



# A Vision for Cycling in Harrow



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# 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

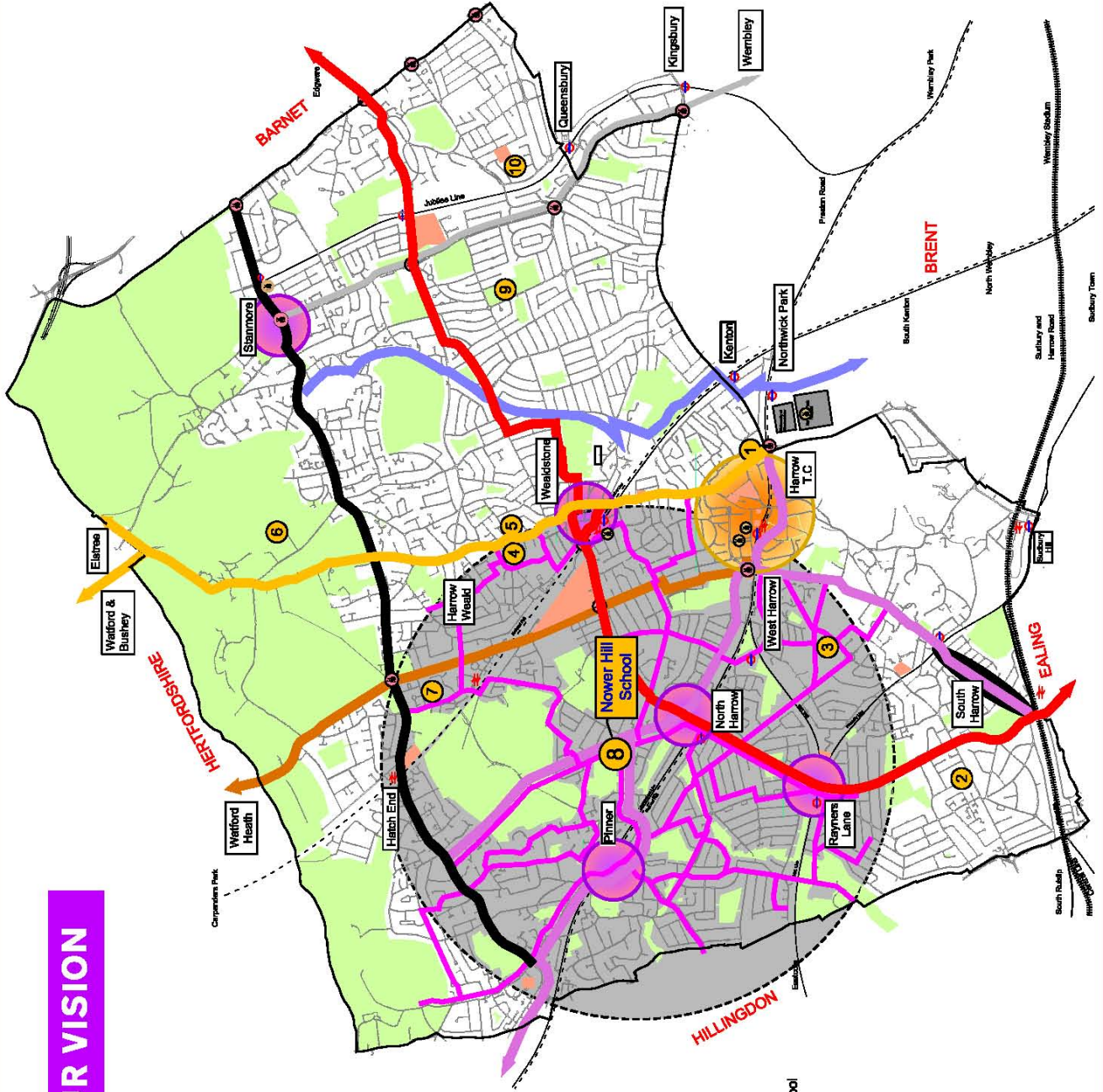
Harrow's overall vision can be seen on the plan below which shows a combination of the key elements which is:

- 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.

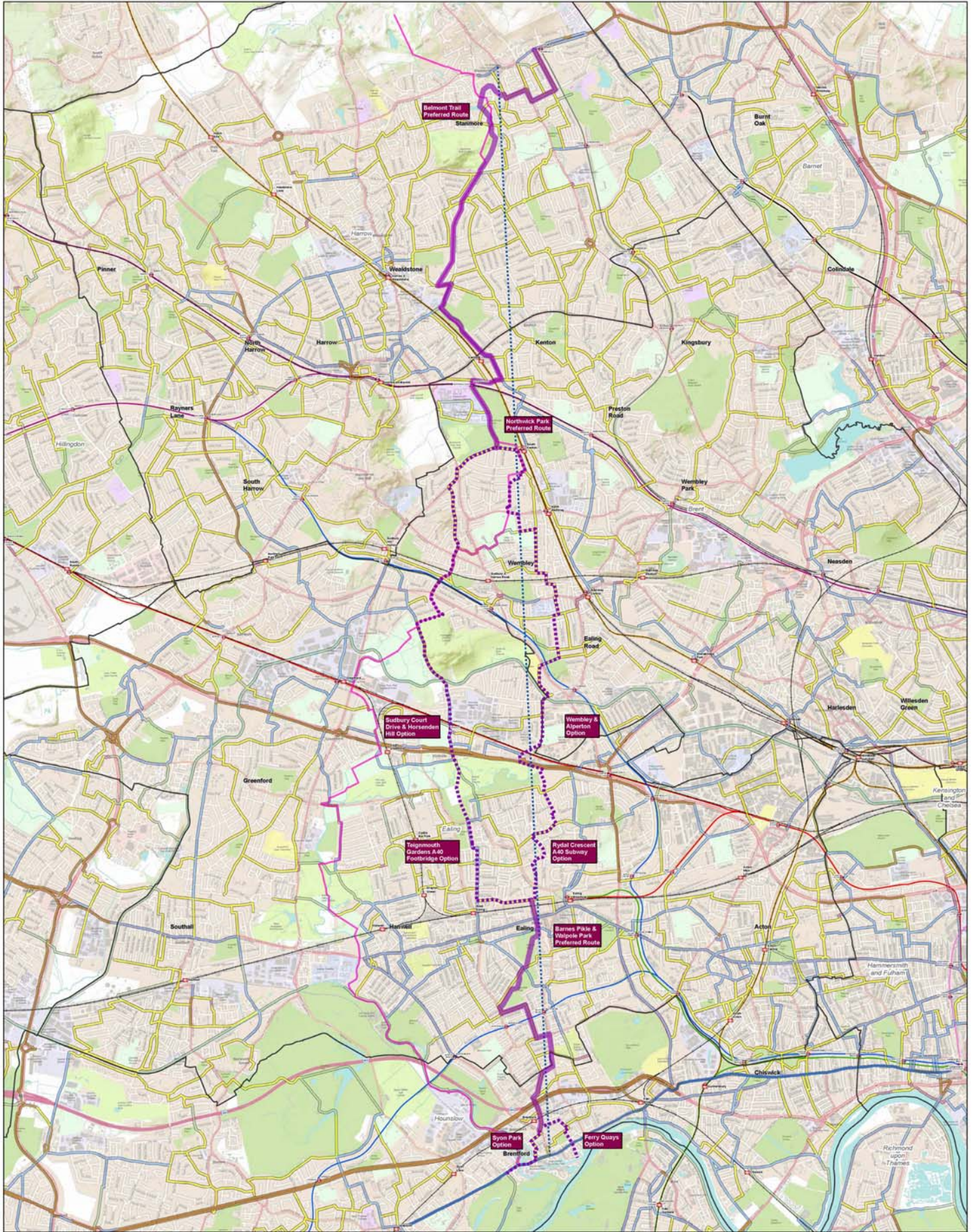


# OUR VISION



## 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 Sustrans Linear Greenway route
- Preferred route
- Route options
- 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
- 'As the crow flies' route

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 Harrow, Brent & Ealing Councils  
 Blawore to the Thames Cycle Road

Scale: 1:23,000  
 Issue  
 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 a goal to learn and enjoy with bike riding. It's a great way to challenge yourself and keep fit and healthy! Let's get started!

- The easy bit - Level 1 routes** are located where there is no traffic and weather, only basic skills and bicycle handling is needed.
- Slightly harder - Level 2 routes** are located on small roads. Level 2 riding 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 local shops, to your local shops and back of all you could cycle to school! A great way to start the day!
- The Challenge - Level 3 routes** are situations with more complicated traffic to negotiate. After you have mastered Level 1 & 2 this 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.

**Top Tips!**

**Get a lock** - a good one to your bike will be there when you finish school. Oh and a helmet, you might not think it looks cool, but if you end up falling off you will be glad you made the effort and so will your mum!

**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 whilst cycling, wear reflective strips or a fluorescent jacket.

**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 difficulty seeing cyclists in this position, especially in busy traffic.
- Remember even wide gaps aren't safe. 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 stay behind large vehicles or get a long way in front of them so the driver can clearly see you. Use the middle, not the left side, of the painted side box or advanced stop line.

**Behind a lorry is the safest place to be.** Where possible position on the right side, so the driver can see you.

**Keep your tyres pumped up!**

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 twice a 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, short to short. You can skip traffic, avoid all 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 Experience Harrow**

If you live, work or are educated in the borough you are able to take part in free cycle training. For more information contact Cycle Experience Harrow. Email: [harrowtraining@cycleexperience.com](mailto:harrowtraining@cycleexperience.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 halve 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 100g of carbon dioxide into the air. This is enough to fill a 40 balloons (CFL statistics).

Walking is the most sustainable form of transport and allows you time to socialise with friends!

10, 20 and 30 minute walking distances are indicated on the walking and public transport map. This is calculated on a walking speed of 80m per minute and a pace on the road.

Please note: The orientation of the map and walking zones are based on the catchment area of Harrow High School and Sports College for school year 2012/13. Bus stops are only provided for roads within the borough.

**www.TSUPTOALLOPUS.co.uk**

**Walking zones:** 10 minute walking zone, 20 minute walking zone, 30 minute walking zone.

**Public Transport:** Bus Stops, Bus Routes, Train, Park Entrances, Tube and Rail, Through boundary.



# 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 photograph of a bicycle repair station. Two workbenches are visible, each with a bicycle mounted on a repair stand. The workbenches are made of wood and have various tools and equipment on them. The background shows a building with a brick facade and a window. The overall scene is a typical bicycle repair shop.

# 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.



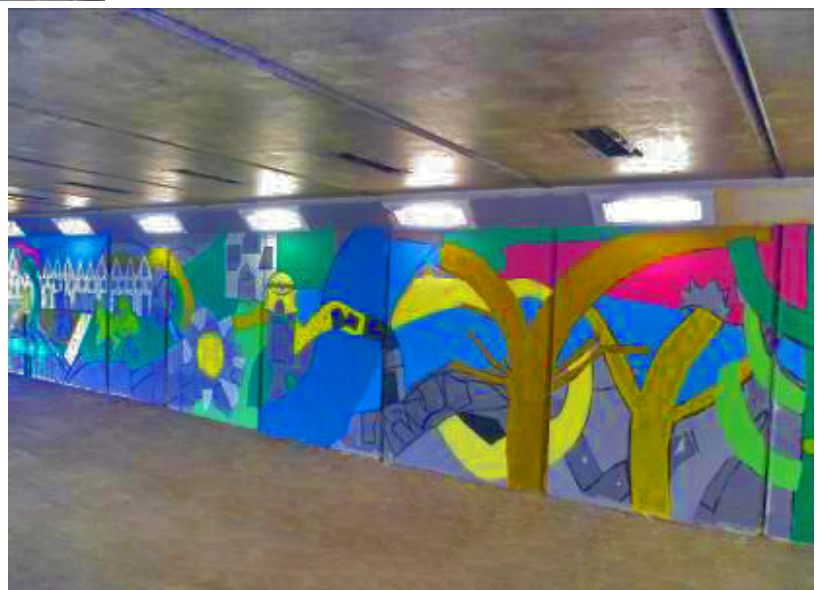
Creating a quiet lane route for cyclists of all ages would relieve these pressures and encourage people to cycle, which together with complementary softer measures, would encourage the younger generation to continue to cycle into adulthood with the obvious health and environmental benefits.



