT**



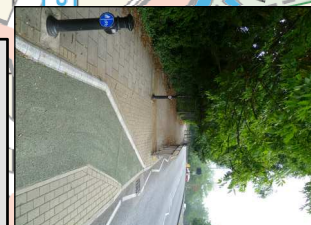
SUBWAY WALLS TO BE PAINTED WITH MURALS INVOLVING SCHOOL CHILDREN



MAKE CYCLING MEASURES PROMINENT (SIGNING/LINING)

MANDATORY CYCLE LANES (WESTBOUND)

EXTEND EXISTING OFF-ROAD CYCLE ROUTE



OVERGROWN SHRUBS TO BE CUT BACK AND STREET FURNITURE TO BE RELOCATED



CONVERT FOOTWAY TO SHARED USE



CONTROLLED PEDESTRIAN CYCLE CROSSING

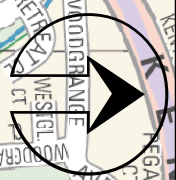


CYCLE ROUTE TO BE EXTENDED TO LINK WITH HOSPITAL & UNIVERSITY

OVERGROWN SHRUBS TO BE CUT BACK



CONVERT TO SHARED USE, CUT BACK SHRUBS AND UPGRADE LIGHTING



# The 'Heart of Harrow' Central Route

Harrow town centre has been and continues to be the centre of considerable investment as a Metropolitan Centre serving a large geographic area. Together with Wealdstone town centre, it forms the 'Heart of Harrow' intensification area containing major development sites.

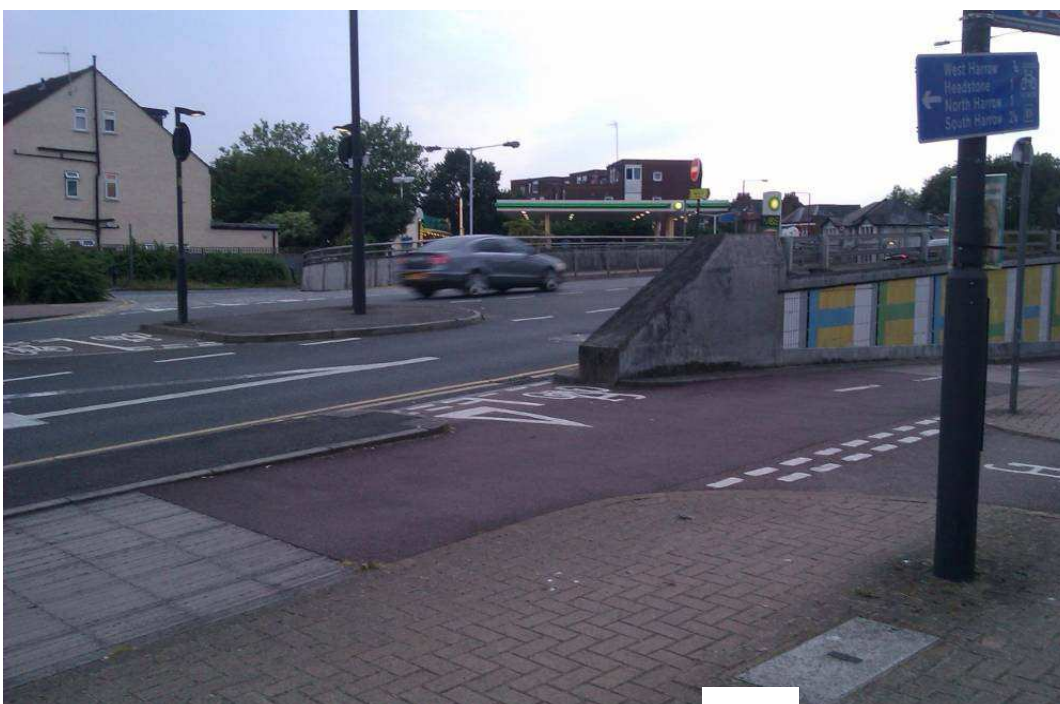
Harrow's corporate priorities include investment in Harrow Town Centre and this investment has been focused on helping local business by creating improved public realm and a more accessible public transport system. For instance, Station Road has recently been opened to two way buses and cyclists. However, funding limitations has prevented comprehensive treatment of peripheral routes.

Northwick Park Gyratory on the boundary with Brent is a major obstacle to north-south and east-west cycling journeys and is a major barrier to the large development of Northwick Park Hospital and Westminster University Harrow Campus which, although lying just in Brent, connects more naturally with Harrow Town Centre.

The peripheral road network of Lowlands Road and Bessborough Road and its dual roundabouts with limited cycling infrastructure are a major barrier to cyclists. Dedicating road space for cyclists whilst dealing with vehicular traffic and parking has always presented a challenge as solutions tend to be costly.

The 'Heart of Harrow' is Harrow Town Centre and Wealdstone town centre connected via Station Road, a major strategic road running north-south through the borough, which so far has no cycling facilities forcing inexperienced cyclists to use a non direct series of back street roads. A more direct route encompassing dedicated cycling facilities would augment the links between Harrow Town centre and Wealdstone that the area of intensification needs in order to facilitate major growth.

A more direct route encompassing dedicated cycling facilities would augment the links between Harrow Town centre and Wealdstone that the area of intensification needs in order to facilitate major growth.



Subway entrance at the Roxborough bridge roundabout

Figure 5.4: Existing layout of Lowlands Road near the Roxborough Bridge roundabout

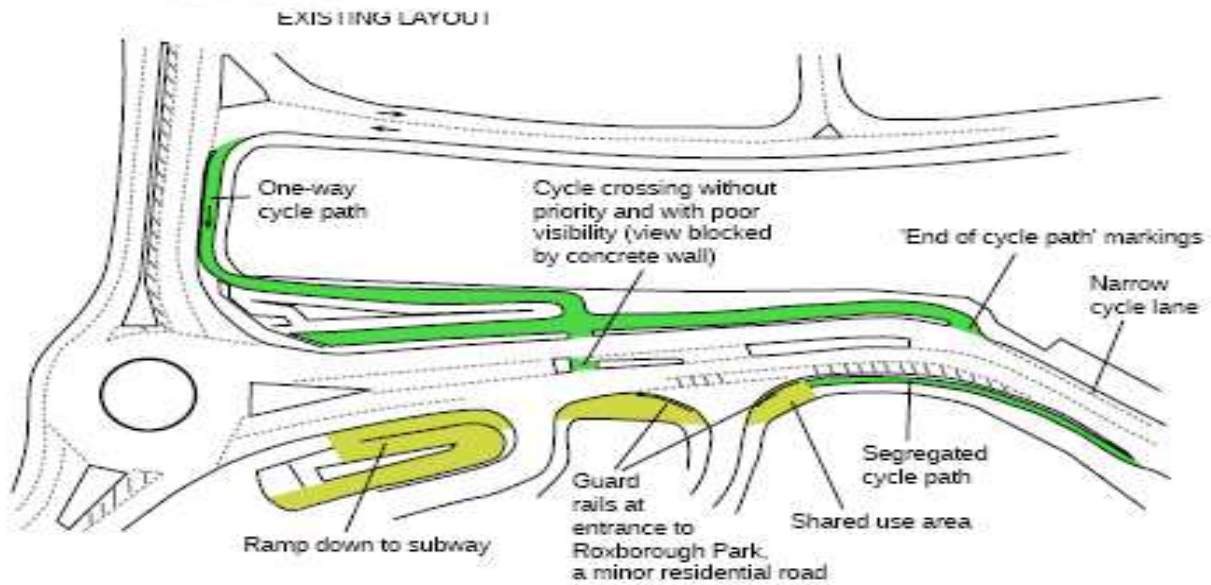
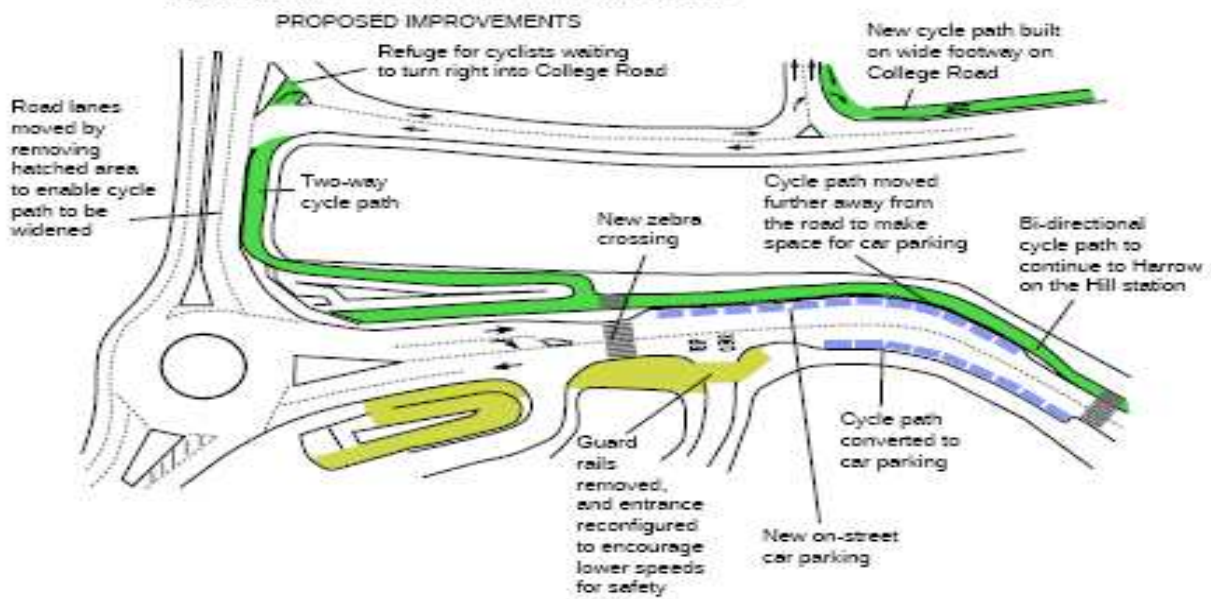


Figure 5.5: Proposed alteration to Lowlands Road to provide space for a segregated cycle path to Harrow on the Hill station



# Metropolitan Route

The route is approximately 5.4km in length; travelling north to south the route will consist of:

**Uxbridge Road to George V Avenue/Pinner Road** – Mandatory cycle lanes proposed north and southbound along George V Avenue (A404). To the north, off-road shared use facilities are proposed to link up with the east-west route along Uxbridge Road (Northern Line) avoiding the mini roundabout.

On street obstructive parking along George V Avenue (A404) to be set back into the footway/verge to facilitate a buffer between the parked cars and the cycle lanes.

The southbound cycle lanes will link up to the signalised junction and advance stop lines (ASL) will enable cyclists to pull up in front of waiting vehicles to enable them to undertake safe turning movements.

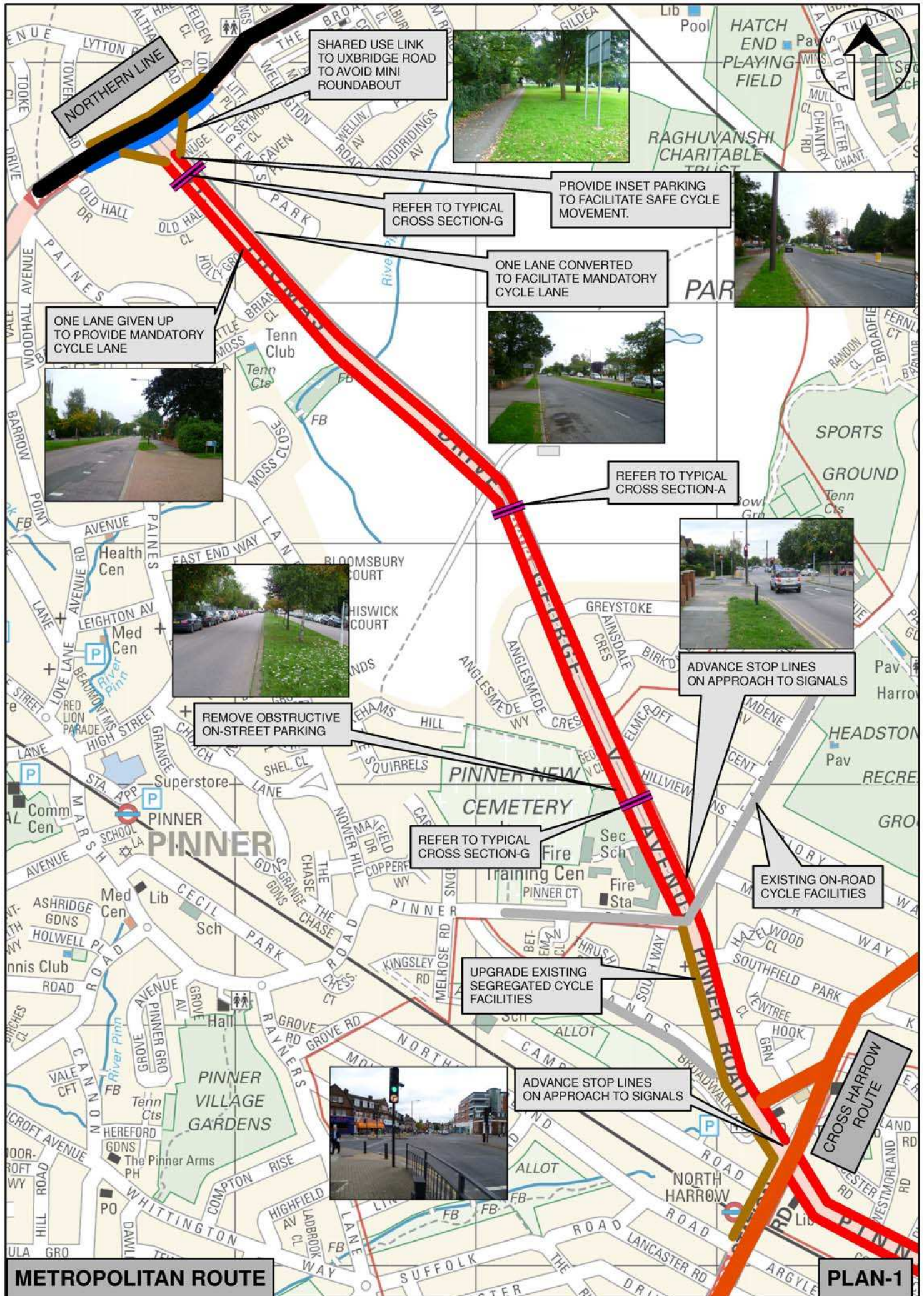
**George V Avenue/Pinner Road to Station Road/Pinner Road** – The northern and southern signalised junctions to have advance stop lines (ASL) that may require some kerb alignment works to be undertaken. The existing off-road, shared use, two way segregated cycle facilities to be up upgraded (west side), giving priority to cyclists through the use of entry treatment on side roads with give way markings, set back for vehicular traffic on side roads.

On-road, mandatory cycle lane to be provided southbound.

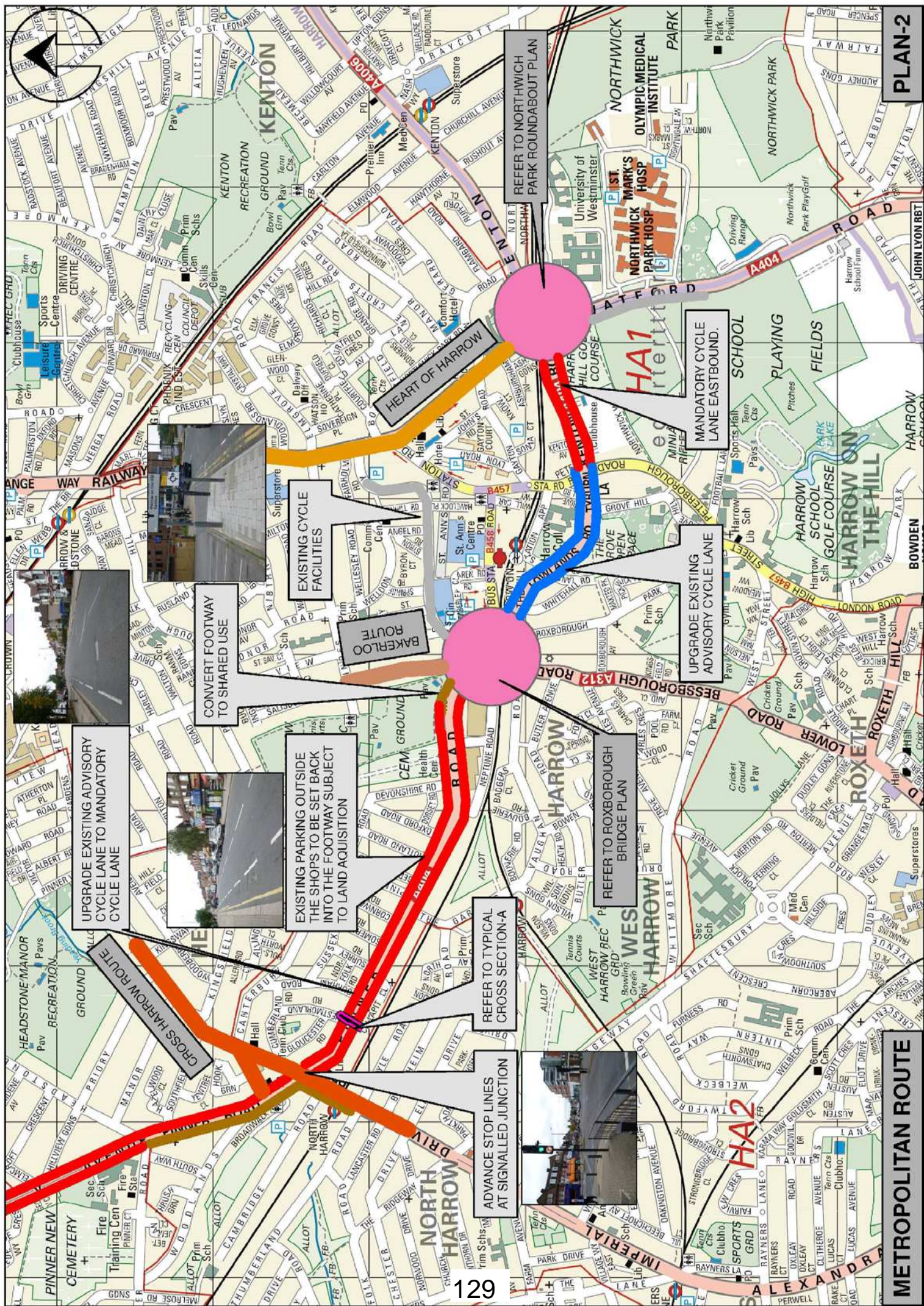
**Pinner Road Station Road/Roxborough Bridge** – Existing cycle lanes to be upgraded to mandatory cycle lanes along both sides of Pinner Road. The section of Pinner Road between Pinner View and Devonshire Road to be further investigated with a view to carrying out compulsory purchase of land to facilitate inset vehicular parking to provide a buffer between parked vehicles and the cycle lane (southeast bound).

The footway on the northern side of Pinner Road outside The Harrow Hotel leading to the cycle facilities under the Roxborough bridge underpass to be widened and converted to shared use with clear prominent signing and lining.

**Roxborough Bridge to Northwick Park Roundabout** – Existing on-off road cycle facilities to be upgraded and advance stop lines to be provided at the junction of Peterborough Road/Kenton Road. The section along Kenton Road between Peterborough Road and Northwick Park roundabout to be upgraded and converted to mandatory cycle lane.







PLAN-2

REFER TO NORTHWICK PARK ROUNDABOUT PLAN

HEART OF HARROW

EXISTING CYCLE FACILITIES

BAKERLOO ROUTE

CONVERT FOOTWAY TO SHARED USE

MANDATORY CYCLE LANE EASTBOUND

UPGRADE EXISTING ADVISORY CYCLE LANE

REFER TO ROXBOROUGH BRIDGE PLAN

REFER TO TYPICAL CROSS SECTION-A

ADVANCE STOP LINES AT SIGNALLED JUNCTION

UPGRADE EXISTING ADVISORY CYCLE LANE TO MANDATORY CYCLE LANE

EXISTING PARKING OUTSIDE THE SHOPS TO BE SET BACK INTO THE FOOTWAY SUBJECT TO LAND ACQUISITION

CROSS HARROW ROUTE

METROPOLITAN ROUTE

# Jubilee Route

The jubilee route is proposed to run from Stanmore Station to the north to Kingsbury roundabout in the south, parallel to the Jubilee tube line and will link up with Brent and the 'Road to Wembley.'

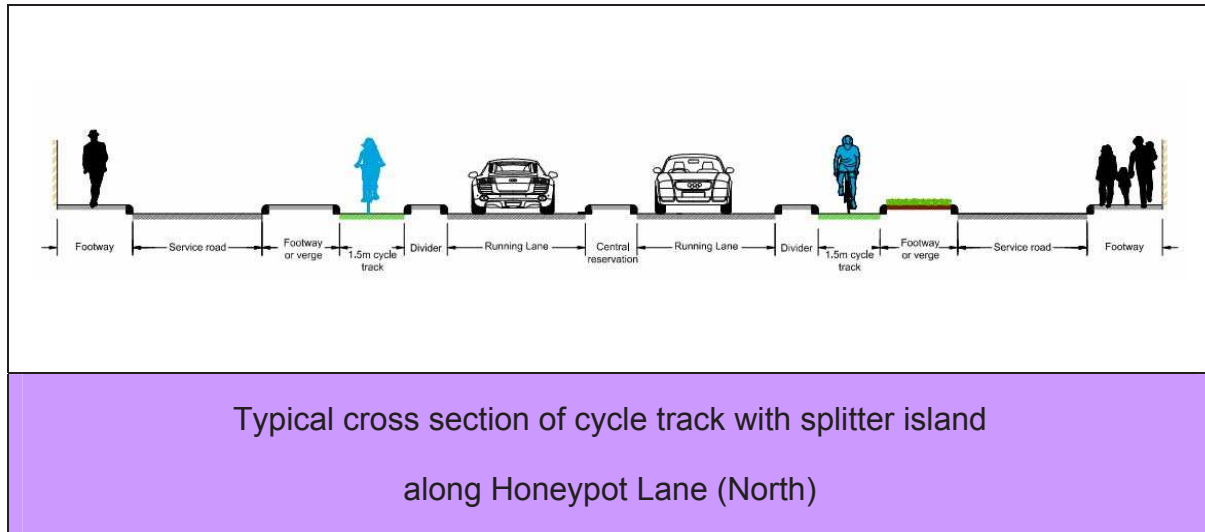
- The JR stretches from London Road (A410) in the north to Kingsbury Road (A4006) in the south up to the borough boundary.
- It is a main connector route for cyclists, providing a direct access between Stanmore and Elstree in the north and Wembley Park and Brent Park in the south.



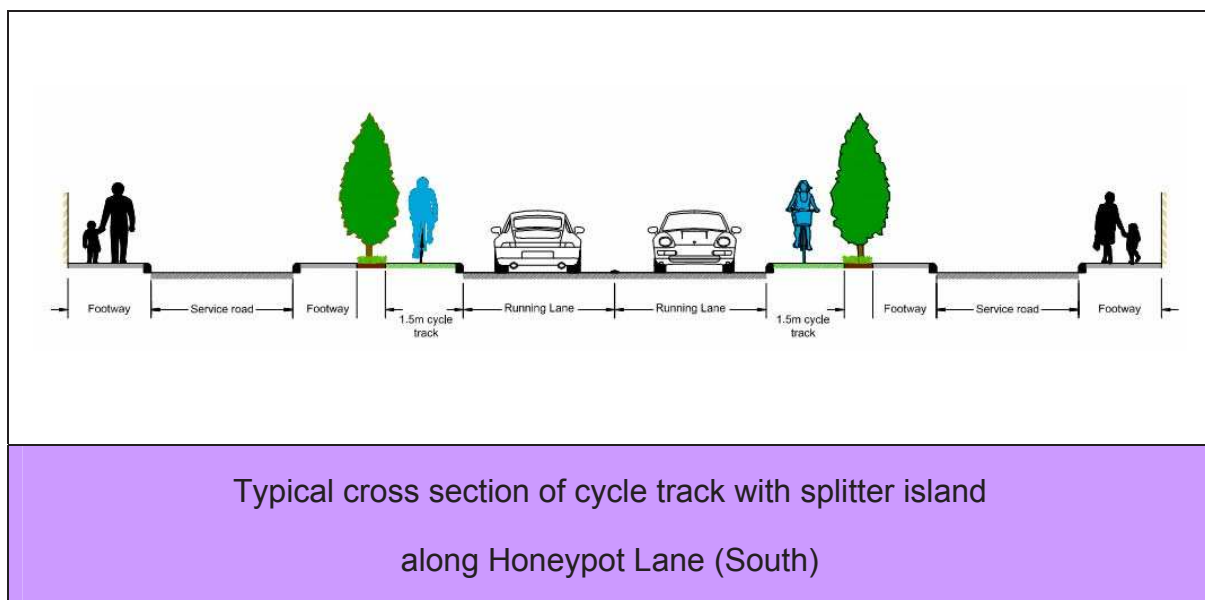
The key proposals are:

- London Road / Marsh Road junction – The proposal is to re-model the junction to incorporate cycle and pedestrian facilities for better cycle connections between Dennis Lane, Northern Route and proposed Jubilee Route
- A mandatory cycle lane is proposed on both sides of Marsh Lane by removing centre hatching and narrowing pedestrian refuge islands.
- Realign approaches at Whitchurch Lane / Honeypot Lane / Marsh Lane junction to incorporate better cycle facilities including advance stop line for cyclists. A cycle track is proposed in the park area to allow eastbound cyclists to bypass the signalised junction. Similarly, the bridge structure and pedestrian footpath on the south-east corner is proposed to be widened to 3m to allow southbound cyclists to bypass the signalised junction

- Along Honeypot Lane, it is proposed to convert one lane of carriageway each way to a mandatory cycle track on carriageway. A continuous splitter island may be provided to protect cyclists from vehicle speeds in both directions.



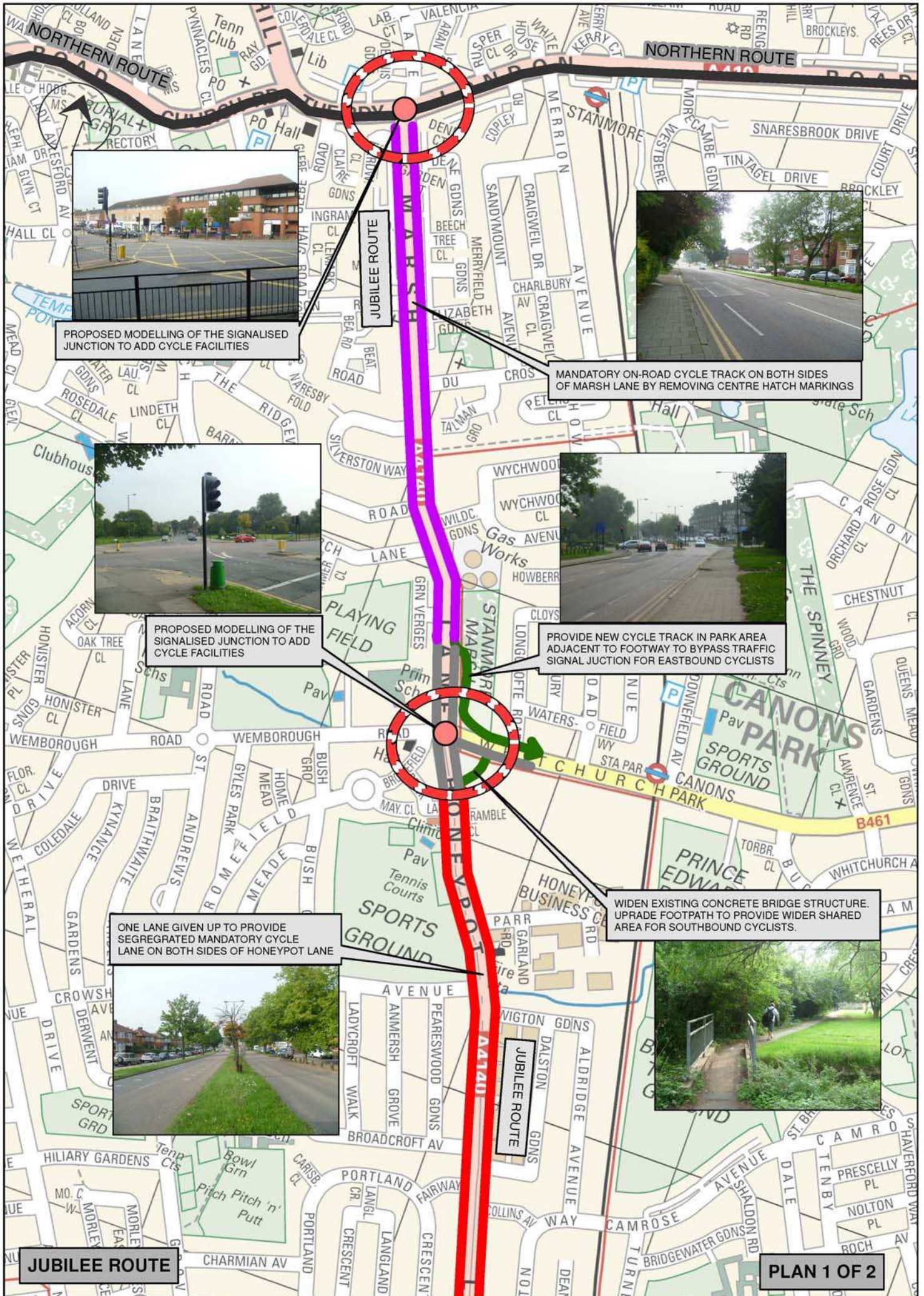
- The pedestrian refuge islands on all approaches to Streatfield Road / Honeypot Lane roundabout are proposed to be modified to allow safe cycle crossing across all 5 arms.
- Along Honeypot Lane between its junction with Streatfield Road and Kingsbury roundabout, a dedicated cycle track is proposed to be provided on grass verges on both sides of the road. Raised tables are proposed across all side road entries to provide less vertical deflection for cyclists.

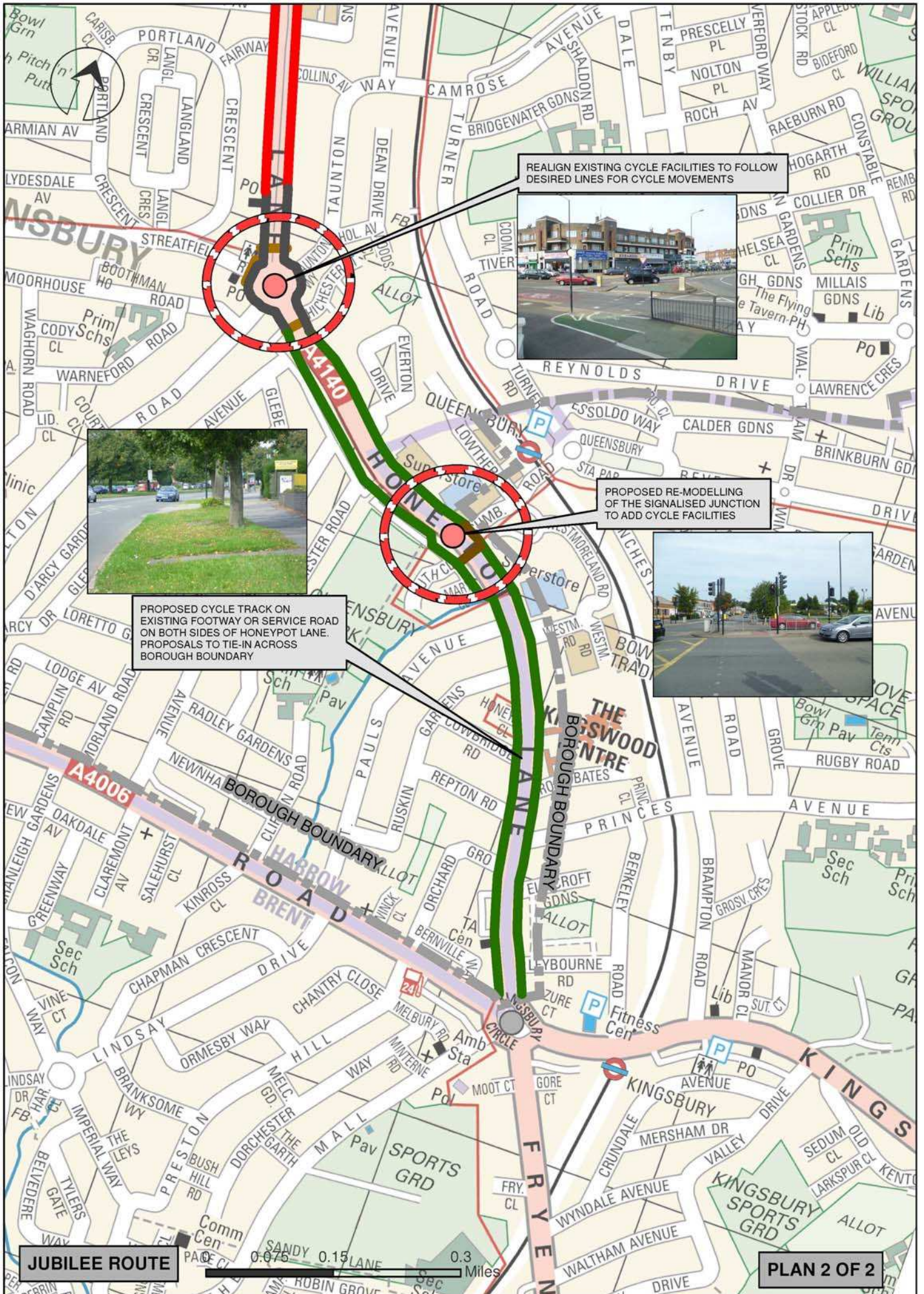


Typical layout across side road junctions – showing enhanced cyclist priority



Typical layout of dedicated cycle track along Honeypot Lane



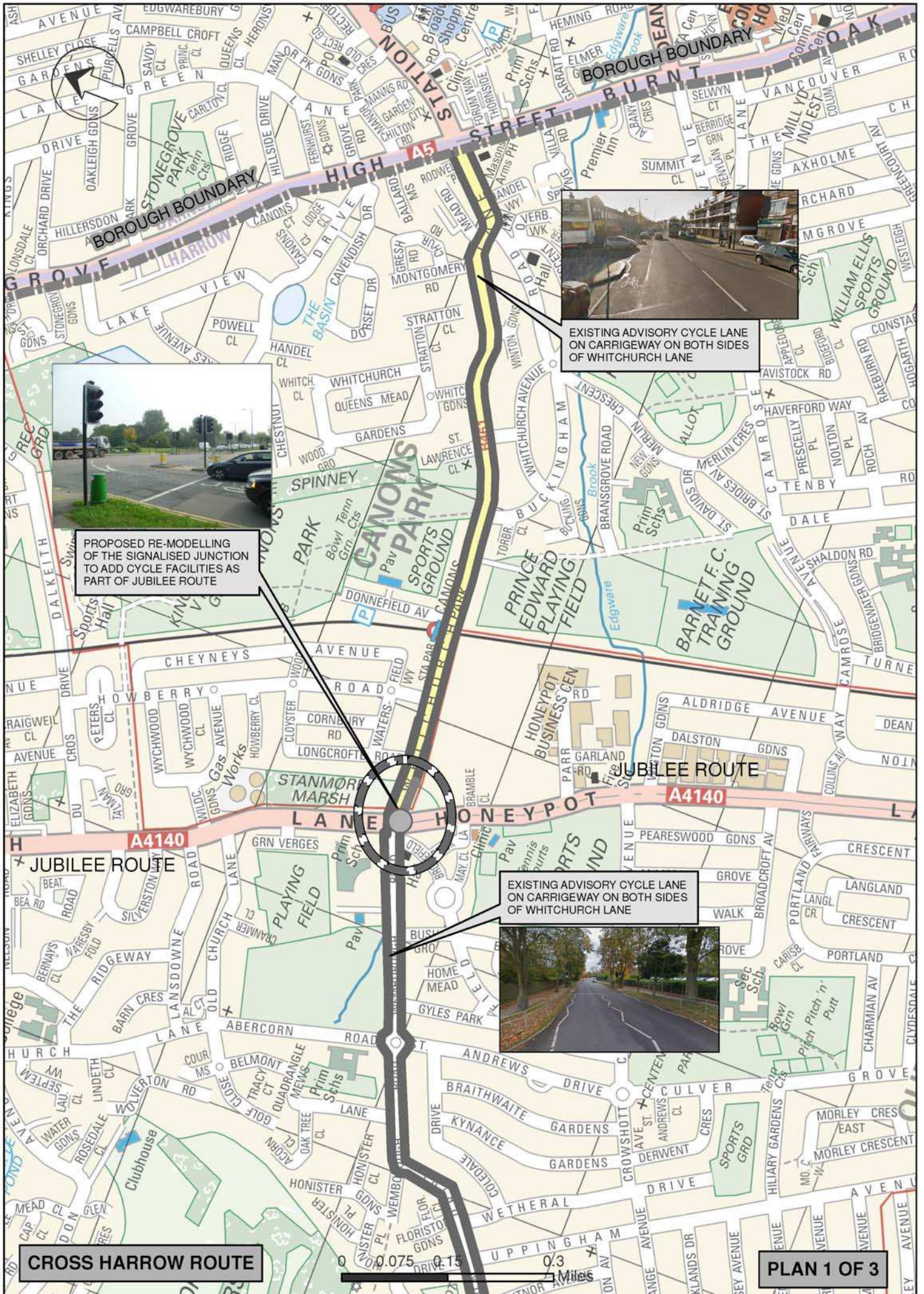


# Cross Harrow Route

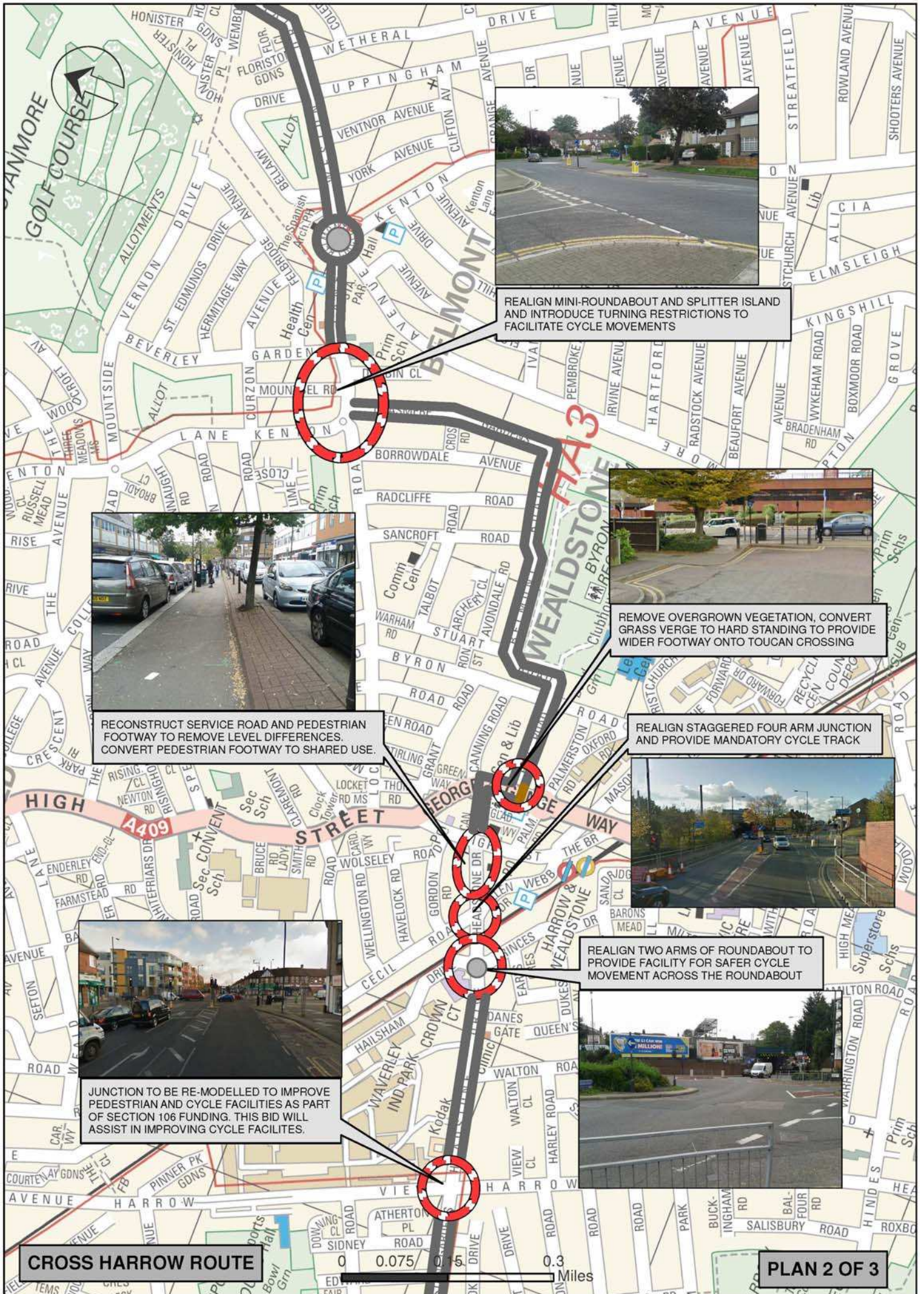
- The Cross Harrow route is a 7.5 mile long cycle route and stretches from Edgware Road (A5) in the east, across Harrow Weald town Centre to Northolt in the south-east of the borough.
- It is the heart line route of the borough and provides a vital connection from Harrow Weald Town Centre to the east and west of the borough.

