
**REPORT FOR: TRAFFIC & ROAD
SAFETY ADVISORY
PANEL**

Date of Meeting:	31 October 2018
Subject:	INFORMATION REPORT Cycling in Harrow Update
Key Decision:	No
Responsible Officer:	Paul Walker - Corporate Director, Community
Portfolio Holder:	Councillor Varsha Parmar - Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	No, report is for information
Wards affected:	All
Enclosures:	Appendix A - Proposed network of cycle routes Appendix B - Metropolitan route Appendix C - Proposed TfL Quietway cycle route

Section 1 – Summary and Recommendations

This information report is presented to members to provide an update on cycling in Harrow, current cycle initiatives and the recent visit to Waltham Forest to see the mini Holland scheme.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introductory paragraph

- 2.1 The council supports measures to improve and encourage cycling as an alternative mode of transport and notes that cycle numbers in the borough are on the increase following the adoption of our cycle strategy in January 2016.
- 2.2 The Mayor for London's Transport Strategy (MTS) recognises that outer London high streets, town centres and communities are often traffic dominated, noisy and polluted, which impacts the local economy and residents' quality of life.
- 2.3 Making alternative transport options accessible and appealing to all Londoners is the key to reducing car dependency. This means improving street environments to make walking and cycling the most attractive options for short journeys and providing more, and better, services to make public transport the most attractive option for longer journeys.

Options considered

- 2.4 This work programme fits within the scope of the Council's Transport Local Implementation Plan. The plan sets out the case for taking forward a programme of investment that includes implementing cycle schemes and initiatives.

Background

- 2.5 The council's cycle 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 apparent that sustained growth in demand for motorised travel will outstrip the available supply of land to build more road space.
- 2.6 Travel by car will therefore become even more difficult and the only way to accommodate this demand will be to spread it 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.
- 2.7 The council's cycle delivery plan sets out some high level cycling objectives and targets to monitor progress in delivering the strategy. Funding for cycling infrastructure schemes and educational and promotional initiatives mostly comes from Transport for London (TfL) to support the identified work programmes in the TfL Local Implementation Plan (LIP) although borough capital funding and Section 106 funding do also support the delivery of the plan.
- 2.8 The Council's latest proposed Transport Local implementation Plan 3 (LIP3) was approved at cabinet in September and has been subject to public consultation during September / October 2018. LIP3 accords with the MTS and must include borough transport objectives for the next 20 years and includes a three year programme of investment for the period from 2019/20 to 2021/22.
- 2.9 LIP3 is required to identify how the borough will work towards achieving the MTS priorities which are:
- Healthy Streets and healthy people
 - A good public transport experience
 - New homes and jobs
- 2.10 LIP3 also demonstrates how the borough will work towards achieving the MTS overarching aim for achieving 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.
- 2.11 The cycling policies included in LIP3 are as follows:
- Promote and deliver cycle training for children and adults who work, study or live in the borough

- Promote and deliver cycle training for children and adults who work, study or live in the borough
- Promote the recreational cycling – but give priority to increasing cycling as an alternative to car use.
- Encourage cycling generally and in particular for journeys to school
- Provide cycle training for children and additional cycle parking in schools
- Provide safe and secure cycle parking
- Review the level of cycle parking available across the borough
- Review cycle parking on station land particularly at Harrow and Wealdstone, Harrow on the Hill station, Stanmore and Rayners Lane stations
- 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
- In partnership with WestTrans, trial introduce dockless cycle hire in the town centre with a view to expanding the service throughout the borough
- Review the existing cycle delivery plan with a view to expanding the network
- Ensure the progressive delivery and maintenance of a high quality of cycle route provision, consistent with London Cycling Design Standards, as well as clear continuity and consistency in design; and ensure that, wherever practicable, provision is designed and implemented to cater for tricycles and bikes with trailers
- Encourage the delivery of 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
- 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”
- Work with TfL to contribute to delivery of strategic cycle routes including Quietways

Cycle Action Plan

- 2.12 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.
- 2.13 Our cycle network is therefore based on the 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. **Appendix A** gives more details of our proposed network.

- 2.14 The borough Cycle Action Plan (CAP) was reviewed earlier this year and has been updated to set out a programme of deliverable projects and initiatives for the next five years up to 2021/22 as indicated below.