West Harrow Recreation ground



Before



After



# **05 Delivering Our Vision**



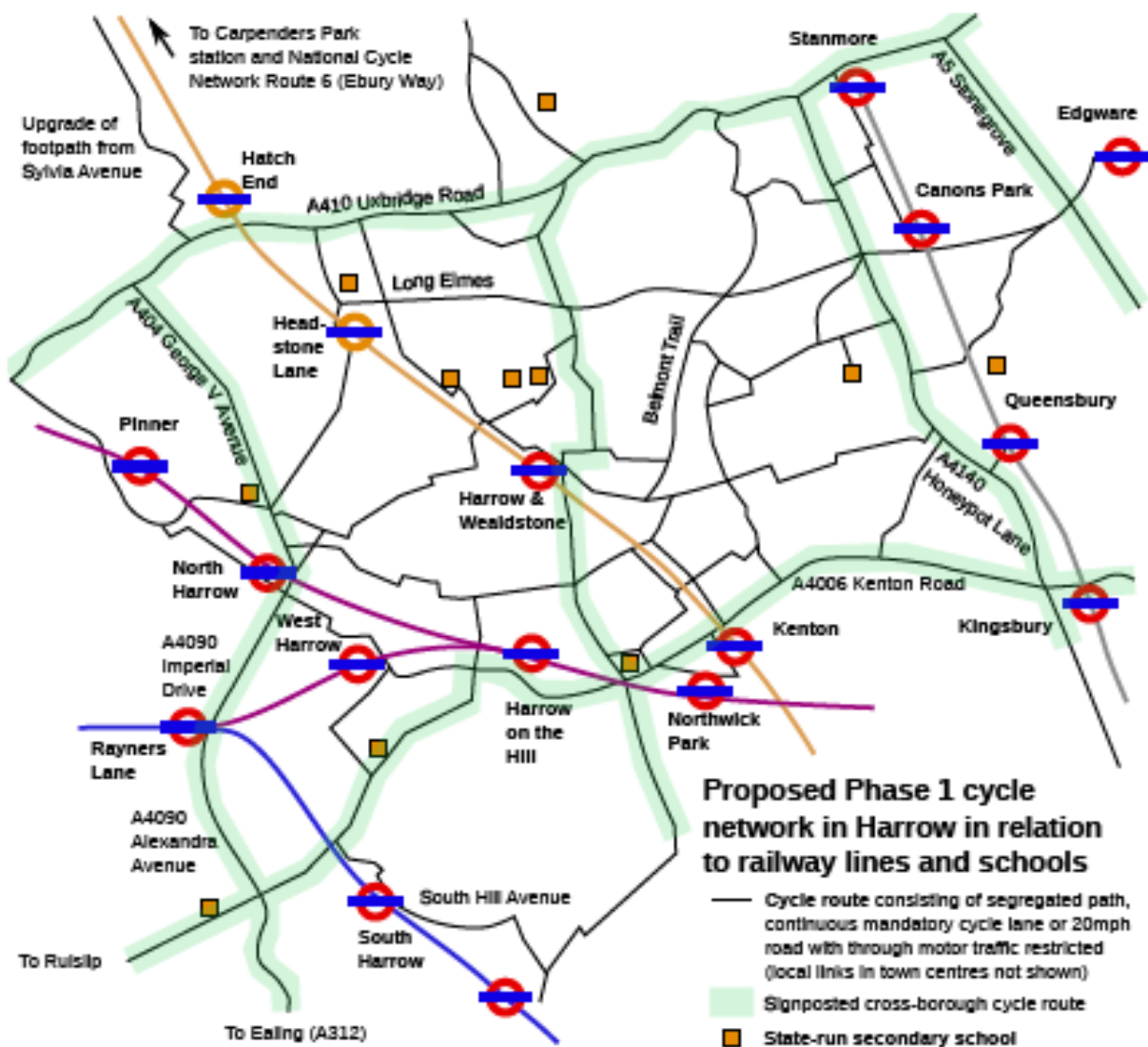
# Proposed cycle network transformation for Harrow

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.



To Carpenders Park station and National Cycle Network Route 6 (Ebury Way)

Upgrade of footpath from Sylvia Avenue

Hatch End

A410 Uxbridge Road

Long Elms

Headstone Lane

Pinner

North Harrow

West Harrow

A4090 Imperial Drive

Rayners Lane

A4090 Alexandra Avenue

To Ruislip

To Ealing (A312)

Harrow & Wealdstone

Harrow on the Hill

Belmont Trail

Northwick Park

Kenton

A4006 Kenton Road

Kingsbury

A4140 Honeypot Lane

Queensbury

Stanmore

A5 Sandgrove

Edgware

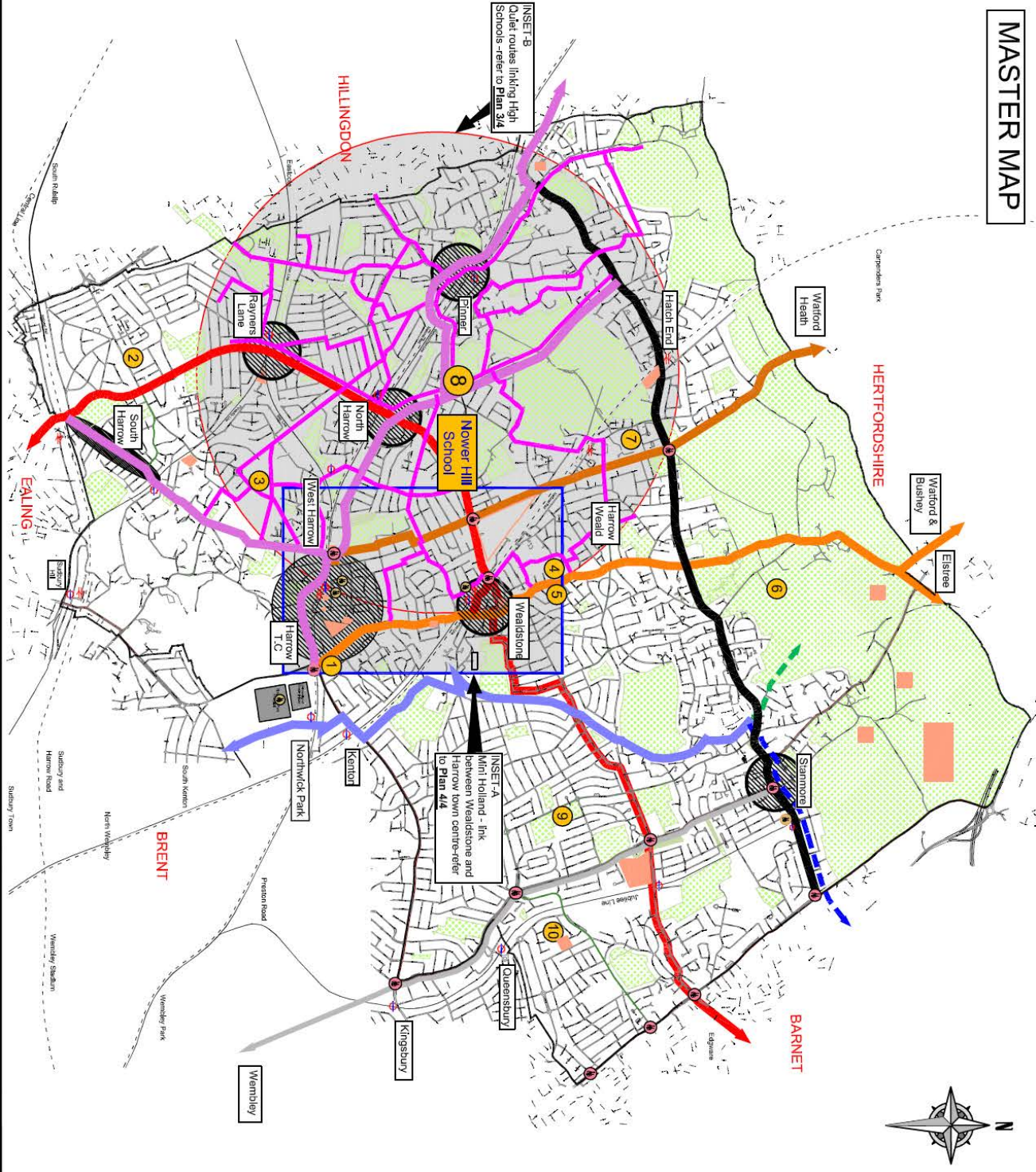
Canons Park

# Plan of proposed cycle routes mirroring tube routes

**KEY**

- High School
- Burial/Prich points
- Proposed Cycling Hub
- Main Town Centre
- Secondary Centres
- Cycle Route Linking Sarroons to Barnet
- Green Grid Route
- Quiet Cycle Routes Linking School
- Parks and Greens
- Large Scale Developments
- Postal address of students attending High School
- Nower Hill School Catchment Area
- Metropolitan Route
- Cross Harrow Route
- Heart of Harrow
- Edgware Line
- Jubilee Route
- Sarroons to Thomas Route
- Northern Line
- London Underground
- National Rail

## MASTER MAP



# Harrow Cycling Connectivity Map



# Major Barriers

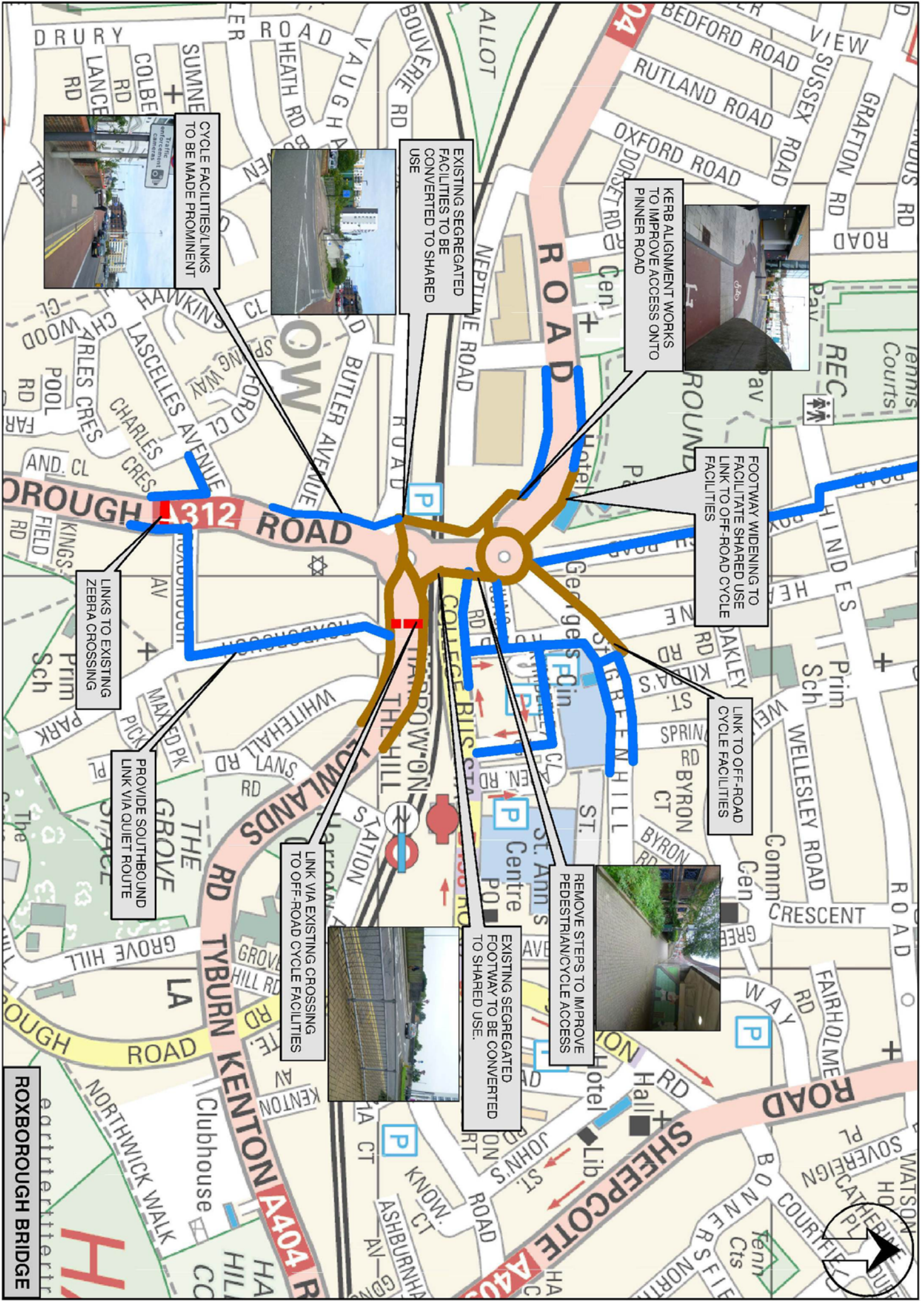
## Roxborough Bridge

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



CYCLE FACILITIES/LINKS TO BE MADE PROMINENT



EXISTING SEGREGATED FACILITIES TO BE CONVERTED TO BE SHARED USE



KERB ALIGNMENT WORKS TO IMPROVE ACCESS ONTO PINNER ROAD

FOOTWAY WIDENING TO FACILITATE SHARED USE LINK TO OFF-ROAD CYCLE FACILITIES

LINKS TO EXISTING ZEBRA CROSSING

PROVIDE SOUTHBOUND LINK VIA QUIET ROUTE

LINK VIA EXISTING CROSSING TO OFF-ROAD CYCLE FACILITIES

EXISTING SEGREGATED FOOTWAY TO BE CONVERTED TO SHARED USE

REMOVE STEPS TO IMPROVE PEDESTRIAN/CYCLE ACCESS



ROXBOROUGH BRIDGE



# 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.

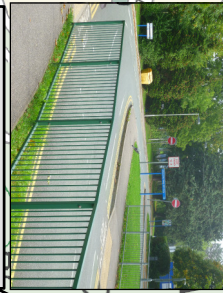
Northwick Park Roundabout

**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)



CYCLE ROUTE TO BE EXTENDED TO LINK WITH HOSPITAL & UNIVERSITY



OVERGROWN SHRUBS TO BE CUT BACK

EXTEND EXISTING OFF-ROAD CYCLE ROUTE

MANDATORY CYCLE LANES (WESTBOUND)

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



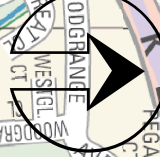
CONVERT FOOTWAY TO SHARED USE



CONTROLLED PEDESTRIAN CYCLE CROSSING



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 Gyrotory 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