## Key proposals:

- Along Whitchurch Lane, advisory cycle lane exists on both sides of the road. The proposal is to review these advisory cycle lanes and convert them to mandatory lanes wherever possible, along with localised road widening.
- The proposals on Kenton Lane near its junction with Belmont Circle and Grasmere Gardens is to remodel existing mini-roundabout and incorporate turning movement restrictions. This will assist cyclists to turn left and right out of the junction in a safer manner.
- Between Grasmere Gardens and Peel Road, the proposal is to provide adequate lining and signing for cyclist to enhance this section of the road.
- At George Grange Way on the approach to the toucan crossing, we intend to remove excessive vegetation to improve visibility for cyclists and pedestrians by converting grass verge to hard standing footway.
- On Headstone Drive between High Street and Ellen Web Drive, the existing level difference along the pedestrian footway is proposed to be removed and converted to a flat shared footway with entry treatments on the service road. This will remove all vertical difference and provide a safer route to cyclists.
- We are proposing to convert the staggered junction on Parkside Way/Southfield Way and Kingsfield Avenue to a mini-roundabout with cycle lanes on approaches along with cycle crossing facility at the new zebra crossing.
- On Imperial drive between Station Road and Rayners Lane entry treatments with raised tables on all side roads are proposed along with the upgrade of existing segregated cycle route.
- On Alexandra Avenue between Warden Avenue and Petts Hill Bridge, we propose cycle tracks on grass verge to connect service roads and provide platforms on all side roads.







REALIGN MINI-ROUNDABOUT AND SPLITTER ISLAND AND INTRODUCE TURNING RESTRICTIONS TO FACILITATE CYCLE MOVEMENTS



RECONSTRUCT SERVICE ROAD AND PEDESTRIAN FOOTWAY TO REMOVE LEVEL DIFFERENCES. CONVERT PEDESTRIAN FOOTWAY TO SHARED USE.



REMOVE OVERGROWN VEGETATION, CONVERT GRASS VERGE TO HARD STANDING TO PROVIDE WIDER FOOTWAY ONTO TOUCAN CROSSING



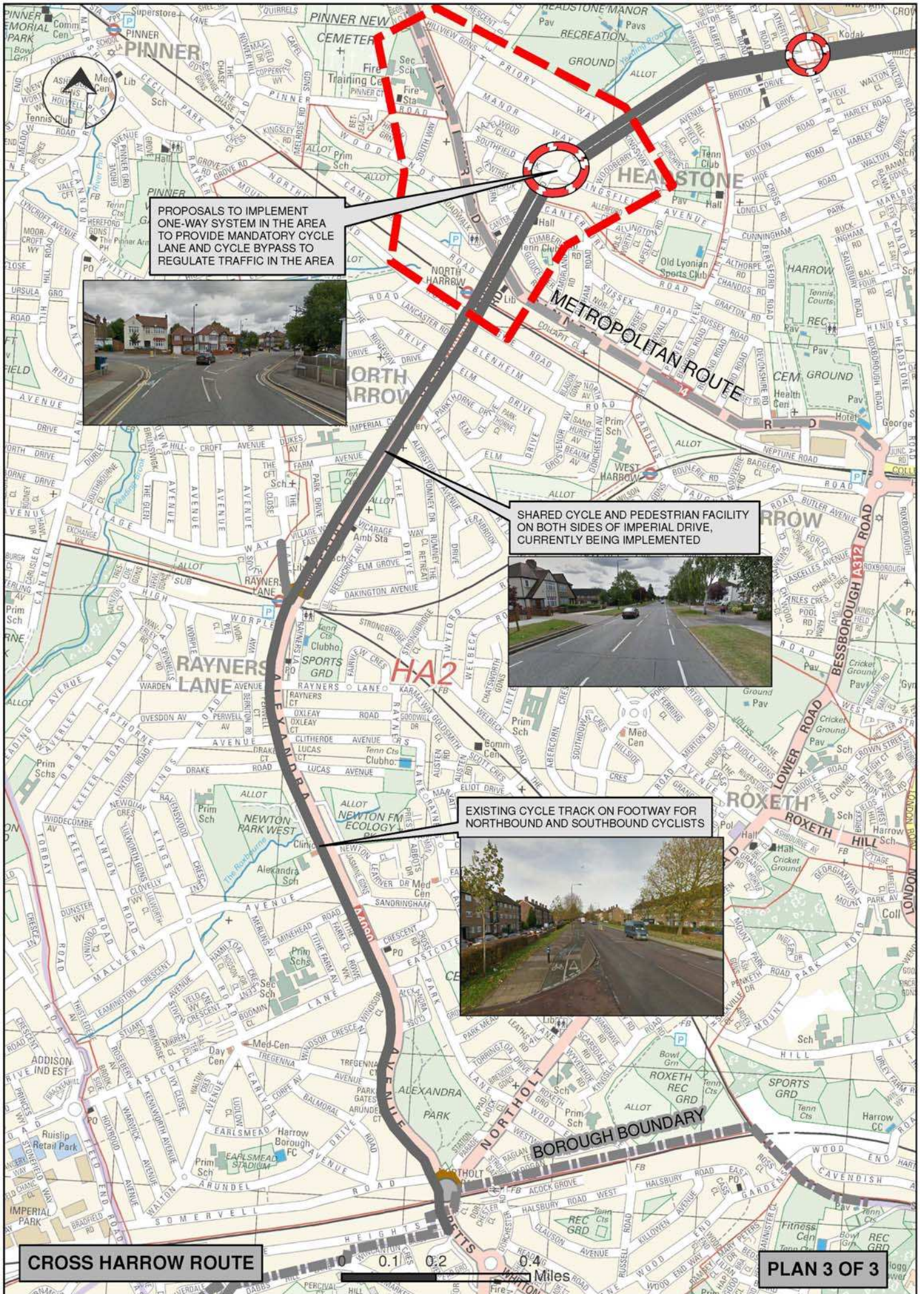
REALIGN STAGGERED FOUR ARM JUNCTION AND PROVIDE MANDATORY CYCLE TRACK



JUNCTION TO BE RE-MODELLED TO IMPROVE PEDESTRIAN AND CYCLE FACILITIES AS PART OF SECTION 106 FUNDING. THIS BID WILL ASSIST IN IMPROVING CYCLE FACILITIES.



REALIGN TWO ARMS OF ROUNDABOUT TO PROVIDE FACILITY FOR SAFER CYCLE MOVEMENT ACROSS THE ROUNDABOUT



# Bakerloo Route

Examples of changes that could be applied along Bakerloo route

Before



After



Before



After



The route is approximately 5.9km in length, travelling north to south the route will consist of:

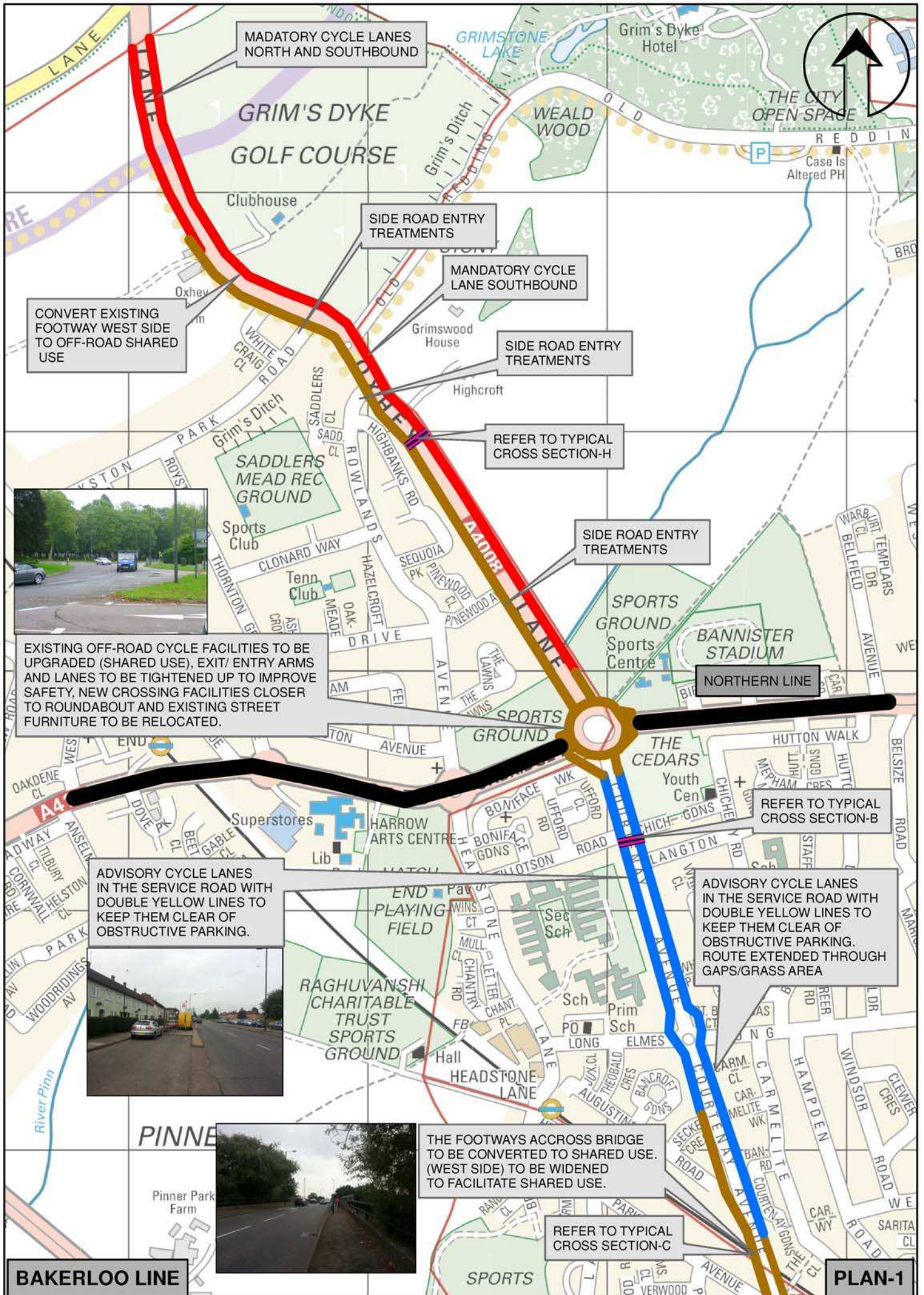
**Borough Boundary to Courtenay Ave/Uxbridge Road Roundabout** – Off-road shared use facilities on the west side with priority given to cyclists crossing side roads through use of entry treatments on side roads and setting back give way markings. Travelling southbound on-road mandatory cycle lane is proposed to link up with off road cycle facilities at the Uxbridge Road/Oxhey Lane roundabout.

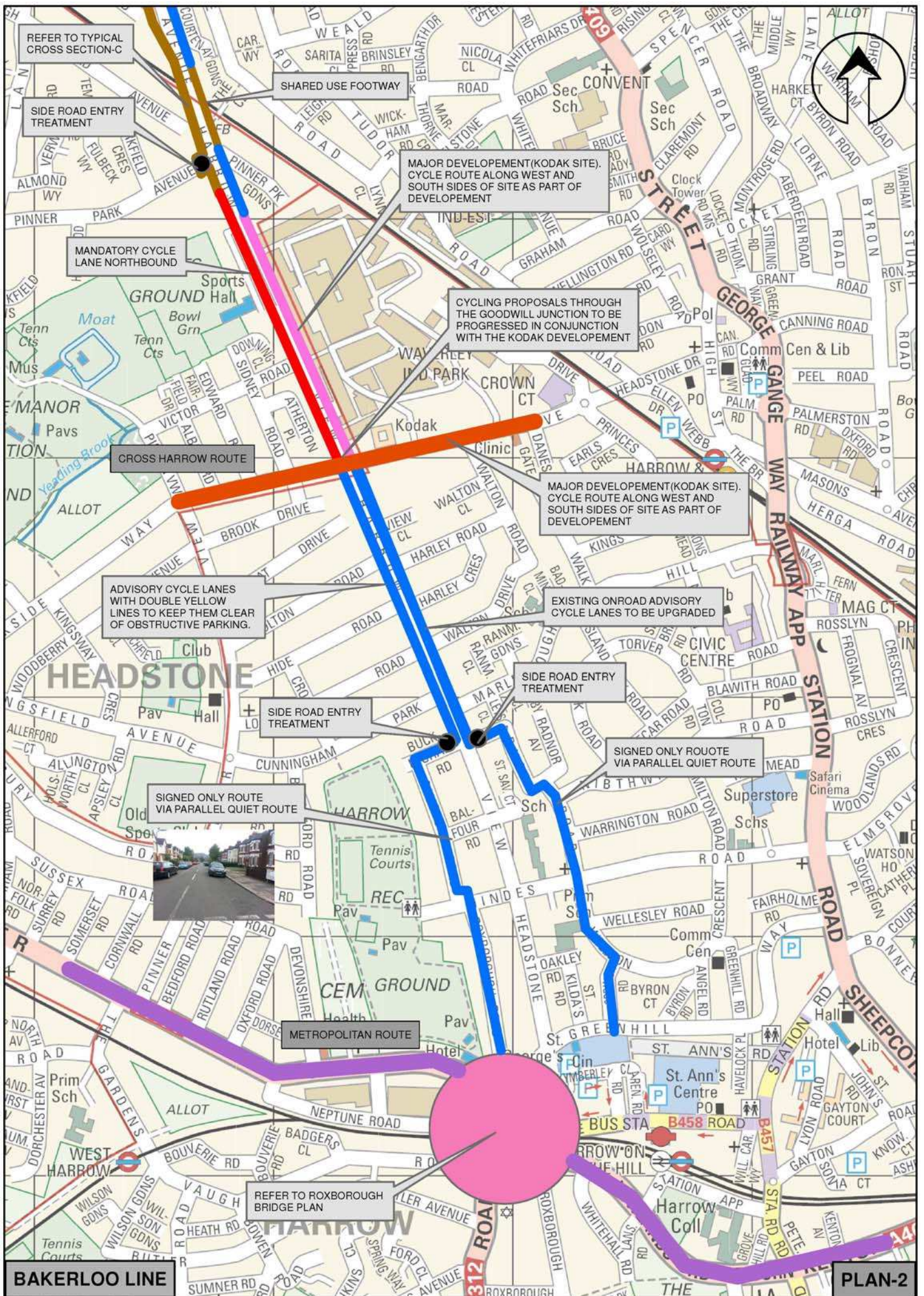
**Uxbridge Road/Courtenay Avenue (Roundabout)** – Off-road cycle facilities to be upgraded to facilitate safer movement of cyclists around the roundabout and safer crossings provided on each arm of the roundabout along the desire line. The exit/entry arms and lane widths both on and off the roundabout to be tightened up to reduce vehicle speeds, weaving movements and general safety of all road users.

**Uxbridge Road to Railway Bridge (Courtenay Avenue)** - Shared use cycle facilities to be provided across the bridge and the existing footway on the west side to be widened by reducing the vehicular running lanes.

**Railway Bridge to Goodwill Junction (Headstone Gardens/Harrow View)** - On-road mandatory cycle lane proposed northbound. The southbound proposals are subject to development of the Kodak site and land acquisition. Any proposals up to and including the Goodwill junction will need to be progressed/modelled in line with Kodak site development proposals.

**Goodwill Junction to Harrow Town Centre** – Proposals will consist of up-grading the existing cycle facilities. Cyclists to be taken off onto parallel quiet routes linking them to Harrow Town Centre. Existing controlled crossing on Greenhill Way to be converted to a toucan crossing.

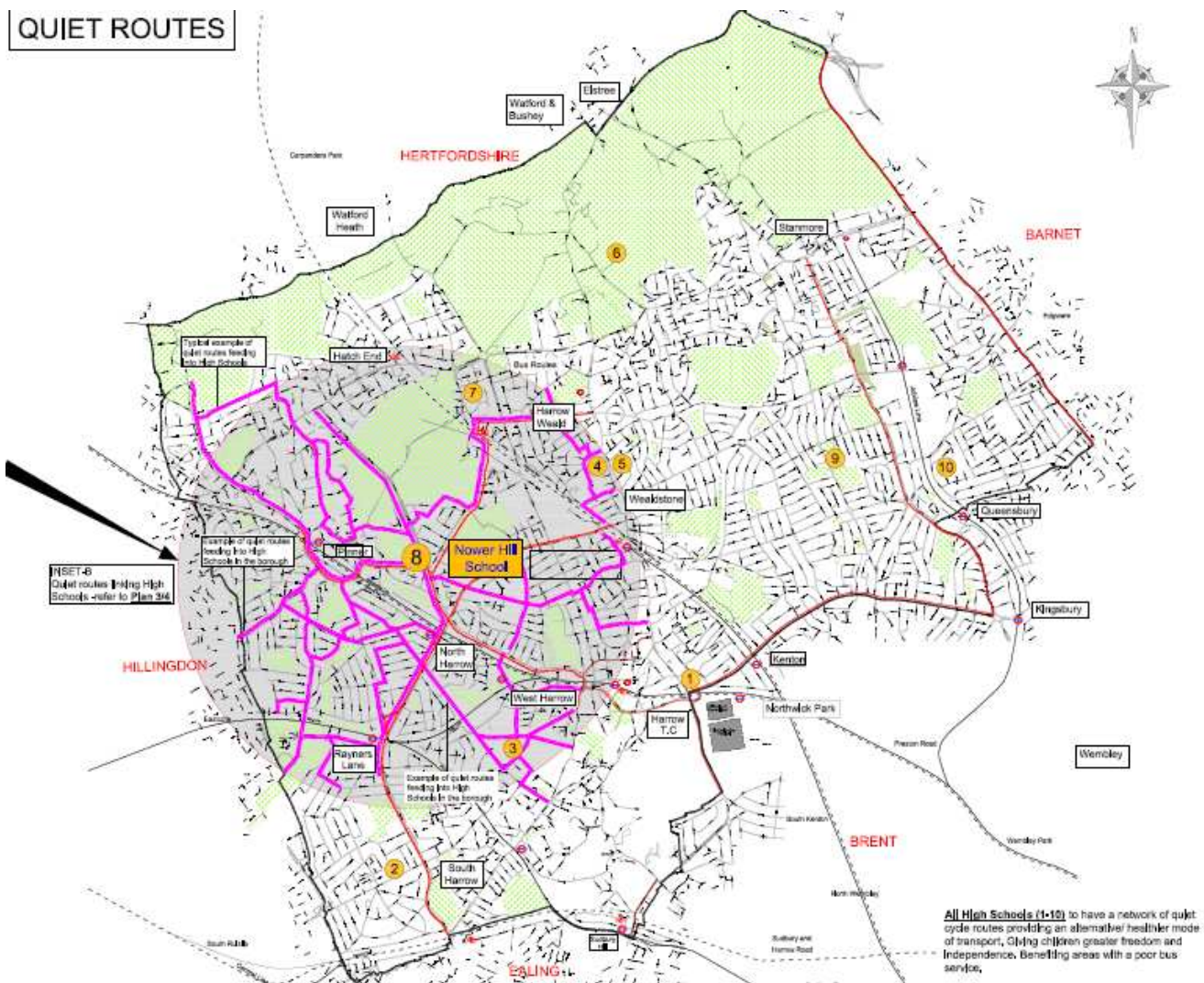




# Quiet Routes (potential Quietways)

Whilst there are some sections of quiet routes already existing in Harrow, these have generally come about by small scale interventions and are not generally part of a comprehensive end to end route that cyclists, especially those of low or limited cycling experience, desire.

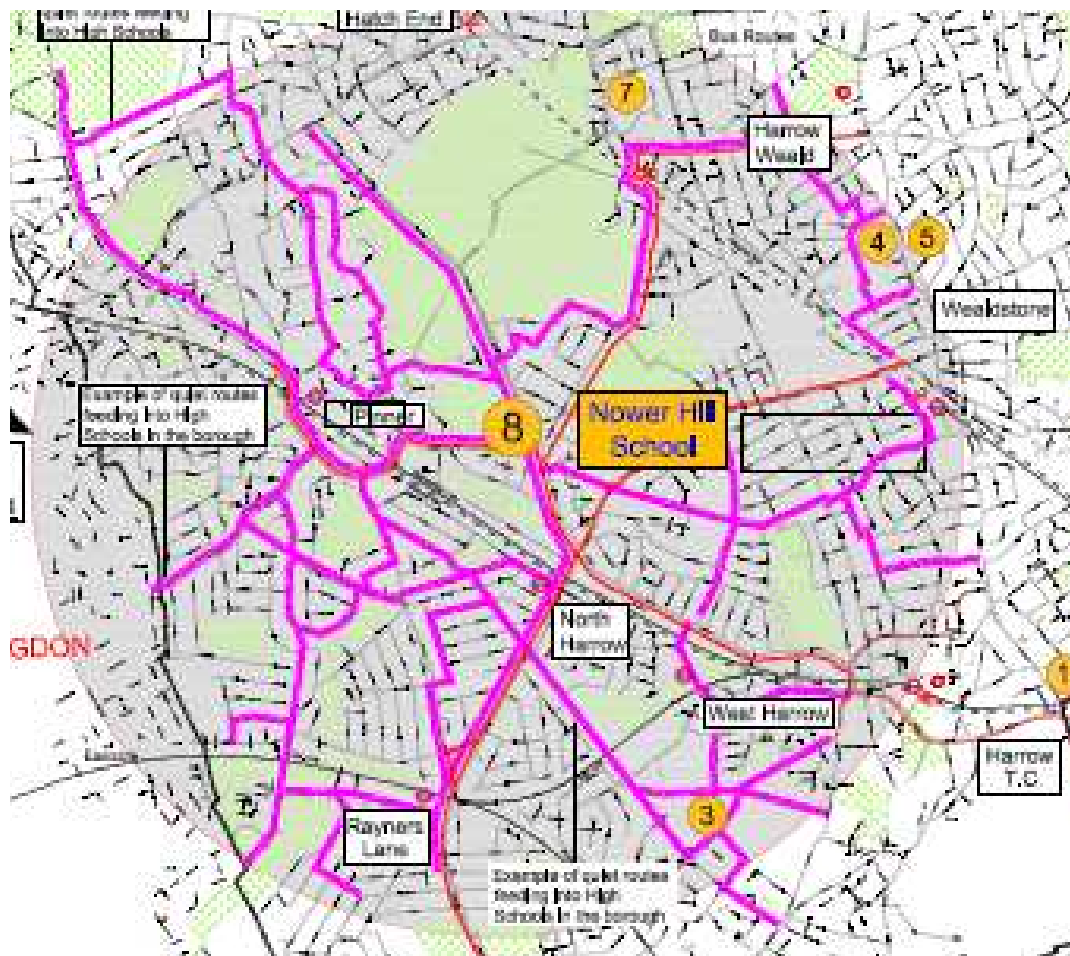
The plan below shows a system of quiet routes that link with the major routes and penetrate into the areas they surround. They would integrate with a system of routes serving high schools/Academies which is explained below.



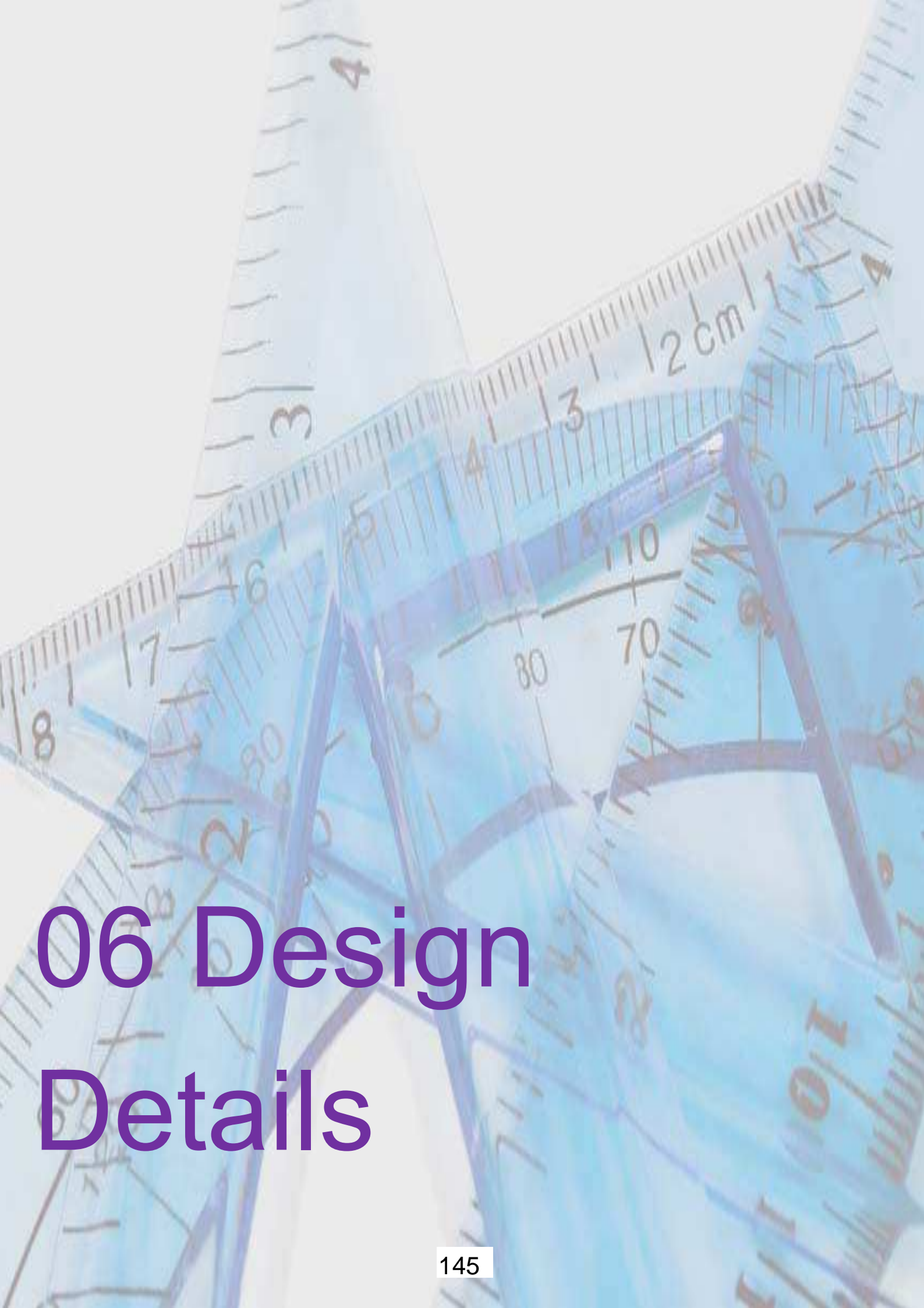
A major challenge for Harrow is its rapidly expanding birth rate and consequential need to expand schools to accommodate this. Harrow is already facing public opposition to potential school expansion proposals on the grounds of anticipated traffic generation and road safety concerns. Providing a network of quiet routes would allow more children to cycle, particularly where the catchment area of the school is not adequately served by buses.

As the increase in school numbers filters through to academies and other older education facilities in the next 5-10 years the vision, timing and level of funding that is potentially available is ideally suited to minimising the impact on local environments and transport infrastructure.

The plan below shows an example of a quiet route network radiating from Nower Hill School, one of the 10 High Schools in the Borough. The school catchment area plan shows the distribution of home locations for pupils of the school. Many of these are not served by current bus routes and some require journeys that interchange at Harrow Bus Station which is struggling to cope with demand for bus standing space and passenger waiting space.







# 06 Design Details

The Netherlands maintains excellent road safety without congestion by designating roads for a single purpose (through route or local access) and designing them in a way which prevents conflict between different road users. Trunk roads designed for free flow of motor vehicles have a segregated route for cyclists (either a cycle path or a parallel road) are not expected to serve other functions such as parking and access.

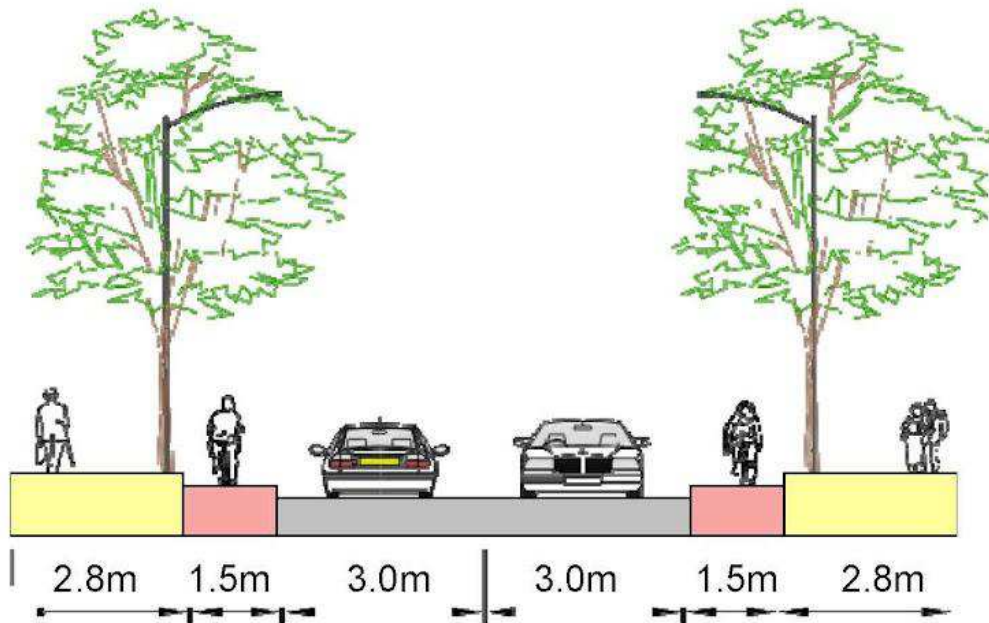
This semi-segregated cycle path design in Brighton could be applied to many of Harrow's roads;

### Old Shoreham Road – Artist's Impressions



**Image 1:** Old Shoreham Road Eastbound

**Image 2:** Old Shoreham Road Westbound



**Image 3:** Diagram of cross section of road, showing pavement, cycle lane and road carriageway (footway widths will remain unchanged or may increase where width permits. Cycle lane width will be a minimum of 1.5m throughout the proposed scheme and may increase where width permits. Road carriageway widths may increase at bends or junctions to accommodate wide vehicles turning)

Harrow has a network of trunk roads, many of which have spare space unnecessary extra traffic lanes, grass verges or parking space, e.g. Marsh Lane, (see below). Where some main roads have sufficient space we will consider segregated cycle paths.



There are many distributor roads which carry a high volume of motor traffic and can be unpleasant to cycle on. We will look to create a network on cycle routes which run parallel or close to railway stations utilising these roads and look to link routes with neighbouring boroughs.