2017/18	2018/19	2019/20	2020/21	2021/22
Metropolitan route	Jubilee route	Heart of Harrow route	Bakerloo route	Cross Harrow route

- 2.15 To achieve this goal the Council increased its allocation for cycling in the LIP programme in 2017/18 from £100k to £250k per annum for the next four financial years up to 2021/22. This will allow the implementation of a more comprehensive cycle infrastructure network in line with our adopted cycle strategy.

Current Progress

- 2.16 A review of the cycle network last year indicated that there are 50.6 km of on-road cycle routes, 4.8 km of off-road cycle routes and 7 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.
- 2.17 This year's allocation for cycle infrastructure projects is £250k which will be used to design and implement the Jubilee cycle route which will extend south from Stanmore underground station towards Queensbury underground station. Additionally outline design of the northern route section along the Uxbridge Road corridor will also be commenced.

Metropolitan Cycle Route:

- 2.18 More detailed information about the Metropolitan cycle route can be seen in **Appendix B**. A summary of progress is as follows:

Vaughan Road to North Harrow Station – 4kms:

- Almost all of the civil works including linings have now been completed. The removal of redundant green surfacing outside North Harrow Station is scheduled to be carried out in last week of September 2018.

North Harrow Station to Eastcote – 3kms:

- Works have recently been completed; this included resurfacing on all the approaches to the new parallel crossing along Rayners Lane near Yeading Walk entrance.

North Harrow Station to Northwood – 3kms:

- Civil works are scheduled to start in half term week during October as the site is extremely busy with pedestrian and vehicle movements along Cecil Park / Marsh Road and the pedestrian footway between Melrose Road and Cambridge Road.
- The works will include the provision of a new parallel crossing across Marsh Road near The Chase.

2.19 Traffic signing works for all three sections of the Metropolitan Cycle Route are also complete.

Jubilee Cycle Route

2.20 A summary of progress with the Jubilee cycle route is as follows:

Queensbury Station to Stanmore Station – 5kms:

- The council's consultants Arcadis have been appointed to review the Jubilee route connecting Queensbury and Stanmore underground Stations.
- The outline proposal design has recently been submitted and we expect to start public consultation in November 2018.

2.21 These infrastructure improvements are also supported by a significant and equally important programme of initiatives to promote and encourage the uptake 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.

2.22 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.

2.23 Funding for cycling infrastructure schemes and educational and promotional and initiatives all comes from TfL grant funding that supports the identified work programmes in the LIP.

E Bike Trial

- 2.24 Harrow Council initiated a trial with WestTrans to provide electric bikes to council staff. The aim of the trial was to see if electric bikes could play a role in shifting staff away from using the car for some shorter journeys to encourage modal shift.
- 2.25 The e-bike trial started in May with six e-bikes being available for a loan period of one month at a time. Over the first 6 months, the free trial provides up to 36 members of staff the opportunity to hire an e-bike.
- 2.26 Participants were required to sign a legal document which covered health and safety procedures, proper cycle maintenance and the overview of the scheme. Following the signing off, each participant is given a helmet, a D Lock, On Guard electric charging cable and lights.
- 2.27 WestTrans have fitted the e-bikes with GPS trackers to track the location of the bikes, the frequency of usage and to establish general routes. This data is then uploaded to a secure cloud server. No names, addresses or other data are collected so no staff member specifically identifiable.
- 2.28 To date the results of the trial have been very encouraging and this is evidenced by the monthly feedback survey. As a result of the trial one of the participants purchased their own e-bike after their trial month period had finished.
- 2.29 Civil Enforcement Officers (CEO) within the Parking Operations Team have also participated in the e-bike trial and found that they could carry out some of their duties more quickly than on foot. As a direct result the team have purchased their own e-bike for use by the CEOs. They may purchase additional bikes in the future.
- 2.30 Analysis of the GPS data has demonstrated that the team covered over 500 miles a month using the e bike, similar analysis from individuals has shown that on average 150 miles was cycled by one individual over the one month trial.
- 2.31 Harrow Council and WestTrans are currently in discussion to confirm the future of the e-bikes after the 6 month trial comes to a close in January to establish if it is possible to extend the trial or purchase the bikes at a reduced cost.

Dockless Cycle Hire Scheme

- 2.32 Harrow Council is seeking to increase the uptake of cycling across the borough through exploring the viability of a partnership with a dockless cycle hire operator. The Council are aware of a number of

dockless cycle hire operators operating within London and a number of other cities across the UK.