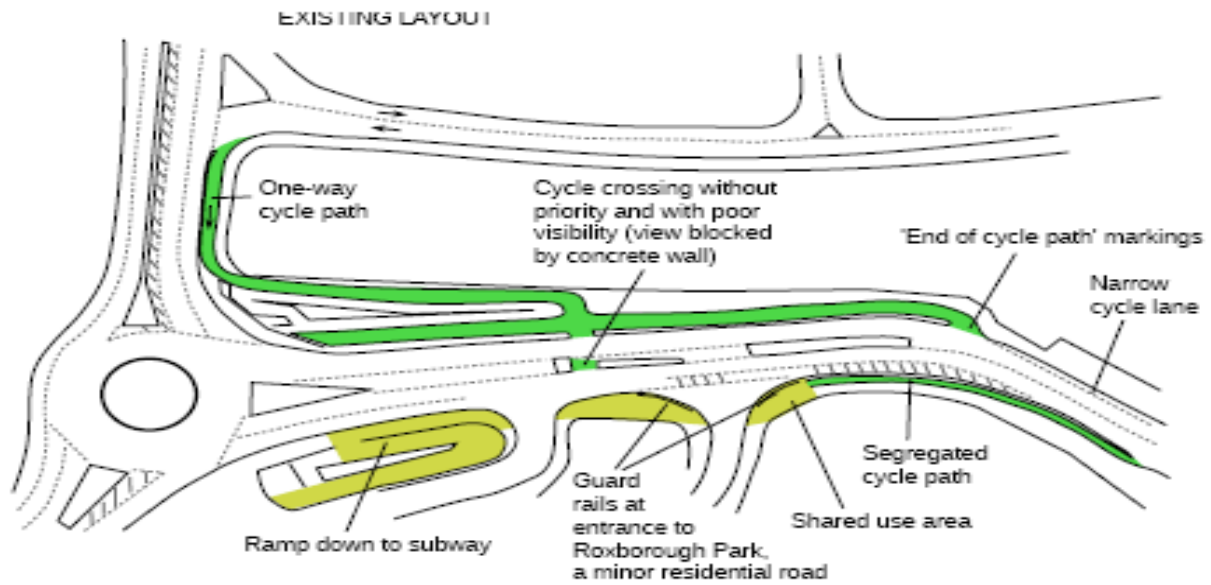
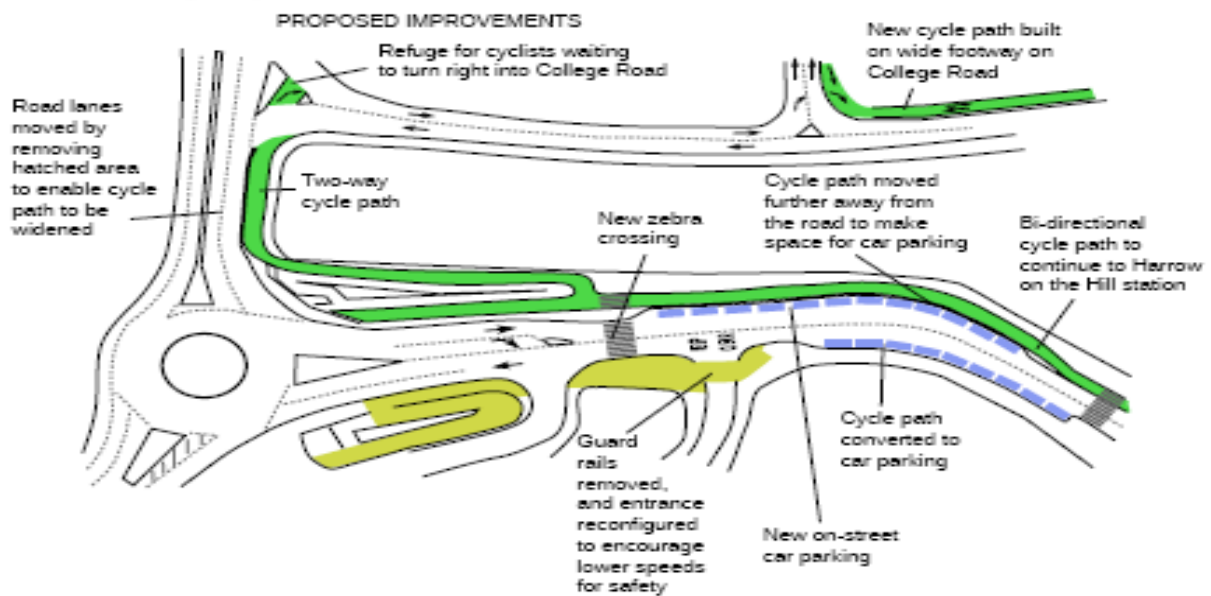


Figure 5.5: Proposed alteration to Lowlands Road to provide space for a segregated cycle path to Harrow on the Hill station



# 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.

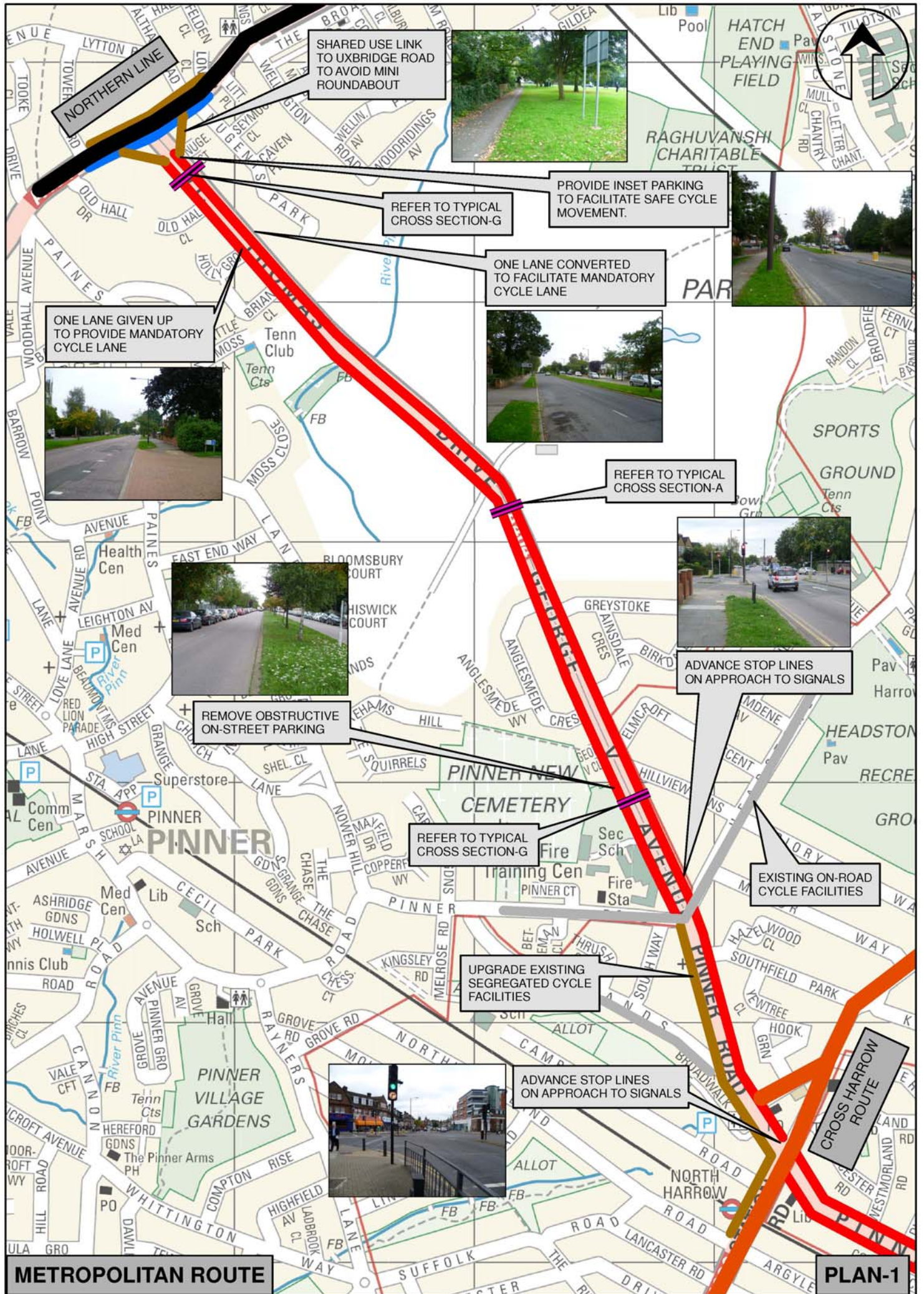
**George V Avenue/Pinner Road to Station Road/Pinner Road** – The northern and southern signalised junctions to have advance stop lines (ASL) that may require some kerb alignment works to be undertaken. The existing off-road, shared use, two way segregated cycle facilities to be up upgraded (west side), 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.

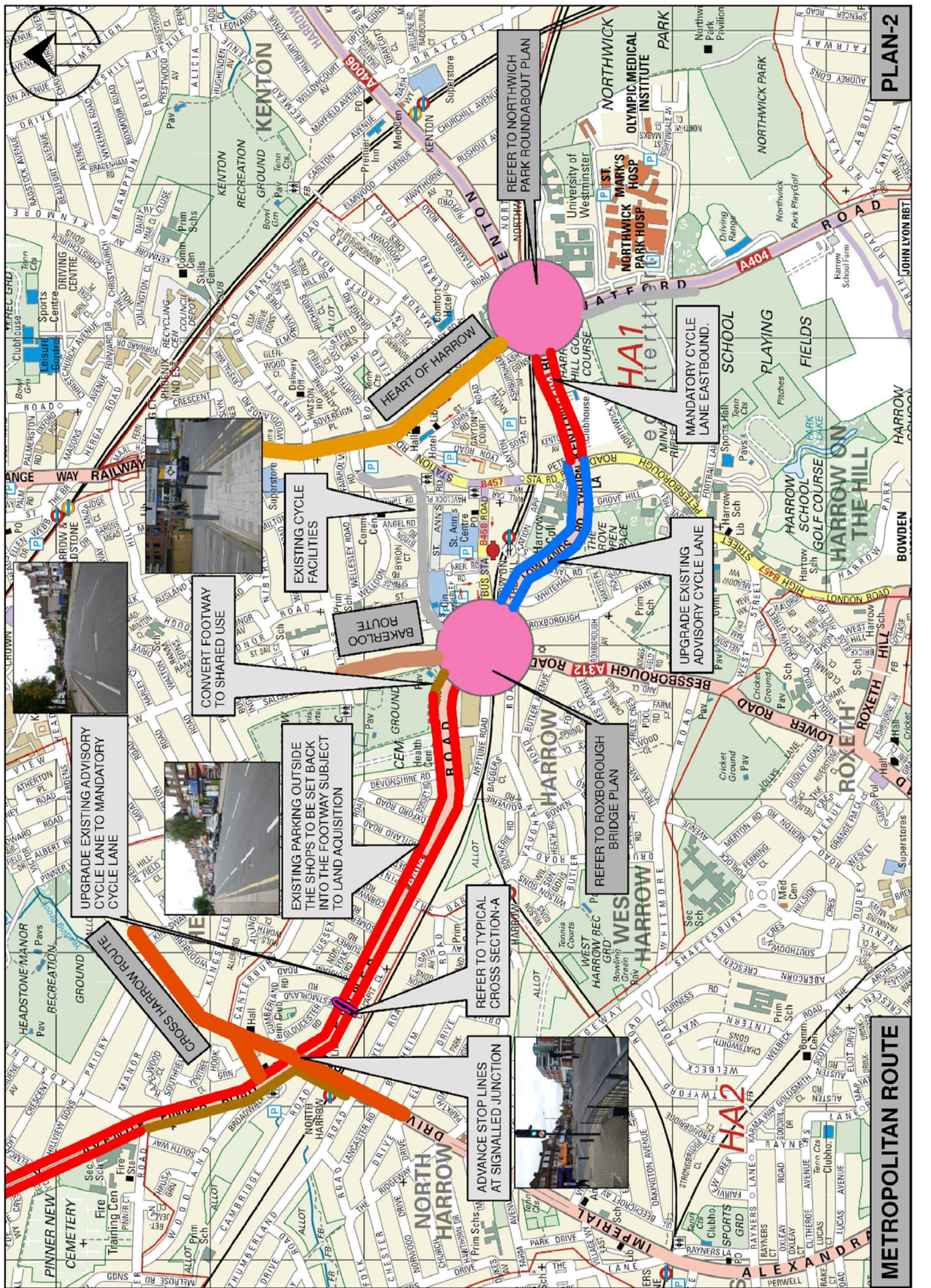
On-road, mandatory cycle lane to be provided southbound.

**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**

MANDATORY CYCLE LANE EASTBOUND.