Before and After Example of cycle path

**Notes:**

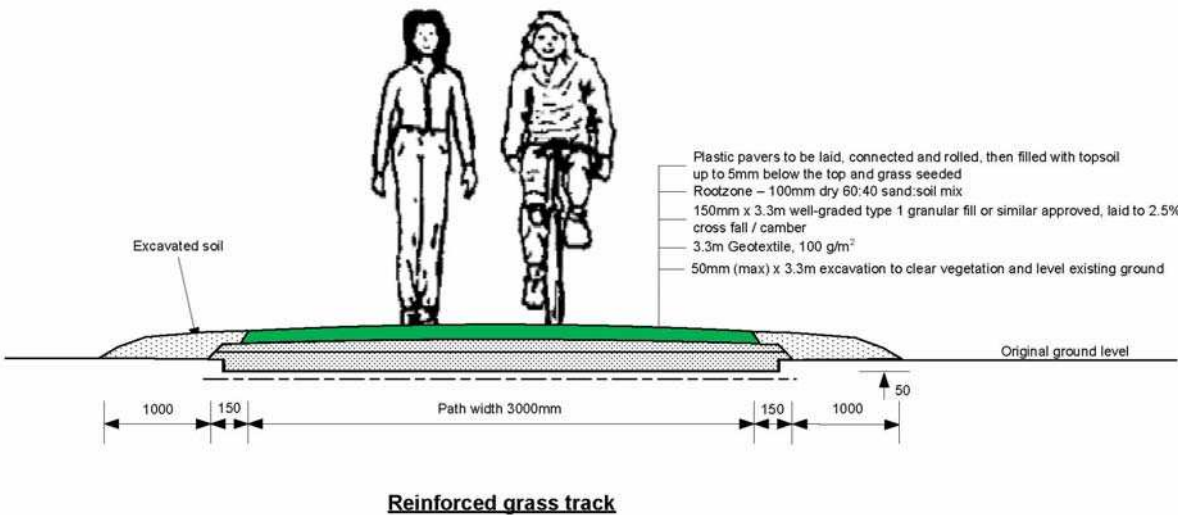
1. Centre line of path is as indicated on General Arrangement Plans.
2. Soft and woody vegetation to be cleared 2 metres from edges of path and 3.5 m above path surface. No works to specimen trees other than as directed by approved arboriculturalist.
3. All cleared vegetation to be chipped and spread locally on site. Larger timber to be supplied to land owner if required or stacked into habitat piles on site.
4. Excavation to level existing track to be kept to a minimum. Arisings to be temporarily stored for subsequent use as support to edges of path. Excess spoil to be spread locally on site.
5. Sub-base and finished surface to be laid to 2.5% cross fall/camber, to be free draining, free of undulations and / or steps and should not pond or hold water.
6. Pavers to be connected
7. Pavers to be Golpla or Netpave50 or similar approved
8. Area to be well drained and materials to be dry when laying.
8. This drawing to be read in conjunction with all other drawings.


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Do not scale from this drawing

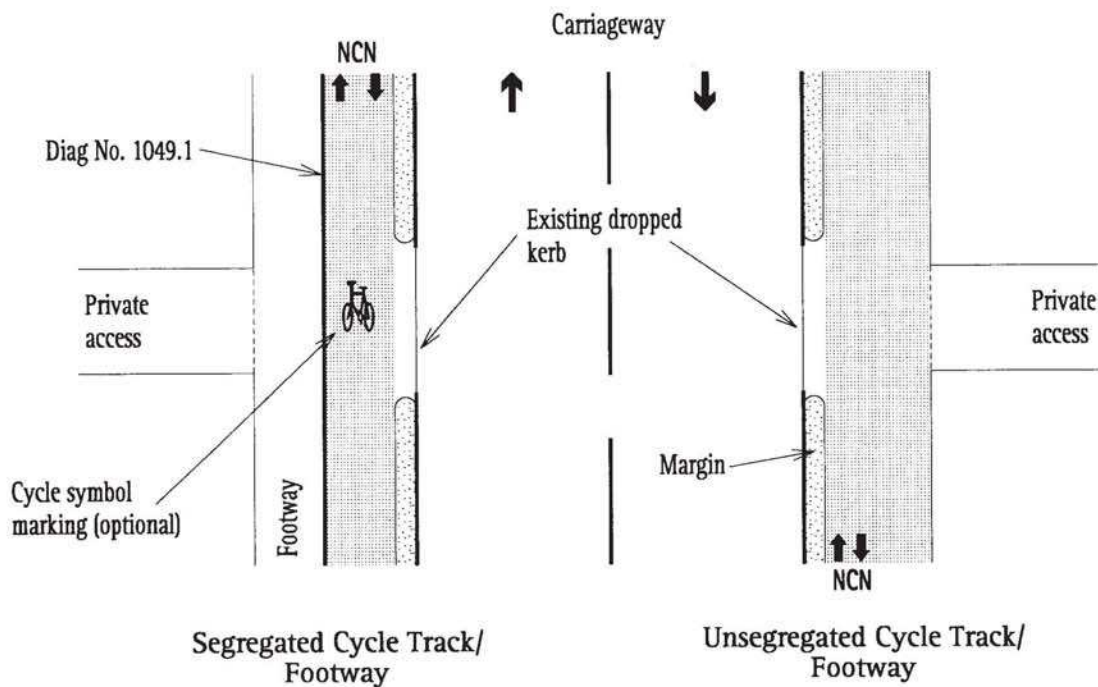
**Health and Safety Information:**



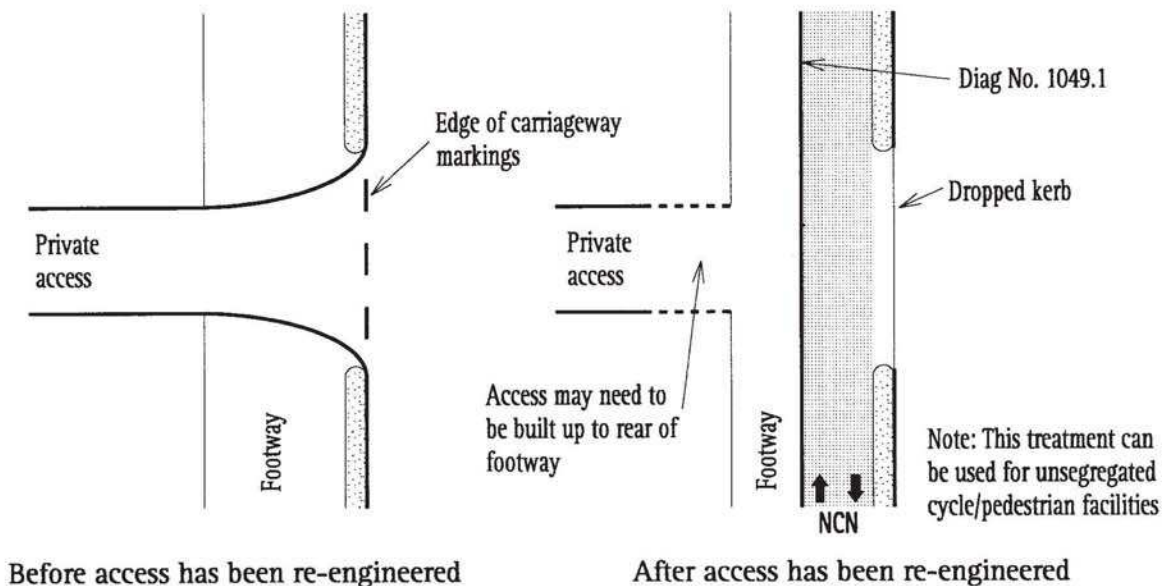
A	First Issue	CHE	11/12/08
Rev	Description	Drawn	Date
 JOIN THE MOVEMENT			
George Nott House 119 Holloway Head Birmingham B1 1QP Tel: 0121 633 5500 Fax: 0121 643 1214			
Status:			
<b>Standard detail</b>			
Project:			
<b>National Cycle Network</b>			
Title:			
<b>Reinforced grass track</b>			
Drawn and designed by: CHE		Checked by: MP	
Scale:			
<b>Not to scale</b>			
Drawing No:		Revision:	
<b>SD/05</b>		<b>A</b>	

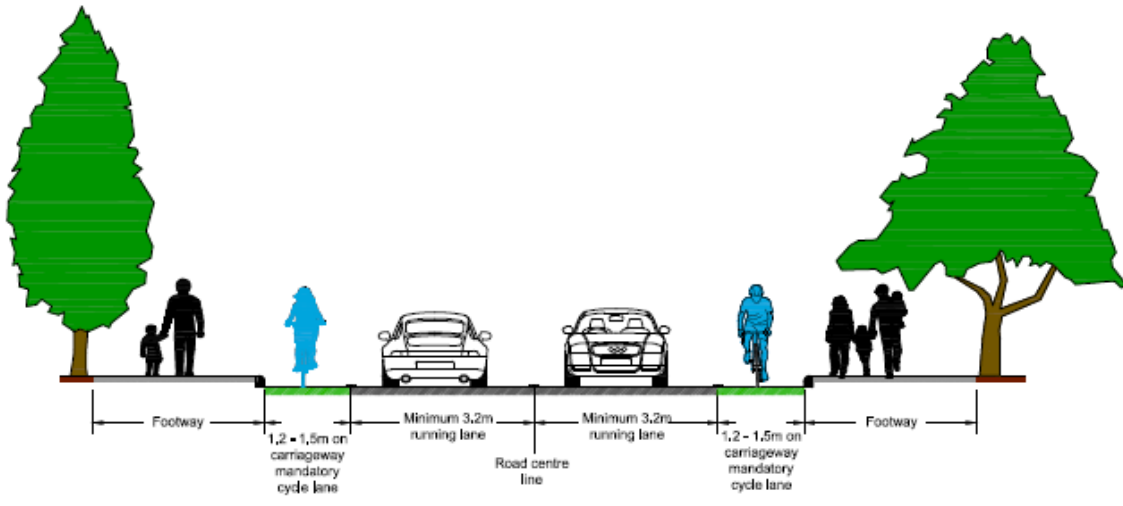
## Cycle Track/Footway Crossed by Private Access – Figure 5.4

### Private Access with Dropped Kerbs in Line with Carriageway Kerblines

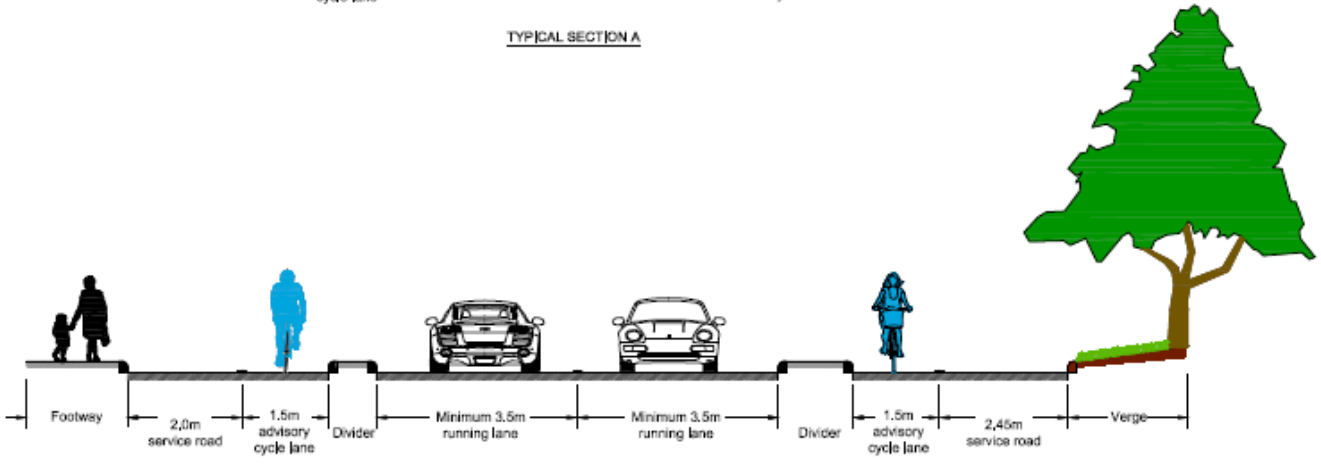


### Private Access with Kerbed Entrance Re-Engineered

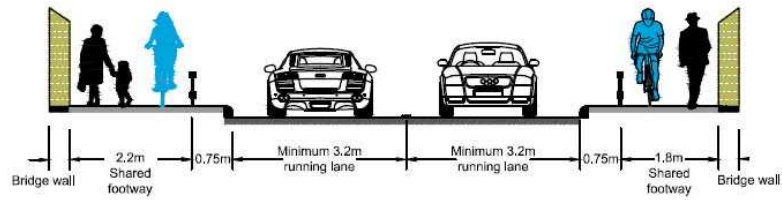




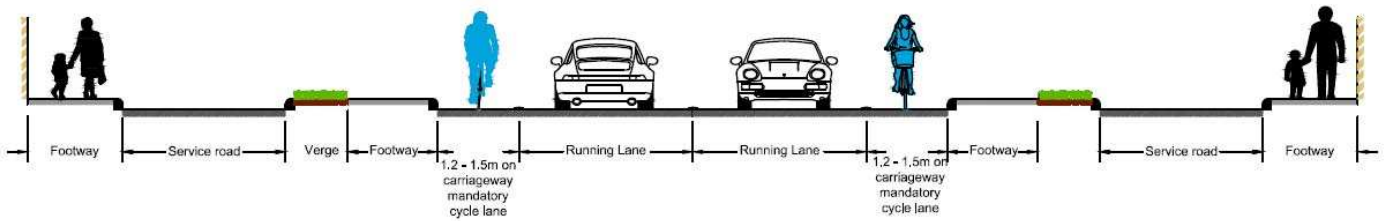
TYPICAL SECTION A



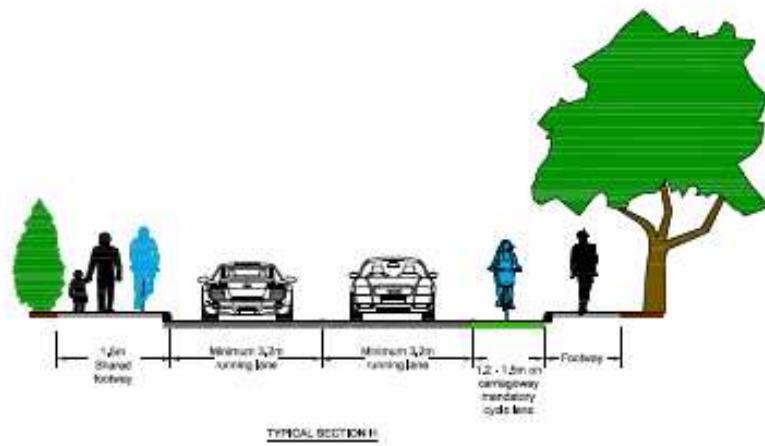
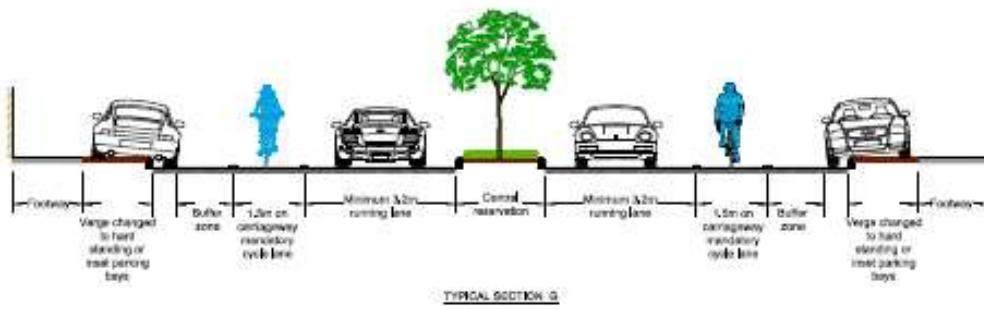
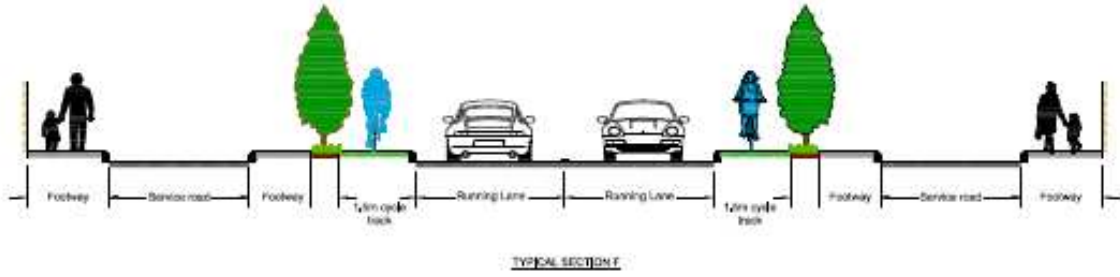
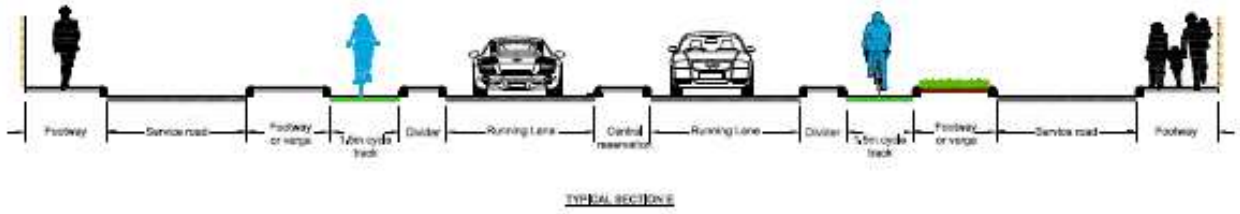
TYPICAL SECTION B



TYPICAL SECTION C



TYPICAL SECTION D



# Cycle Route Signing Concept





# Cycle Route Signing Concept





# 06 Finance

## Harrow Cycling Vision 2013 Outline Estimates of Works

Item Description	Cost
<b>Northwick Park Barrier</b>	
Design, Modelling/Supervision	£40,000
Signal Controlled Crossing Kenton Road Arm	£54,000
Works in University/Hospital Approach	£60,000
Upgrade Footways to shared Use	£96,000
Relocate Lamp Cols, CCTV Camera and Misc Items	£41,000
Subway Treatment Mural and Anti Graffiti	£25,000
Vegetation Clearance	£6,000
Signing and Lining	£9,000
Sub Total	£331,000
Total including Contingency of 20%	£397,200
<b>Allow</b>	<b>£400,000</b>

<b>Bessborough Roundabouts</b>	
Design, Supervision	£30,000
Upgrades to footways/cycle route on approaches/underpass	£198,000
Signalised Crossing Lowlands Road and Upgrade to Existing crossing Bessborough Road	£78,000
Widen Footway over bridge to convert to shared use/modify island	£42,000
Underpass Wall Tile Improvements South Roundabout	£30,000
Platform at junction	£24,000
Road reconstruction and localised resurfacing	£68,000
Street Art underpass south roundabout to improve to north roundabout standard	£100,000
Signing and Lining	£19,000
Sub Total	£589,000
Total including Contingency of 20%	£706,800
<b>Allow</b>	<b>£710,000</b>

<b>Cycle Hubs</b>	
Design, Supervision	£20,000
Construct Shelter Structure with Parking facilities at Westminster University/Hospital and Harrow Town Centre	£108,000
Install Brompton Bike Hire Facilities at above 20 units	£116,592
Signing and Publicity Material	£20,000
Sub Total	£264,592
Total including Contingency of 20%	£317,510
<b>Allow</b>	<b>£320,000</b>

<b>Jubilee Route (6km)</b>	
Design, Modelling/Supervision	£70,000
<b>London Road to Marsh Lane</b>	
Side Road Platforms	£168,000
Exempting Cyclists from No Entry in service road	£6,000
Signing/Lining	£24,000

Item Description	Cost
<b>London Road/Marsh Lane Junction</b>	
New Route, land acquisition, statutory undertakers works	£300,000
<b>Marsh Road London Road to Du Cros Drive</b>	
Widen Carriageway to form cycle lane	£120,000
Convert Footway/verge to shared use cycle route	£102,000
Resurface Road to accommodate cycle lanes and changes	£180,000
Statutory Plant Diversions	£200,000
Platforms to side roads	£96,000
Alterations to lighting	£120,000
Clear Vegetation/Tree Root trial hole/investigation	£6,000
Signing Bollards and Lining	£50,000
<b>Wemborough Road/Honeypot Lane Junction</b>	
New Shared Use cycle path	£108,000
Upgrade signals to include cycle crossing facilities	£50,000
Civil Works to reconfigure junction	£60,000
Signing Bollards and Lining	£18,000
<b>Honeypot Lane Wemborough Road to Streatfield</b>	
Signing Bollards and Lining	£91,000
<b>Streatfield /Honeypot Junction</b>	
Platform in Service Road	£36,000
Alterations to islands to accommodate cycle path	£39,000
Signing Bollards and Lining	£12,000
<b>Honeypot Lane Streatfield to Kenton Road</b>	
Platforms to side roads	£340,000
Upgrade footway/verge to shared use cycle path	£210,000
Statutory Undertakers Plant relocation	£100,000
Street Lighting relocation	£60,000
Signing Bollards and Lining	£94,000
Sub Total	£2,660,000
Total including Contingency of 20%	£3,192,000
<b>Allow</b>	<b>£3,200,000</b>

<b>Bakerloo Route (6km)</b>	
Design, Modelling/Supervision	£40,000
<b>Oxhey Lane Borough Boundary to Uxbridge Road</b>	
Widen footway and convert to shared use	£90,000
Platforms on side roads	£90,000
Relocation of street lighting/furniture	£72,000
Cutback Vegetation	£12,000
Signing Bollards and Lining	£24,600
<b>Uxbridge Road/Oxhey Lane Roundabout</b>	
Remodel roundabout to reduce size/incorporate cycle facilities and crossing pints on north, south and east arms	£120,000
Resurfacing to accommodate cycle facilities	£60,000
Signing Bollards and Lining	£11,000

Item Description	Cost
<b>Courtney Avenue Uxbridge Road to Headstone Gardens</b>	
Platforms on side roads	£72,000
New cycle route between service roads and through green areas	£166,000
Signing Bollards and Lining	£6,000
Note cycle route alongside Kodak part of redevelopment of site	
<b>Courtney Avenue/ Headstone Gardens Junction (Goodwill for all)</b>	
Junction reconfiguration part of Kodak S106 £2.8m works package	
<b>Harrow View Headstone Gardens to Roxborough Bridge</b>	
Platforms to side roads	£48,000
Signing Bollards and Lining	£16,000
	Sub Total £827,600
	Total including Contingency of 20% £993,120
	<b>Allow £1,000,000</b>

<b>Metropolitan Route (5.5km)</b>	
Design, Modelling/Supervision	£80,000
<b>St Thomas Drive/Uxbridge Road Junction</b>	
Platforms to side roads	£72,000
Upgrade Footways to shared use	£24,000
Alterations to islands to incorporate cycle crossing on 3 arms	£54,000
Signing Bollards and Lining	£6,400
<b>St Thomas Drive</b>	
Create Inset Parking Bays	£48,000
Statutory Authority Plant diversion/protection	£100,000
Signing Bollards and Lining	£2,400
<b>George V Avenue</b>	
Adjustments to central U turn gaps	£36,000
Signing Bollards and Lining	£60,000
<b>Pinner Road Headstone Lane to Station Road</b>	
Upgrade segregated cycle route	£90,000
Platforms to side roads	£36,000
Signing Bollards and Lining	£17,400
<b>Pinner Road Station Road to Bessborough Road</b>	
Create inset Parking Bays	£120,000
Land Acquisition	£250,000
Statutory Authority plant diversion/protection	£250,000
Construct Cycle Track/Footway diversion and accommodation work	£196,000
Relocation of street lighting/furniture	£24,000
Signing Bollards and Lining	£30,000
<b>Lowlands Road Bessborough Road to Northwick Park Gyrotory</b>	
Convert Footway/verge to shared cycle route	£216,000
Relocation of street lighting/furniture	£24,000
Upgrade existing cycle facilities	£30,000
Signing Bollards and Lining	£24,000
	Sub Total £1,790,200
	Total including Contingency of 20% £2,148,240
	<b>Allow £2,200,000</b>

Item Description	Cost
<b>Cross Harrow Route (12km)</b>	
Design, Modelling/Supervision	£60,000
<b>Whitchurch Lane A5 High Street (Borough Boundary) to Honeypot Lane</b>	
Widening of carriageway to incorporate Cycle facility	£48,000
Statutory Authority plant diversions	£100,000
Tree removal/replanting	£18,000
Signing Bollards and Lining	£11,000
<b>Whitchurch Lane/Honeypot Lane Junction</b>	
Junction upgrades included in Jubilee Route proposals	
<b>Wemborough Road Honeypot Lane to Belmont Circle</b>	
Signing Bollards and Lining	£12,000
<b>Belmont Circle Junction</b>	
Segregated cycle route and toucan junctions already in place as part of LCN	
<b>Kenton Lane Belmont Circle to Locket Road</b>	
Reprofile islands at junction Kenton lane/Locket Road	£36,000
<b>Grasmere Gardens/Belmont Road Peel Road</b>	
Signing Bollards and Lining	£2,200
<b>George Grange Way/Peel Road Junction</b>	
Adjustment in vicinity of toucan crossing	£6,000
<b>Canning Road</b>	
Signing Bollards and Lining to existing facility	£6,000
<b>Headstone Drive</b>	
Convert area in front of shops to hared/level area incorporating cycle facilities	£270,000
Relocation of street lighting/furniture	£36,000
<b>Headstone Drive/Ellen Webb Drive/Cecil Road Junction</b>	
Junction reconfiguration part of Kodak S106 £2.8m works package	
<b>Ellen Webb Drive Railway Bridge</b>	
Junction reconfiguration part of Kodak S106 £2.8m works package	
<b>Headstone Gardens/Ellen Webb Drive/Princes Drive junction</b>	
Junction reconfiguration part of Kodak S106 £2.8m works package	
<b>Headstone Gardens Princes Drive to Harrow View</b>	
Note cycle route alongside Kodak part of redevelopment of site	
<b>Courtney Avenue/ Headstone Gardens Junction (Goodwill for all)</b>	
Junction reconfiguration part of Kodak S106 £2.8m works package	

Item Description	Cost
<b>Parkside Way Junction with Southfield Way/Kingsfield Avenue</b>	
Convert junction to double mini roundabout with cycle lanes	£24,000
Replace pedestrian refuge with Zebra Crossing and Island	£18,000
Signing Bollards and Lining	£5,000
<b>Station Road Pinner Road to The Ridgeway</b>	
Platforms to side roads	£36,000
Upgrade existing segregated cycle route	£24,000
Signing Bollards and Lining	£5,400
<b>Imperial Drive The Ridgeway to Rayners Lane</b>	
Platforms to side roads	£192,000
Convert footway to shared use	£42,000
Signing Bollards and Lining	£15,000
<b>Alexandra Avenue Rayners Lane to Warden Avenue</b>	
Existing segregated cycle route	
Signing Bollards and Lining	£5,600
<b>Alexandra Avenue Warden Avenue to Petts Hill Junction</b>	
Existing segregated cycle route majority of length	
Platforms to side roads Majority already covered	£64,000
Upgrade existing Cycle Route	£120,000
Cycle Route through grass area to link service road	£48,000
Signing Bollards and Lining	£47,000
Sub Total	£1,251,200
Total including Contingency of 20%	£1,501,440
<b>Allow</b>	<b>£1,500,000</b>

<b>Soft Measures</b>	
Junior Bike Week for Pre-Schoolers - Funding for Promotional materials, extended support to nurseries and playgroups and training for pre-school staff to become a champion	£60,000
BME – Campaign targeting under-represented groups, maintenance courses in other languages (Hindi, Urdu, Polish)	£50,000
Higher Education – funding for support officer for 1 year to aid with promotional events, support higher education sites and deliver a programme of ongoing educational initiatives at sites, training up staff to take it forward as well as a 6 month follow up support package for year 2 for colleges. Also funding to create a unified branded campaign for all colleges and universities in the borough in conjunction with student unions	£150,000
Businesses – Events, workshops on safer cycling, cycling to work, cycling for leisure and bike maintenance at local businesses annually. Publication and distribution of Bikeability maps	£50,000
<b>Allow</b>	<b>£310,000</b>

Designed by Traffic & Highway Network Management

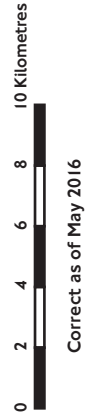
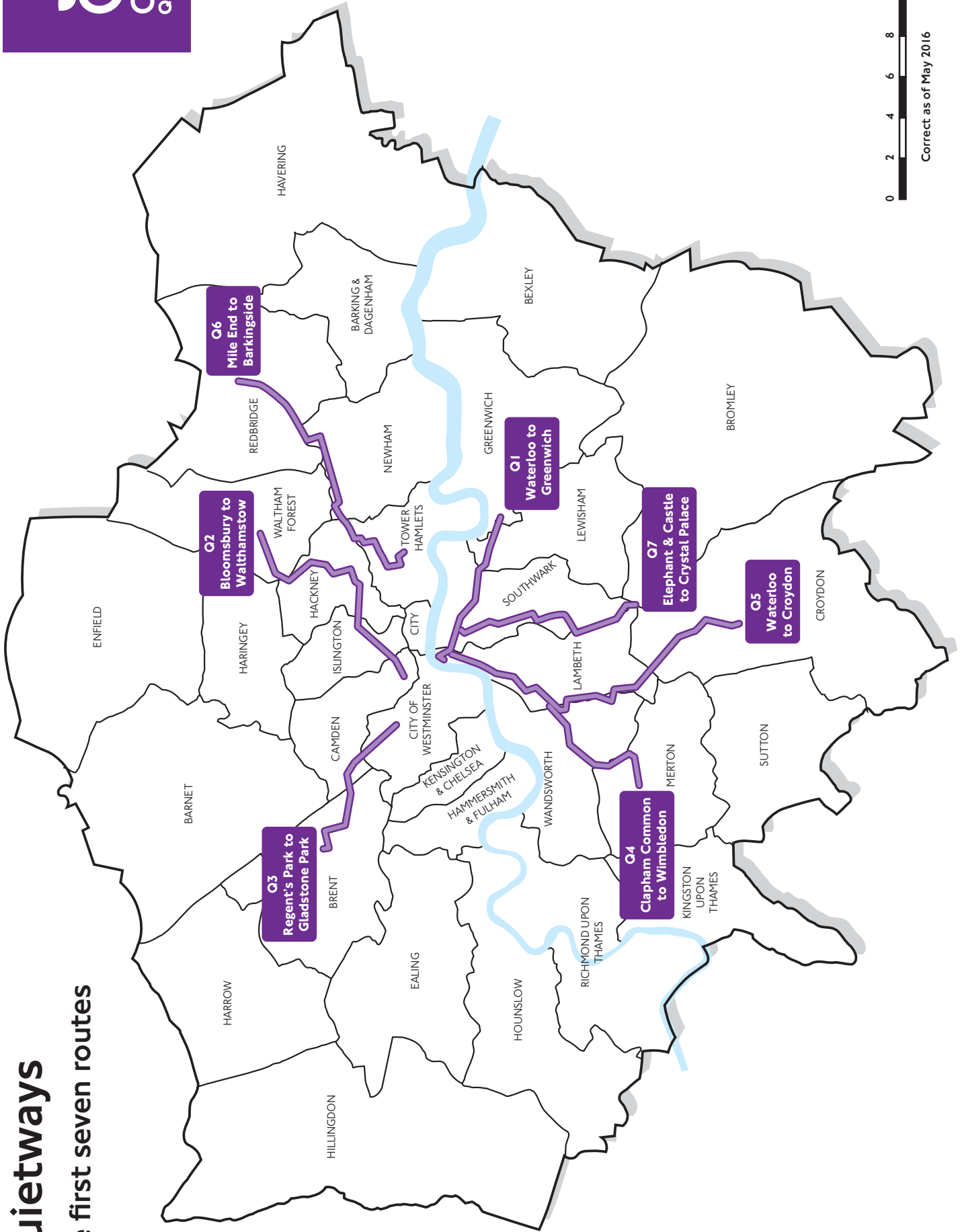
Harrow Council

October 2013



# Quietways

## The first seven routes



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# Cycling Strategy for Harrow 2015-2018

Incorporating Cycling Policies and Action Plan



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## FORWARD

I'm delighted that Harrow is transforming into a Cycling friendly Borough.

This Cycling Strategy focuses on providing quality facilities and supporting infrastructure to ensure that our roads are safe for pedestrians and cyclists, and to reduce traffic on our roads.

Spurred on by all of our recent sporting successes, cycling is becoming increasingly popular. With the range of benefits it brings, from health and environmental, to being a cheaper way to commute to work, we want to do everything possible to get residents cycling.

As a Council we have invested significantly into cycling over the years on a range of initiatives, such as cycling lanes, and just recently our piloting of the Brompton Cycle Hire for Council staff. We are also firmly in support of all the work done by local volunteering groups to promote cycling within the Borough, including the work done by Harrow Cyclists and Breeze to get more women cycling.

I would like to thank all our staff and partners who have done so much work to bring this strategy together and I hope that this is just the beginning of our work to make Harrow a cycling friendly Borough.

Cllr David Perry  
Leader of Harrow Council



# 1 Introduction

## 1.1 Overview

Harrow Council recognises the role of cycling both as a sustainable transport mode and a leisure activity. The Council has therefore included consideration for cycling and the need for good quality and safe cycling infrastructure in the Council's transport policies and delivery plans.

Cycling is recognised as a key sustainable transport mode in the Harrow Local Implementation Plan, which outlines the Council's approach to delivering the Mayor's Transport Plan. Funding for cycling schemes and initiatives have been included in the three-year programme of investment to help meet the targets and outcomes that the Borough is seeking to achieve.

The Harrow Sustainable Transport Strategy, published in 2013, sets out our commitment to encourage a greater take up of walking, cycling, scooting and public transport usage and how each of the sustainable travel modes are managed in the borough.

This document brings together all the policies and targets relating to cycling that are referred to in these documents into one overarching strategy document for cycling in the Borough. This will give transparency to the Council's cycling programme with a clear vision and a commitment to improve and increase cycling in the Borough.

## 1.2 Context of the Strategy

This Harrow Cycling Strategy supplements and supports the Council's Vision and earlier documents relating to or which make reference to cycling by Harrow Council.

Meeting Harrow's Vision: -

The Cycling Strategy will meet the Council's vision for Harrow: a place to live and work and be proud of. This vision will be delivered by making a difference:

- For the vulnerable
- For the communities



Cycling across London is transforming rapidly with more and more people choosing to cycle for work, leisure or sport. The growth in cycling is supported by new and innovative programmes promoted across London such as the Santander Bike Hire, Cycle Superhighways and more recently, Cycle Quietways and Mini-Hollands. There are also numerous private sector initiatives such as Brompton Bike Hire that now provide Londoners access to a bicycle without owning a bike. Traditional approaches of dealing with and planning for cycling will need to recognise and embrace these changes.

The Strategy will steer Harrow Council's proposals and implementation plans in the short and medium term. This strategy will be subject to an interim review at end of 2016/17 and an update if a new Transport Plan is issued by a future Mayor of London.

There are significant pressures driving this strategy:

**Growing population** - Over the next decade, Harrow's population will continue to rise and the average household size will decrease. According to the West London sub-regional transport plan, in Harrow additional housing projected is 350 houses per year until 2021. This is less than neighbouring boroughs, but still significant. The new population will also require access to a range of employment, schools, health, retail, leisure and other infrastructure and this will generate demand for travel in line with the rise in population. However, due to a lack of available space, providing additional capacity on the road network other than by making small changes at junctions and other adjustments to existing highway space to deliver small efficiencies would be impractical and expensive. Major public transport investment is long-term and costly even if projects are brought forward, and not all can provide adequate additional capacity by the time they are completed.

**Growth in demand for motorised modes of travel** - It is expected that growth in demand for motorised travel would outstrip the available supply of land for transport and in any case numerous studies show that building new infrastructure induces more travel demand including on routes that are meant to be relieved. Travel generally, particularly by car, would become even more difficult without measures to spread demand across a wider range of mode choices. Making the most of the potential offered by all modes of transport including cycling is

therefore an important facet of a well-managed transport system. A new approach is needed in the borough to address congestion by widening the choice of modes of transport that are available to people.

Harrow's road and public transport network are already under pressure with severe congestion on a daily basis particularly at Harrow town centre and district centres.

**Health and wellbeing:** - Not everyone can cycle and not every journey can be cycled, but significantly increasing the number of people who decide to take up cycling for more of their journeys will help to ease, or at least reduce, the difficulty of travelling by car or bus in the borough.

Reducing additional pressure on our already congested network by increasing levels of cycling is one important way in which the investment will benefit everyone in Harrow even if they would never contemplate cycling.

Cycling has considerable scope for growth and it is, for many, the best way of making short journeys of up to 5 km (3 miles) at lower infrastructure costs compared to other modes of transport



Encouraging cycling can help to meet a range of health, sustainability, social, economic and environmental objectives, and even has benefits for non-cyclists. Transferring from other modes to the bicycle can ease congestion on the roads, rail, tube and buses, freeing up more capacity for everyone else, whilst helping to sustain growth in population and jobs and improving air quality and public health. In the current economic climate, offering people a viable way of travelling around at minimal cost to access jobs, education, health and other services is also an important goal. Also, encouraging more people to incorporate active travel into their everyday routine could significantly improve the health of all with associated long-term savings to

be made in terms of public health and for businesses.