- 2.33 One company in particular, Mobike, is operating in neighbouring boroughs. This company is a Chinese dockless cycle hire operator that is considered to be one of the largest in China and aspires to expand its services across Europe. They currently operate a scheme in the neighbouring borough of Ealing. Harrow officers have contacted Ealing during the year to learn more about this particular scheme and how it operates and to consider what potential there may be for something similar in Harrow. Discussions with the cycle provider have also been held to learn about what this type of company can offer. It is clear following those discussions that the company, like many market competitors, are in the early stages of developing a new market and as a consequence they are constantly reviewing their business model in the light of existing on-going trials.
- 2.34 For example the company operates a hire scheme in Manchester but has had operational difficulties because of the high level of vandalism to their bikes and may cease the scheme. They are also looking at scaling back some operations in London because of similar problems. As a consequence the operating methods are under review. The company is currently focussing on a year-long pilot scheme with Ealing and Hounslow Councils and are now targeting their resources at larger areas of high demand.
- 2.35 Harrow will review the position with Mobike towards the end of 2018 to discuss whether there are any opportunities to take forward a scheme within the Harrow area. It is likely that any trial would be in the southern part of the borough and would need to link up with other schemes operating in neighbouring boroughs to be viable. Schemes are generally taken forward in spring when the weather conditions are more favourable for cycling.
- 2.36 In the meantime the Council will be commissioning a detailed cycle parking infrastructure survey to understand current cycle parking provision and the usage and capacity of the existing infrastructure. This will help to evaluate any potential gaps in cycle parking provision and to evaluate how dockless hire parking schemes could be supported by cycle parking infrastructure.
- 2.37 Officers are continuing to review and develop a dockless cycle hire proposal for consideration.

Dockless E bike hire scheme

- 2.38 Discussions were recently held between the Council and a representative from Lime bike to discuss the potential to introduce a dockless electric bike Hire scheme in London. All of the six west London boroughs are interested in undertaking a joint venture and

further meetings are planned. Lime bike already operate widely in Germany, France, Spain and the USA.

- 2.39 The company is launching a trial in Milton Keynes in November which Council officers may attend.

Harrow TfL Quiet Way route

- 2.40 TfL have been working with the boroughs and Sustrans, a charitable cycling organisation, to assist the Mayor for London to identify a “Quiet Way” network across London. Quiet way 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 a more suitable environment for those cyclists who want to travel at a gentler pace.
- 2.41 The proposed route would run along a mainly north-south alignment between Harrow Weald and Kenton Road linking with Harrow town centre and passing through Wealdstone town centre for a distance of 6.35 km. The proposed route is shown on the attached plan at **Appendix C**.
- 2.42 The initial estimate for implementing a quiet way route in Harrow is around £3,000,000 which would be a significant investment in cycle infrastructure in the borough. Sustrans are now in the process of finalising the Quietway Delivery Programme (QDP) for discussion and agreement with TfL.
- 2.43 It is planned that the QDP will set out a route that will link Harrow town centre and Wealdstone town centre via a network of quiet residential local streets to avoid the main heavily trafficked roads and also utilise existing off road cycling facilities recently introduced in Station Road between Greenhill Way and Hindes Road.
- 2.44 Harrow have had regular update meetings with TfL and Sustrans during the project development phase and this will continue throughout the life of the project. It is anticipated that conceptual design will start this year with a view to carrying out public consultation on sections of the route in the summer of 2019.

Liveable Neighbourhood bid

- 2.45 The Council has an aspiration to implement a Liveable Neighbourhood scheme in the Wealdstone area where significant regeneration is planned over the next 5 - 10 years. A transport study in this area has identified the need to shift the increasing number of journeys towards sustainable transport modes in order to accommodate planned growth. There is another report on the agenda that explains the proposed scope of a bid for a liveable neighbourhood in Wealdstone to promote and facilitate increased levels of walking, cycling and public transport use in this area.

- 2.46 In respect of cycling it is proposed that a Liveable Neighbourhood bid will include an aspiration to provide cycle hubs in Harrow town centre and Wealdstone Town Centres to support any opportunities to introduce cycle hire schemes which may have a beneficial impact on increasing the uptake of cycling. A liveable neighbourhood would also prioritise infrastructure improvements that can support direct and safe cycle networks.
- 2.47 In March senior representatives from the Council met with Will Norman, the Cycle & Walking Commissioner and provided an opportunity to explain Harrow's vision for cycling and its commitment to promoting this mode share. The meeting also allowed the borough to show case major cycle initiatives such as the quiet way route and the Wealdstone Liveable Neighbourhood bid in order to seek support for the projects.