UPGRADE EXISTING ADVISORY CYCLE LANE

**BAKERLOO ROUTE**

CONVERT FOOTWAY TO SHARED USE

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

REFER TO ROXBOROUGH BRIDGE PLAN

REFER TO TYPICAL CROSS SECTION-A

ADVANCE STOP LINES AT SIGNALLED JUNCTION

**METROPOLITAN ROUTE**

UPGRADE EXISTING ADVISORY CYCLE LANE TO MANDATORY CYCLE LANE



# 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.'

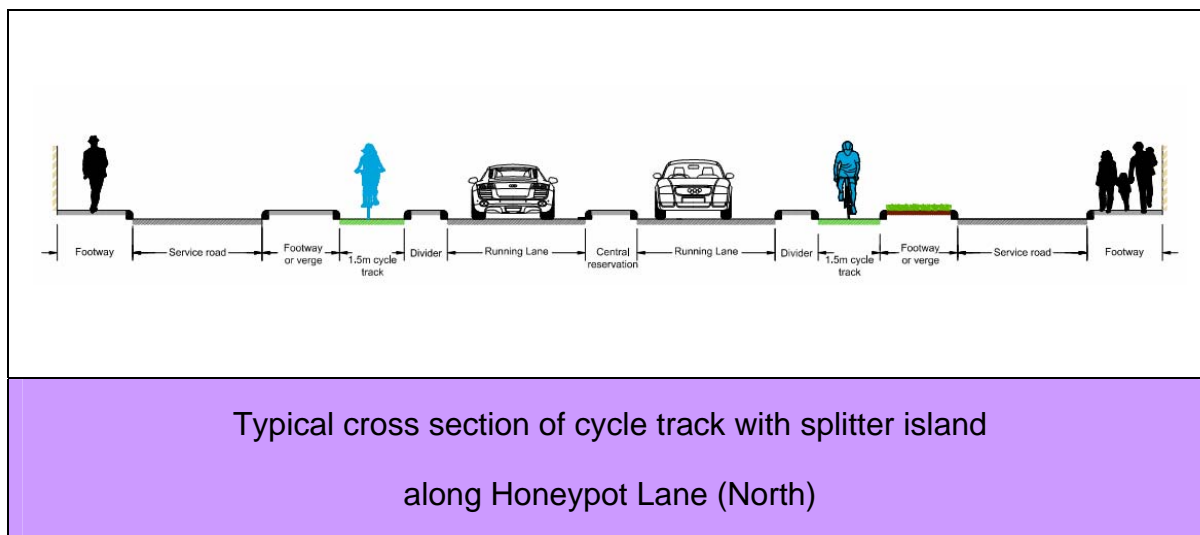
- The JR stretches from London Road (A410) in the north to Kingsbury Road (A4006) in the south up to the borough boundary.
- It is a main connector route for cyclists, providing a direct access between Stanmore and Elstree in the north and Wembley Park and Brent Park in the south.



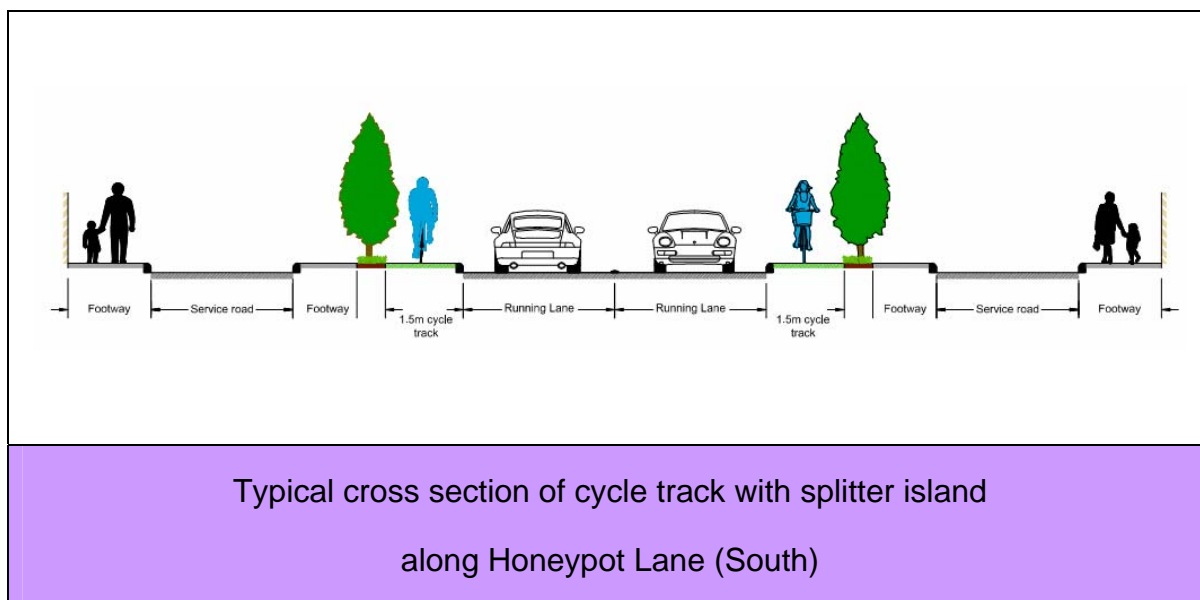
The key proposals are:

- 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.

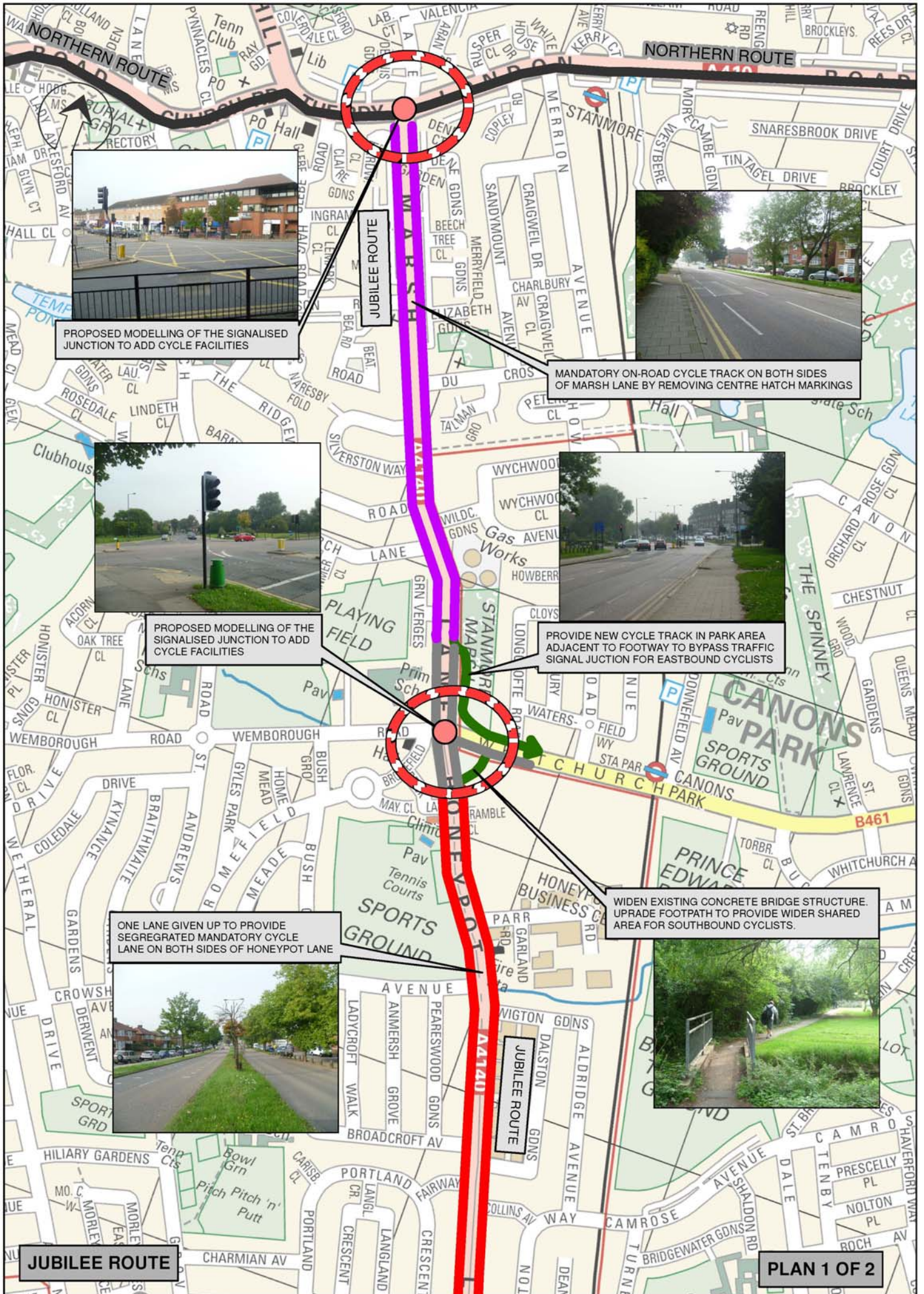


Typical layout across side road junctions – showing enhanced cyclist priority



Typical layout of dedicated cycle track along Honeypot Lane





PROPOSED MODELLING OF THE SIGNALISED JUNCTION TO ADD CYCLE FACILITIES



MANDATORY ON-ROAD CYCLE TRACK ON BOTH SIDES OF MARSH LANE BY REMOVING CENTRE HATCH MARKINGS



PROPOSED MODELLING OF THE SIGNALISED JUNCTION TO ADD CYCLE FACILITIES



PROVIDE NEW CYCLE TRACK IN PARK AREA ADJACENT TO FOOTWAY TO BYPASS TRAFFIC SIGNAL JUNCTION FOR EASTBOUND CYCLISTS



ONE LANE GIVEN UP TO PROVIDE SEGREGATED MANDATORY CYCLE LANE ON BOTH SIDES OF HONEYPOT

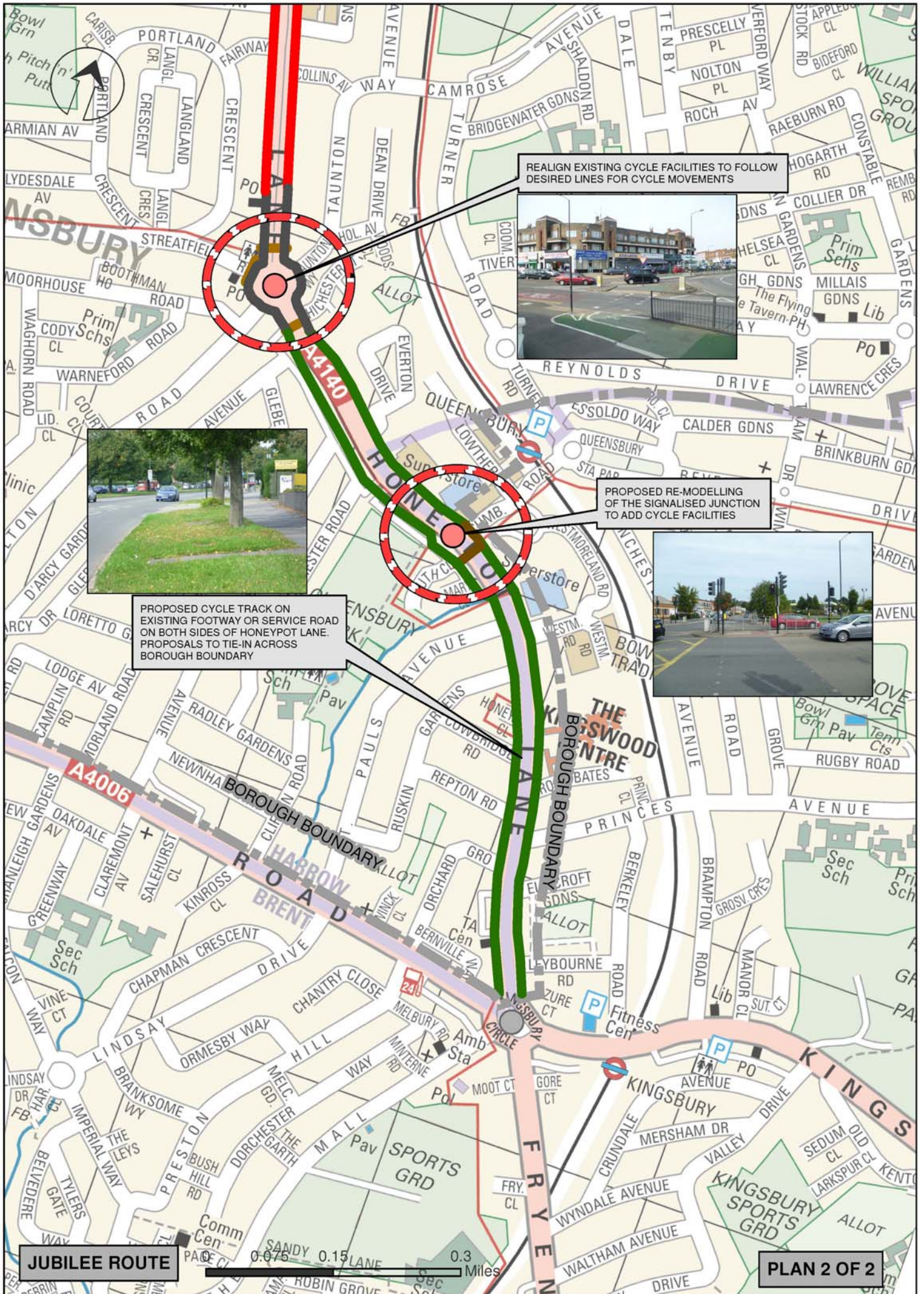


WIDEN EXISTING CONCRETE BRIDGE STRUCTURE. UPGRADE FOOTPATH TO PROVIDE WIDER SHARED AREA FOR SOUTHBOUND CYCLISTS.