### 1.3 The Mayor's Vision for Cycling

Two thirds of London's cycling potential (based on population analysis) exists in outer London where about half of all car trips are less than 2km and public transport provision is not as comprehensive as in Central London.

In March 2013 the Mayor of London launched a Vision for Cycling in London, which highlights an ambition to see cycling 'normalised' by encouraging a broader cross section of people to take up cycling. It set out four key outcomes:

- a "tube network" for the bike;
- safer streets for the bike;
- more people travelling by bike; and
- better places for everyone.

This vision will be delivered using an estimated budget of £913m over the next 10 years, a proportion of which will be made available to boroughs to help deliver the vision.

These schemes will build on the recent growth in cycling, which has increased by 107 per cent on London's major roads between 2000 and 2008.





## 1.4 Consultation

The Harrow Cycling Strategy has been developed in consultation with Harrow Cyclists. We are grateful to Transport for London for strategy development guidance and to Harrow Cyclists for valuable feed-back.

## 1.5 Reference Documents

Context for this strategy is provided by London wide and Council policies relating to cycling, in particular the Mayor's Transport Strategy and Vision for Cycling in London, West London Cycling, the

Harrow Sustainable Transport Strategy and Local Implementation Plan as well as other guidance documents that have been specifically produced on cycling.

Reference is also made to the Get People Cycling Recommendations produced by the All Party Parliamentary Cycling Group.

The Mayor of London has set a target of a 400% increase in cycling on 2000 levels by 2026 to achieve an average 5% mode share across London, which would vary by region and borough.



## 2 Current and Aspirational Cycling Infrastructure

### 2.1 Existing Cycling Infrastructure

As of December 2014, there is 40.6 km of on-road cycle routes, 4.8 km of off-road cycle routes and 6.5 km of Greenway cycle routes in the Borough.

All existing cycle routes in the Borough are shown in Appendix A. The Ealing to Barnet route forms the main east-west route passing along Alexandra Avenue, Imperial Drive, Headstone Lane and Whitchurch Lane. North-south cycle routes provide connectivity between Harrow on the Hill town centre and other urban centres in the Borough.

The existing cycle network is integrated into the wider West London cycle network and provides some continuity of cycling to town centres located in adjacent Boroughs.

Harrow Council has prioritised the rolling out of cycle parking facilities across the Borough as a measure to encourage cycling. As of December 2014 there are 545 cycle parking stands at stations (124), shopping/commercial areas (369) and at other key locations (52). A further 127 cycle stands are expected to be installed by the end of 2014/15. The Borough Cycle Parking Location map is at Appendix B

### 2.2 The Aspirational Cycling Infrastructure for Harrow

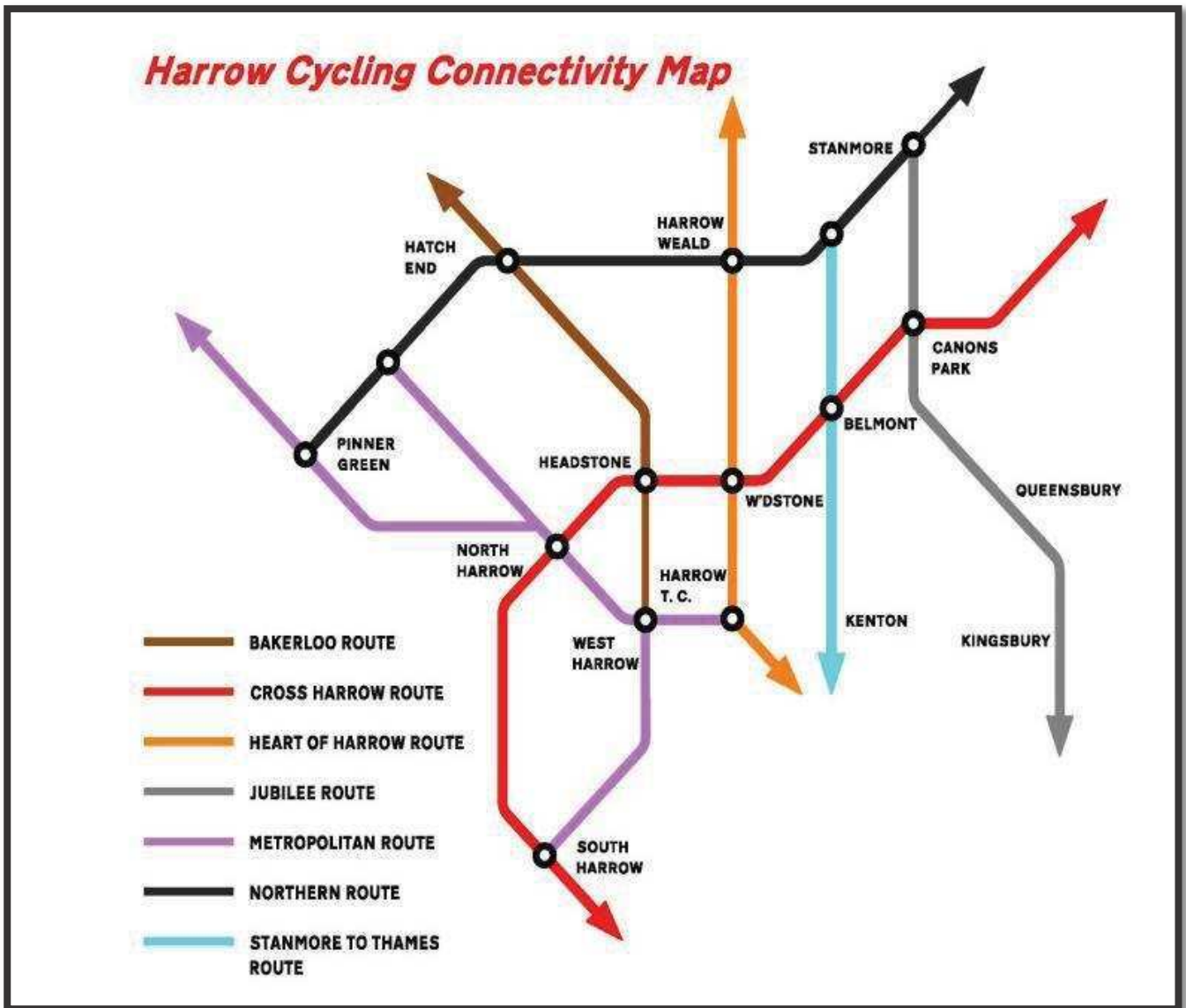
Harrow Council recognises that more should be done to improve the quality of the cycle infrastructure, expand the cycle network and to create a seamless cycle link across the Borough. The realisation of a comprehensive cycle network in

Harrow is constrained by funding availability which is currently allocated through the annual TfL LIP programme. Harrow Council's aspiration for a complete Borough-wide cycling infrastructure network is shown in Appendix C.

The Council has been provided with LIP funding up to 2017 for improving 0.7 km of on-road and Greenway cycle routes respectively as shown. TfL have committed to fund the delivery of a single Quietway route shown in Appendix D and have expressed intent to fund further Quietways in the Borough. The desire lines for these aspirational Quietways are shown in Appendix D.

Figure 2.1 shows the schematic aspirational strategic cycle network for Harrow. When completed, the aspirational cycle network will provide a seamless, convenient and safe cycling connectivity across the Borough and to key destinations at adjacent Boroughs.

Figure 2.1 Harrow's Aspirational Strategic Cycle Network



### 3 Need for the Borough Cycling Strategy

#### 3.1 Establishing Need

The overarching reasons for the development of a cycling specific strategy for the Borough are as follows:

- It provides an opportunity to collate and crystallise the various documents and information on cycling to support funding requests;
- It sets out a structured methodology to enable prioritisation to take place in a transparent and robust way;
- It allows a re-prioritisation of funds to increase cycling and investment in cycling action plans; and
- It strengthens the Councils position to propel cycling into a dominant mode of travel in the Borough and across the sub region.

Harrow Council has ambitious targets in our current Local Implementation Plan to increase the mode share of cycling. With the support of the Mayor's cycling funding on offer, our proposals of coordinated hard and soft measures will target potential cyclists of all age groups and backgrounds. Harrow has one of the most diverse populations of any London Borough which is a challenge to increasing cycling mode share, particularly with the limited existing cycling infrastructure.

Harrow Council recognises that cycling is an activity that addresses a variety of agendas, including health, transport, sport, community cohesion and more recently tourism. Harrow's cyclists and

local cyclist groups wish to see a more comprehensive cycling infrastructure that provides safe facilities for their whole journey i.e. an end-to-end approach.

It is the intention that this document provides the necessary framework to support the Council secure funding for cycling infrastructure and to steer the rolling out of supporting action to raise the benchmark for cycling.

Harrow has great potential to increase cycling to create a significant mode share for journeys. The 2011 Census identified that there is relatively low levels of cycling despite there being 41 km of cycle lanes in the borough linking key trip generators and places of interest such as stations, shopping areas, schools, open spaces etc.



The relatively low levels of funding received by Harrow Council in recent years, compared to Central London Boroughs have only enabled us to make small, localised changes to the network to assist cyclists.

The Harrow LIP2 identified that Harrow residents may account for about 13% of the potentially cycleable trips in the west London sub-region. The West London Cycling Plan has identified that Harrow has the potential to achieve a 3% target of its population cycling. The Council is keen to respond positively to its role and responsibility to promote cycling to meet the Mayoral objective.

The promotion of cycling in the Borough is mainly motivated by the Council's desire to improve public health, improve air quality, to reduce congestion and to reduce the impact of climate change for its residents and people who work and visit the Borough. As an interim target, the Harrow LIP has set a target of 1.5% mode share for cycling in 2013/14. Over the longer term, the Council is aiming to achieve the 5% modal share for cycling by 2026 as outlined in the Mayor's Transport Strategy.

This is a significant challenge for Harrow where car ownership is high because of the geographical location of the borough on the outskirts of London. TfL estimates that there are 70,000 daily trips currently being undertaken by other modes in each Outer London borough that could be made by bike. If this were achieved, this would have a significant impact on the health of those cycling(6). Based on the 2011 Census(7), Harrow is also the Borough with the second highest percentage of households in London owning two or more cars at 33%. At the same time, 23% of all households in the Borough have no car or van which is lower than all London Boroughs except Hillingdon. The high car ownership that currently exists in Harrow is of

considerable concern that may intensify as the population grows. There is also lower bus use in Harrow where car ownership levels are highest.

The strategy will need to include innovative and implementable measures that would support the Councils drive to encourage residents to cycle rather than to travel by private car.

The Council considers all projects that promote alternatives to the car to be to the benefit of increased social inclusion. This will take into consideration the unique aspect of Harrow's ethnic and religious diversity, with more than half of its residents being from BAME groups. London Councils have reported that BAME road users are at higher risk of death or serious injury than non-BAME individuals across every mode except when travelling by bus and that BAME cyclists experience approximately twice the risk of non-BAME cyclists.

The cycling strategy will help the Council meet its equality obligations to ensure that cycling can be enjoyed and is accessible to all residents and visitors in Harrow.

The Council wants to encourage more cycling to deliver significant direct impact on personal health as part of its Borough wide concern for local health. Diabetes levels in the borough which correlate to obesity are estimated to be the highest in London and above the average for England.

Cycling is part of the Councils effort to encourage residents to live a healthier lifestyle and is a major action to improve health.

The cycling strategy forms part of the Council's efforts to improve air quality and to reduce emissions generated by motorised vehicles. The Borough was declared an air quality management area (AQMA) in January 2002. Air quality modelling has identified road traffic as the main contribution to nitrogen dioxide concentrations and locations which experience the highest PM10 concentrations are mainly the result of emissions from motorised vehicles. An increase in cycling will reduce these emissions and improve air quality in the Borough.

will also make it easier for us to widen the demographic of cyclists to include more women, people from minority ethnic groups, older people and disabled people for whom the bicycle can bring greater freedom

Historically, Harrow has recorded low levels cycling in the Borough and lags behind other West London boroughs in terms of percentage of residents that cycle on at least two days a week as shown in Figure 3.1. This is why relatively high investment in cycling is needed in Harrow.

We want to work with communities to mould the next generation of cyclists and to create greater awareness of cycling as a mainstream mode of transport.



Our aim is to create the conditions in which those who rarely or never cycle at the moment because of fear of danger simply choose to start cycling for more journeys. In particular we want to enable parents to feel confident enough to allow their children to travel to school by bike either accompanied or independently. If successful, this will help to slow or even reverse worsening congestion caused by the school run. Creating the right environment for children to cycle safely

Figure 3.1 Percentage of residents who cycle on at least two days a week by borough of residence.

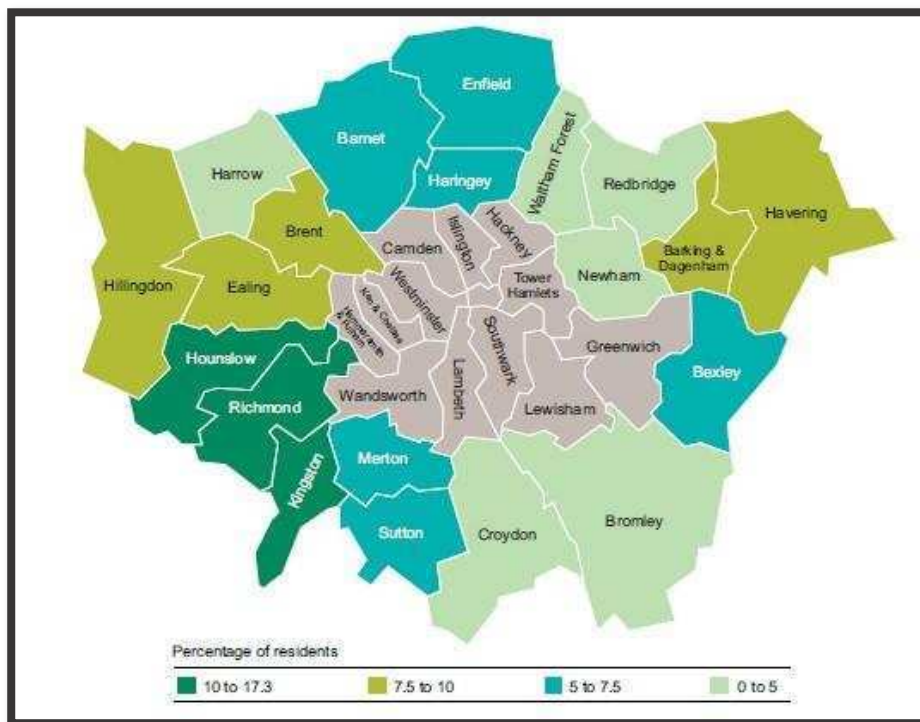
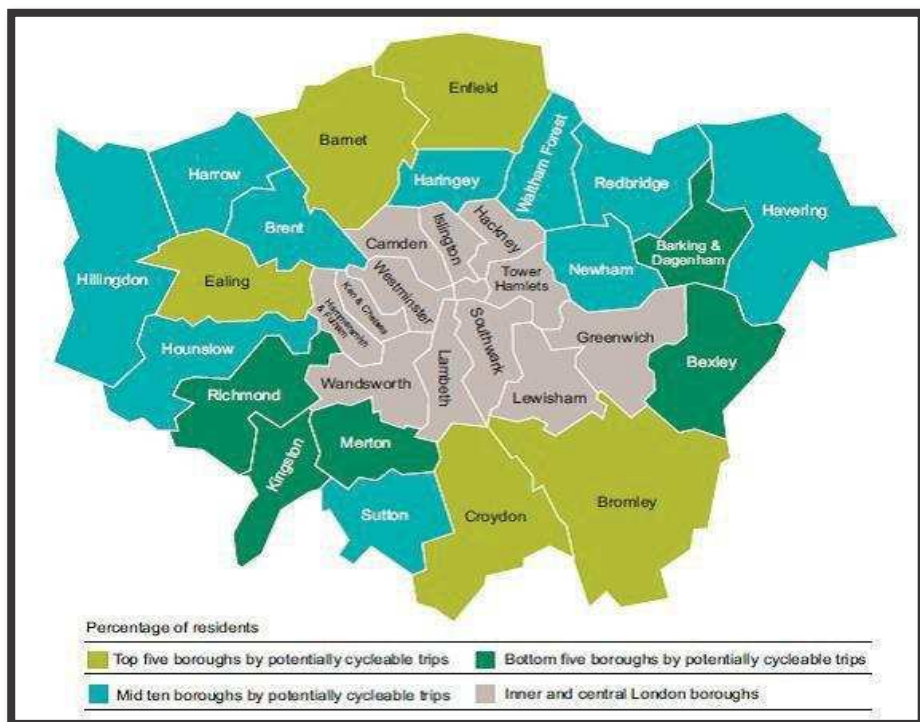


Figure 3.2 Number of potentially cycleable trips by borough



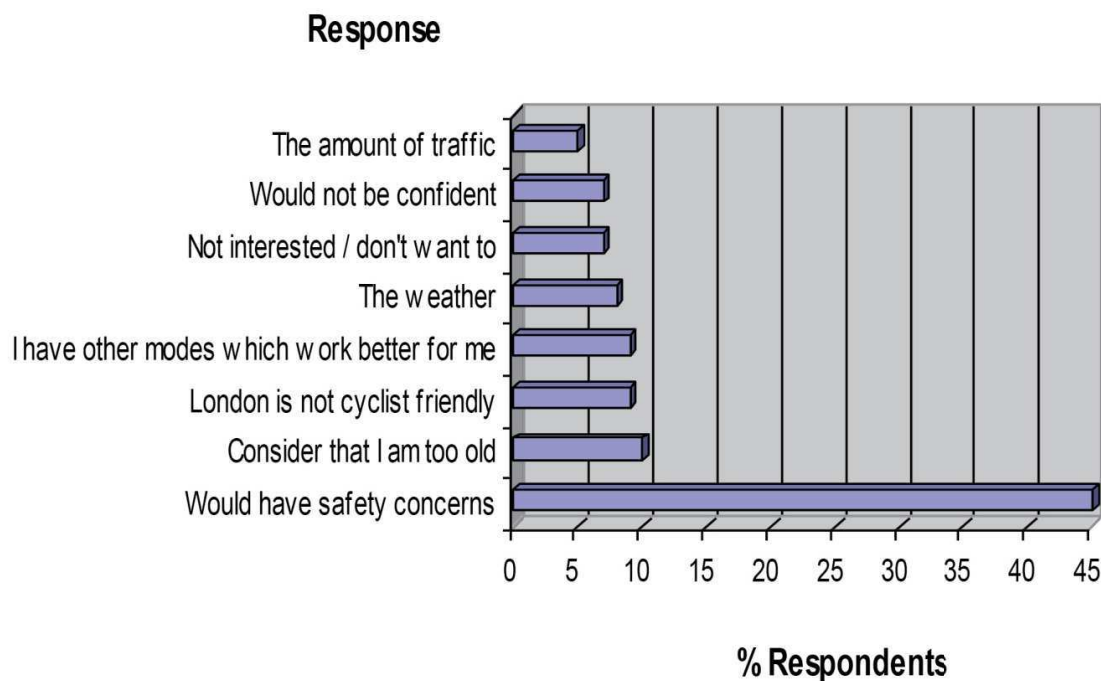
The current low cycling rate indicates that the Borough has a higher than average level of potential cycleable trips as shown in Figure 3.2. Hence compared to other West London Boroughs, the Council has a greater challenge to work with residents and cycling groups to raise the levels of cycling in the Borough.

Whilst there are both significant benefits to be gained and the potential for increasing cycling in Harrow, the process of delivering the change required to support and sustain growth is more complicated. This strategy recognises that there has been very little data collection and feedback on the barriers and challenges in encouraging more people to cycle in the Borough.

Figure 3.3 shows the main reasons that non-cyclists give for not wanting to cycle in London based on a 2013 TfL survey. We recognise that this is a generalised

response for London and does not specifically address Harrow's unique outer-London Borough characteristics.

Personal safety is a key concern and is a major issue that needs addressing to encourage more people to cycle. Citing age and physical inability to take up cycling emerged as the second most frequent reason. This is probably more relevant to Harrow where we have a large minority population who tend to perceive cycling as an activity for the younger members of their community. The response that *other modes work better for me* is more difficult to address as this implies a high degree of comfort with their current mode of travel. There is a need to raise awareness that travelling by car is not always better to alternative modes considering the cost of travel, greater environmental and congestion impacts and journey time reliability.



**Figure 3.3 Reasons given by non-cyclists for not wanting to take up cycling in London – Source TfL Survey**

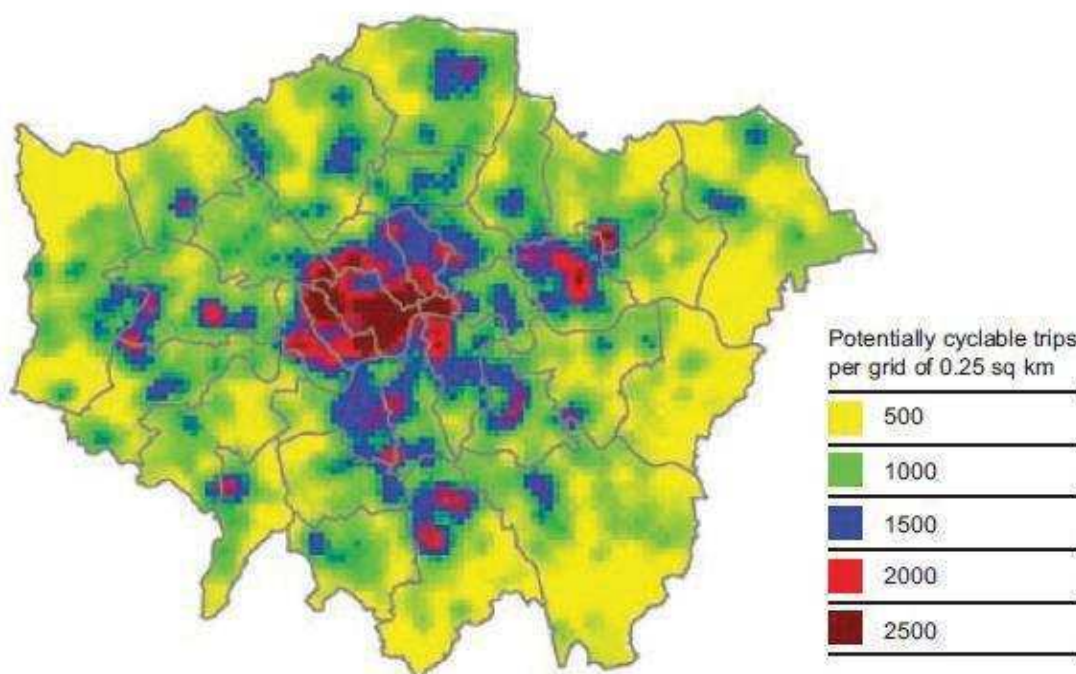


Harrow Council has a priority to ensure that the transport networks are safe for use by all users particularly pedestrians and cyclists. The cycle network at Harrow will not only need to be safe but also be perceived to be safe by cyclists. The survey results suggest that there is a continuing need to build confidence in cycling across all levels of society and to promote the message that almost anyone can become a competent and regular cyclist, through training, education and regular engagement activities.

- An incomplete London Cycle Network (within and across Borough boundaries);
- Difficulty in obtaining funding for cycling improvements;
- Concerns about safety and high numbers of collisions in London involving cyclists: and
- Insufficient training, information and education.

The Borough recognises that just as with motivational factors for cycling, key barriers will vary between different segments of the population. The Delivering the Benefits of Cycling in Outer London Borough report identified the following personal and organisational level barriers to cycling:

More can be done to strengthen the continuity of the cycling network in Harrow and to adjacent boroughs. This will have to take into consideration the lower density of the cycling network and potential cycleable origin and destinations trips compared with Central London as shown in Figure 3.4.



**Figure 3.4 Potential Cycleable Trips in London by Trip Origin** (Source: *Delivering the benefits of Cycling in Outer London, London Councils*)

The Borough has delivered significant levels of cycling infrastructure and supporting schemes to help raise the levels of cycling in the Borough.

Particular focus has been on road sections that pose a safety risk to cyclists particularly at roundabouts and road sections with high levels of peak hour traffic. In addition, funds have been spent where it is relatively low cost to install schemes, giving greater cost-benefit ratios. However, this has resulted in some sections of the Borough, having breaks in cycling infrastructure and hence does not enable continuous cycling across the Borough.



### 3.2 Overcoming the Barriers

The Borough Cycling Strategy will form the catalyst of all action taken by the Borough to overcome barriers to cycling, to increase cycling levels and to raise the profile of cycling as an important mode of transport in the Borough. This will be achieved by:

- Creating a safer and better environment that supports cycling as an equal mode of transport;
- Promote cycling as a convenient, safe, secure, inclusive and enjoyable activity;
- Elevating cycling as an important sustainable mode of travel in the Borough; and
- Facilitating and supporting bicycle ownership/access and secure parking

The strategy will strengthen and supplement current programmes with new initiatives to address the identified barriers to cycling in Harrow through identified actions.

The three groups of barriers are:

- **Attitudinal Barriers for Individuals**
- **Physical Barriers**
- **Barriers to Delivery**

#### **Attitudinal Barriers for Individuals:**

- Fear of Traffic and feelings of vulnerability, particularly when undertaking unfamiliar journeys, convenience of the cars.
- Historically high reliance on car.
- Concerns over look and feel of cycling. Individual not sure cycling is for them.
- Lack of flexibility or spontaneity. Cycling perceived as incompatible with busy/complicated lifestyles.

#### **Physical Barriers:**

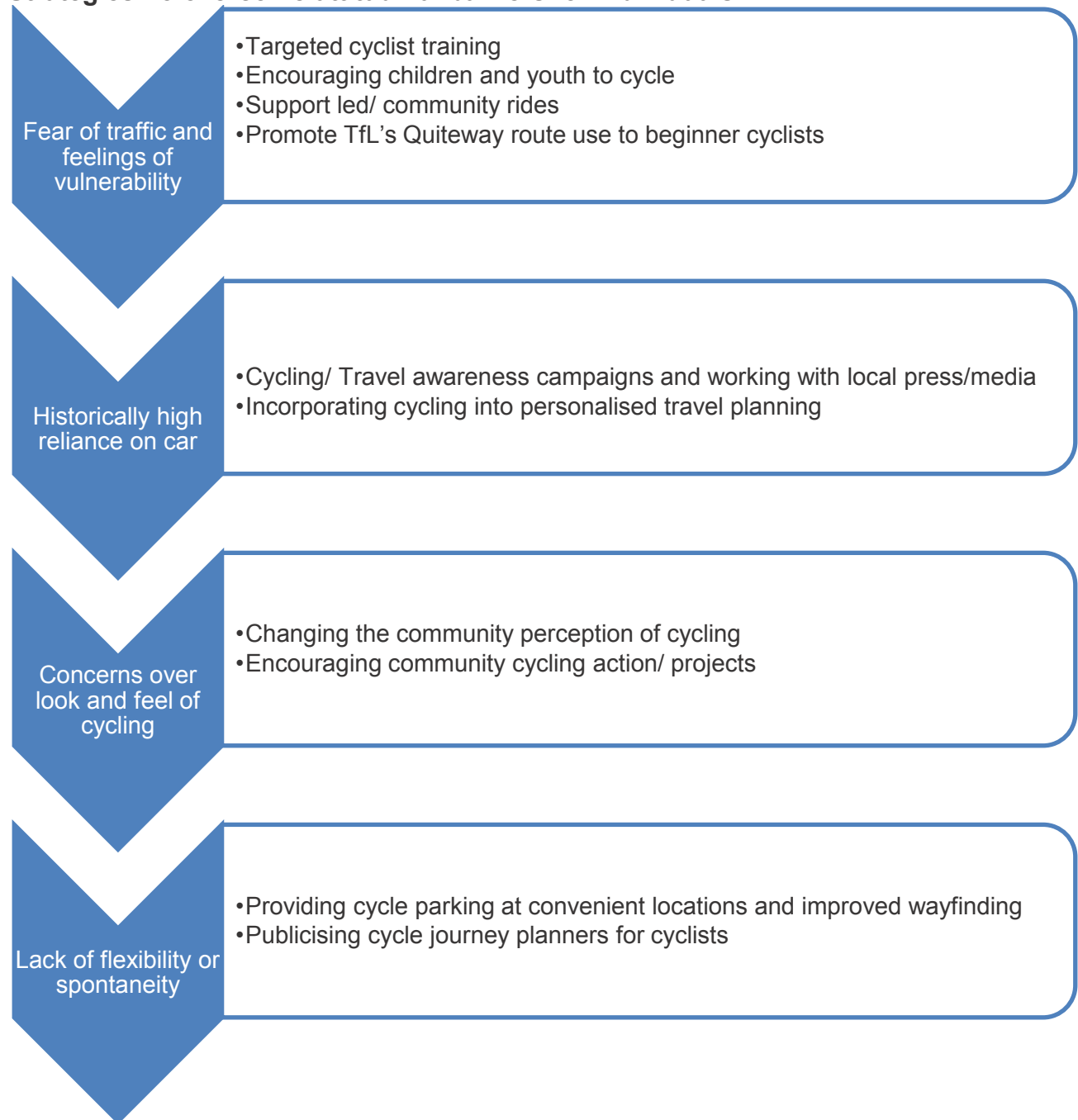
- Traffic speeds, driver behaviour.
- Insufficient cycle parking/cycle facilities at key locations
- Severance caused by major roads, gyratories, railways.

#### **Barriers to Delivery:**

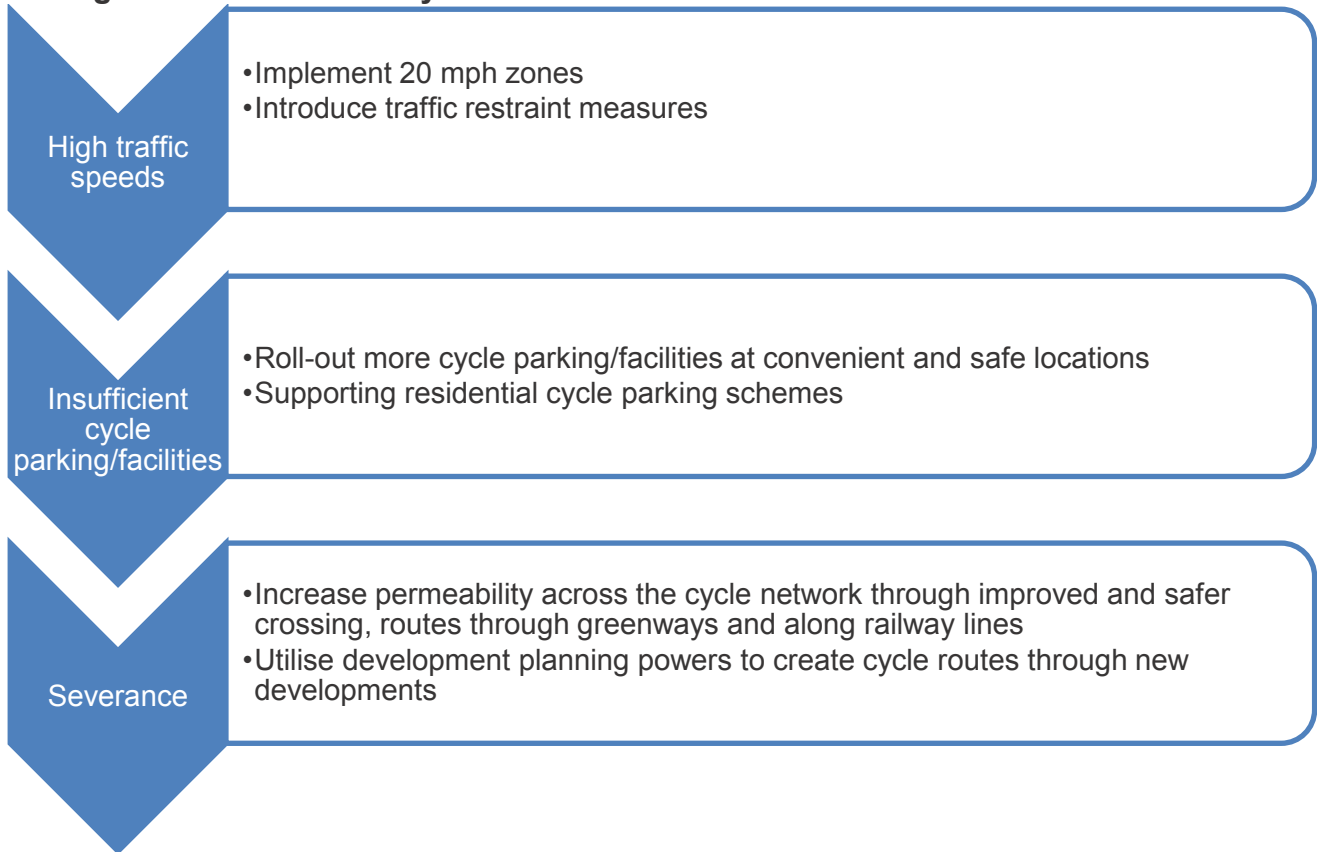
- Requires greater political support and priority.
- Insufficient funding to deliver all aspirational schemes and improvements.
- Dedicated and experienced staff that is responsible for cycling at the Council.

A series of strategies have been identified to deal with the barriers. These are set out below:

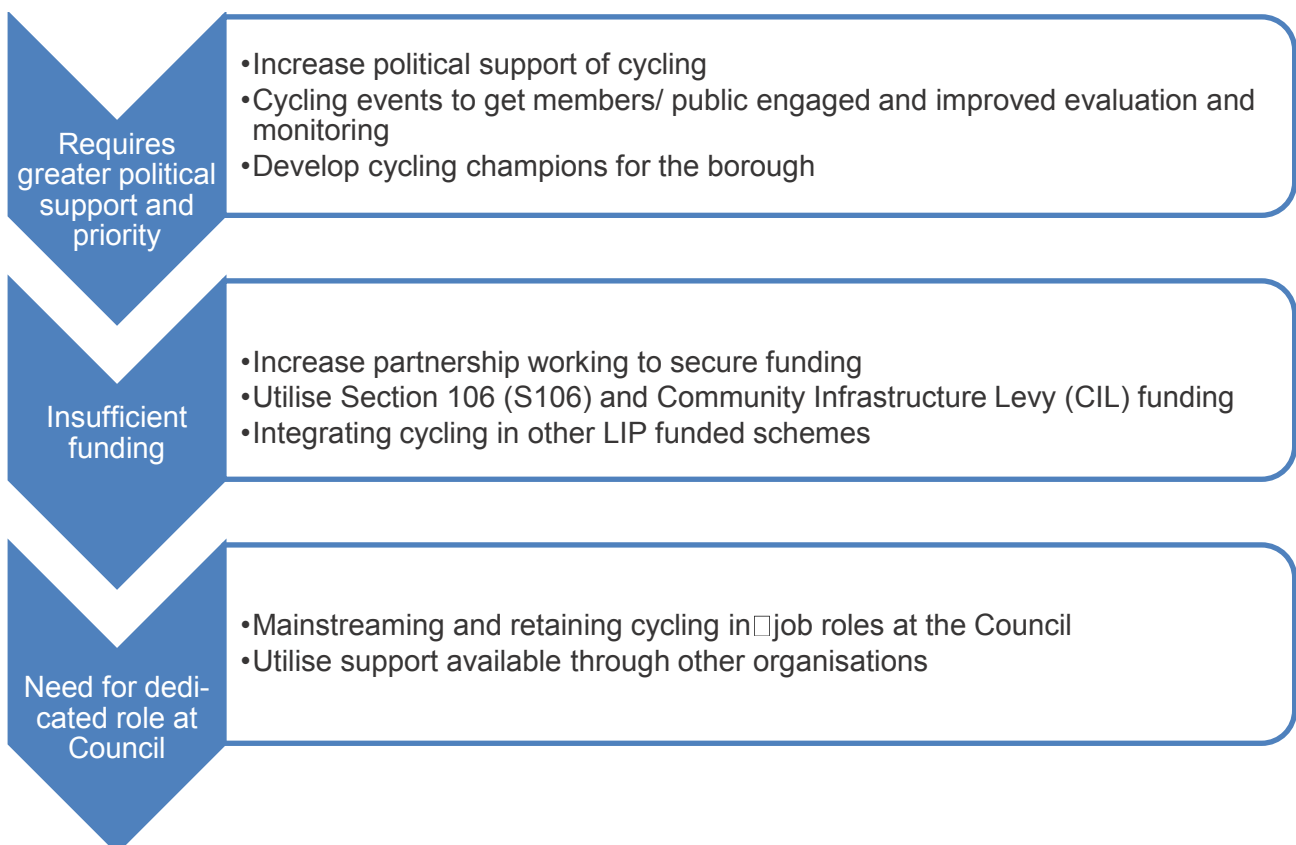
### Strategies To overcome attitudinal barriers for individuals



## Strategies To Overcome Physical Barriers



## Strategies To Overcome Delivery Barriers



### 3.3 Integrating cycling into Borough Planning & Development and Public Health initiatives

More needs to be done to integrate cycling into planning and development initiatives that are taken forward in the Borough. The Harrow regeneration programme which focuses on Harrow town centre and Wealdstone district centre should incorporate cycle friendly designs and a package of measures to encourage cycling.