Mini Holland Visit

- 2.48 On 9th July the TARSAP cycle advisor organised a visit to Waltham Forest to view first-hand the mini Holland cycle scheme which introduced changes to the public highway to create traffic plugs and road closures to promote cycling and prevent motorised traffic running through residential streets. Figures 1 to 4 below show examples of road closures and cycle plugs implemented as part of the Waltham Forest mini Holland scheme.
- 2.49 The site visit was attended by the TARSAP chair and members, representatives of the traffic team, the TARSAP cycle advisor and representatives from local cycling groups.



Figure 1



Figure 2



Figure 3



Figure 4

- 2.50 The opportunity was taken to circumnavigate a route which went from Blackhorse Lane tube station into the heart of Walthamstow. Along the route road closures and plugs were observed which restricted vehicle movement but allowed cyclists to access quiet residential routes to bypass main routes, offering greater network permeability, and also a large cycle hub located next to Walthamstow train station.
- 2.51 A scheme which prevents vehicles from travelling through the high street in Orford Road, except for buses or cycles between 10am - 10pm was also observed. This scheme is enforced by the use of ANPR camera technology.
- 2.52 The range of cycle storage facilities located at strategic points along the route in residential areas was also noted. Cyclists are able to rent secure cycle facilities in the locality for a small fee. Photographs of these types of facility are shown in the images below.



- 2.53 The trip was very informative and well received by all the attendees. The aspiration is that some of these initiatives could be incorporated into cycle design schemes in Harrow with the possibility of bidding in the future for a separate liveable neighbourhood scheme in the central Harrow area.

Staffing/workforce

- 2.54 The delivery of cycling scheme would be undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants as needed.

Performance Issues

- 2.55 The implementation of cycling schemes would support the wider aims, objectives and targets in the current Transport Local Implementation Plan 2 (LIP2) and draft LIP3 and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

- 2.56 The current Transport Local Implementation Plan 2 (LIP2) and draft LIP3 have both undergone a Strategic Environmental Assessment (SEA) which has indicated that there are environmental benefits from delivering the proposed programme of investment which includes cycling schemes.
- 2.57 Key population and human health benefits include reducing reliance on travel by car, reducing casualties, reducing congestion, encouraging active travel and improving air quality. There are public health benefits associated with increased active travel which can reduce diabetes and obesity levels.

Risk Management Implications

- 2.58 Risk included on Directorate risk register? No
- 2.59 The delivery of cycle schemes would be subject to separate risk assessments.
- 2.60 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

Legal implications

- 2.61 There are no legal implications.

Financial Implications

- 2.62 Transport for London provides grant funding annually to deliver the LIP programme of investment. This includes the funding of cycling projects and initiatives identified in the LIP.
- 2.63 In 2018/19 £250k has been assigned for cycling schemes.

2.64 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

2.65 A programme of cycling schemes and initiatives was included in the current LIP2 and in the proposed LIP3.

2.66 Both LIP2 and LIP3 have been subject to a full Equalities Impact Assessment and have been identified as having no negative impact on any protected equality groups and with positive impacts on the disability and age equality groups.

Council Priorities

2.67 The cycling strategy and other cycle policies detailed in the report support the Harrow ambition plan and 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 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 17/10/18		

Ward Councillors notified:	YES
EqIA carried out:	NO, a full EQIA has been undertaken on LIP3 which covers this work area. A separate EqIA is therefore not necessary.
EqIA cleared by:	

Section 4 - Contact Details and Background Papers

Contact:

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Background Papers:

Cycle Strategy 2016

http://www.harrow.gov.uk/download/downloads/id/8063/harrow_cycling_strategy_2015-18

Sustainable Transport Strategy 2013

http://www.harrow.gov.uk/download/downloads/id/4369/sustainable_transport_strategy_feb_2013

Liveable Neighbourhood bid – Item 10 on the agenda refers

LIP 3

http://www.harrow.gov.uk/download/downloads/id/12107/lip3_consultation_draft.pdf

**Call-In Waived by the
Chair of Overview and
Scrutiny Committee**

NOT APPLICABLE

*[Call-in does not apply as the
report is for noting only]*