JUBILEE ROUTE

PLAN 1 OF 2



REALIGN EXISTING CYCLE FACILITIES TO FOLLOW DESIRED LINES FOR CYCLE MOVEMENTS



PROPOSED RE-MODELLING OF THE SIGNALISED JUNCTION TO ADD CYCLE FACILITIES



PROPOSED CYCLE TRACK ON EXISTING FOOTWAY OR SERVICE ROAD ON BOTH SIDES OF HONEYPOT LANE. PROPOSALS TO TIE-IN ACROSS BOROUGH BOUNDARY

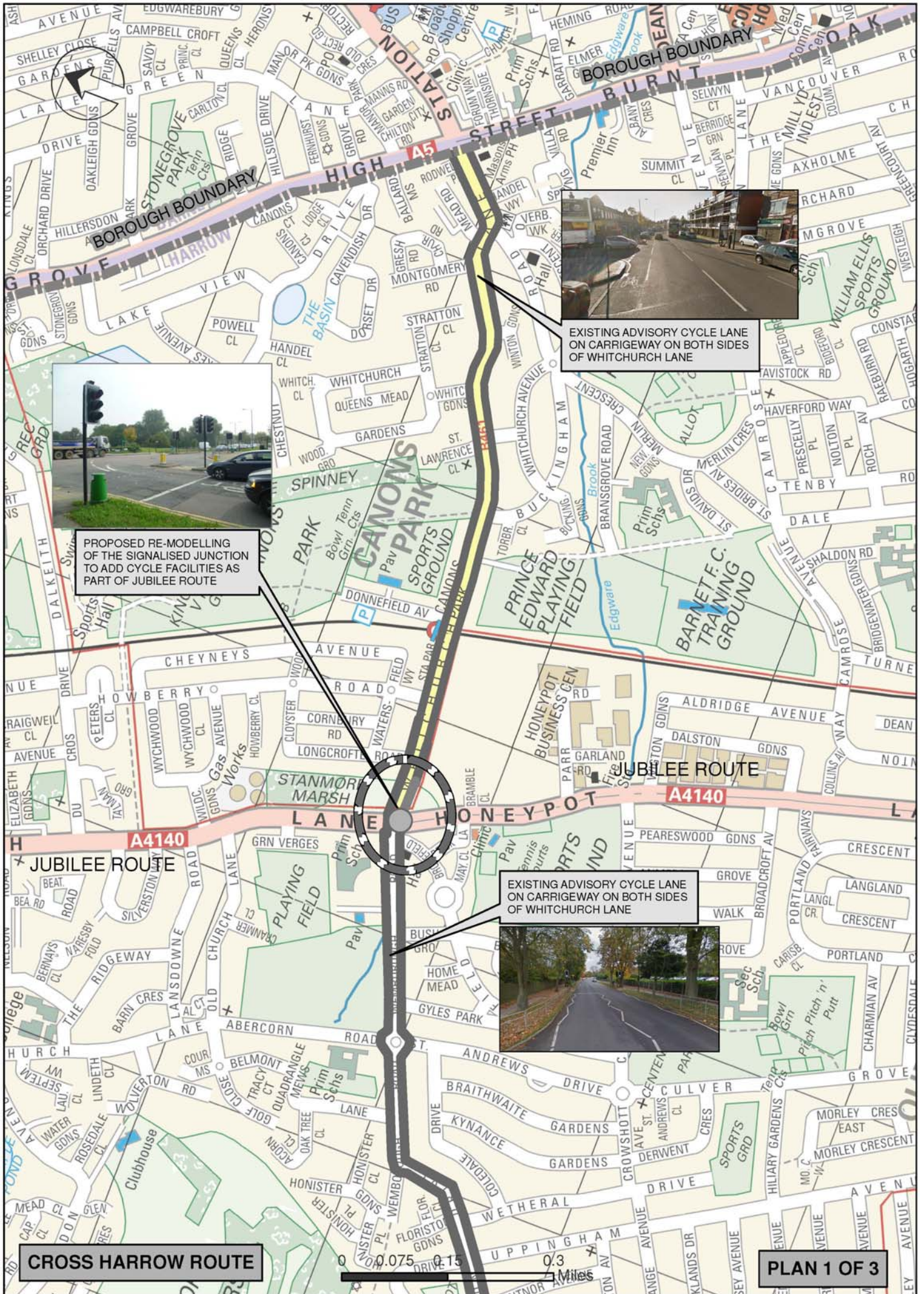


# Cross Harrow Route

- 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.



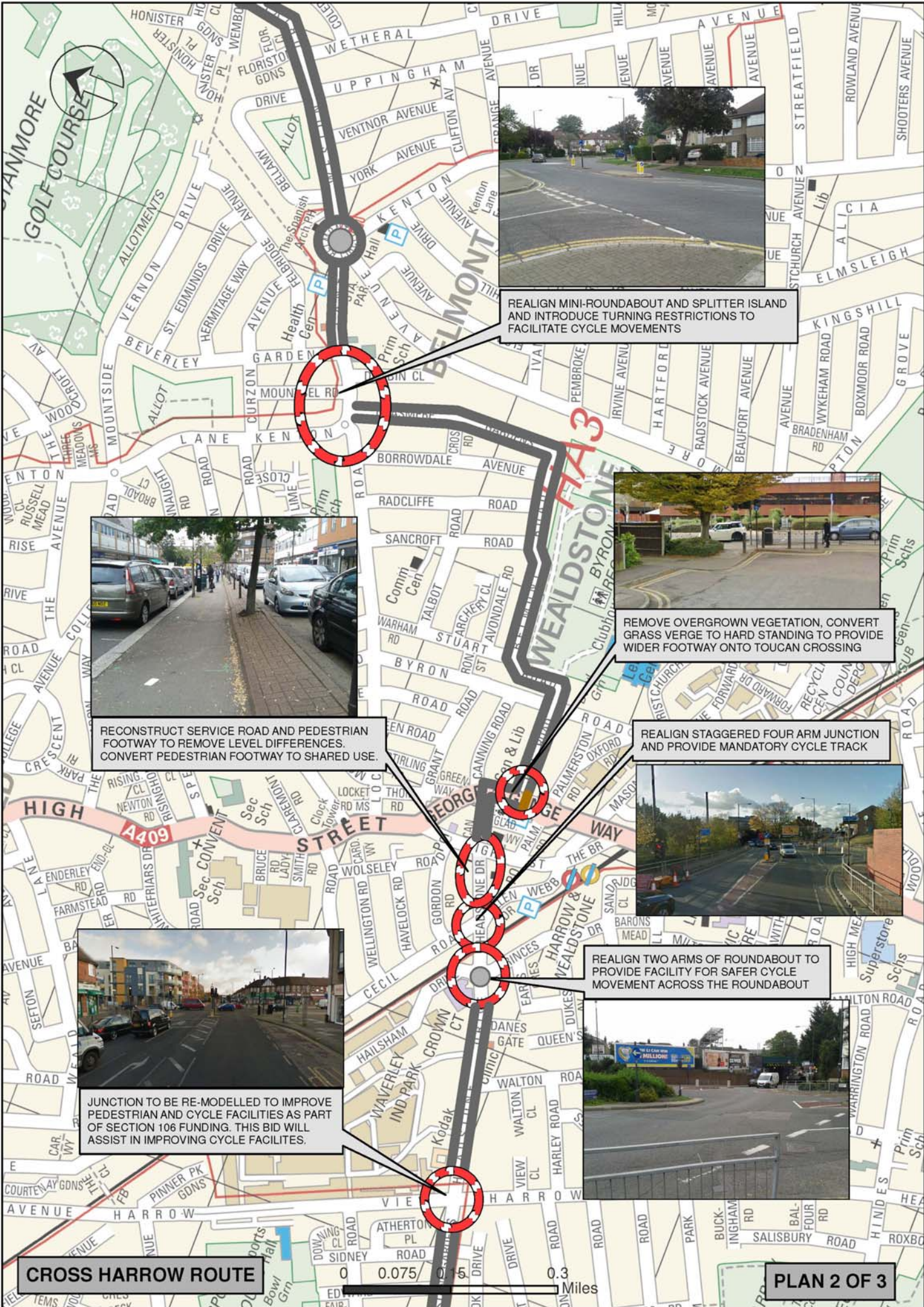
PROPOSED RE-MODELLING OF THE SIGNALISED JUNCTION TO ADD CYCLE FACILITIES AS PART OF JUBILEE ROUTE

EXISTING ADVISORY CYCLE LANE ON CARRIWAY ON BOTH SIDES OF WHITCHURCH LANE

EXISTING ADVISORY CYCLE LANE ON CARRIWAY ON BOTH SIDES OF WHITCHURCH LANE

CROSS HARROW ROUTE

PLAN 1 OF 3



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

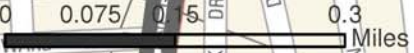


JUNCTION TO BE RE-MODELLED TO IMPROVE PEDESTRIAN AND CYCLE FACILITIES AS PART OF SECTION 106 FUNDING. THIS BID WILL ASSIST IN IMPROVING CYCLE FACILITIES.

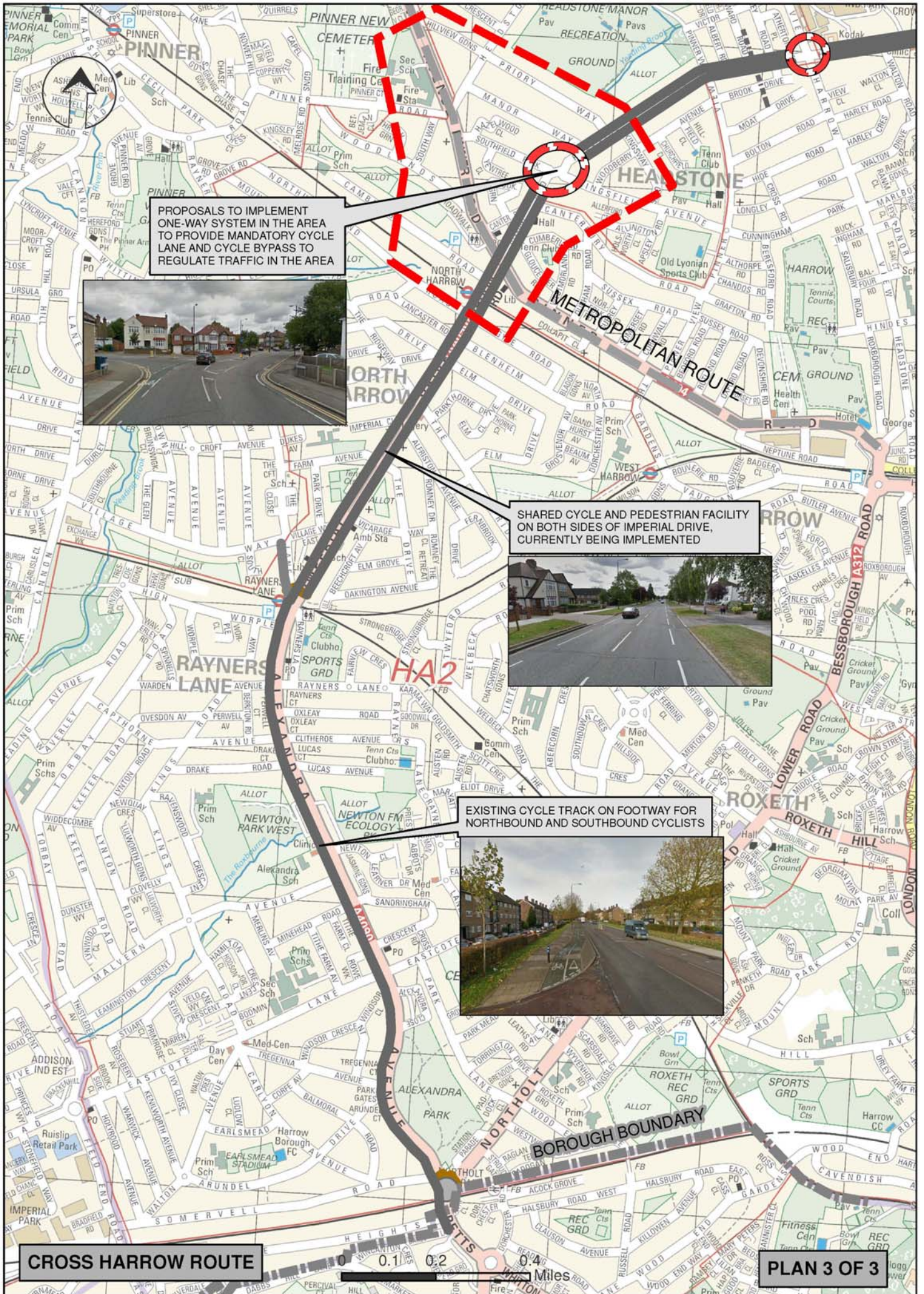


REALIGN TWO ARMS OF ROUNDABOUT TO PROVIDE FACILITY FOR SAFER CYCLE MOVEMENT ACROSS THE ROUNDABOUT

CROSS HARROW ROUTE



PLAN 2 OF 3



PROPOSALS TO IMPLEMENT ONE-WAY SYSTEM IN THE AREA TO PROVIDE MANDATORY CYCLE LANE AND CYCLE BYPASS TO REGULATE TRAFFIC IN THE AREA