There will be more joined up thinking across the various Directorates in the Council on delivering more for cycling.



Cycling will need to be better integrated into Public Health programmes to further reap the health benefits of cycling.

## 4 Borough Cycling Strategy

### 4.1 Structure

The Borough Cycling Strategy consists of the vision for cycling in the Borough, cycling objectives, cycling policy, the setting of targets, proposed action plan and monitoring plan.

It is intended that the strategy identify investigations and data collection that would help the Council make decisions on prioritising improvements to existing cycle schemes as well as on the delivery of aspirational cycle schemes.



### 4.2 Vision Statement

#### Harrow Cycling Vision Statement

“We want to increase the number of people cycling in the borough by making cycling more convenient, better connected, safer and more appealing to people from all backgrounds.

Cycling should be seen as an enjoyable, safe, practical and accessible everyday option for more people, including older and people with disabilities, children and families.”

### 4.3 High Level Cycling Objectives

#### Objective 1

The Council will create a safer and better environment that supports cycling as an equal mode of transport

#### Objective 2

The Council will promote cycling as a convenient, safe, secure, inclusive and enjoyable activity

#### Objective 3

The Council will elevate cycling as an important sustainable mode of travel in the Borough

#### Objective 4

The Council will facilitate and support bicycle ownership/access and secure parking

#### 4.4 Harrow Cycling Policies

This Cycling Strategy makes reference as appropriate to the strategic Harrow cycling policies reported in the Harrow Sustainable Transport Strategy (HSTS). The HSTS policies listed in Appendix E underwent a borough wide public consultation and was then updated and agreed by Harrow Cabinet. The cycling policies in this Harrow Cycling Strategy supplements and strengthens the policies in the HSTS.

#### Policy P1: Create a safer and better environment that supports cycling as an equal mode of transport

Ref	Policy	Notes
P1.1	The Council will ensure the progressive development and maintenance of a high quality cycle route provision, clear continuity and consistency in design; and will ensure that, wherever practicable, provision is designed and implemented to also cater for tricycle and trailer use (incorporates HSTS policy C10)	This would cover all infrastructure improvement plans
P1.2	The Council will alleviate barriers to cycling by improving the bikeability of all routes in Harrow and ensure that routes are made suitable for entry level cyclists	
P1.3	The Council will ensure cycle routes and facilities in the borough are appropriately located and regularly cleaned and maintained and that whenever possible, cycle tracks in parks are available for use at all hours (incorporates HSTS policy C3)	
P1.4	The Council will work with TfL and other agencies to support the introduction of cycling schemes and initiatives and work towards becoming a biking borough (incorporates HSTS policy C9)	Includes the Mayors vision for cycling and other new cycling initiatives
P1.5	The Council will introduce cycle infrastructure design standards across the Borough	
P1.6	The Council is committed to reducing the risk of collisions involving cyclist through good design, continuous monitoring of collision hotspots and working in partnership with enforcement and community groups.	Supports commitment to improving safety as the safest Borough in London
P1.7	The Council will work in partnership with adjacent authorities to develop and to maintain high quality and safe cross-boundary cycling infrastructure	



**Policy P2: Promote cycling as a convenient, safe, secure, inclusive and enjoyable activity**

<b>Ref</b>	<b>Policy</b>	<b>Notes</b>
P2.1	The Council will provide cycle training for adults and children and for people with disabilities to create a confident and responsible cycling community in the Borough (incorporates HSTS policy C1)	Includes all cycle training and education programmes
P2.2	The Council will introduce measures and programmes to encourage persons from BAME and other statistically cycling adverse groups to take up cycling and to cycle more often.	An Equality Impact Assessment is required for all cycle schemes.
P2.3	The Council will promote the recreational use of cycling while giving priority to its aim of increasing cycling as an alternative to private car use (incorporates HSTS policy C2)	Needs to be linked to facilities being made available for use for extended periods
P2.4	The Council will encourage the use of bicycles generally and in particular for journeys to school (incorporates HSTS policy C4)	Includes working with schools, children & young people.
P2.5	The Council will encourage employers to make provision for employees wishing to cycle to a similar standard to that required from new development including the provision of “cycle pools” (incorporates HSTS policy C5)	Workplace travel plans, planning conditions and use of S106 funding
P2.6	The Council will publish and make available cycling leaflets and maps in areas of the borough identifying the locations of designated cycle routes, cycle parking facilities, barriers to cycling and main road crossings (incorporates HSTS policy C6)	
P2.7	The Council will promote cycling through Public Health actions to ensure that the health benefits of cycling are enjoyed by all residents	

**Policy P3: To elevate cycling as an important sustainable mode of travel in the Borough**

<b>Ref</b>	<b>Policy</b>	<b>Notes</b>
P3.1	The Council will ensure cycling is at the heart of our sustainable and inclusive policies as a “biking borough” for all	
P3.2	The Council will treat cycling and the needs of cyclists as an important mode of sustainable transport	

P3.3	The Council will consider the needs of cyclists as a core element in future regeneration programmes for local centres and employment areas.	
P3.4	The Council will support the development of cycling forums and cycle community groups	Link to Community, Planning, Economic Regeneration programmes
P3.5	The Council will seek to secure funding for cycling through alternative funding sources outside the LIP programme	

**Policy P4: To facilitate and to support bicycle ownership/access and secure parking**

Ref	Policy	Notes
P4.1	The Council will use its powers and resources as local planning authority to make planning permission for future development conditional upon the availability of an appropriate level of cycle parking and facilities such as showers and lockers and encourage provision of “cycle pools” (incorporates HSTS policy C7)	Should be considered as part of Planning and Economic Regeneration conditions
P4.2	The Council will use its powers and resources to provide secure and weather-protected cycle parking at sites generating/attracting significant numbers of cycling trips particularly at strategic interchanges and stations and at local shopping areas; and encourage other authorities with specific responsibilities within the Borough to do the same (incorporates HSTS policy C8)	This would require working with 3rd parties including TfL, Rail companies, commercial centre operators and private land owners
P4.3	The Council will work in partnership with cycling groups, the community and enforcement authorities to reduce cycle theft.	Working with Met Police and PCSOs, Safer Neighbourhood Teams.

## 5 Funding of cycling schemes

The Borough will continuously seek support from TfL through the LIP programme to ensure a constant stream of funding is made available to enable the delivery of the cycling strategy. Additionally, we will work with the Cycling Commissioner to deliver cycling improvements through parallel and complementary TfL funding streams such as the Mini Hollands, Quietways and Cycle Superhighways.

The Borough will seek S106 and Community Infrastructure Levy funding for cycling improvement and investment schemes. The Borough will also liaise with the DfT, the London European Partnership for Transport (LEPT), regional funding groups and work with the private sector to deliver cycle improvement.

The Borough will promote the delivery of successful cycling schemes and initiatives to provide the appropriate level of exposure and publicity on the Boroughs commitment to do more for cycling. This will strengthen future funding requests and will act as the catalyst to attract funding to do more for cycling in the Borough.

## 6 Working in partnership

The successful implementation of the Cycling Strategy will require partnership working to maximise the potential of improvements that can be delivered by the Council.

The Borough is committed to working in partnership with adjacent Boroughs to deliver seamless and high quality cross Borough and sub-regional cycle routes. The Borough will continue to work with local cyclist groups in particular Harrow Cyclists to ensure that the cycle improvements that are planned and delivered better meet the needs and priorities of cyclists and potential cyclists in the Borough.

The Council supports community group cycle rides such as Breeze Harrow and Skyride Local. The Council would support jointly funded cycling projects with the private sector.



## 7 Borough Cycling Targets

The Borough Cycling targets are based on targets that have been identified in the 2015-17 LIP Programme. These targets will require annual monitoring and reporting and need to be reviewed at the next LIP funding stage.

The targets are linked to the cycling policies P1, P2, P3 and P4 and are listed below:

**P1: Create a safer and better environment that supports cycling as an equal mode of transport**

1

- Reduce the year on year nos. of KSI incidents involving cyclists as a % of cycling activity recorded in the Borough

2

- Reduce the year on year nos. of KSI incidents involving cyclists as a % of cycling activity recorded in the Borough

**P2: Promote cycling as a convenient, safe, secure, inclusive and enjoyable activity**

3

- Deliver a minimum of 200 adult cycle training courses annually

4

- Deliver cycle training courses to a minimum of 30 schools annually

5

- Support the delivery of at least 10 led rides in the Borough annually

6

- Introduce at least one Bikeability Plus initiative annually

7

- Deliver 2 Try Cycling Roadshows annually

8

- Support local events by delivering DR Bikes annually

**P3: To elevate cycling as an important sustainable mode of travel in the Borough**

- 9 • Achieve 1.5% mode share for cycling by 2017
- 10 • Increase the number of pupils cycling to school by 1.8% by 2020
- 11 • Undertake an annual resident survey to measure changing attitudes towards cycling

**P4: To facilitate and to support bicycle ownership / access and secure parking**

- 12 • Increase the number of cycle parking spaces in schools to 66 pupils per cycle parking space by 2020
- 13 • Reduce the number of cycle thefts in the Borough by 20% annually
- 14 • Deliver an increase in the nos. of on street parking stands annually

Appendix F shows the link between these targets to the Borough Cycling Policy and Objectives.

## 8 Delivering the Strategy

### 8.1 Borough Cycling Action Plan

The Borough Cycle Action Plan draws together on-going, planned and proposed actions to meet the cycling policy and targets. The action plan includes actions relating to cycling that are funded and delivered through the various funding streams and programmes such as the Local Implementation Plan, Mayor's Vision for Cycling and ad-hoc initiatives.

The Borough Cycle Action Plan is set out in Appendix G. The Action plan includes the following operational and good practice measures:

- Deliver free cycle training to children studying or residing in the borough
- Produce and update Bikeability travel maps including those specifically produced for schools
- Rolling out cycling promotions including campaigns targeted at BME and under-represented groups.
- Free cycle training for adults who live, work or study in the Borough including special needs cycle training
- Supporting Bike Clubs in high schools
- Deliver Learn to Balance and Ride sessions to support supplementary Bikeability training for children aged between 3 to 11 years
- Encourage cycling potential for women through the introduction of the Women's Bike Club and Women's Commuter Club
- Deliver tailored Bike Clubs in Special Education Needs (SEN) schools
- TryCycling events
- Working with businesses to promote cycling, cycling champions and cycling provision in their premises
- Encouraging closer working with cycle groups and the private sector to promote cycling in the Borough
- Increasing cycle parking provision at and in close proximity to rail stations, schools and colleges
- Working with the Met Police, PCSOs and community groups to promote bike marking and registration service
- Introduce cycle infrastructure standards as part of the Council's design standards

The Council will continue with the rolling out of cycle infrastructure improvement measures that have secured the necessary funding.



## 8.2 Borough cycling implementation plan

The implementation schedule for the Cycle Strategy Action Plan is attached in Appendix H. It includes Action Plans that have committed funding to 2017 as well as aspirational schemes which the Borough intends to progress with should funding be made available.

## 8.3 Monitoring of the Action Plan

The Borough's Cycling Strategy will require continuous monitoring and benchmarking against targets that it has set to achieve. The Borough will allocate funding for monitoring progress of the Action Plan within the budgets for each scheme

We will monitor and review progress by:

- Undertaking manual count programmes at strategic sites in the Borough
- Using data/ counts of cycle and general traffic from TfL/ other sources
- Assessing frequency of cycling, cycle ownership as part of other surveys being carried out by the Council;
- Using the iTRACE system to monitor school and site travel plans;
- Using TfL casualty data;
- Using Metropolitan police data on cycle theft;
- Carrying out counts of parked bicycles at key locations;
- Using School Hands Up data on school cycling and out of school cycling by children; and
- Obtain feedback on the effectiveness of cycling activities such as led rides and Skyride

The monitoring plan of our cycling targets is set out in Appendix I.

The Council will produce a cycling monitoring report annually.

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# Cycling Strategy for Harrow 2015-2018

## Appendices



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<b>APPENDIX B</b>	<b>Existing Cycle Parking Map</b>
<b>APPENDIX C</b>	<b>Aspirational Cycling Infrastructure Map</b>
<b>APPENDIX D</b>	<b>Aspirational Quietways Map</b>
<b>APPENDIX E</b>	<b>Cycling Policies in the Harrow Sustainable Transport Strategy</b>
<b>APPENDIX F</b>	<b>Linking Borough Cycling Targets to Cycling Policy</b>
<b>APPENDIX G</b>	<b>Borough Cycle Action Plan</b>
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<b>APPENDIX I</b>	<b>Borough Cycling Monitoring Action</b>

**APPENDIX A      Existing Cycling Infrastructure Map**

**NOTES:**

- COMPLETED INFRASTRUCTURE**  
40.68 Km  
On Road Cycle Routes
- 4.76 Km  
Off Road Cycle Routes
- 6.47 Km  
Greenway Cycle Routes
- Shopping Centres



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Designation	Details of Revision	Date	Sign

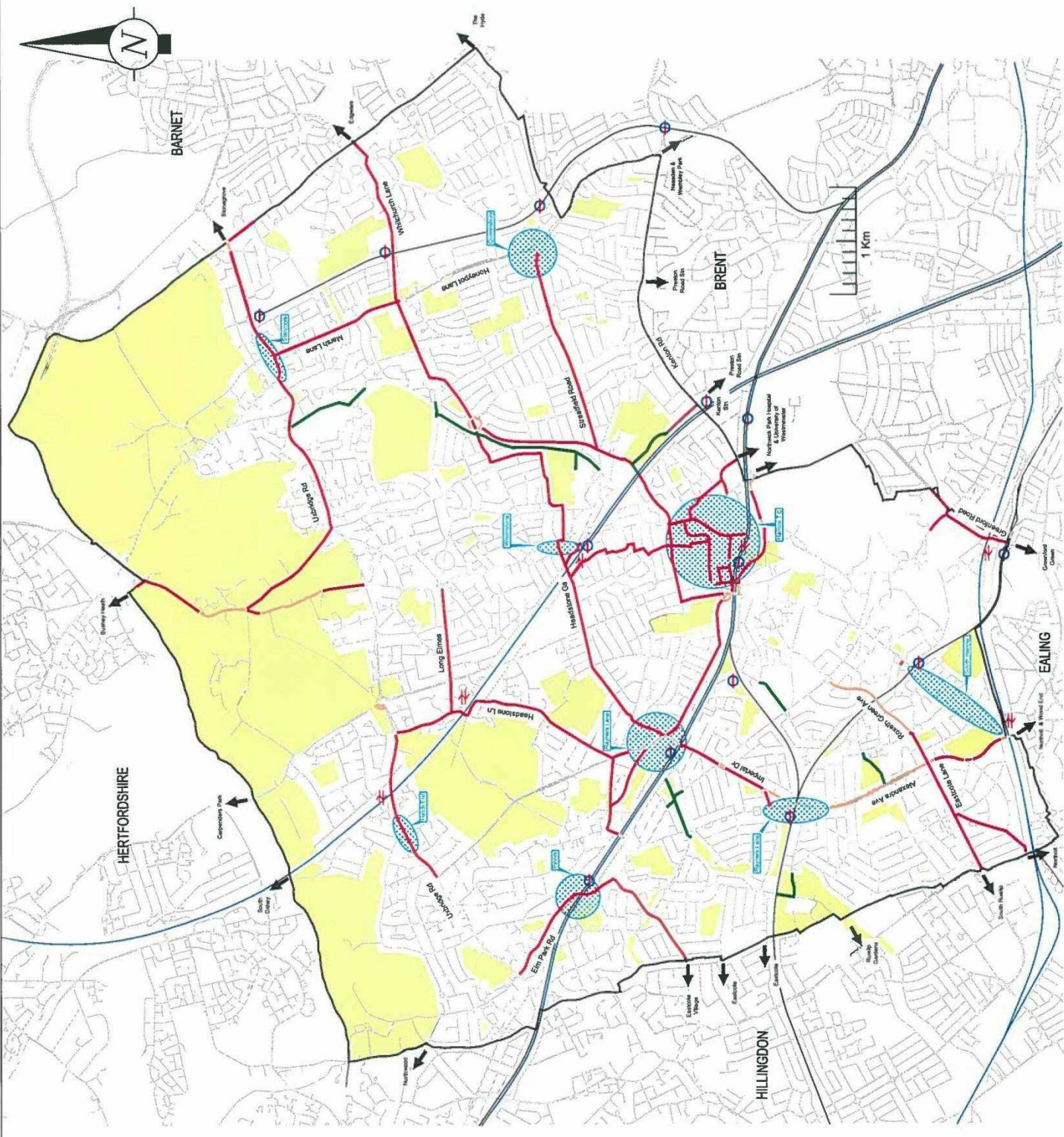
**CYCLE NETWORK IN HARROW**

**EXISTING CYCLE INFRASTRUCTURE**

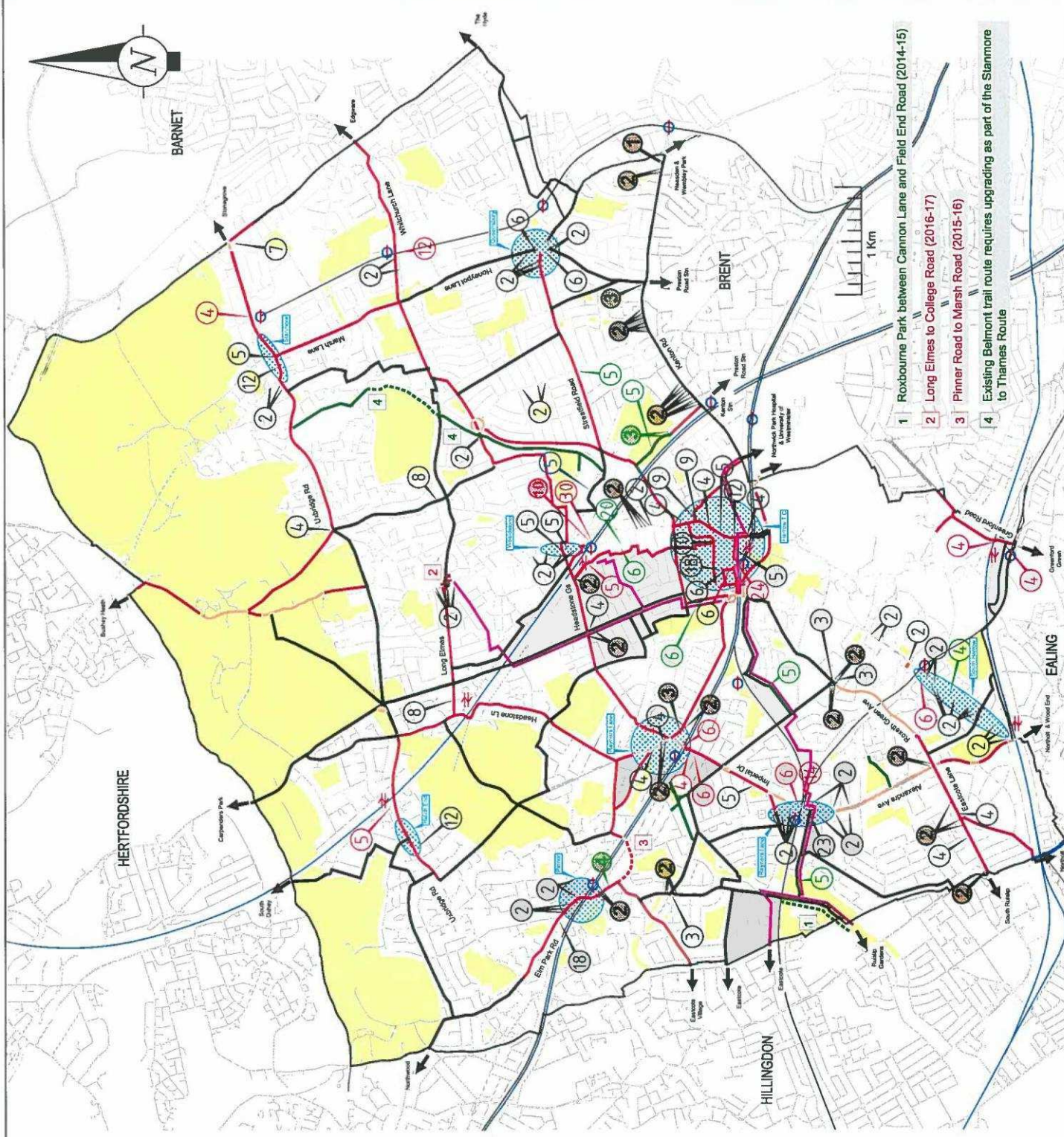
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**LBH/TM**  
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**APPENDIX B      Existing Cycle Parking Map**



- NOTES:**
- EXISTING CYCLE RACKS**
- (24) Cycle Racks Close to Stations
  - (566) Cycle Racks Close to Shops
  - (52) Cycle Racks At Key Locations
  - Shopping Centres
- CYCLE RACKS TO BE IMPLEMENTED 2014-15**
- (10) Cycle Racks Close to Stations
  - (337) Cycle Racks Close to Shops
  - (10) Cycle Racks At Key Locations
- CYCLE ROUTES**
- On Road
  - Off Road
  - Greenways
  - Quietways

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Project		CYCLE NETWORK IN HARROW	
Title		CYCLE PARKING LOCATION MAP	
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Drawing no	LBH/TM		
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**APPENDIX C      Aspirational Cycling Infrastructure Map (Aspirational Quietways  
in Appendix D)**

**NOTES:**

**COMPLETED INFRASTRUCTURE**

- 40.88 Km On Road Cycle Routes
- 4.76 Km Off Road Cycle Routes
- 6.47 Km Greenway Cycle Routes

**PROPOSED INFRASTRUCTURE**

- 0.71 Km Proposed Greenway Cycle Routes (2014-15)
- 0.70 Km Proposed On Road Cycle Routes (2015-17)
- 45.54 Km Aspirational Cycle Links (Forward Plan)
- 10.45 Km Proposed Quietways Routes (subject to TfL approval)

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**CYCLE NETWORK  
 IN HARROW**

**PLANNED CYCLE NETWORK**

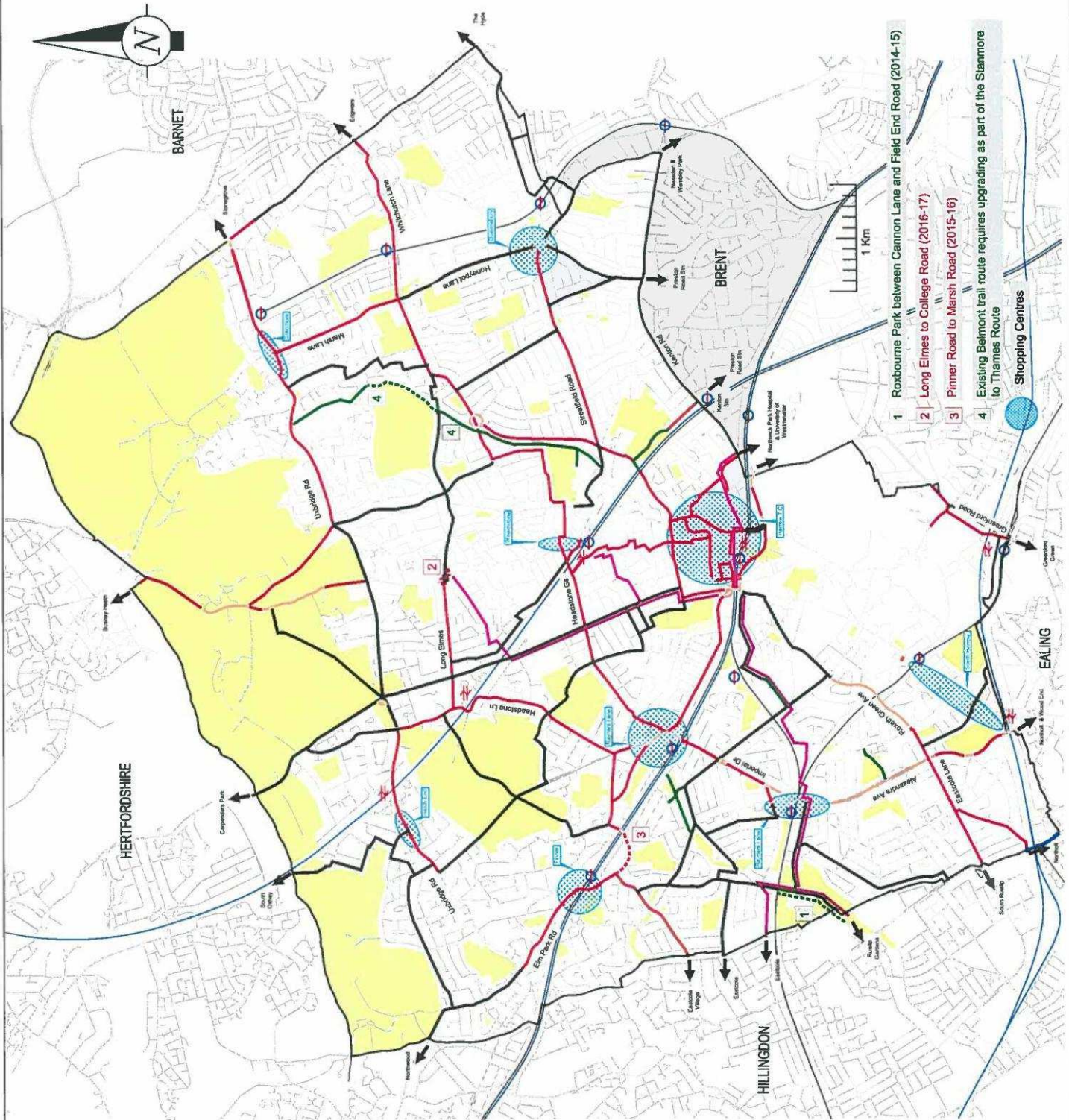
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Date 17-02-2015

Drawing no LBH/TM

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- 1 Roxbourne Park between Cannon Lane and Field End Road (2014-15)
- 2 Long Elmes to College Road (2016-17)
- 3 Pinner Road to Marsh Road (2015-16)
- 4 Existing Belmont trail route requires upgrading as part of the Stanmore to Thames Routes



**APPENDIX D      Aspirational Quietways Map**



## **APPENDIX E      Cycling Policies in the Harrow Sustainable Transport Strategy**

C1 Provide cycle training for adults and children and encourage the use of bicycles generally and in particular for journeys to school

C2 The council will promote the recreational use of cycling – but give priority to its aim of increasing cycling as an alternative to car use.

C3 Ensure cycle routes and facilities in the borough are appropriately located and regularly cleaned and maintained and that whenever possible, cycle tracks in parks are available at all hours

C4 Encourage the use of bicycles generally and in particular for journeys to school.

C5 Encourage employers to make provision for employees wishing to cycle to a similar standard to that required from new development including the provision of “cycle pools”

C6 Publish and distribute cycling leaflets and maps in areas of the borough identifying the locations of designated cycle routes, cycle parking facilities, barriers to use and main road crossings

C7 The council will use its powers as local planning authority to make planning permission for future development conditional upon the availability of an appropriate level of pedal cycle parking and facilities such as showers and lockers and encourage provision of “cycle pools”

C8 The council will use its powers and resources to provide secure and weather-protected cycle parking at sites generating/attracting significant numbers of cycling trips – most particularly, at strategic interchanges and stations and at local shopping areas; and encourage other authorities with specific responsibilities within the Borough to do the same

C9 Work with TfL to support the Mayor’s Cycle Superhighways schemes regarding improving access to the existing schemes or on the basis of bike hire space availability and work towards becoming a biking borough

C10 The council will ensure the progressive achievement and maintenance of a high quality of cycle route provision, as well as clear continuity and consistency in design; and will ensure that, wherever practicable, provision is designed and implemented to cater for tricycle and trailer use

C11 Provide effective alternatives to the car to encourage modal shift and increase provision for non-motorised modes of travel including cycling on all local access roads and treating walking as a priority travel mode, to be treated on a par with other means of transport

C12 Liaise with Railtrack<sup>4</sup> and Transport for London to address the lack of cycle parking on station and particularly at Harrow and Wealdstone and Harrow on the Hill stations.

## APPENDIX F Linking Borough Cycling Targets to Cycling Policy

Policy Ref	Policy	Targets
<b>P1: Create a safer and better environment that supports cycling as an equal mode of transport</b>		
<b>P1.1</b>	The Council will ensure the progressive development and maintenance of a high quality cycle route provision, clear continuity and consistency in design; and will ensure that, wherever practicable, provision is designed and implemented to also cater for tricycle and trailer use ( <i>modified policy C10</i> )	<p style="text-align: center;"><b>Target 1</b></p> <p style="text-align: center;">Reduce the year on year nos. of KSI incidents involving cyclists as a % of cycling activity recorded in the Borough</p> <p style="text-align: center;"><b>Target 2</b></p> <p style="text-align: center;">Reduce the year on year nos. of cyclists with slight injuries as a % of cycling activity recorded in the Borough</p>
<b>P1.2</b>	The Council will alleviating barriers to cycling by improving the bikeability of all routes in Harrow and ensure that routes are made suitable for entry level cyclists	
<b>P1.3</b>	The Council will ensure cycle routes and facilities in the borough are appropriately located and regularly cleaned and maintained and that whenever possible, cycle tracks in parks are available for use at all hours ( <i>modified policy C3</i> )	
<b>P1.4</b>	The Council will work with TfL and other agencies to support the introduction of cycling schemes and initiatives and work towards becoming a biking borough ( <i>modified policy C9</i> )	
<b>P1.5</b>	The Council will introduce cycle infrastructure design standards across the Borough	
<b>P1.6</b>	The Council is committed to reducing the risk of collisions involving cyclist through good design, continuous monitoring of collision hotspots and working in partnership with enforcement and community groups.	
<b>P1.7</b>	The Council will work in partnership with adjacent authorities to develop and to maintain high quality and safe cross-boundary cycling infrastructure	

Policy Ref	Policy	Targets
<b>P2: Promote cycling as a convenient, safe, secure, inclusive and enjoyable activity</b>		
<b>P2.1</b>	The Council will provide cycle training for adults and children and for people with disabilities to create a confident and responsible cycling community in the Borough ( <i>policy C1</i> )	<b>Target 3</b> Deliver a minimum of 200 adult cycle training courses annually
<b>P2.2</b>	The Council will introduce measures and programmes to encourage persons from BAME and other cycling adverse groups to take up cycling and to cycle more often.	<b>Target 4</b> Deliver cycle training courses to a minimum of 30 schools annually
<b>P2.3</b>	The Council will promote the recreational use of cycling while giving priority to its aim of increasing cycling as an alternative to private car use ( <i>policy C2</i> )	<b>Target 5</b> Support the delivery of at least 10 led rides in the Borough annually
<b>P2.4</b>	The Council will encourage the use of bicycles generally and in particular for journeys to school ( <i>policy C4</i> )	<b>Target 6</b> Introduce at least one Bikeability Plus initiative annually
<b>P2.5</b>	The Council will encourage employers to make provision for employees wishing to cycle to a similar standard to that required from new development including the provision of “cycle pools” ( <i>policy C5</i> )	<b>Target 7</b> Deliver 2 Try Cycling Roadshows annually
<b>P2.6</b>	The Council will publish and make available cycling leaflets and maps in areas of the borough identifying the locations of designated cycle routes, cycle parking facilities, barriers to cycling and main road crossings ( <i>modified policy C6</i> )	<b>Target 8</b> Support local events by delivering DR Bikes annually
<b>P2.7</b>	The Council will promote cycling through Public Health actions to ensure that the health benefits of cycling are enjoyed by all residents	

Policy Ref	Policy	Targets
<b>P3: To elevate cycling as an important sustainable mode of travel in the Borough</b>		
<b>P3.1</b>	The Council will ensure cycling is at the heart of our sustainable and inclusive policies as a “biking borough” for all	<p data-bbox="1644 360 2069 485"><b>Target 9</b> Achieve 1.5% mode share for cycling by 2017</p> <p data-bbox="1644 557 2069 715"><b>Target 10</b> Increase the number of pupils cycling to school by 1.8% by 2020</p> <p data-bbox="1644 794 2069 952"><b>Target 11</b> Undertake an annual resident survey to measure changing attitudes towards cycling</p>
<b>P3.2</b>	The Council will treat cycling and the needs of cyclists as equally important with other means of sustainable transport in the Borough.	
<b>P3.3</b>	The Council will consider the needs of cyclists as a core element in future regeneration programmes for local centres and employment areas.	
<b>P3.4</b>	The Council will support the development of cycling forums and cycle community groups	

Policy Ref	Policy	Targets
<b>P4: To facilitate and to support bicycle ownership/access and secure parking</b>		
<b>P4.1</b>	The Council will use its powers and resources as local planning authority to make planning permission for future development conditional upon the availability of an appropriate level of cycle parking and facilities such as showers and lockers and encourage provision of “cycle pools” ( <i>policy C7</i> )	<p data-bbox="1617 411 2092 608"><b>Target 12</b> Increase the number of cycle parking spaces in schools to 66 pupils per cycle parking space by 2020</p> <p data-bbox="1617 683 2092 847"><b>Target 13</b> Reduce the number of cycle thefts in the Borough by 20% annually</p> <p data-bbox="1617 922 2092 1046"><b>Target 14</b> Deliver an increase in the nos. of on street parking stands annually</p>
<b>P4.2</b>	The Council will use its powers and resources provide secure and weather-protected cycle parking at sites generating/attracting significant numbers of cycling trips particularly, at strategic interchanges and stations and at local shopping areas; and encourage other authorities with specific responsibilities within the Borough to do the same ( <i>policy C8</i> )	
<b>P4.3</b>	The Council will work in partnership with cycling groups, the community and enforcement authorities to reduce cycle theft ( <i>Note that working in partnership does not necessarily imply the provision of funding</i> )	

## APPENDIX G Borough Cycle Action Plan

### Operational and Cycle Parking Measures

Action Plan	Cycle Policy Reference																					
	1.1	1.2	1.3	1.4	1.5	1.6	1.7	2.1	2.2	2.3	2.4	2.5	2.6	2.7	3.1	3.2	3.3	3.4	4.1	4.2	4.3	
Deliver free cycle training to children studying or residing in the borough																						
Produce and update Bikeability travel maps including those produced specifically for schools																						
Rolling out cycling promotions including campaigns targeted at BME and under-represented groups.																						
Free cycle training for adults who live, work or study in the Borough including special needs cycle training																						
Supporting Bike Clubs in high schools																						
Deliver Learn to Balance and Ride sessions to support supplementary Bikeability training for children aged 3-11																						
Encourage cycling potential of Women through the introduction of the Women's Bike Club and Women's Commuter Club																						
Deliver tailored Bike Clubs in Special Education Needs (SEN) schools																						
Try Cycling events																						



Action Plan	Cycle Policy Reference																					
	1.1	1.2	1.3	1.4	1.5	1.6	1.7	2.1	2.2	2.3	2.4	2.5	2.6	2.7	3.1	3.2	3.3	3.4	4.1	4.2	4.3	
Working with businesses to promote cycling, cycling champions and cycling provision in their premises																						
Encouraging closer working with Cycle Groups and the private sector to promote cycling in the Borough																						
Increasing cycle parking provision at and in close proximity to rail stations																						
Increasing cycle parking provision at and in close proximity to Harrow & Wealdstone station																						
Increasing cycle parking provision at and in close proximity to Harrow-on-the-Hill station.																						
Increasing cycle parking provision at and in close proximity Rayners Lane station																						
Increasing cycle parking provision in schools and colleges																						
Working with the Met Police, PCSO's and community groups to promote bike marking & registration service																						
Introduce cycle infrastructure standards as part of the Council's design standards																						

## Infrastructure Improvement Measures

Action Plan	Cycle Policy Reference																					
	1.1	1.2	1.3	1.4	1.5	1.6	1.7	2.1	2.2	2.3	2.4	2.5	2.6	2.7	3.1	3.2	3.3	3.4	4.1	4.2	4.3	
Whittington Way to Northumberland Rd cycle improvements (2014-15)																						
Pinner Rd/Marsh Rd route cycle improvements (2015-2016)																						
Long Elmes to College Ave junc improvement /cycle link cycle improvements (2016–17)																						
Roxbourne to Cannons Lane greenway improvements (2014–15)																						
Canons Lane to Castleton Road greenway improvements Apr (2015–16)																						
Castleton Road to Field End Road greenway improvements Apr (2016–17)																						
Stanmore –Thames cycle and walking route Major Scheme (2013–14)																						
Cloistors Wood traffic management (streets near Stanmore Stn) (2016–17)																						
Neptune Point traffic management (Pinner Road / Greenhill																						

Action Plan	Cycle Policy Reference																					
	1.1	1.2	1.3	1.4	1.5	1.6	1.7	2.1	2.2	2.3	2.4	2.5	2.6	2.7	3.1	3.2	3.3	3.4	4.1	4.2	4.3	
Way area) (2015-16)																						
Kodak Site traffic management- (Harrow View / Headstone Drive) (2016–17)																						
Sudbury Public Realm Improvement																						
SUSTRANS West London greenway route (Stanmore to Thames Greenway) <sup>(1)</sup>																						
Northwick park Roundabout Improvements																						
Bessborough Roundabouts																						
TfL Preferred Quietway Route (10.4km) <sup>(2)</sup>																						
Proposed Jubilee Cycle Route (6km) <sup>(3)</sup>																						
Proposed Bakerloo Route (6 km) <sup>(3)</sup>																						
Proposed Metropolitan Cycle Route (5.5km) <sup>(3)</sup>																						
Proposed Cross Harrow Route (12km) <sup>(3)</sup>																						

Note:

(1) Stanmore to Thames Greenway funding has yet to be confirmed by TfL

(2) Preferred Quietway Route that TfL have expressed interest to fund

(3) Quietway Routes that have been proposed by Harrow Council

## APPENDIX H Borough Cycle Implementation Plan

Committed Funding

Action Plan	Funding Source (1)	Schedule for Implementation				
		2014/ 15	2015/ 16	2016/ 17	2017/ 20	Post- 2020
Rolling out Bikeability training	LIP					
Produce and update Bikeability travel maps including those produced specifically for schools	LIP					
Junior Bike Week for pre-schoolers	LIP					
Rolling out cycling promotional including campaigns targeted at BME and under-represented groups.	LIP					
Free cycle training for residents in the Borough including special needs cycle training	LIP					
Supporting Bike Clubs in high schools	LIP					
Try Cycling events	LIP					
Working with businesses to promote cycling, cycling champions and cycling provision in their premises	LIP					
Encouraging closer working with Cycle Groups and the private sector to promote cycling in the Borough	LIP/ third party					

Rolling out Dr Bike events and bike maintenance skills training	<b>LIP</b>					
Increasing cycle parking provision at and in close proximity to rail stations	<b>LIP/ Station Improvement</b>					
Increasing cycle parking provision at and in close proximity to Harrow & Wealdstone station	<b>LIP/ Station Improvement</b>					
Increasing cycle parking provision at and in close proximity to Harrow-on-the-Hill station.	<b>LIP/ Station Improvement</b>					
Increasing cycle parking provision at and in close proximity Rayners Lane station	<b>LIP/ Station Improvement</b>					
Increasing cycle parking provision in schools and colleges	<b>LIP</b>					
Working with the Met Police, PCSO's and community groups to promote bike marking & registration service	<b>LIP</b>					
Introduce cycle infrastructure standards as part of the Council's design standards	<b>LIP</b>					
Whittington Way to Northumberland Rd cycle improvements (2014-15)	<b>LIP</b>					
Pinner Rd/Marsh Rd route cycle improvements (2015-2016)	<b>LIP</b>					
Long Elmes to College Ave junc improvement /cycle link cycle improvements (2016-17)	<b>LIP</b>					
Roxbourne to Cannons Lane greenway improvements (2014-15)	<b>LIP</b>					
Canons Lane to Castleton Road greenway improvements Apr (2015-16)	<b>LIP</b>					
Castleton Road to Field End Road greenway improvements Apr (2016-17)	<b>LIP</b>					

Stanmore –Thames cycle and walking route Major Scheme (2013–14)	<b>LIP</b>					
Cloistors Wood traffic management (streets near Stanmore Stn) (2016–17)	<b>LIP</b>					
Neptune Point traffic management (Pinner Road / Greenhill Way area) (2015-16)	<b>LIP</b>					
Kodak Site traffic management- (Harrow View / Headstone Drive) (2016–17)	<b>LIP</b>					
Sudbury Public Realm Improvement	<b>LIP</b>					
SUSTRANS West London greenway route (Stanmore to Thames Greenway) <sup>(1)</sup>	<b>LIP</b>					
Northwick park Roundabout Improvements	<b>Quietways</b>					
Bessborough Roundabouts	<b>Quietways</b>					
TfL Preferred Quietway Route (10.4km) <sup>(2)</sup>	<b>Quietways</b>					
Proposed Jubilee Cycle Route (6km) <sup>(3)</sup>	<b>Quietways</b>					
Proposed Bakerloo Route (6 km) <sup>(3)</sup>	<b>Quietways</b>					
Proposed Metropolitan Cycle Route (5.5km) <sup>(3)</sup>	<b>Quietways</b>					
Proposed Cross Harrow Route (12km) <sup>(3)</sup>	<b>Quietways</b>					

Note:

(1) Stanmore to Thames Greenway funding has yet to be confirmed by TfL

(2) Preferred Quietway Route that TfL have expressed interest to fund

(3) Quietway Routes that have been proposed by Harrow Council

## APPENDIX I Borough Cycling Monitoring Action

Cycling Target	Monitoring Action/ Data Source
<p><b>Target 1</b> Reduce the year on year nos. of KSI incidents involving cyclists as a % of cycling activity recorded in the Borough</p>	Casualty Statistics from Met Police/ TfL
<p><b>Target 2</b> Reduce the year on year nos. of KSI incidents involving cyclists as a % of cycling activity recorded in the Borough</p>	Casualty Statistics from Met Police/ TfL
<p><b>Target 3</b> Deliver a minimum of 200 adult cycle training courses annually</p>	Harrow Council data
<p><b>Target 4</b> Deliver cycle training courses to a minimum of 30 schools annually</p>	Harrow Council data
<p><b>Target 5</b> Support the delivery of at least 10 led rides in the Borough annually</p>	Harrow Council/ Harrow Cyclists
<p><b>Target 6</b> Introduce at least one Bikeability Plus initiative annually</p>	Harrow Council
<p><b>Target 7</b> Deliver 2 Try Cycling Roadshows annually</p>	Harrow Council/ Harrow Cyclist
<p><b>Target 8</b> Support local events and schools by delivering DR Bikes annually</p>	Harrow Council

<p><b>Target 9</b> Achieve 1.5% mode share for cycling by 2017</p>	<p>Harrow Council manual count data at strategic sites in the Borough</p> <p>Cycle count data from TfL and other sources</p> <p>Harrow Council data from other surveys being carried out by the Council</p> <p>Data from the iTRACE system to monitor school and site travel plans</p> <p>Counts of parked bicycles at key locations</p>
<p><b>Target 10</b> Increase the number of pupils cycling to school by 1.8% by 2020</p>	<p>Data from the iTRACE system to monitor school and site travel plans</p> <p>School Hands Up survey data</p> <p>Manual counts at school sites</p>
<p><b>Target 11</b> Undertake an annual resident survey to measure changing attitudes towards cycling</p>	<p>Harrow Council data on frequency of cycling, cycle ownership and cycle as part of other surveys being carried out by the Council</p> <p>Feedback on the effectiveness of cycling activities such as led rides and Skyride</p>
<p><b>Target 12</b> Increase the number of cycle parking spaces in schools to 66 pupils per cycle parking space by 2020</p>	<p>Harrow Council</p>
<p><b>Target 13</b> Reduce the number of cycle thefts in the Borough by 20% annually</p>	<p>Metropolitan police data on cycle theft</p>
<p><b>Target 14</b> Deliver an increase in the nos. of on street parking stands annually</p>	<p>Harrow Council</p>



*Draft Report*

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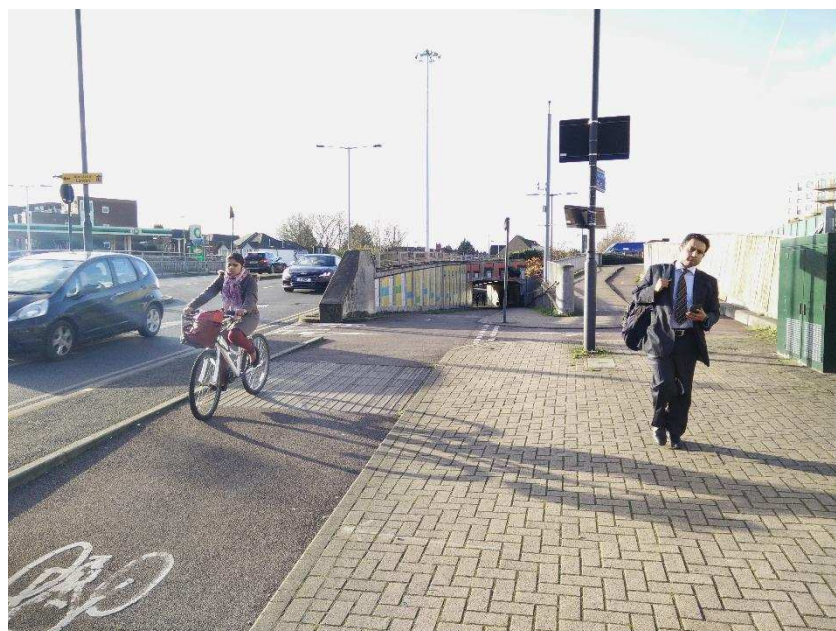
**For: London Borough of Harrow**



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# **Harrow Cycle Skills Network Audit - 2016 Review**

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**By: Transport Initiatives LLP**



**February 2016**

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<b>Checking and sign off</b>	
<b>Job:</b> Harrow Cycle Skills Network Audit – 2016 Review	<b>Client:</b> LB Harrow
<b>Job number:</b> CSLN103	<b>Version number:</b> 1.4
<b>Issued by:</b> Ken Spence for and on behalf of Transport Initiatives LLP	
Signed 	Date 7/3/2016
<b>Checked by:</b> Ken Spence	
Signed 	Date 7/3/2016

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*Draft Report:*

# **Harrow Cycle Skills Network Audit - 2016 Review**

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# 1. Summary

## 1.1 Background

In November 2015 Transport Initiatives (TI) was contracted by the London Borough of Harrow to undertake a review of the Cycle Skills Network Audit (CSNA) that TI had previously undertaken of the whole borough in 2010. The review was completed in February 2016.

A CSNA is a detailed survey of all roads and motor traffic free paths in an area, to assess the skill level needed to cycle on them in relative safety. These are classified using a system based on the three core levels of the National Standard for Cycle Training (Bikeability). All pedestrian crossings on roads identified as higher than Level 2 in the audit are also classified. Further details are set out in Section 2 below and in Appendix A.

The 2015/16 review looked at selected areas, roughly one third of the borough, where highway and development works had been undertaken since 2010 and where as a result the audit findings might have changed. Other areas investigated included zones with new 20mph limits as well as a small number of parks where the by-laws had changed since 2010 to allow cycling.

The review allows us to compare conditions in 2015/16 with the findings of the original 2010 audit. An updated version of the CSNA data was produced including both GIS layers and mapping.

It should be noted that while TI attempts to be as accurate and objective as possible in the audit process, this can never be an exact science. Main roads in an area subject to a CSNA will be visited at least twice during the audit. However, it is not practical or affordable to visit all sites when peak traffic conditions prevail. There may also be some disruption to traffic from ongoing highway or development works which can have an effect on traffic in neighbouring roads. This may account for some changes in audit findings between the two audits.

Changes in traffic levels on different roads will also have occurred between the original 2010 audit and the 2015/16 review. These will result from changes both in Harrow and beyond the borough's borders. In viewing the review findings these considerations should be kept in mind. However, having said this the audit gives a very clear and reliable view of cycle accessibility with, apart from some minor caveats, a considerable amount of detail.

## 1.2 Deliverables

Two main outputs were set for the study. These are:

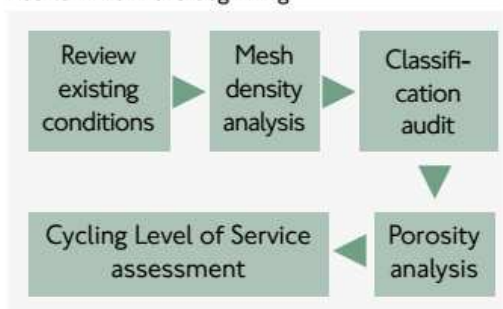
- A. Data collected to be recorded as GIS layers (tables) and provided to LB Harrow in digital form (ARC format). This includes the following:
  - i. All roads and tracks, coded by audit level
  - ii. All crossings of roads above Level 2 identified, coded by audit level and labelled with a unique reference (a schedule of new and changed crossings in the audit areas is contained in Appendix C)
  - iii. All changes from the previous (2010) CSNA to be identified
- B. A brief report (i.e. this document) setting out the findings and giving any other information that could not be included in the mapping output. This includes plans showing the findings. Any immediate issues that affect cycle accessibility in the borough, including hazards such as road defects, were identified and notified directly to the council.

### 1.3 Uses of CSNA

The outputs from the study will be used in two main ways:

- A. As part of mapping on printed leaflets being published by Harrow to be distributed to all pupils entering Year 7. These will assist these pupils and their families in deciding how to travel to their new secondary schools and enable them to make an informed choice of their route if they cycle
- B. As the starting point for a Cycle Network review of Harrow, to be carried out by TI in 2016. This will follow the guidelines set out by TfL in LCDS Chapter 2 (see Figure 2.6 from LCDS below).

Figure 2.6 Five-step analysis: planning a cycle network from the beginning



As part of the Cycle Network review a Cycle Accessibility Classification will be produced, derived from the CSNA. This uses 3 levels:

- Red (primary) Roads – requiring a high level of confidence
- Amber (secondary) Roads – cycleable in comfort by most cyclists
- Green Routes – free of motorised traffic and suitable for cyclists of any age and experience

## 2. Cycle Skills Network Audit (CSNA)

### 2.1 Background

The CSNA is a detailed survey of an area's roads and motor traffic free paths to assess the skill level needed to cycle on them in relative safety. These are classified using a system based on the three core levels of the National Standard for Cycle Training (Bikeability) – see <https://bikeability.dft.gov.uk>. Details on the audit methodology are provided in Appendix A.

<b>Level 1 – Beginner</b>	<i>The cyclist has the skills and understanding to be able to make a trip and undertake activities safely in a motor traffic free environment and as a pre-requisite to a road trip</i>
<b>Level 2 – Introduction to Riding on the Road</b>	<i>The cyclist has the skills and understanding to be able to make a trip safely to school, work or for leisure on quiet roads</i>
<b>Level 3 – Advanced</b>	<i>The cyclist has the skills and understanding to be able to make a trip safely to school, work or leisure on busy roads and using complex junctions and road features</i>

For the CSNA these have been used as the basis for seven levels of classification.

Level	Type of route	Suitability for cycle network
<b>Potential Level 1</b>	Motor traffic free off-carriageway routes where either: i. cycling is not permitted or ii. cycling is not possible due to physical restrictions (e.g. barriers) or lack of adequate surfacing	Potentially suitable for <b>cycle route</b> network
<b>Level 1</b>	Motor traffic free off-carriageway routes where cycling is permitted, plus a small number of "home-zone" type streets with low level of calmed traffic <i>NB not all cycle tracks alongside roads will be Level 1</i>	Suitable for <b>cycle route</b> network
<b>Level 2</b>	i. Roads or lengths of a road on which a cyclist with Bikeability Level 2 skills (achieved through training or experience) can cycle comfortably and carry out all manoeuvres ii. Cycle tracks & other paths which require a degree of attention equivalent to that needed on a Level 2 road (e.g. shared-use footways crossing frequent side roads or private accesses)	Suitable for <b>advisory</b> and <b>cycle route</b> networks
<b>Off-peak Level 2</b>	Roads or lengths of road that during off-peak periods have Level 2 characteristics but during peak traffic periods have Level 3 characteristics <i>Peaks may be related to rush hour traffic or other specific reasons such as traffic to schools.</i>	May be suitable for <b>advisory</b> network. Suitable for a <b>cycle route</b> network only if measures introduced to ensure Level 2 status.
<b>Level 3</b>	i. Roads or lengths of road on which a cyclist with Bikeability Level 3 skills can cycle and carry out all manoeuvres ii. Cycle tracks which require a degree of attention equivalent to that needed on a Level 3 road	Unsuitable for <b>advisory</b> network. Suitable for a <b>cycle route</b> network only if measures introduced to ensure Level 2 status.
<b>Beyond Level 3</b>	Roads or lengths of road where level of risk is a barrier to even the most competent and experienced cyclists	Unsuitable for <b>advisory</b> or <b>cycle route</b> networks
<b>Private</b>	Private roads or lengths of a road with restricted access (usually these would be Level 2 if public roads)	Unsuitable for <b>advisory</b> or <b>cycle route</b> networks

All pedestrian crossings on roads classified higher than Level 2 (i.e. off-peak Level 2, Level 3 and Level 4) are also classified using similar criteria. These comprise both crossings which cyclists can currently use while cycling (e.g. Toucan crossings) and those where they must dismount (e.g. Zebra crossings). The latter are designed for pedestrian use and hence are assessed from the perspective of a dismounted cyclist wheeling a bicycle.

There are five levels of classification used for crossings.

Level	Type of crossing	Suitability for cycle network
Potential Level 1	Motor traffic free (grade-separated) crossing where either: i. cycling is not permitted or ii. cycling is not possible due to physical restrictions (e.g. steps)	Potentially suitable for <b>cycle route</b> network
Level 1	Motor traffic free (grade-separated) crossing where cycling is permitted (e.g. subway)	Suitable for <b>advisory</b> and <b>cycle route</b> networks
Level 2	Crossings suitable for a cyclist with Bikeability Level 2 skills (either cycling or dismounted as appropriate)	Suitable for <b>advisory</b> and <b>cycle route</b> networks
Level 3	Crossings suitable for only for a cyclist with Bikeability Level 3 skills (either cycling or dismounted as appropriate)	Not suitable for <b>advisory</b> network. Suitable for a <b>cycle route</b> network only if measures introduced to ensure Level 2 status.
Beyond Level 3	Crossings where level of risk is a barrier to even the most competent and experienced cyclists, whether cycling or dismounted	Not suitable for <b>advisory</b> network. Suitable for a <b>cycle route</b> network only if major measures introduced to ensure Level 2 status.

Crossings at “Beyond Level 3” are very rare. At these crossings the level of risk is so high that their use is not considered advisable. None were found during this study.



Level 2 crossing being used by dismounted cyclist (NB not in Harrow)

### 3. Harrow CSNA review - overall findings

#### 3.1 Mapping

To accompany the final version of this report LB Harrow have been provided with the digitised mapping tables on which the following plans are based. These have been developed using MapInfo® GIS software.

The data used to develop the mapping was supplied by LB Harrow under the Public Service Mapping Agreement with Ordnance Survey (OS). It comprises the OS MasterMap® Integrated Transport Network (ITN) layer containing the road network, plus the ITN Urban Paths theme which includes man-made footpaths, subways, steps, footbridges and cycle paths in all urban areas of Britain over 5 km<sup>2</sup>.

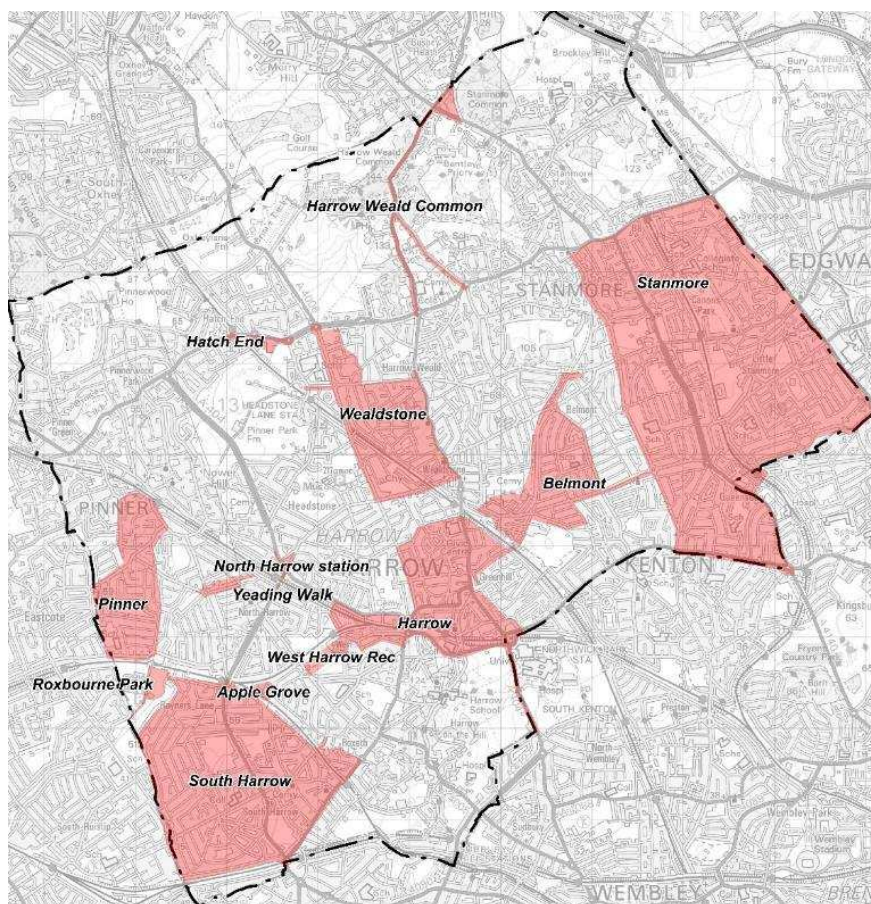
Summaries and plans of the information included in the digital files are shown below.

#### 3.2 Review areas

Some thirteen areas were included in the audit review. These areas were agreed following discussions between Harrow officers and TI. They comprise areas where traffic conditions are likely to have changed, for the reasons set out in Section 1.1.

The areas reviewed are shown in Plan 1 below. When cycling between these areas the auditors also recorded any changes they noticed and these will be shown in the sections of the report that follow.

Plans in PDF and/or JPG format have been provided separately to LB Harrow. These are at a higher resolution than the versions below which should not be used for detailed assessment.



Plan 1 Audit review areas



The thirteen review areas are, in alphabetical order:

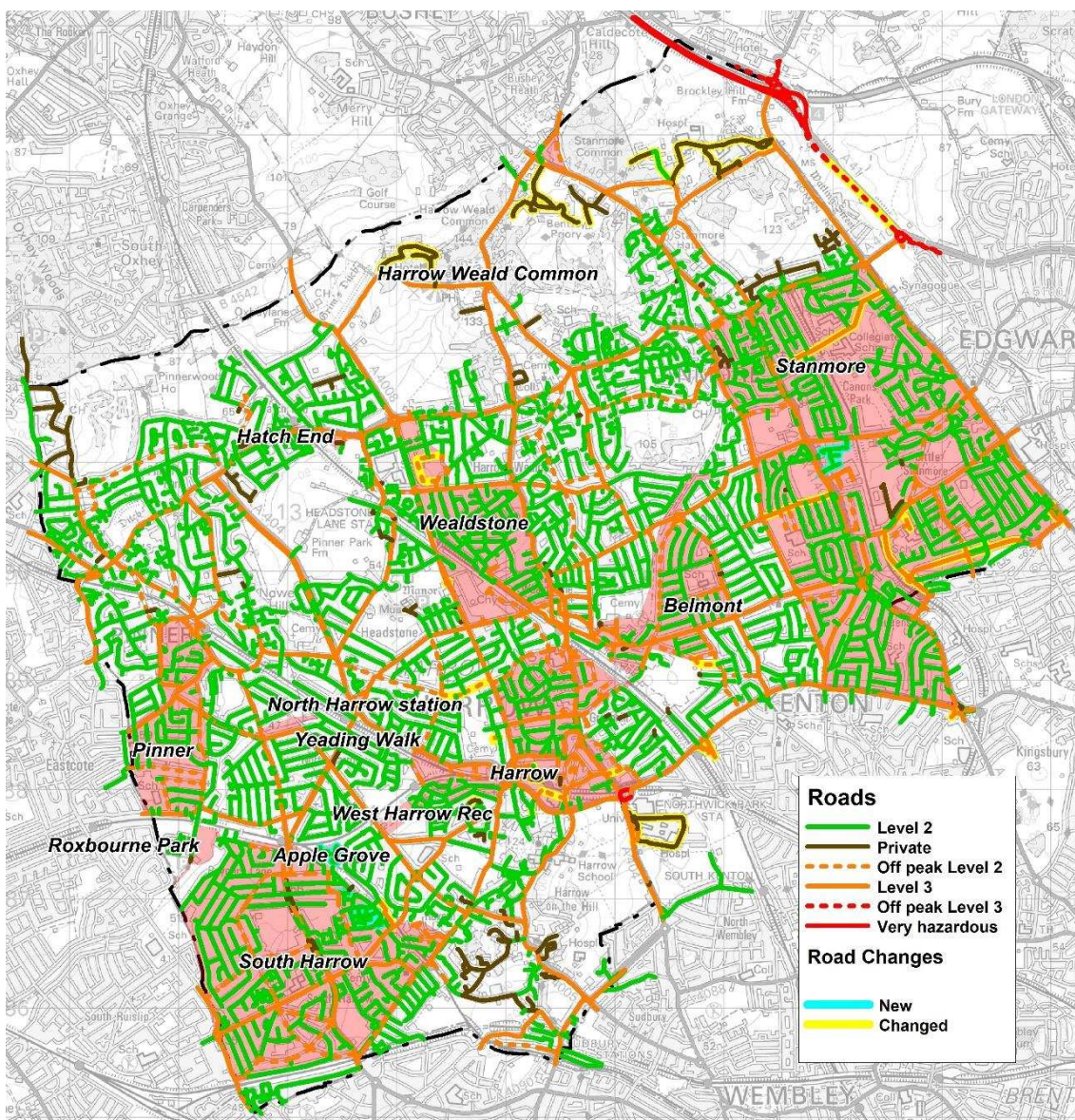
1. Apple Grove
2. Belmont
3. Harrow
4. Harrow Weald Common
5. Hatch End
6. North Harrow station
7. Pinner
8. Roxbourne Park
9. South Harrow
10. Stanmore
11. Wealdstone
12. West Harrow Rec
13. Yeading Walk

Note that the area names are only for indicative purposes and do not necessarily relate to ward boundaries or other geographical features.

The plans in the following sections give an overview of the whole of Harrow and therefore details will be more difficult to see. However, in Section 4 there are detailed plans which show the changes in each of the thirteen review areas.

Some roads, tracks and crossings have been recorded outside the borough boundary and included in the audit findings. This is mainly to assist in the network assessment which will follow this work. Some may also be where the boundary and their ownership is unclear. Where this has occurred it will be mentioned in the report.

### 3.2 Roads



Plan 2: Roads overview (not to scale)

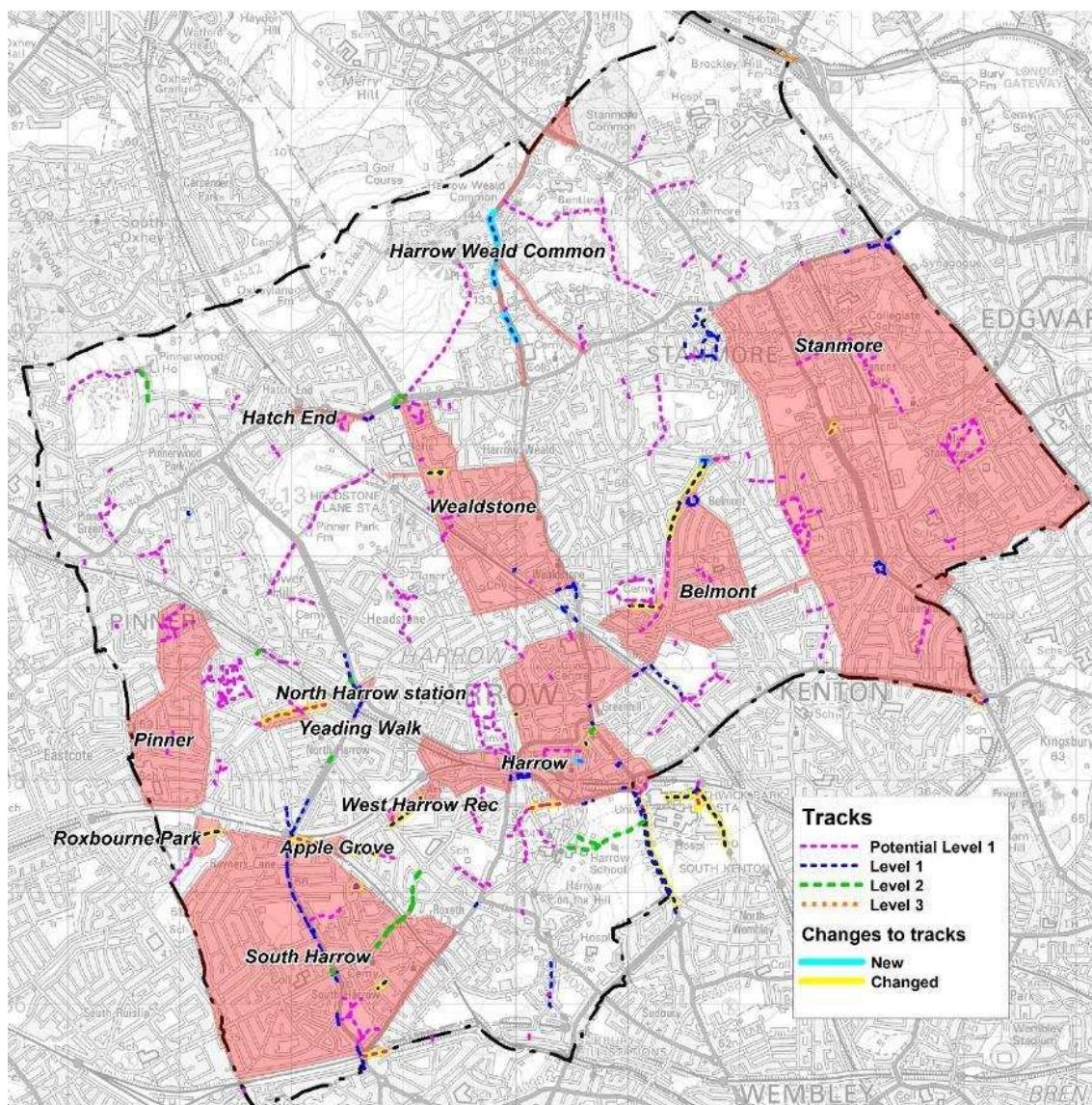
In previous reviews of CSNAs we have seen few changes in classification that could be straightforwardly attributed to engineering changes to the highway. As explained in Section 1, there may be increased or reduced traffic on some roads due to more general traffic pattern changes. Some of these may be affected by changes not actually on the road where traffic levels have changed. New rat runs are a case in point.

The OS ITN mapping used as the basis for the audit breaks the roads down into separate links with a record for each link. A link will be the section of road between two nodes, each node being the point where two carriageways (links) meet. For example a roundabout will be made up of many links and nodes.

Using this method of recording, the road network in Harrow is recorded as roughly 7,000 links. The review assessed roughly one third of these and recorded that while 36 links were new, 169 had a change in CSNA classification. Plan 2 above shows that some of the roads with changed classification lie outside the chosen review areas. These roads are nearly all private, not publicly accessible, and were not included in the 2010 audit for this reason.

There have been several new housing developments in Harrow since 2010, which include most new roads. As all were residential they have been classified as Level 2.

### 3.3 Paths and Tracks



Plan 3: Tracks overview (not to scale)

Plan 3 above gives an overview of the cycle tracks and other motor traffic free paths in the borough. The assessment of these includes both paths/tracks that can be cycled legally (Level 1) and other paths (including footpaths) which might provide useful links for dismantled cyclists wheeling their bicycles (potential Level 1). Potential Level 1 also includes paths that can be cycled legally but where the surface will deter many users (e.g. sections of the Belmont Trail)

The starting point for the audit of paths and tracks was the OS Urban Paths theme (part of the ITN layer). This database contains a substantial number of paths, so much so that it would not have been possible to inspect all of these on site. However, many could be eliminated quickly, as a desk-based inspection showed they would give no particular advantage, except possibly to those living by them (e.g. alleyways to the rear of rows of terraced housing, and other paths with restricted access).

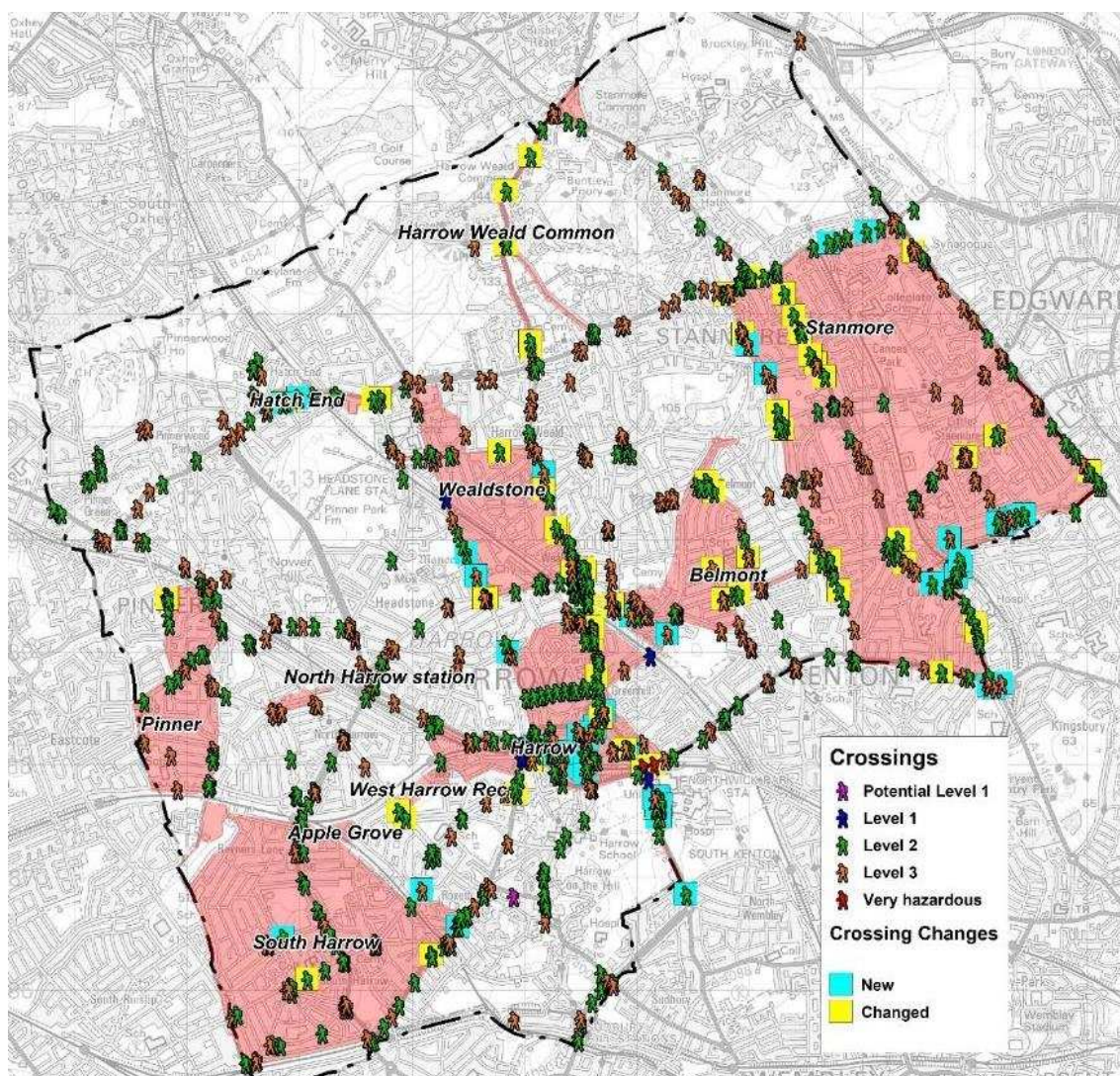
In 2010 cycling was not permitted as a general rule on paths in Harrow’s parks except for one cycle path through Kenmore recreation ground. This was different to some

other London boroughs, in particular Southwark, where cycling is permitted on all park paths and the by-law signs at park gates reflect this.