SHARED CYCLE AND PEDESTRIAN FACILITY ON BOTH SIDES OF IMPERIAL DRIVE, CURRENTLY BEING IMPLEMENTED



EXISTING CYCLE TRACK ON FOOTWAY FOR NORTHBOUND AND SOUTHBOUND CYCLISTS



CROSS HARROW ROUTE

PLAN 3 OF 3

# 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.

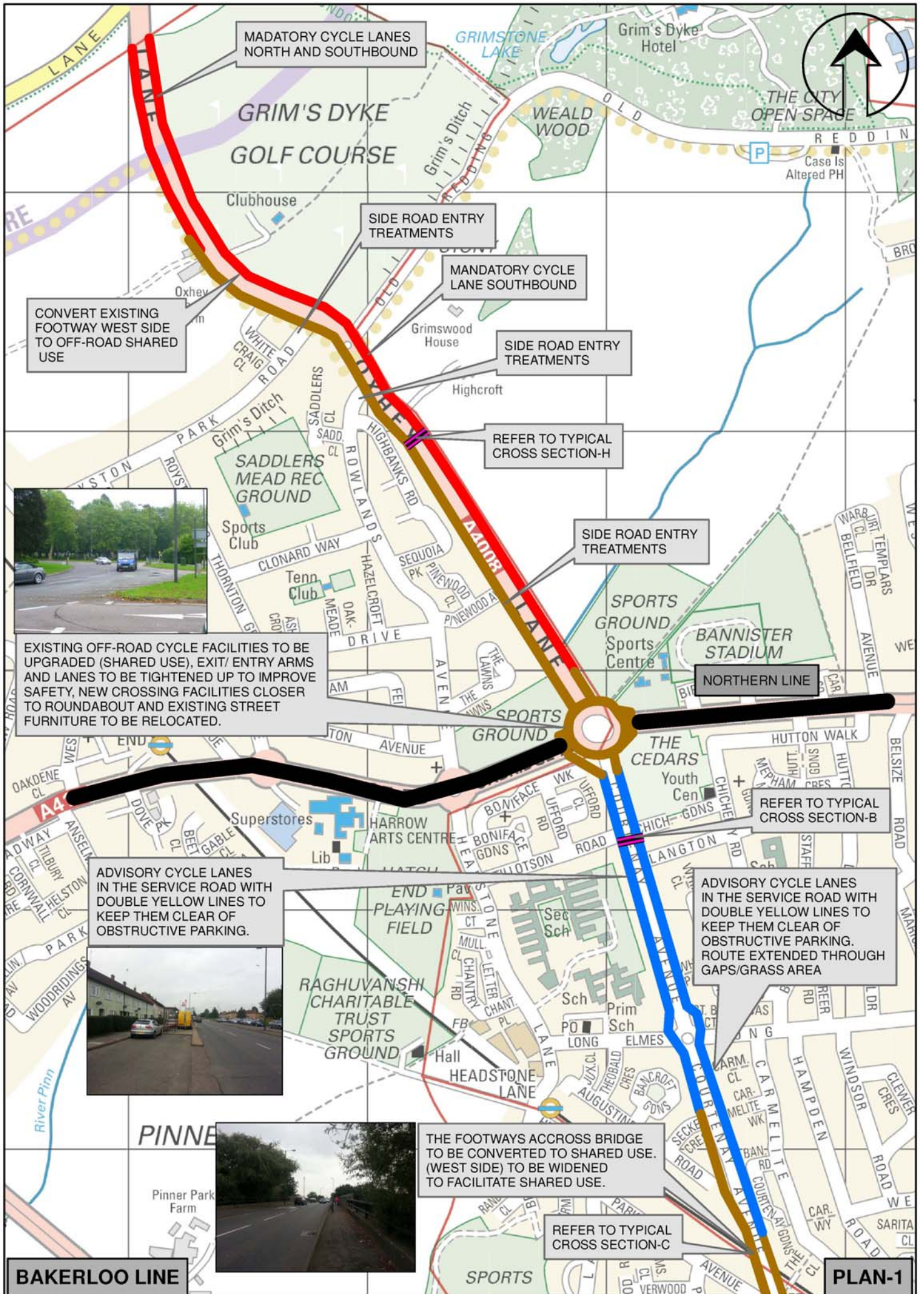
**Uxbridge Road/Courtenay Avenue (Roundabout)** – Off-road cycle facilities to be upgraded to facilitate safer movement of cyclists around the roundabout and safer crossings provided on each arm of the roundabout along the desire line. The exit/entry arms and lane widths both on and off the roundabout 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.





MADATORY CYCLE LANES NORTH AND SOUTHBOUND

GRIM'S DYKE GOLF COURSE

CONVERT EXISTING FOOTWAY WEST SIDE TO OFF-ROAD SHARED USE

SIDE ROAD ENTRY TREATMENTS

MADATORY CYCLE LANE SOUTHBOUND

SIDE ROAD ENTRY TREATMENTS

REFER TO TYPICAL CROSS SECTION-H

SIDE ROAD ENTRY TREATMENTS

EXISTING OFF-ROAD CYCLE FACILITIES TO BE UPGRADED (SHARED USE), EXIT/ ENTRY ARMS AND LANES TO BE TIGHTENED UP TO IMPROVE SAFETY, NEW CROSSING FACILITIES CLOSER TO ROUNDABOUT AND EXISTING STREET FURNITURE TO BE RELOCATED.

NORTHERN LINE

REFER TO TYPICAL CROSS SECTION-B

ADVISORY CYCLE LANES IN THE SERVICE ROAD WITH DOUBLE YELLOW LINES TO KEEP THEM CLEAR OF OBSTRUCTIVE PARKING.

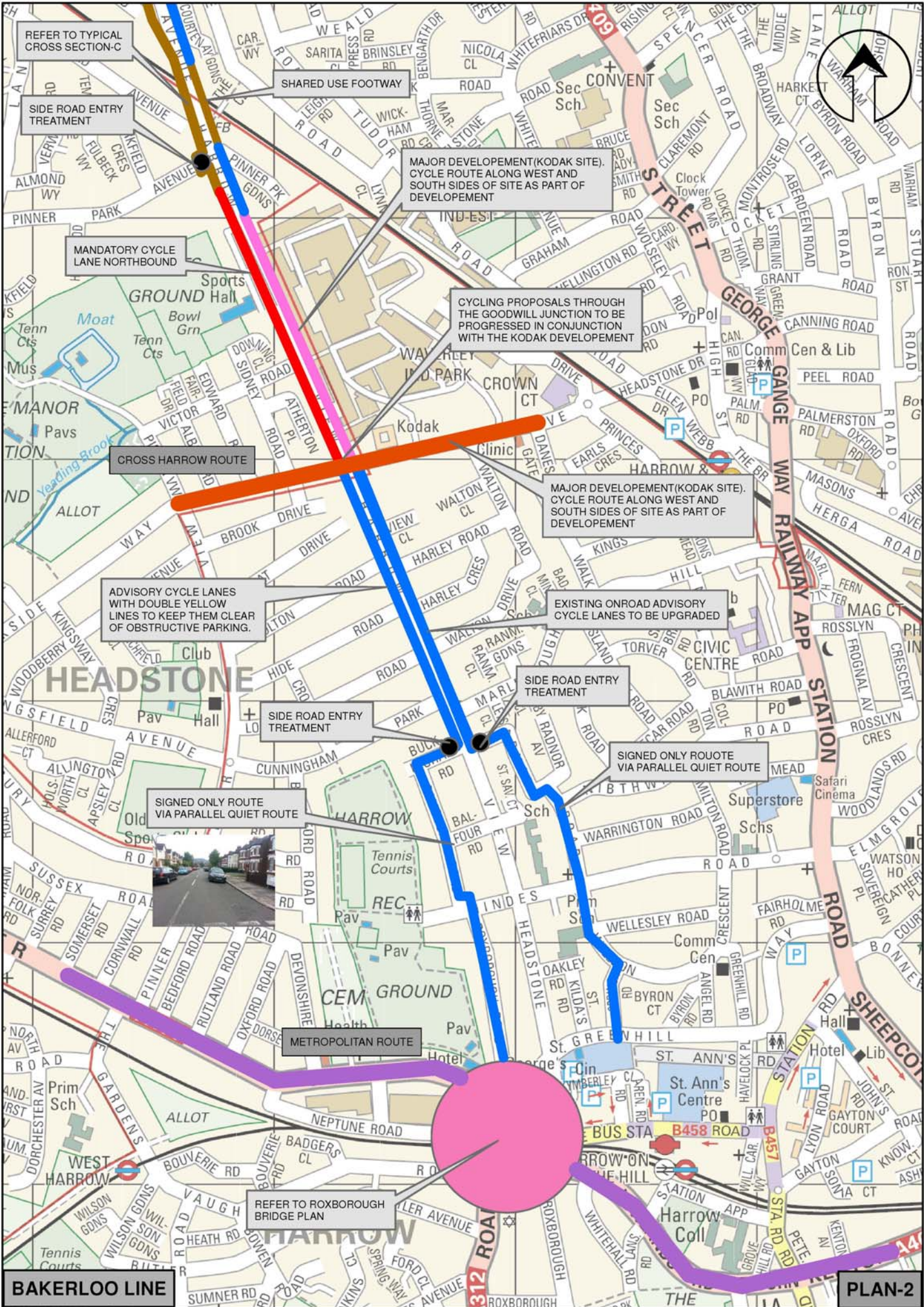
ADVISORY CYCLE LANES IN THE SERVICE ROAD WITH DOUBLE YELLOW LINES TO KEEP THEM CLEAR OF OBSTRUCTIVE PARKING. ROUTE EXTENDED THROUGH GAPS/GRASS AREA

THE FOOTWAYS ACROSS BRIDGE TO BE CONVERTED TO SHARED USE. (WEST SIDE) TO BE WIDENED TO FACILITATE SHARED USE.

REFER TO TYPICAL CROSS SECTION-C

BAKERLOO LINE

PLAN-1



REFER TO TYPICAL CROSS SECTION-C

SIDE ROAD ENTRY TREATMENT

SHARED USE FOOTWAY

MAJOR DEVELOPMENT (KODAK SITE).  
CYCLE ROUTE ALONG WEST AND SOUTH SIDES OF SITE AS PART OF DEVELOPMENT

MANDATORY CYCLE LANE NORTHBOUND

CYCLING PROPOSALS THROUGH THE GOODWILL JUNCTION TO BE PROGRESSED IN CONJUNCTION WITH THE KODAK DEVELOPMENT

CROSS HARROW ROUTE

MAJOR DEVELOPMENT (KODAK SITE).  
CYCLE ROUTE ALONG WEST AND SOUTH SIDES OF SITE AS PART OF DEVELOPMENT

ADVISORY CYCLE LANES WITH DOUBLE YELLOW LINES TO KEEP THEM CLEAR OF OBSTRUCTIVE PARKING.