Since 2010 cycling in parks has been permitted in a number of parks in Harrow on designated routes. However in auditing paths the classification has only been changed from potential to full Level 1 where permission to cycle on paths has been clearly signed e.g. West Harrow Recreation Ground. In other parks e.g. Yeading Walk there is no indication that cycling is now permitted and hence people cycling might be unsure about their status.

The result of the audit review is that there are now some 373 section of path/track included in the CSNA tracks table. Some 34 sections were recorded as changed and 9 as new. It should also be noted that some of these sections of path/track are outside the selected review areas. In the particular case of those within and partly adjacent to the Westminster University these paths lie outside the borough. They have been included as they provide a useful link to and from locations in Harrow.

### 3.4 Crossings



Plan 4: Crossings overview

Plan 4 above gives an overview of the pedestrian and cycle crossings on all roads classified higher than Level 2 in the borough (including off-peak Level 2). The total number of crossings audited was 781, increased from 721 in 2010.

Previous reviews of CSNAs in other boroughs have shown that the greatest changes can be expected in the provision of cycle and pedestrian crossings. This is hardly surprising as changing crossings is the easiest way to improve accessibility for cyclists and pedestrians.

The proportion of crossings that require users to have Bikeability skill of Level 2 or less are a rough measure of how pedestrian friendly a borough is. In the 2010 CSNA 721 pedestrian/cycle crossings were recorded in the Harrow CSNA. It should be noted that some of these are definitely in Brent but included for clarity where junctions lay in two boroughs and one or two because of lack of clarity over the border. Removing the Brent crossings reduced the total number for the 2010 audit to 713. Of these 365 (51.2%) were classified as no more than Level 2.

On the face of it this is poor compared to boroughs such as Camden where 80% of crossings require Level 1 or 2 skills. However, as Harrow is more suburban and rural this accounts for some of the difference with more urban boroughs of the likes of Camden. More urban areas have denser pedestrian populations and hence proportionately more signal junctions, providing more opportunities to provide controlled crossing facilities.

Since 2010 there has been a small improvement in crossing provision within the review areas which has raised the number of crossings in the borough that are classified Level 1 or 2 to 407, or 53.8% of all crossings. Table 1 below gives a more detailed analysis of these findings

Crossing Classification / Nomination	No of crossings CSNA 2010	No of crossings CSNA 2015/16	Crossings in Brent
Potential Level 1	1	1	0
Level 1	7	7	1
Level 2	363	418	17
Level 3	350	353	8
Very hazardous	0	2	0
Total	721	781	26

Table 1 – Summary of crossing findings

Crossing Classification / Nomination	No of crossings CSNA 2015/16	Crossings in Brent
New Level 2 Crossings	31	11
New Level 3 Crossings	29	6
Changed Level 3 to Level 2	40	0
Changed Level 2 to Level 3	16	0
Changed Level 3 to Very Hazardous	2	0
Changed but no reclassification	11	0

Table 2 – Changes to crossings

Whilst the overall improvement in the proportion of Level 2 or lower crossings in the borough is good, a more concerning issue is that only around half (20 out of 43) of the totally new crossings are Level 2, the remainder being Level 3.

However, over 30 crossings which are included in both the 2010 and 2015/16 audits are either on the borough boundary or completely outside the borough (at least 26). These have been included either because their borough ownership was not clear or to assist in the network assessment that will form a following piece of work. If the “new”

crossings which are definitely in Brent are removed from the equation then the result provides a slightly different overview.

The change in the overall proportion of Level 2 or lower crossings is therefore accounted for by changes to existing crossings. However, 16 crossings were also reclassified from Level 2 to Level 3. Some of these were due to misclassification in the original audit, changes in traffic conditions or physical changes to the crossings (i.e. speed table more worn and less effective).

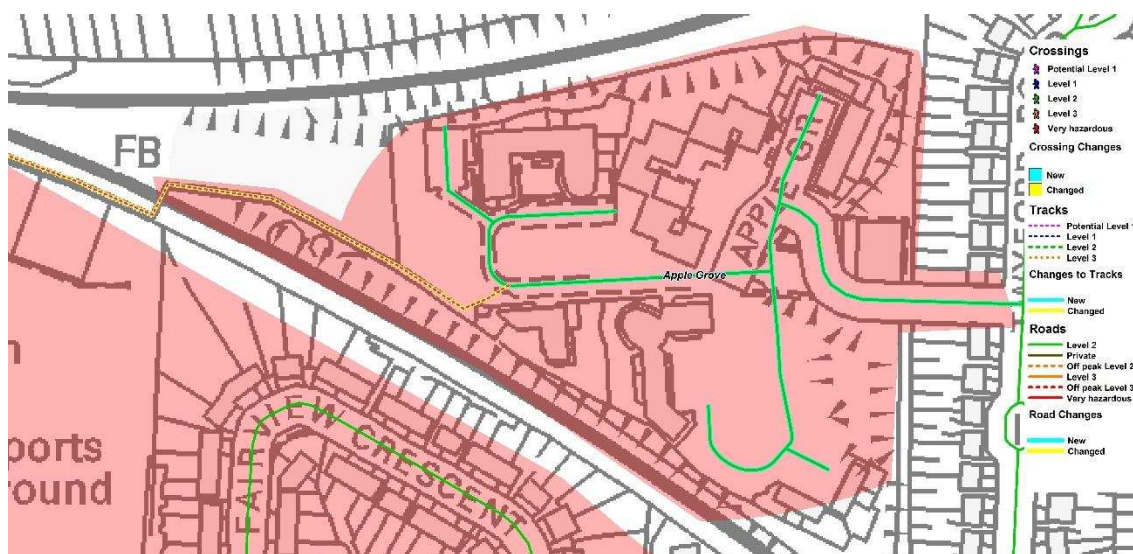
As the audit process has developed since 2010 we have become clearer about definitions and consistency in applying these. This can account for some changes to crossing classifications where no physical changes have been made.

There have also been a small number of locations where the crossing type has changed while the CSNA classification has remained the same. These include crossings which were already classified as Level 2 but have been upgraded in some way, for example a zebra which has been improved with the addition of a speed table.

A full schedule of changed or new crossings is included in Appendix B.

# 4. Plans and findings by review area

## 4.1 Apple Grove



Plan 5: Apple Grove

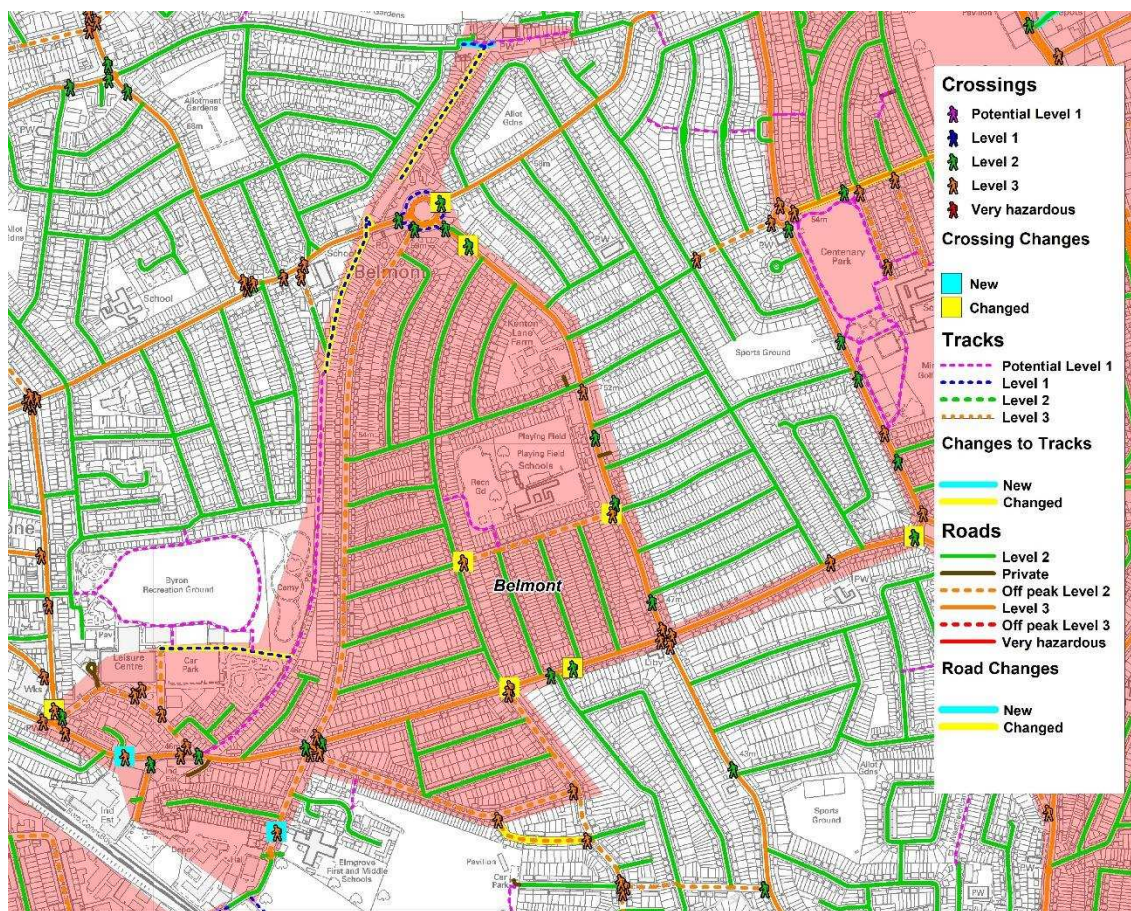
Type	Number with changed CSNA Level (OP = Off peak)						
	2-OP2	2-3	OP2-3	3-OP2	3-2	OP2-2	New 2
Road link	0	0	0	0	0	0	9
Track link	Tracks changed or added (PE = pre-existing / P = potential) or new (N)						
	PE P1	PE 1	P1 - 1	N 1			
Crossings	Crossings changed or new (NCC = Changed without CSNA Level change)						
	3-2	2-3	3-V Haz	New 2	New 3	NCC	
	0	0	0	0	0	0	

Table 3 – Apple Grove changes

Apple Grove is a residential development built since 2010. All the roads have been classified as Level 2 and therefore crossings were not audited in the area.

The only other change was the addition of the existing path leading into the area from the west side of the railway. This is classified as Potential Level 1 as there is no indication that cycling is permitted.

### 4.2 Belmont



Plan 6: Belmont

Type	Number with changed CSNA Level (OP = Off peak)						
	2-OP2	2-3	OP2-3	3-OP2	3-2	OP2-2	New 2
Road link	0	1	0	0	0	0	0
Track link	Tracks changed or added (PE = pre-existing / P = potential) or new (N)						
	PE P1	PE 1	P1 - 1	N 1			
	1	0	3	1			
Crossings	Crossings changed or new (NCC = Changed without CSNA Level change)						
	3-2	2-3	3-V Haz	New 2	New 3	NCC	
	3	4	0	0	2	0	

Table 4 – Belmont changes

The major changes in the Belmont area are to crossings and paths. There are two new crossings both of which are Level 3. There are seven further crossings which have been changed, four from Level 2 to Level 3 and three from Level 3 to Level 2. The reasons for the changes are a mixture of misclassification and also changes in usage patterns observed since 2010. Crossings CR617 and CR714 have both had their refuges widened.

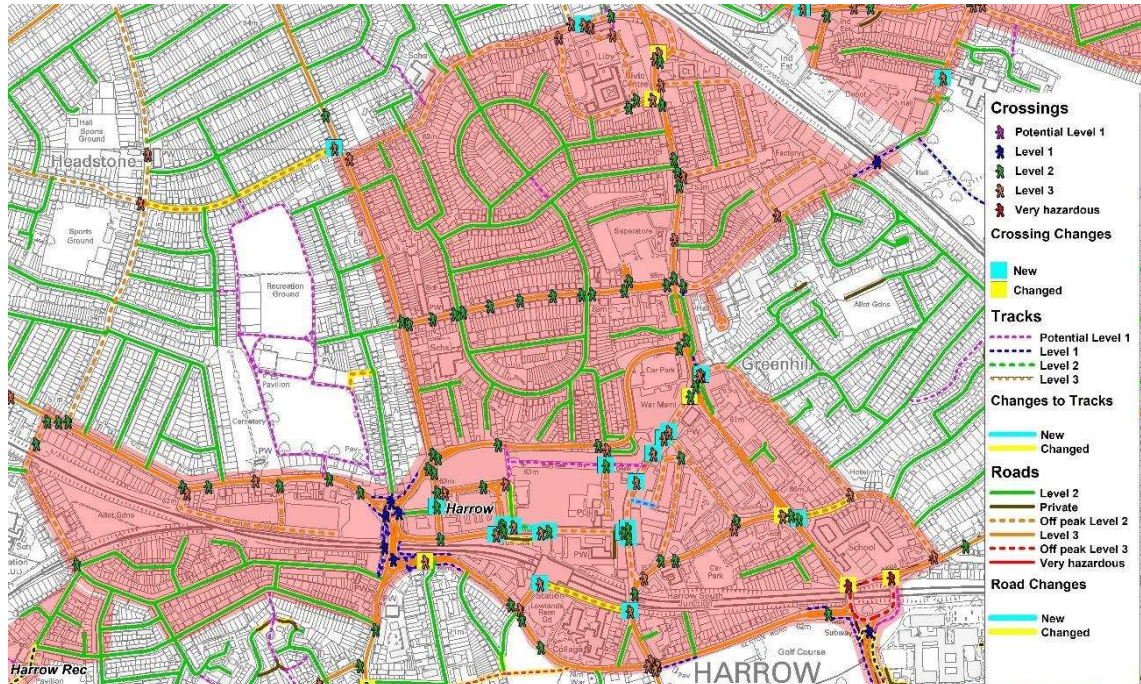
The changes to the tracks are all related to the Belmont Trail. The whole trail is signed as a cycle route. However, the surface quality is so poor on the southern section that we have kept its classification as only Potential Level 1.



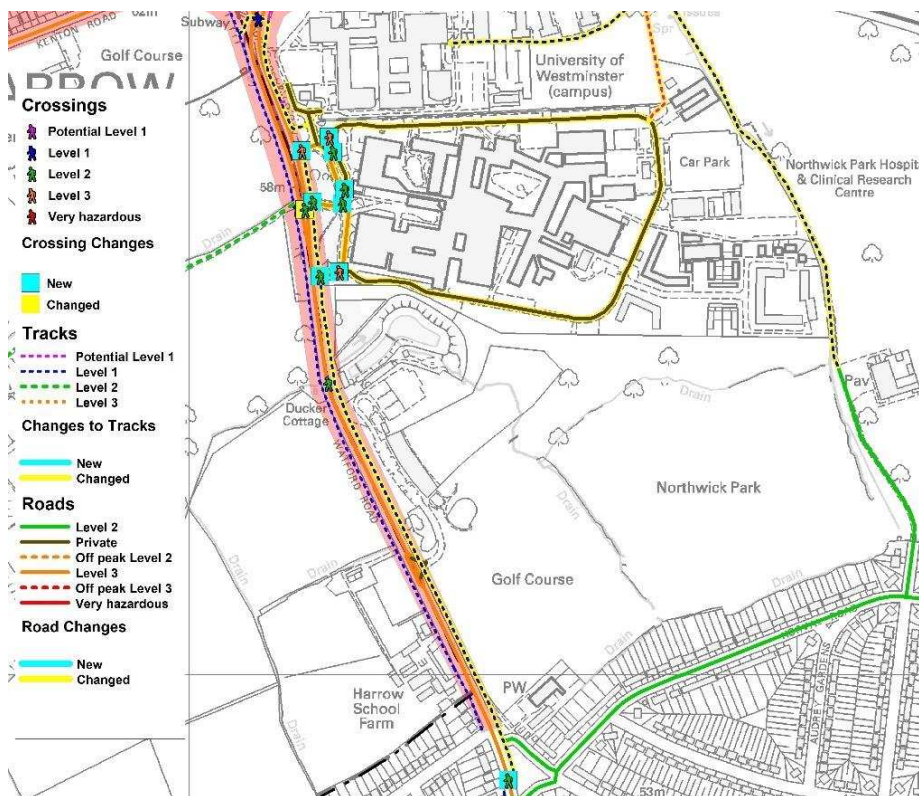
The signed link to the Belmont Trail from the Leisure Centre does have an adequate surface and has therefore been classified Level 1. The surface of the Trail's northern section has been significantly improved, hence its Level 1 classification. Its northern end meets a new cycle path leading east from Vernon Drive.

There is only one change to the road layer and this was to re-classify the bus stop area on Belmont Circle as Level 3.

### 4.3 Harrow



Plan 7: Harrow



Plan 8: Watford Road, Harrow

Type	Number with changed CSNA Level (OP = Off peak)						
	2-OP2	2-3	OP2-3	3-V Haz	3-2	3-OP2	New 2
Road link	1	0	0	1	1	1	0
Track link	Tracks changed or added (PE = pre-existing / P = potential) or new (N)						
	PE P1	PE 1	P1 - 1	N 1	1-2		
	1	3	2	0	1		
Crossings	Crossings changed or new (NCC = Changed without CSNA Level change)						
	3-2	2-3	3-V Haz	New 2	New 3	NCC	
	1	4	2	10	12	1	

Table 5 – Harrow changes

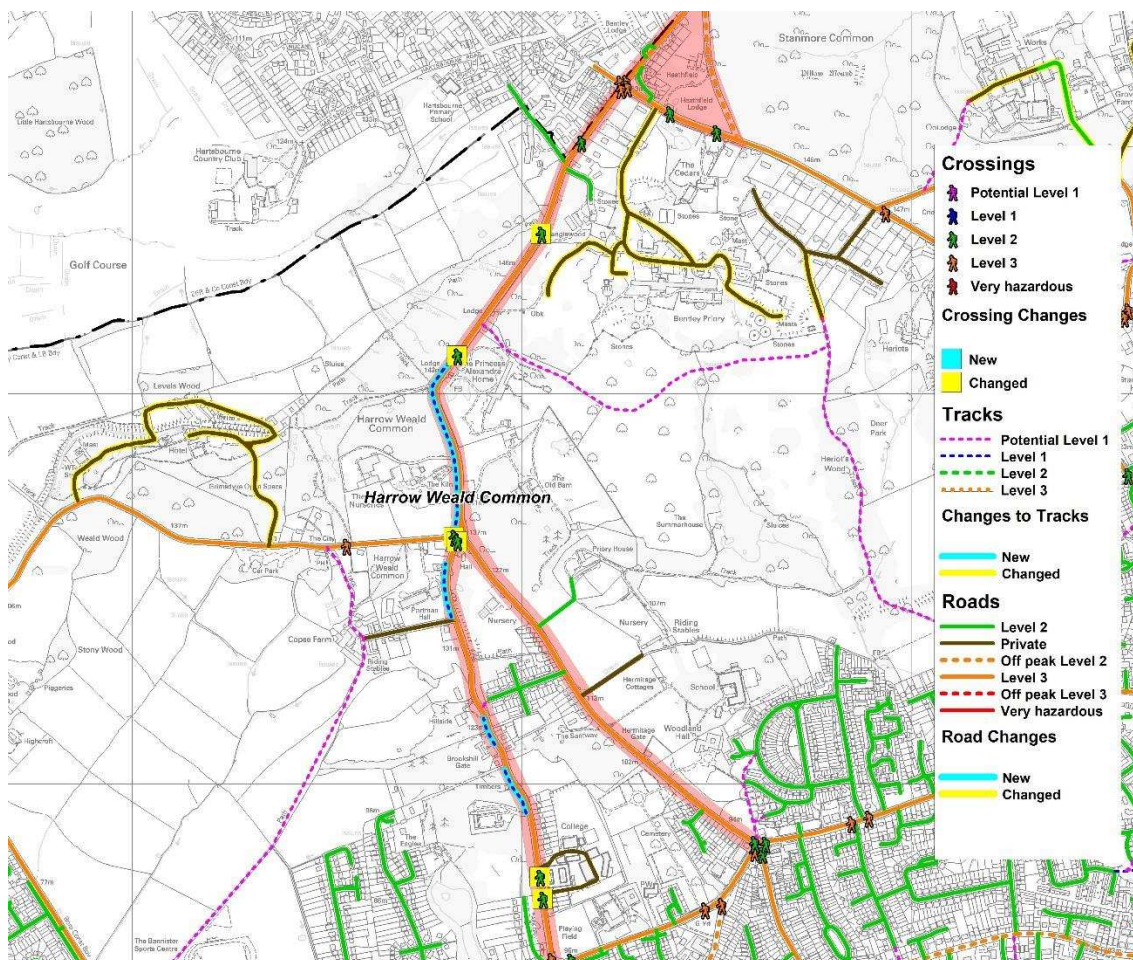
Plans 7 and 8 (above) show the changes to Harrow area. The main changes are again to the crossings. There are 22 new crossings recorded in the main Harrow review area. There are also a further seven just outside it (mostly at Northwick Park Hospital), all but one of which are in Brent. A further seven crossings in the area saw changes in classification while the position of one was made accurate in the mapping layer.

There were several change to the tracks in the area. The shared path on the east side of Watford Road has been added. This was not previously included because it is in Brent but was added for the review as it is clearly of benefit to people cycling to or from Harrow.

Two filtered permeability paths through road closures were also added and another section of cycle path was downgraded from Level 1 to Level 2. This latter short section of shared path leads to/from a toucan phase at a signalled junction on Sheepcote Road. The exit onto Bonnersfield Lane is rather hazardous and there is also conflict with pedestrians. A pre-existing path leading west from Tyburn Lane to Roxborough Park (outside the Harrow review area) was added.

Several roads had their classification changed. Clarendon Road was changed from Level 3 to Level 2. The eastern section of the road through Harrow-on-the-Hill station car park was changed from Level 3 to off-peak Level 2 following observations at off-peak times. The western section of Gayton Road was changed from Level 2 to off-peak Level 2 and the road through Harrow on the Hill bus station was changed to private.

### 4.4 Harrow Weald Common



Plan 9: Harrow Weald Common

Type	Tracks changed or added (PE = pre-existing / P = potential) or new (N)					
	PE P1	PE 1	P1 - 1	N 1	1-2	
Track link	0	0	0	4	0	
Crossings	Crossings changed or new (NCC = Changed without CSNA Level change)					
	3-2	2-3	3-V Haz	New 2	New 3	NCC
	5	0	0	0	0	0

Table 6 – Harrow Weald Common changes

There were no changes to the roads in the Harrow Weald Common area.

The main focus was the new shared cycle path on the western side of Brookshill and the crossings along this road. It was noted that the cycle path suffers from the detritus of the woodland on both sides of the road, which was particularly bad at the time of the audit not long after autumn when leaf waste was still strongly in place. It was very unclear where each section of the shared path begins and ends. It may be that the whole footpath from the earliest recorded southern point to the definite finishing northern point is intended to be shared. If so, this is very indistinct and the auditor made a best guess on the evidence available. What may be residual on carriageway markings confuse the situation. We consider that if our expert auditor was unclear, it is easy to imagine that ordinary users will be even less certain of the status.

The Improvement in the six crossings on Brookshill between its junctions with the A410 and Tanglewood Close are a very welcome development. The refuges on all have been widened and one also moved to a position where there is better visibility for crossing pedestrians.

### 4.5 Hatch End



Plan 10: Hatch End

Crossings	Crossings changed or new (NCC = Changed without CSNA Level change)						
	3-2	2-3	3-V Haz	New 2	New 3	NCC	
	5	0	0	0	0	0	

Table 7 – Hatch End changes

There were no changes to the roads or tracks in the Hatch End area. There were, however, two new level 2 crossings and three crossings where improvements had changed the classification from Level 3 to Level 2.

### 4.6 North Harrow Station



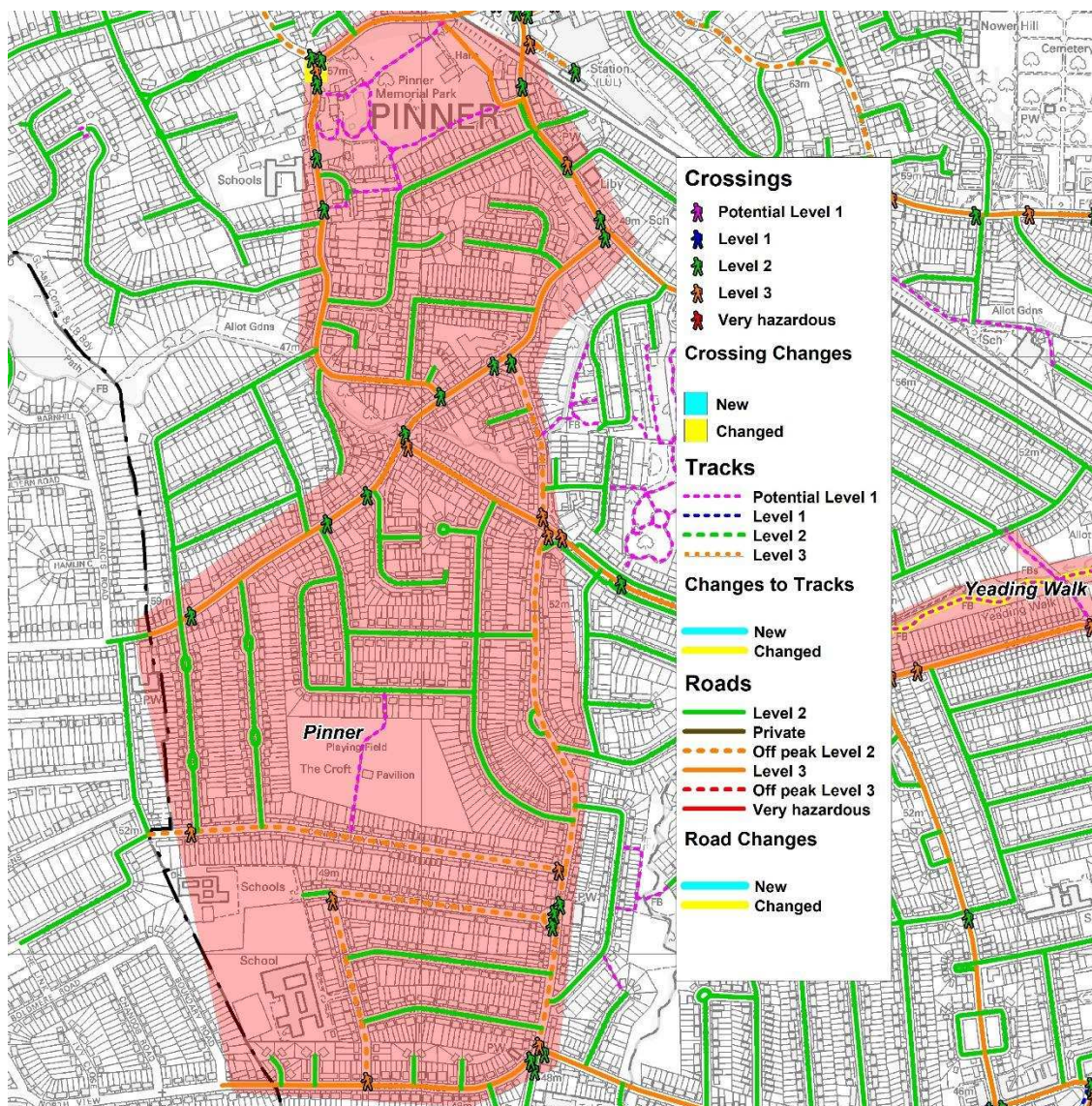
Plan 11. North Harrow Station

As plan 11 above shows, there were two minor changes in the North Harrow Station review area.

Since 2010, bollards and other improvements have been installed to prevent vehicles encroaching onto the two-way cycle track at the north end of the area (junction of Pinner Road and Woodlands). This means it has been reclassified from Level 2 to Level 1, matching the sections of track to the north and south.

The other change is to include the Level 3 crossing (CR716) at the west end of Canterbury Road, which was omitted from the 2010 audit.

### 4.7 Pinner



Plan 12. Pinner

Type	Number with changed CSNA Level (OP = Off peak)						
	2-OP2	2-3	OP2-3	3-V Haz	3-2	3-OP2	New 2
Road link	0	1	0	0	0	0	0
Crossings	Crossings changed or new (NCC = Changed without CSNA Level change)						
	3-2	2-3	3-V Haz	New 2	New 3	NCC	
	0	1	0	0	0	0	

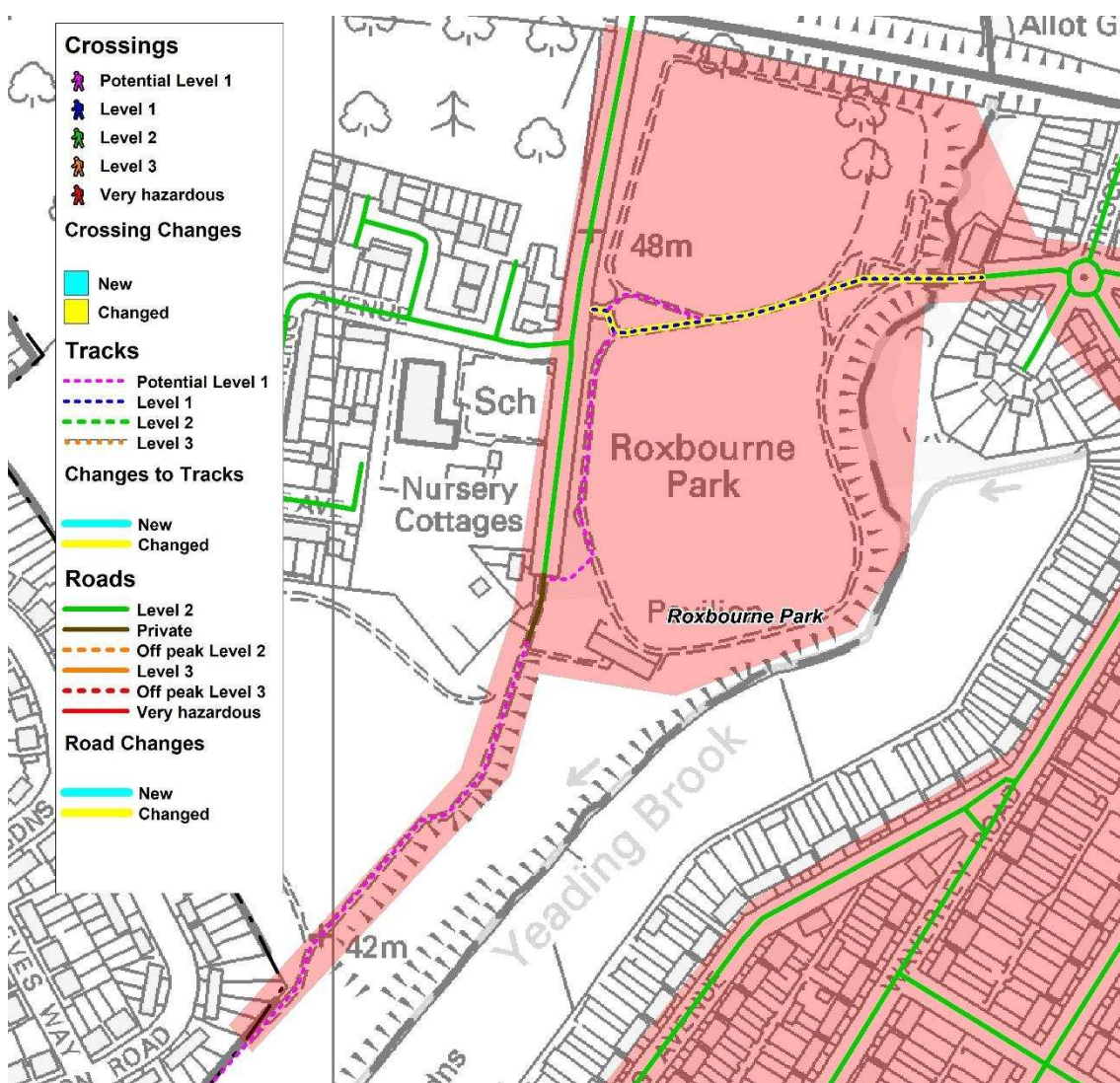
Table 8 – Pinner changes

There are only two changes in the Pinner area.

The first is a correction to the northernmost crossing on West End Lane which should have been classified as Level 3 in 2010.

The second is the short eastern section of Marsh Lane which is now an access to the car park and as such Level 3.

### 4.8 Roxbourne Park



Plan 13. Roxbourne Park

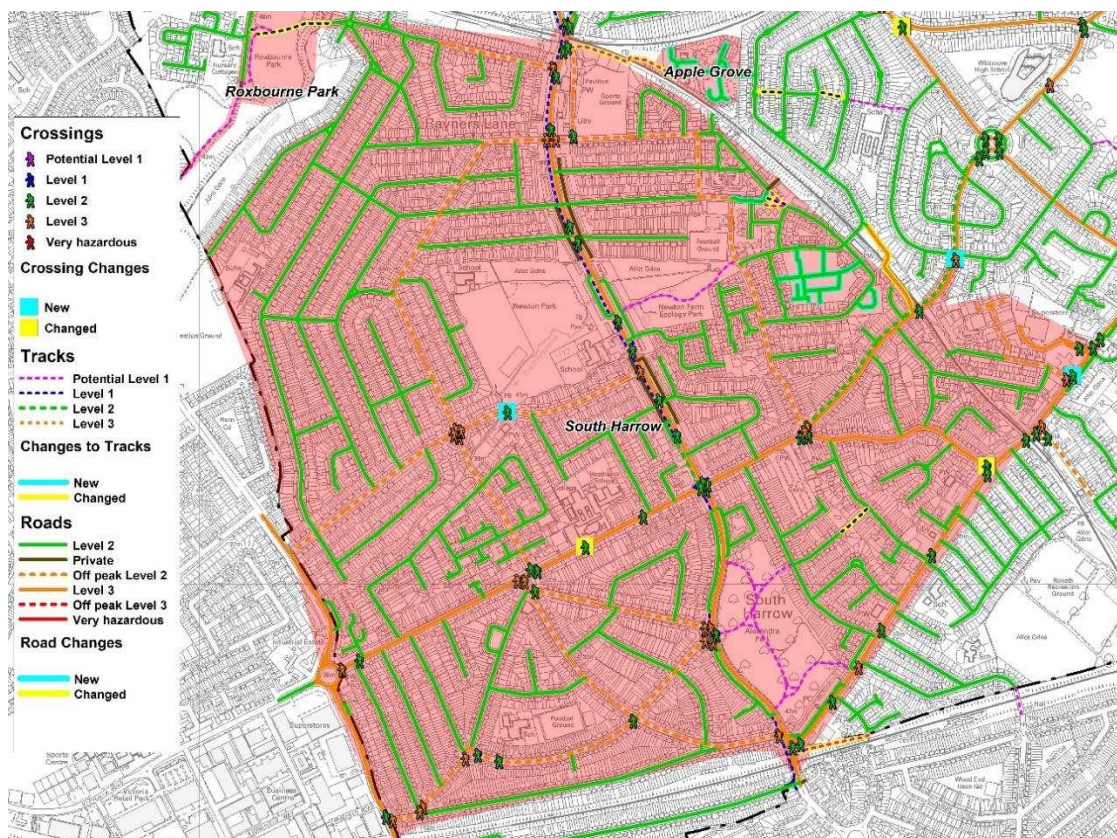
Type	Tracks changed or added (PE = pre-existing / P = potential) or new (N)					
	PE P1	PE 1	P1 - 1	N 1	1-2	
Track link	0	0	1	0	0	

Table 9 – Roxbourne Park changes

The only change in this area is the upgrading to shared use (by pedestrians and cyclists) of the path between the western and eastern parks entrances.

It is not clear though if the southern section is also intended as shared use and hence this has remained Potential Level 1.