EXISTING ONROAD ADVISORY CYCLE LANES TO BE UPGRADED

SIDE ROAD ENTRY TREATMENT

SIDE ROAD ENTRY TREATMENT

SIGNED ONLY ROUTE VIA PARALLEL QUIET ROUTE

SIGNED ONLY ROUTE VIA PARALLEL QUIET ROUTE



METROPOLITAN ROUTE

REFER TO ROXBOROUGH BRIDGE PLAN

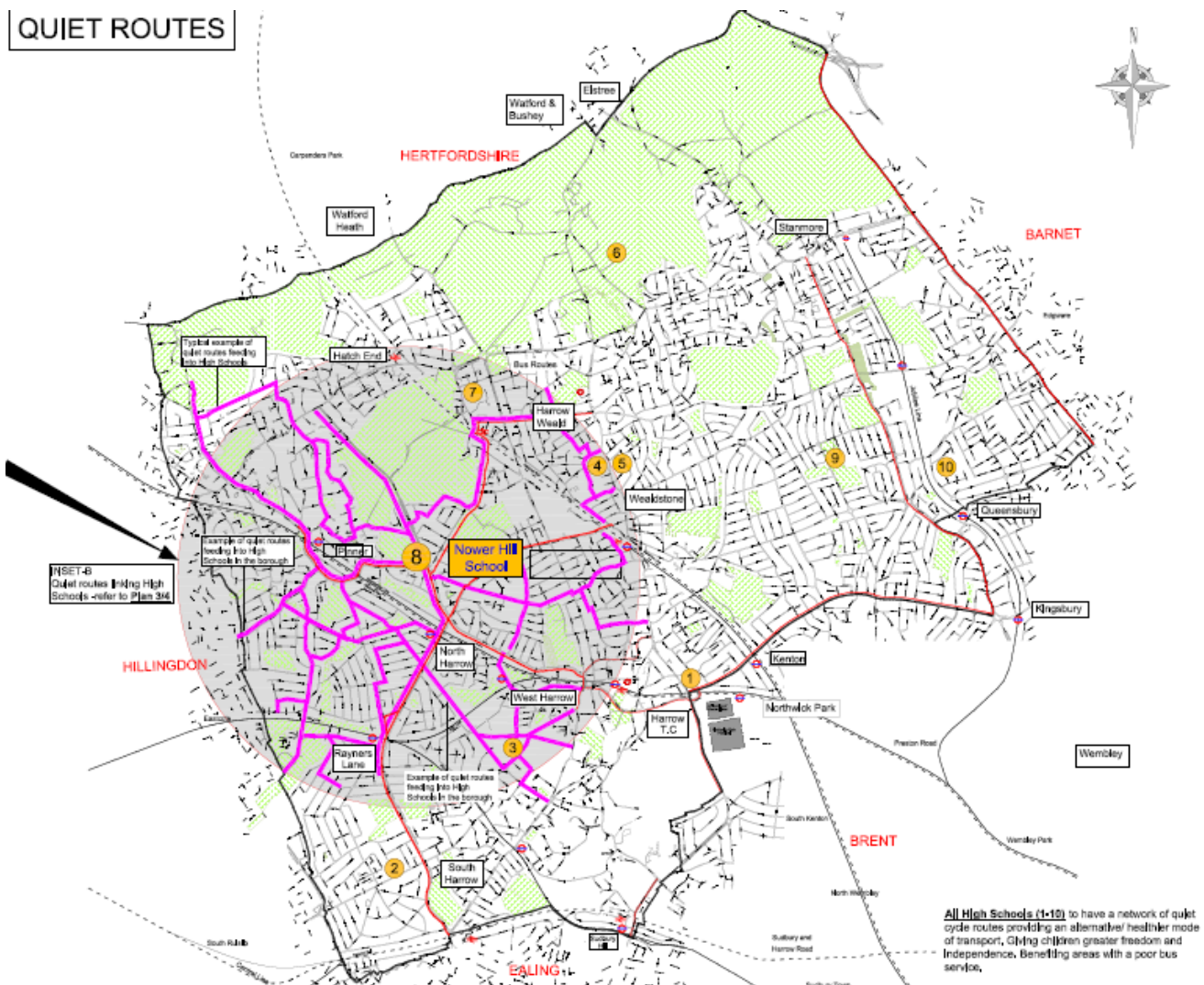
BAKERLOO LINE

PLAN-2

# 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.

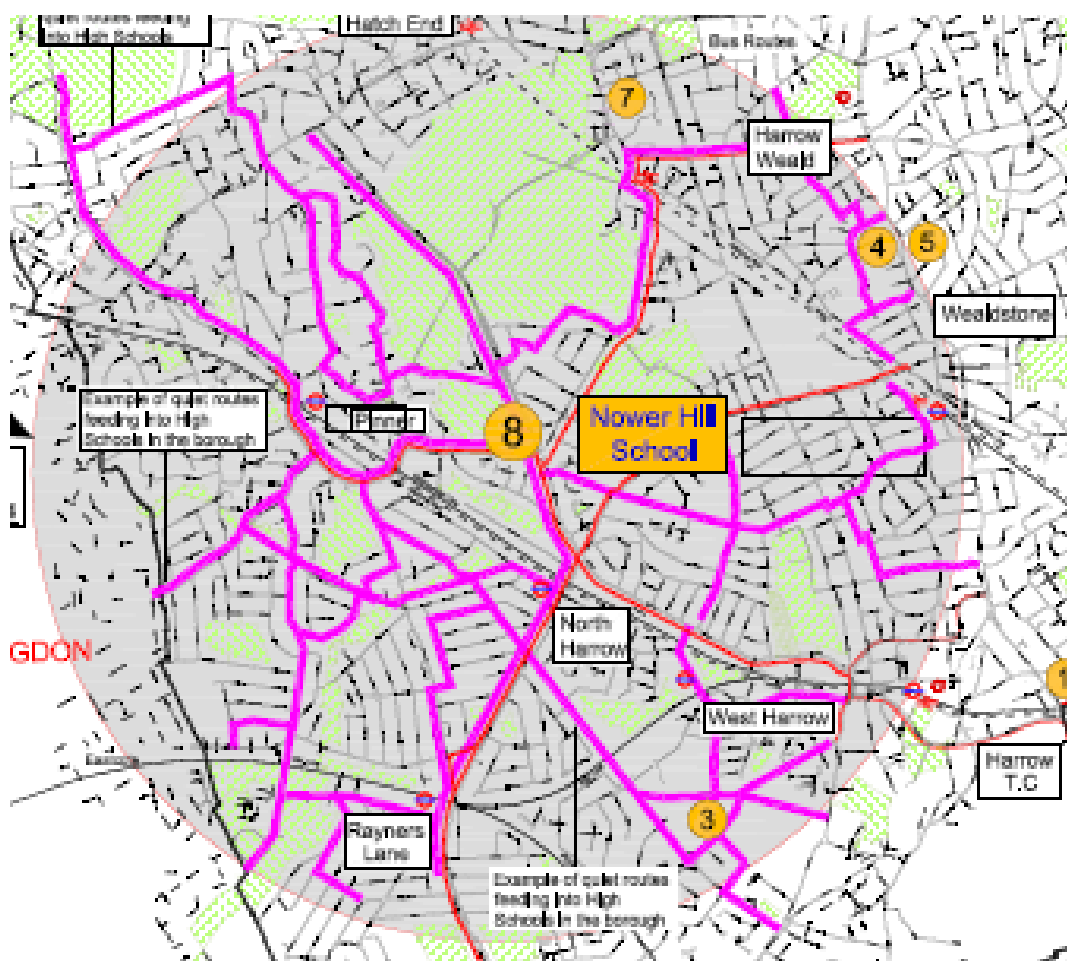
The plan below shows a system of quiet routes that link with the major routes and penetrate into the areas they surround. They would integrate with a system of routes serving high schools/Academies which is explained below.

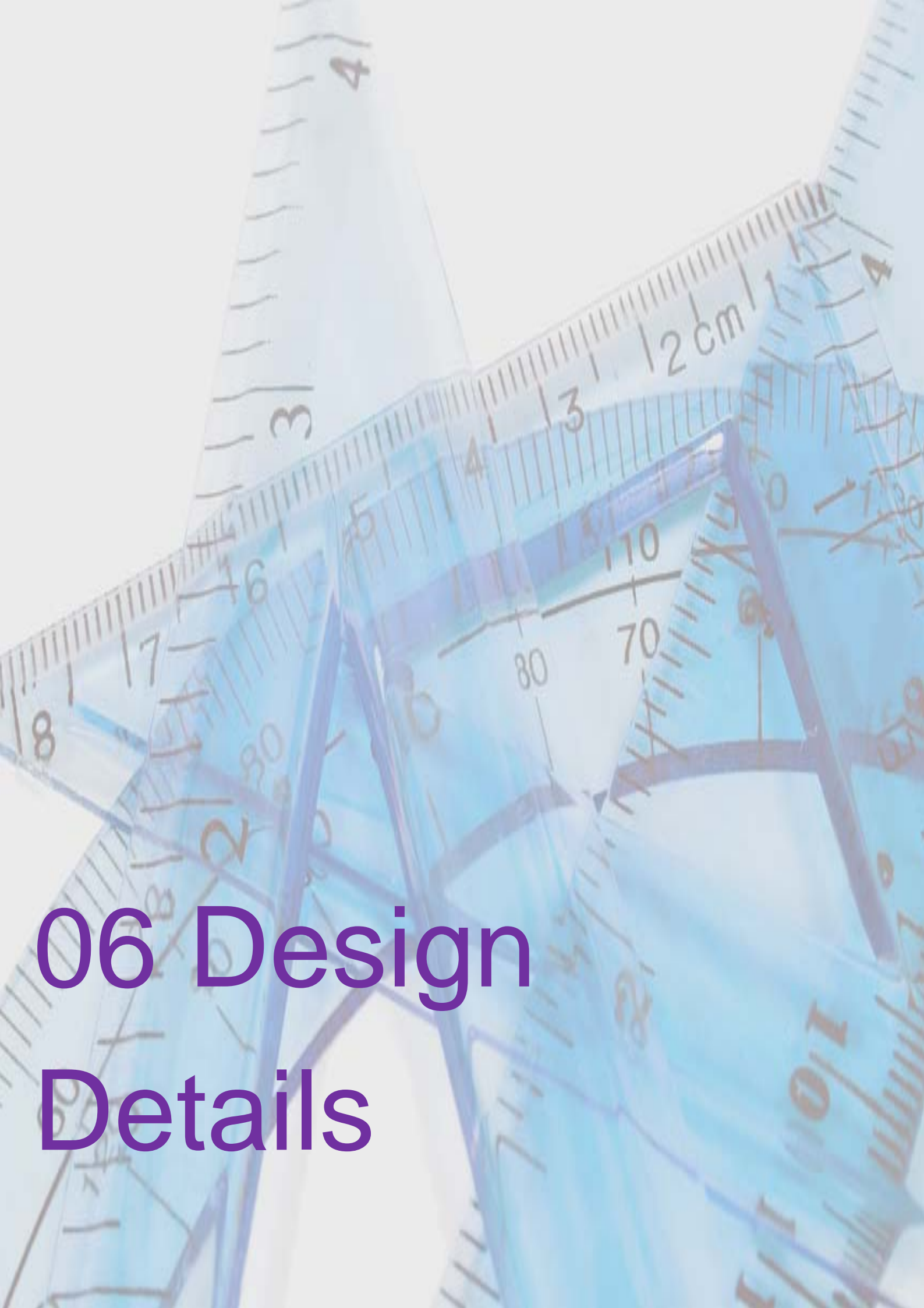


A major challenge for Harrow is its rapidly expanding birth rate and consequential need to expand schools to accommodate this. Harrow is already facing public opposition to potential school expansion proposals on the grounds of anticipated traffic generation and road safety concerns. Providing a network 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.

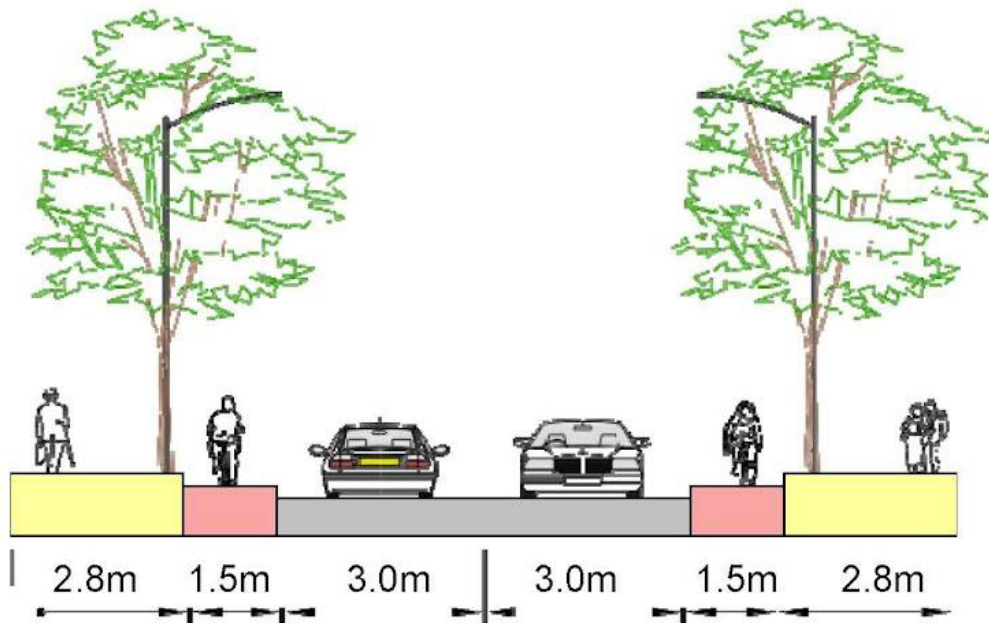
This semi-segregated cycle path design in Brighton could be applied to many of Harrow's roads;

### 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

Digital Mapping Solutions from Dotted Eyes. Crown Copyright 2005. All rights reserved. Licence number 100019918

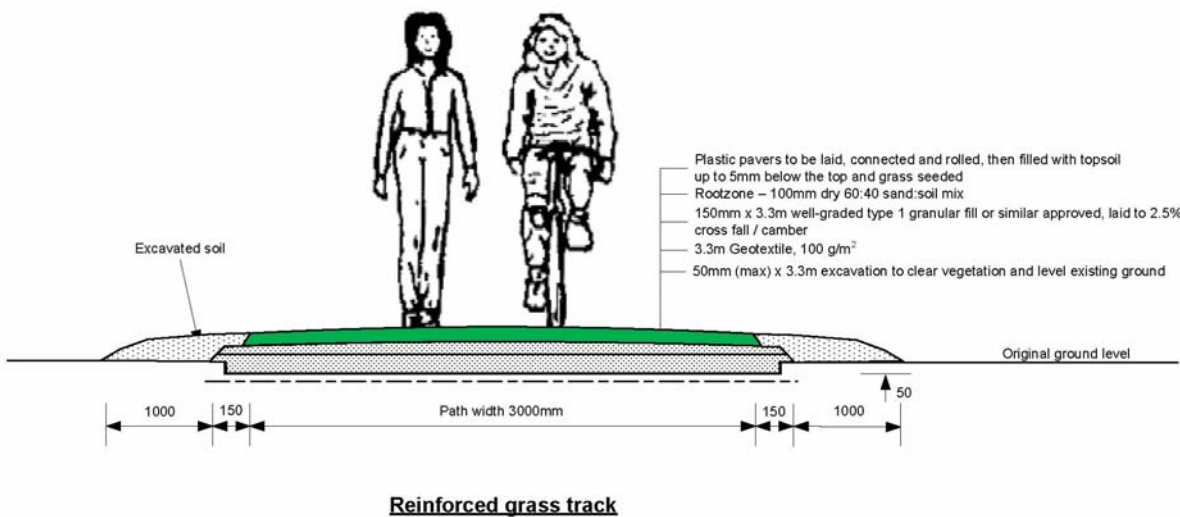
Registered Charity No. 326550 (England and Wales) SC039263 (Scotland)


Do not scale from this drawing

**Health and Safety Information:**

**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.

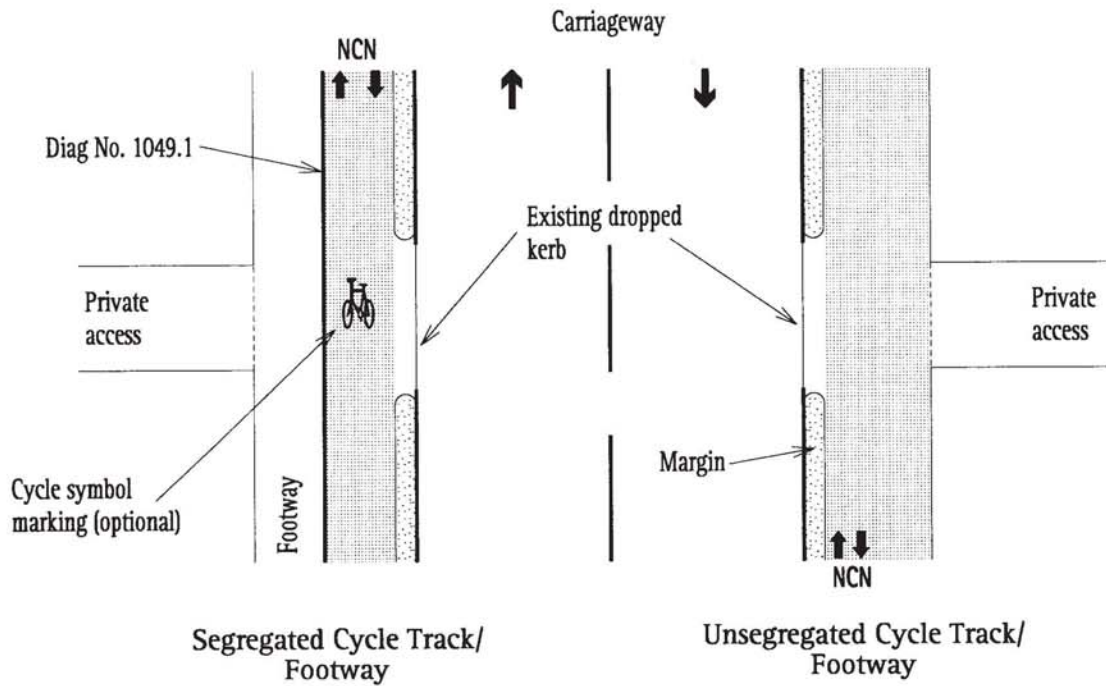


A	First Issue	CHE	11/12/08
Rev	Description	Drawn	Date
 JOIN THE MOVEMENT			
George Nott House 119 Holloway Head Birmingham B1 1QP Tel: 0121 633 5500 Fax: 0121 643 1214			
Status:			
<b>Standard detail</b>			
Project:			
<b>National Cycle Network</b>			
Title:			
<b>Reinforced grass track</b>			
Drawn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

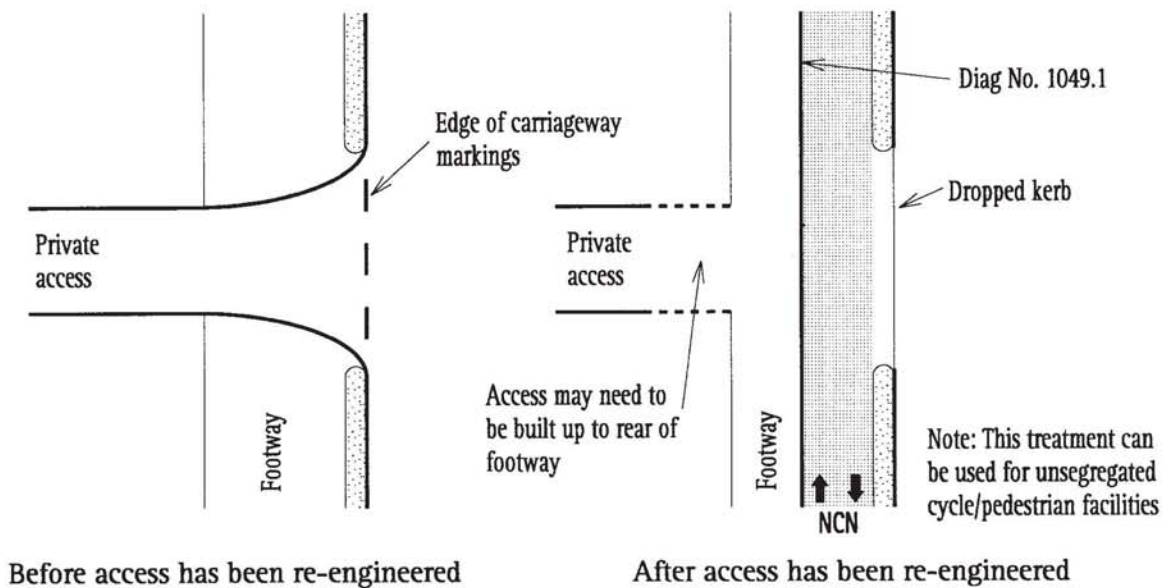


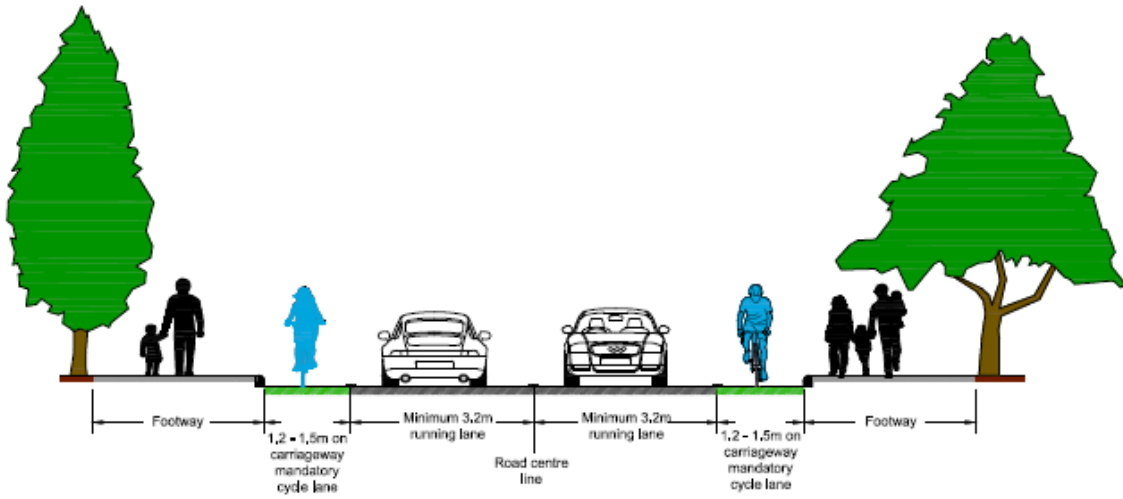
## Cycle Track/Footway Crossed by Private Access – Figure 5.4

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

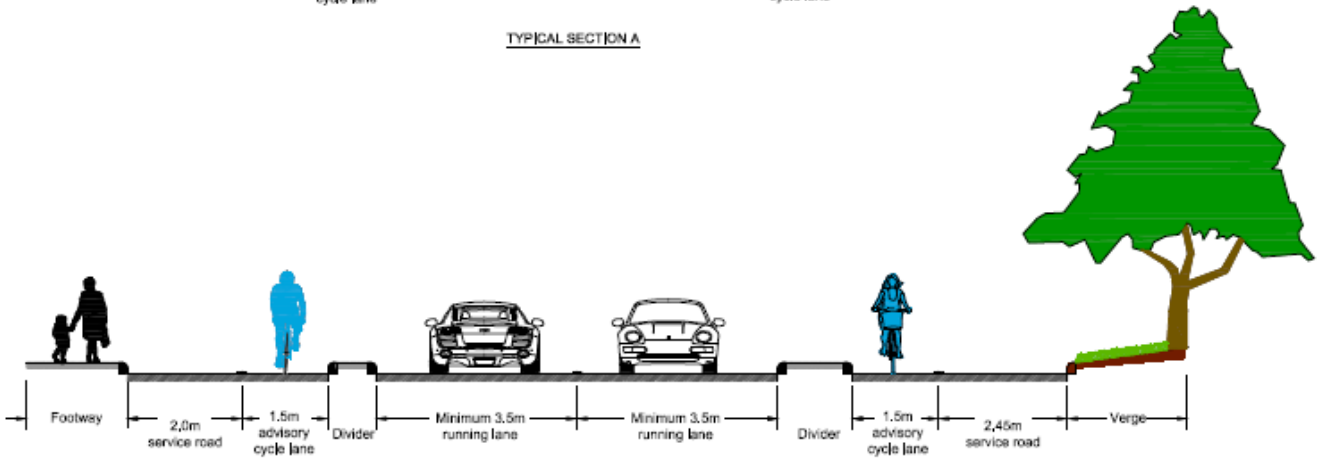


### Private Access with Kerbed Entrance Re-Engineered

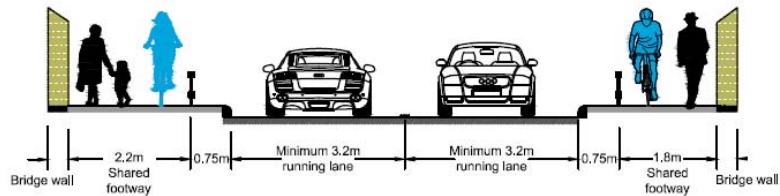




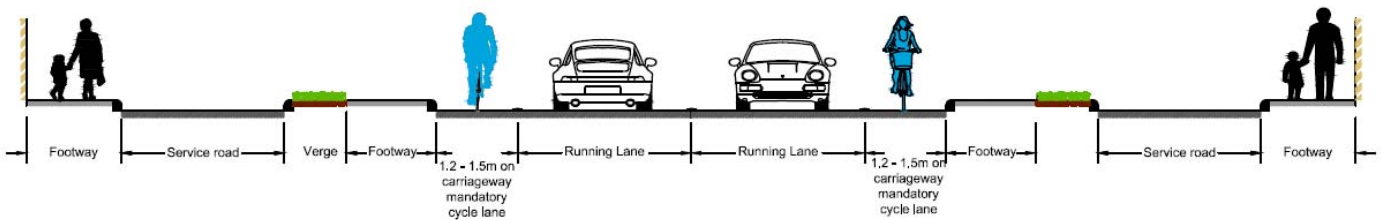
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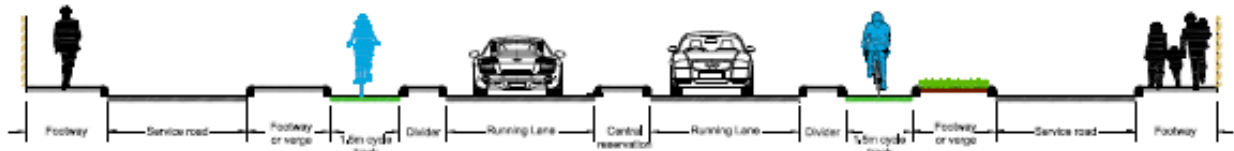
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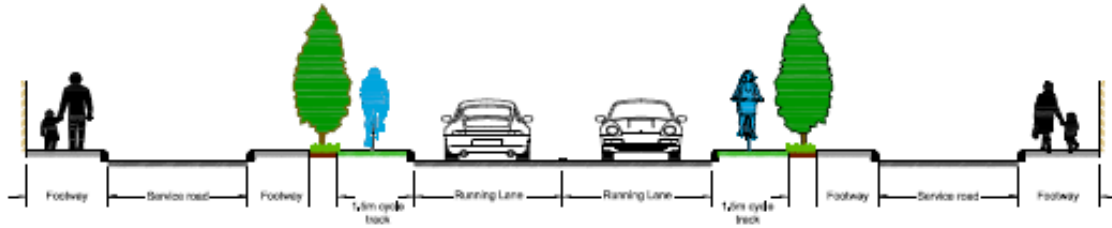
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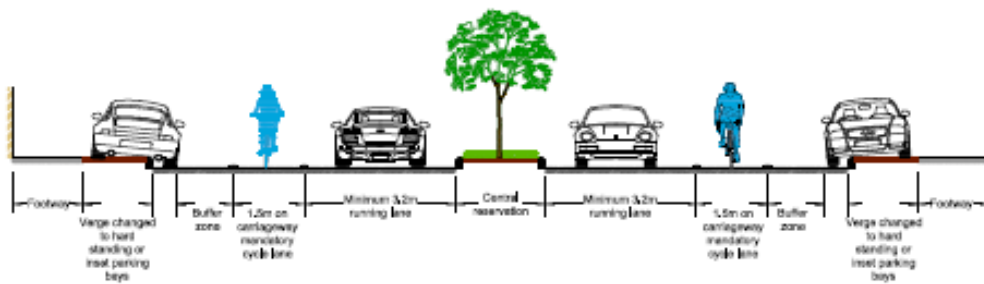
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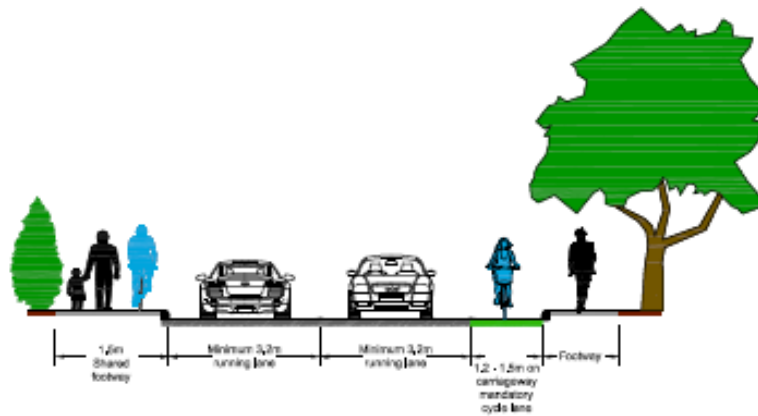
TYPICAL SECTION E



TYPICAL SECTION F



TYPICAL SECTION G



TYPICAL SECTION H

# 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</b>	<b>£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 Gyratory</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</b>	<b>£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