### 4.9 South Harrow



Plan 14. South Harrow

Type	Number with changed CSNA Level (OP = Off peak)						
	2-OP2	2-3	OP2-3	3-V Haz	3-2	3-OP2	New 2
Road link	0	1	0	0	0	0	19
Track link	Tracks changed or added (PE = pre-existing / P = potential) or new (N)						
	PE P1	PE 1	P1 - 1	N 1	1-2		
	4	0	2	2	0		
Crossings	Crossings changed or new (NCC = Changed without CSNA Level change)						
	3-2	2-3	3-V Haz	New 2	New 3	NCC	
	0	0	0	2	1	2	

Table 10 – South Harrow changes

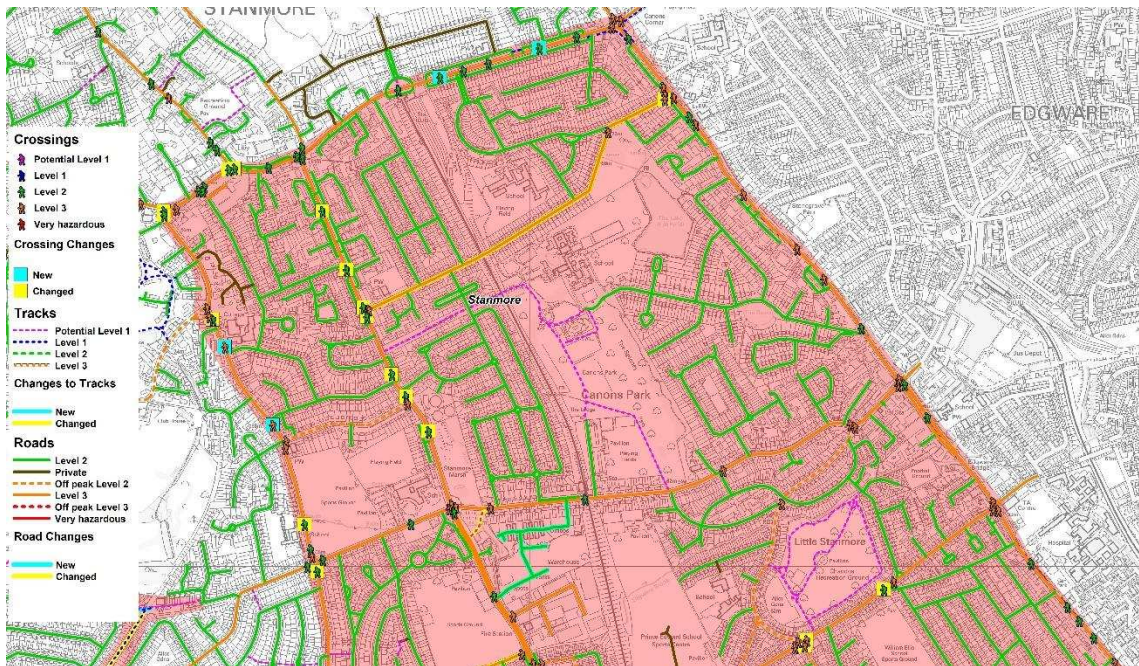
There are three new developments in the area, all in close proximity: Tranquil Lane, Serenity Close and the Drinkwater Road area. Roads in these are all Level 2.

Three existing paths have now been included linking Tranquil Lane and Scott Crescent. The middle of these is shared (Level 1) with the others Potential Level 1. A further existing shared Level 1 path between Park Mead and Corbin’s Lane was omitted in the 2010 survey. Elsewhere, two other pre-existing Potential Level 1 paths are now included - parallel to the railway between Stroud Gate and the A312, and the path mentioned in 4.1 leading to Apple Grove. Two new sections of Level 1 shared path have been introduced around the junction of Eastcote Lane / Rayners Lane.

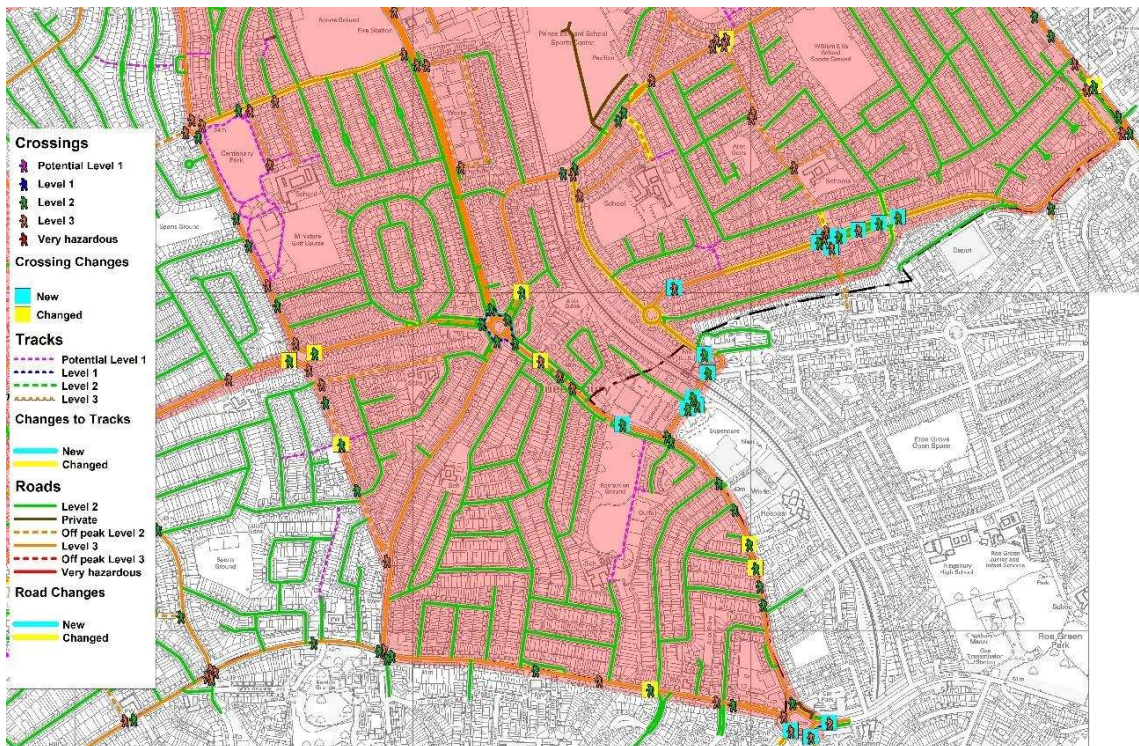
Three new crossings have been introduced in the area, two of which are Level 2 and the other Level 3. Two crossings have had physical changes, but these have not changed their CSNA classification and both remain Level 2.



### 4.10 Stanmore



Plan 15. Stanmore (Northern half)



Plan 16. Stanmore (Southern half)

Stanmore is the largest review area and as such there are considerable changes to the crossings and roads in it. For the benefit of the network review there are some small part of Brent included in the area.

Indeed, of the three existing potential Level 1 tracks added to the tracks layer, two are in Brent at the roundabout junction of Kenton Road, Honeypot Lane, Kingsbury Road, Frynt Way and The Mall. The other track added allows users to bypass the junction of Whitchurch and Honeypot Lanes.

Type	Number with changed CSNA Level (OP = Off peak)						
	2-OP2	2-3	OP2-3	3-2	New 2	New 3	NCC
Road link	1	2	28	1	9	1	36
Track link	Tracks changed or added (PE = pre-existing / P = potential) or new (N)						
	PE P1	PE 1	P1 - 1	N 1	1-2		
	3	0	0	0	0		
Crossings	Crossings changed or new (NCC = Changed without CSNA Level change)						
	3-2	2-3	3-V Haz	New 2	New 3	NCC	
	23	2	0	12	9	3	

Table 11 – Stanmore changes

There is a new housing development (Howard Road, Unwin Lane, Hitchin Way) that accounts for all the nine new Level 2 links. Elsewhere there are a number of roads which have been changed either physically or in classification. Some of these may have changed because they were inaccessible and therefore not auditable in 2010. This explanation may be relevant for roads in other review areas as well.

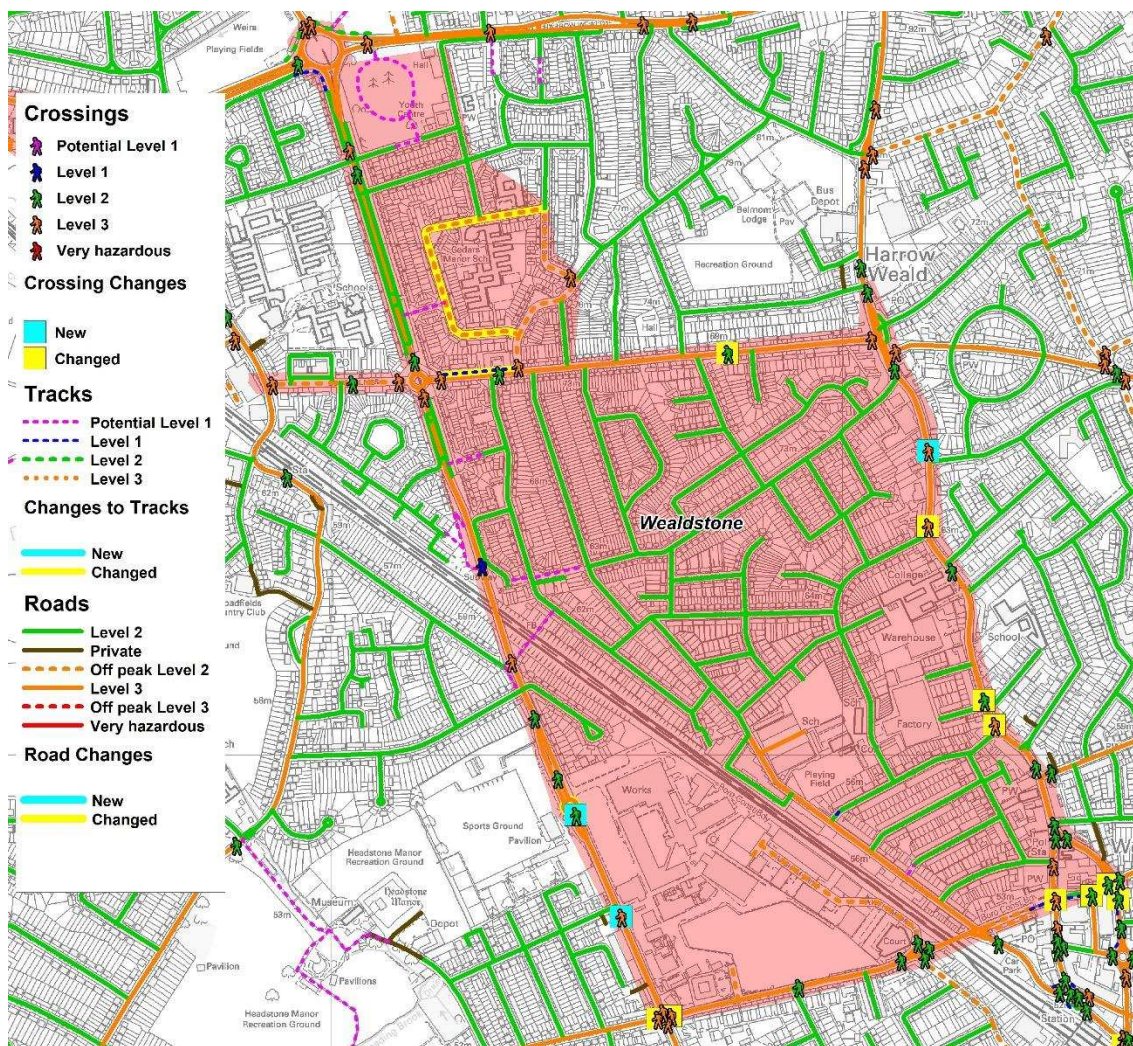
The biggest physical highway improvements are along Mollison Way where there has been significant re-engineering since 2010. The core route here is Level 3 but in the main shopping area there are Level 2 roads on either side.

Elsewhere changes in traffic flows account for roads where there have been changes in CSNA classification. The main change is where roads classified as off peak Level 2 in 2010 have been reclassified as Level 3. These include Park Way, Turner Road, Crowshott Avenue and the route along Du Cros Drive, Dalkeith Grove and Pangbourne Drive. Part of Turner Road has been changed from Level 2 to Level 3 as has been Stonegrove the final short link to Pangbourne Drive. A very short section of Portland Crescent West has been corrected from Level 3 to Level 2. Finally re-engineering of Camrose Avenue by the junction with Dale Avenue has been registered as a change but with no change in classification.

Three new Level 3 crossings are in Brent at the roundabout mentioned above. There are also five new Level 2 crossings included which are in Brent on Cumberland Road (4) and Turner Road (1). There are five other Level 2 crossings and one Level 3 in Brent that were included in the 2010 CSNA.

Other new crossings are found on Honeypot Lane (1 Level 2), Old Church Lane (2 Level 3), London Road (2 Level 2) and along the Mollison Way corridor (4 Level 2 and 4 Level 3). There 28 crossings which have been changed mainly being improved from Level 3 to Level 2, with two going from Level 2 to Level 3 and 3 where the crossing has changed but the CSNA classification has not (CR119, CR686 & CR687).

### 4.11 Wealdstone



Plan 17. Wealdstone

Type	Number with changed CSNA Level (OP = Off peak)						
	2-OP2	2-3	OP2-3	3-2	New 2	New 3	NCC
Road link	2	0	0	0	0	0	4
Track link	Tracks changed or added (PE = pre-existing / P = potential) or new (N)						
	PE P1	PE 1	P1 - 1	N 1	1-2		
	0	0	2	1	0		
Crossings	Crossings changed or new (NCC = Changed without CSNA Level change)						
	3-2	2-3	3-V Haz	New 2	New 3	NCC	
	3	4	0	1	2	2	

Table 12 – Wealdstone changes

There are few road changes in Wealdstone. The Whittlesea Road loop has been reclassified from Level 2 to off-peak Level 2 and there is a new roundabout on Harrow View which retains the Level 3 classification of the previous layout. Two tracks on Long Elmes have been upgraded to Level 1 and a new Level 1 bypass of the closure to Graham Road has been added.

For the crossings there are two new Level 3 crossings (CR752 & CR756) and one new Level 2 (CR 755). There are nine crossings with changes. Traffic conditions have resulted in four changing from Level 2 to Level 3 and improvements have changed three from Level 3 to Level 2. Two further crossings have had works but no change to classification.

### 4.12 West Harrow Rec



Plan 18. West Harrow Rec

The only change in this area is to upgrade the path through West Harrow Recreation Ground from Potential to full Level 1. This is due to the path now being formally designated as shared use by pedestrians and cyclists.

It should be noted that there is no signing in the recreation ground itself indicating the new status, although there are clear signs at both entrances. This can lead to some confusion about the status of cycling on other paths in the park.

In addition, changes were noted to two crossings to the west of the park (see 4.14 below for details).

### 4.13 Yeading Walk



Plan 19. Yeading Walk

The only change was recording the path through the area as a potential Level 1 track. While we understand that the path has formally designated as shared use by pedestrians and cyclists, there is no signing at all indicating the new status.

### 4.14 Changes recorded outside the review areas

Type	Number with changed CSNA Level (OP = Off peak. PE = pre-existing. Pr = private)						
	2-OP2	2-3	OP2-3	3-2	PE-Pr	PE-2	NCC
Road link	4	1	0	0	26	1	0
Track link	Tracks changed or added (PE = pre-existing / P = potential) or new (N)						
	PE P1	PE 1	P1 - 1	N 1	1-2		
	2	0	3	0	0		
Crossings	Crossings changed or new (NCC = Changed without CSNA Level change)						
	3-2	2-3	3-V Haz	New 2	New 3	NCC	
	3	1	0	0	1	1	

Table 13 – Changes outside review areas

The main changes noted (excluding any in Brent) derived mainly from the initial desktop preparation of the mapping which added a range of private roads (and one Level 2 access) not shown in the 2010 audit. Cunningham Park and the access to Harrow Rec car park were also reclassified from Level 2 to off-peak Level 2.

Otherwise there were a handful of pre-existing paths which were either included or upgraded. Two pre-existing potential Level 1 paths have been mentioned in earlier sections as they begin/end inside one of the review areas. Three sections of potential Level 1 track have been upgraded to Level 1 (west of Rectory Lane in Stanmore, and leading east and west off Chatsworth Gardens just east of Apple Grove).

Three crossings, CR519 (Bessborough Road), CR524 (Whitmore Road) and CR587 (George Gange Way) have been improved from Level 3 to Level 2. CR569 (The Bridge) has changed from Level 2 to Level 3. There is also an existing Level 3 crossing (CR757) at the east end of Cunningham Park which has now been added. CR525 (Shaftesbury Avenue) has been changed to a zebra, but not reclassified.

## 5. Crossing issues

### 5.1 Dropped kerbs

While not a formal part of the study, TI was aware that the provision and quality of dropped kerbs within the borough was of concern. Having carried out many CSNA studies we are very aware that while a CSNA is primarily designed to measure cycle accessibility, the inclusion of crossings does give us a very good idea of the overall quality of the pedestrian environment. Indeed it is very noticeable how poor this environment often is, particularly for those with reduced mobility such as wheelchair users, the elderly and parents with prams/pushchairs.

The most common issues observed see while carrying out a CSNA are the poor quality of dropped kerbs or in some cases their complete absence. For non-disabled cyclists poor or missing dropped kerbs are an inconvenience but for the groups mentioned above, as well as disabled cyclists, they can be the difference between making a journey or not.

Harrow, in common with most other areas surveyed, has a mix of good and bad pedestrian public realm. The dropped kerbs at most of the crossings audited were adequate. Where new developments and infrastructure has been introduced the quality is on the whole very good.

However, if an area adjacent to a new development has poor or no adequate dropped kerbing, pedestrian access to the good sections may be restricted for those with reduced mobility.

### 5.2 Narrow refuges

There are many crossings with refuge islands less than 1.6m wide. At these dismounted cyclists cannot wait safely as bicycles protrude either side. These are also unsuitable for wheelchair users and people with pushchairs or prams.

Where this is the case it will have been noted in the comments for that crossing (see Appendix B, Crossing Schedule).

### 5.3 Crossings at signalled junctions without pedestrian phases

There are fifty crossings on arms of signal controlled junctions that do not have pedestrian phases. Of these forty-six are classified as Level 3 and only four as Level 2.

All but five of these crossings have a refuge, island or reservation. However, in the audit eighteen of the crossings were described as having narrow refuges. Upgrading these crossings would be an obvious place to improve provision for pedestrians and indirectly cyclists.

If all forty-six crossings were converted with the addition of pedestrian phases and where necessary the refuges widened, they could all become Level 2. This would increase the proportion of Level 2 crossings in the borough from 53.8% to 60%, a very significant improvement.

# Appendix A

## Methodology for undertaking Cycle Skills Network Audits (summary)

### Purpose

The full methodology gives clear guidance to auditors on how to carry out a Cycle Skills Network Audit (CSNA).

The audit classifies sections of roads, including junctions, and off carriageway facilities usable by cyclists, by the Bikeability standard that cyclists would need to have achieved to be able to ride on them in comparative safety. All formal pedestrian crossings on roads identified as having higher risk are also audited and classified in the same manner. Bikeability is the name given to the UK National Standard for Cycle Training.

The guidance first explains the benefits of carrying out an audit. It then explains three Bikeability levels of achievement and how these are adapted into five levels for the purposes of the audit. It then gives detailed explanations of the characteristics that define roads at each of the levels. Finally the guidance explains how an audit should be carried out.

### Benefits

The information provided by a CSNA can be used in a number of ways. An audit can be used for some of the purposes set out below:

- It can be used as to identify roads where a more detailed study could be carried out, such as a Cycle Level of Service (CLOS) audit
- It can be used to identify key barriers between areas
- Production of maps or guides for local cycle users enabling them to plan journeys based on their level of skill
- Identifying barriers to cycling and accessibility. Audits include assessment of pedestrian crossings by the Bikeability levels
- Targeting of cycle training to schools where improved skills are most needed within their catchment areas

### The Bikeability (National) Standard and Audit Levels

The description of the National Standard for Cycle Training (Bikeability) levels is repeated below for clarity. Further details can be found at <https://bikeability.dft.gov.uk>.

The detailed description of the CSNA levels can be found in the body of the main report.

<b>Level 1 – Beginner</b>	<i>The cyclist has the skills and understanding to be able to make a trip and undertake activities safely in a motor traffic free environment and as a pre-requisite to a road trip</i>
<b>Level 2 – Introduction to Riding on the Road</b>	<i>The cyclist has the skills and understanding to be able to make a trip safely to school, work or for leisure on quiet roads</i>
<b>Level 3 – Advanced</b>	<i>The cyclist has the skills and understanding to be able to make a trip safely to school, work or leisure on busy roads and using complex junctions and road features</i>

## Carrying Out the Audit

### **Initial scoping**

An initial desktop scoping of the area can be carried out to establish the roads most likely to be classified higher than Level 2. This enables a timetable to be devised for the practical audit on site.

A quick cycle ride around the area on the roads identified as probably higher than Level 2 is carried out to help familiarise the auditors with the area, although the audit may begin without such a ride having been undertaken.

### **Roads classified higher than Level 2 (including off-peak Level 2)**

These are generally major routes through an area and mixed residential/local distributors. Some apparently minor residential roads may be used as rat runs, particularly in peak traffic periods, which may raise the level of classification. Auditors should make measurements of road widths where clarification is considered necessary. This will most likely be in situations where some of the following features are identified:

- where road width may be the factor that would give a higher classification
- where there is an obvious change in road width
- where regular parking on one or both sides of the road changes the effective road width for through traffic (measure of both total road width and available carriageway width may be made at these points)
- where there are pedestrian islands, the width of each carriageway lane and of the island may be recorded
- at any other points where the auditors feel width may be a factor

The pedestrian crossings on these roads should all be classified and recorded.

### **Roads classified Level 2 or lower**

Estate roads and terrace streets will usually have very similar characteristics. It should not be necessary to ride along every one of these roads. After consulting the map it will often be possible to cycle along each residential distributor and view down the lesser residential streets from their ends to confirm their status. However, particularly where there are cul-de-sacs, it may be necessary to cycle down Level 2 streets to identify and tracks/paths that may exist between them and other streets.

In some residential streets the width of available carriageway (may be that within lines of parked cars on either side of the street) can be a factor in classification at Level 2. However, in this case the level of traffic should allow any measurement to be carried out by a single auditor. Observation may also preclude measurement as it may be obvious that the road width is too narrow for two vehicles to pass.

Any identified cycle-only crossings on Level 2 roads should be recorded although they will never be classified at higher than Level 2.



# Appendix B

## Schedule of changed/new crossings

The tables below lists details and comments for all the changed (including any missed in 2010) and new crossings found in the 2015/16 review.

### Changed Crossings

Ref	Location	Type of crossing	CSNA Level		Borough	Comments	Review area
			2010	2015/16			
CR024	Church Road	Pedestrian phase with refuge	3	2	Harrow	Ped phase new	Stanmore
CR025	Stanmore Hill	Pedestrian phase with refuge	3	2	Harrow	Ped phase new	Stanmore
CR037	Common Road	Dropped kerbs with refuge	3	2	Harrow	This is fine and probably widened	Harrow Weald Common
CR038	Common Road	Dropped kerbs with refuge	3	2	Harrow	Moved and widened	Harrow Weald Common
CR039	Old Redding	Signalled junction with no pedestrian phase with refuge	3	2	Harrow	Refuge widened	Harrow Weald Common
CR040	Brookshill	Signalled junction with no pedestrian phase with refuge	3	2	Harrow	Refuge widened	Harrow Weald Common
CR051	Brookshill	Dropped kerbs with refuge	3	2	Harrow	Refuge moved and widened	Harrow Weald Common
CR052	Brookshill	Dropped kerbs with refuge	3	2	Harrow	Refuge moved and widened	Harrow Weald Common
CR069	Railway Approach	Dropped kerbs	2	3	Harrow	One-way entry but poor visibility	Harrow
CR074	Milton Road	Dropped kerbs with refuge	2	3	Harrow	Narrow refuge	Harrow
CR088	Station Road	Toucan phase at signalled junction	2	2	Harrow	Junction redesigned	Harrow
CR089	Gayton Road	Pedestrian phase at signalled junction	2	3	Harrow	Narrow refuge	Harrow
CR091	Sheepcote Road	Dropped kerbs with island	3	3.5	Harrow	Non give way slip lane on left of 2 lanes approach	Harrow
CR092	Kenton Road	Dropped kerbs with island	3	3.5	Brent	Very busy 2 lane approach with non give way left slip on gyratory entry	Harrow
CR095	Watford Road	Toucan phase with refuge	2	2	Harrow	In wrong location on 2010 CSNA	Harrow
CR119	Kenton Road	Dropped kerbs with refuge	2	2	Harrow	Refuge widened	Stanmore
CR133	Christchurch Avenue	Dropped kerbs with reservation	2	3	Harrow	Narrow reservation, 1.5m.	Belmont
CR146	Byron Road	Dropped kerbs with refuge	2	3	Harrow	Refuge tapers 1.4 to 1.7m width	Belmont
CR155	Headstone Drive	Signalled junction with no pedestrian phase with refuge	2	3	Harrow	Traffic conditions worse	Wealdstone

Ref	Location	Type of crossing	CSNA Level		Borough	Comments	Review area
			2010	2015/16			
CR158	Headstone Gardens	Signalled junction with no pedestrian phase with refuge	2	3	Harrow	Traffic conditions worse	Wealdstone
CR205	Eastcote Lane	Zebra	2	2	Harrow	Markings refreshed since first audit	South Harrow
CR240	Eastcote Lane	Zebra with buildouts	2	2	Harrow	Crossing moved and build outs added	South Harrow
CR307	Uxbridge Road	Dropped kerbs with reservation	3	2	Harrow	Improved	Hatch End
CR310	Uxbridge Road	Dropped kerbs with island	3	2	Harrow	Clear line markings improve clarity of understanding of vehicles exiting r/bout	Hatch End
CR311	Uxbridge Road	Dropped kerbs with reservation	3	2	Harrow	Improved lane markings on r/bout reduce risk of exiting vehicles onto crossing	Hatch End
CR323	High Road	Dropped kerbs with refuge	3	3	Harrow	New narrow refuge added	Wealdstone
CR326	High Street	Zebra	2	2	Harrow	Markings refreshed	Wealdstone
CR327	High Street	Dropped kerbs with reservation	2	3	Harrow	Reservation just too narrow. Guardrail on west	Wealdstone
CR346	West End Lane	Dropped kerbs with refuge	2	3	Harrow	Narrow refuge (wrongly categorised in 2010)	Pinner
CR356	Belmont Circle	Dropped kerbs with island & segregated cycling section	3	2	Harrow	Although island narrows to east. Pedestrian side very narrow, hence people on foot use cycle crossing.	Belmont
CR363	St Andrews Drive	Dropped kerbs with refuge	3	2	Harrow	Refuge improved	Stanmore
CR380	Pangbourne Drive	Speed table at junction	2	3	Harrow	Minimal deflection	Stanmore
CR381	Marsh Lane	Dropped kerbs with refuge	3	2	Harrow	Refuge widened	Stanmore
CR382	Marsh Lane	Dropped kerbs with refuge	3	2	Harrow	Refuge widened	Stanmore
CR383	Marsh Lane	Dropped kerbs with refuge	3	2	Harrow	Refuge improved	Stanmore
CR385	Marsh Lane	Zebra with refuge	3	2	Harrow	Zebra new	Stanmore
CR386	Marsh Lane	Dropped kerbs with refuge	3	2	Harrow	Refuge widened	Stanmore
CR387	Marsh Lane	Dropped kerbs with refuge	3	2	Harrow	Refuge widened	Stanmore
CR389	Marsh Lane	Dropped kerbs with refuge	3	2	Harrow	Refuge widened	Stanmore
CR390	Old Church Lane	Dropped kerbs with reservation	3	2	Harrow	Reservation widened	Stanmore
CR391	Old Church Lane	Dropped kerbs with reservation	3	2	Harrow	Reservation widened	Stanmore
CR395	Old Church Lane	Dropped kerbs with refuge	3	2	Harrow	Wrongly categorised in 2010	Stanmore
CR398	Abercorn Road	Dropped kerbs with refuge	3	2	Harrow	Refuge improved	Stanmore
CR516	Lowlands Road	Cycle crossing with dropped kerbs at reservation	2	3	Harrow	Narrow, no tactile paving	Harrow
CR519	Bessborough Road	Zebra with refuge	3	2	Harrow	Refuge effectively removed though islands remain	None

Ref	Location	Type of crossing	CSNA Level		Borough	Comments	Review area
			2010	2015/16			
CR524	Whitmore Road	Dropped kerbs with refuge	3	2	Harrow	Refuge widened	None
CR525	Shaftesbury Avenue	Zebra	2	2	Harrow	Refurbished	None
CR569	The Bridge	Signalled junction with no pedestrian phase with island	2	3	Harrow	2 stage - slip road not signalised	None
CR580	Canning Road	Cycle crossing at speed table at junction	2	3	Harrow	Long speed table - marked crossing for cycle track. Minimal speed reduction	Wealdstone
CR582	George Gange Way	Dropped kerbs with cycle crossing	3	2	Harrow	Only one way in	Wealdstone
CR587	George Gange Way	Dropped kerbs with reservation	3	2	Harrow	Wrongly categorised in 2010	None
CR608	Long Elmes	Dropped kerbs with refuge	3	2	Harrow	Now just wide enough	Wealdstone
CR617	Kenton Lane	Dropped kerbs with refuge	3	2	Harrow	Refuge widened	Belmont
CR621	Hartford Avenue	Speed table	2	3	Harrow	Minimal deflection and speed reduction	Belmont
CR622	Hartford Avenue	Speed table	2	3	Harrow	Little speed reduction and poor corner geometry encourages speedy turning in	Belmont
CR641	Streatfield Road	Dropped kerbs with refuge	3	2	Harrow	Refuge improved	Stanmore
CR643	Streatfield Road	Dropped kerbs with refuge	3	2	Harrow	Refuge widened	Belmont
CR646	Kenmore Road	Dropped kerbs with refuge	3	2	Harrow	Refuge fine	Stanmore
CR666	Taunton Way	Dropped kerbs with refuge	3	2	Harrow	Refuge widened	Stanmore
CR667	Honeypot Lane	Dropped kerbs with refuge	2	3	Harrow	Narrow refuge	Stanmore
CR673	Honeypot Lane	Dropped kerbs with refuge	3	2	Harrow	Refuge widened	Stanmore
CR674	Honeypot Lane	Dropped kerbs with refuge	3	2	Harrow	Refuge widened	Stanmore
CR686	Camrose Avenue	Zebra with refuge	3	3	Harrow	Zebra new but narrow refuge 1.5m so still Level 3	Stanmore
CR687	Haverford Way	Raised table at junction	3	3	Harrow	Raised table new but still Level 3	Stanmore
CR697	The Highlands	Dropped kerbs with refuge	3	2	Harrow	Improved	Stanmore
CR708	Camrose Avenue	Dropped kerbs with refuge	3	2	Harrow	Refuge widened	Stanmore
CR714	Christchurch Avenue	Dropped kerbs with refuge	3	2	Harrow	Refuge widened	Belmont
CR716	Canterbury Road	Dropped kerbs	3	3	Harrow	Added to table (missed in 2010)	North Harrow Station
CR718	Canning Road	Dropped kerbs with cycle crossing	3	2	Harrow	One way	Wealdstone

## New Crossings

Ref	Location	Type	CSNA Level 2015/16	Borough	Comments	Review area
CR724	Headstone Road	Dropped kerbs with refuge	2	Harrow		Harrow
CR725	Watford Road	Toucan	2	Brent		None
CR726	Old Church Lane	Dropped kerbs with refuge	3	Harrow	Narrow refuge	Stanmore
CR727	Old Church Road	Dropped kerbs with refuge	3	Harrow	Narrow refuge	Stanmore
CR728	The Mall	Dropped kerbs with refuge	3	Brent	Traffic fast without indicating off roundabout	Stanmore
CR729	Fryent Way	Zebra with refuge	3	Brent	Narrow refuge	Stanmore
CR730	Kingsbury Road	Toucan on raised table with refuge	3	Brent	Very narrow refuge	Stanmore
CR731	Honeypot Lane	Dropped kerbs with refuge	2	Harrow		Stanmore
CR732	Cumberland Road	Dropped kerbs with refuge	2	Brent		Stanmore
CR733	Supermarket access road	Dropped kerbs with refuge	2	Brent		Stanmore
CR734	Cumberland Road	Dropped kerbs with refuge	2	Brent		Stanmore
CR735	Cumberland Road	Zebra	2	Brent		Stanmore
CR736	Turner Road	Zebra on raised table	2	Brent		Stanmore
CR737	Mollison Way	Dropped kerbs with refuge	3	Harrow	Narrow refuge	Stanmore
CR738	Mollison Way	Dropped kerbs with refuge	2	Harrow		Stanmore
CR739	Mollison Way	Raised table	3	Harrow		Stanmore
CR740	Mollison Way	Zebra	2	Harrow		Stanmore
CR741	Waltham Drive	Raised table	3	Harrow		Stanmore
CR742	Mollison Way	Raised table	3	Harrow		Stanmore
CR743	Mollison Way	Zebra	2	Harrow		Stanmore
CR744	Mollison Way	Dropped kerbs with refuge	2	Harrow		Stanmore
CR745	London Road	Dropped kerbs with refuge	2	Harrow		Stanmore
CR746	London Road	Dropped kerbs with refuge	2	Harrow		Stanmore
CR747	Kenmore Avenue	Raised table	3	Harrow		Belmont
CR748	Mason's Avenue	Dropped kerbs with refuge	3	Harrow	Narrow refuge	Belmont
CR749	Northolt Road	Dropped kerbs with refuge	2	Harrow		South Harrow
CR750	Roxeth Green Avenue	Dropped kerbs with refuge	3	Harrow	Narrow refuge	South Harrow
CR751	Malvern Avenue	Zebra on raised table	2	Harrow		South Harrow
CR752	High Road	Dropped kerbs with refuge	3	Harrow	Narrow refuge	Wealdstone

Ref	Location	Type	CSNA Level 2015/16	Borough	Comments	Review area
CR753	Uxbridge Road	Dropped kerbs with reservation	2	Harrow		Hatch End
CR754	Uxbridge Road	Dropped kerbs with refuge	2	Harrow	Staggered crossing in narrow median strip to south	Hatch End
CR755	Harrow View	Dropped kerbs with reservation	2	Harrow		Wealdstone
CR756	Harrow View	Dropped kerbs with refuge	3	Harrow	Narrow refuge	Wealdstone
CR757	Cunningham Park	Dropped kerbs	3	Harrow		None
CR758	Station Road	Dropped kerbs	3	Harrow	Flush surface & tactiles but no indication on road of crossing	Harrow
CR759	Station Road	Dropped kerbs	3	Harrow	Flush surface & tactiles but no indication on road of crossing	Harrow
CR760	Station Road	Dropped kerbs	3	Harrow	Flush surface & tactiles but no indication on road of crossing	Harrow
CR761	Havelock Place	Raised table	2	Harrow	Flush surface with pedestrianised area, v long stretch of tactile paving	Harrow
CR762	Station Road	Dropped kerbs	3	Harrow	Flush surface & tactiles but no indication on road of crossing	Harrow
CR763	Station Road	Pedestrian phase at signalled junction	2	Harrow		Harrow
CR764	Station Road	Pedestrian phase at signalled junction	2	Harrow		Harrow
CR765	College Road	Pedestrian phase at signalled junction	2	Harrow		Harrow
CR766	College Road	Pelican	2	Harrow		Harrow
CR767	Harrow bus station	Dropped kerbs	3	Harrow		Harrow
CR768	Clarendon Road	Dropped kerbs	3	Harrow	Across car park access, version of continuous footway but with no speed reduction	Harrow
CR769	College Road	Raised table	2	Harrow	Across car park access, leading to island with CR489 & CR490	Harrow
CR770	Harrow bus station	Dropped kerbs	3	Harrow		Harrow
CR771	Harrow-on-the-Hill Station car park	Raised table	3	Harrow	Tidal flow entrance/exit for car park	Harrow
CR772	Harrow-on-the-Hill Station car park	Dropped kerbs	3	Harrow	Poor visibility	Harrow
CR773	Gayton Road	Dropped kerbs	2	Harrow	One way	Harrow

Ref	Location	Type	CSNA Level 2015/16	Borough	Comments	Review area
CR774	Northwick Park Hospital	Dropped kerbs	3	Brent		Harrow
CR775	Northwick Park Hospital	Dropped kerbs	3	Brent		None
CR776	Northwick Park Hospital	Zebra	2	Brent	Not marked to TSRGD, to bus stop	None
CR777	Northwick Park Hospital	Zebra	2	Brent	Not marked to TSRGD, to bus stop	None
CR778	Northwick Park Hospital	Zebra with island	2	Brent		None
CR779	Northwick Park Hospital	Pedestrian phase at signalled junction	2	Brent	Should be Toucan as on cycle track	Harrow
CR780	Northwick Park Hospital	Dropped kerbs with refuge	3	Brent	Narrow refuge	None
CR781	Northwick Park Hospital	Dropped kerbs with island	2	Brent	Northern arm used by ambulances only	Harrow
CR782	Marlborough Hill	Dropped kerbs	3	Harrow		Harrow
CR783	Bonnorsfield Lane	Raised table	3	Harrow	Standard speed hump	Harrow