

# Healthy Streets for **HARROW**



## Introduction

We would like Harrow to be a happy, healthy place to live. However, currently Harrow's streets are polluted, congested, noisy and dangerous. This affects people in many ways – pollution causes asthma and heart attacks, congestion wastes people's time, noise increases stress levels, and road danger discourages people from walking or cycling, leading to further ill health.

However, good street design can improve people's health and wellbeing. Less cars will make streets quieter, safer, less stressful and more pleasant for walking and cycling. It will make the area more sociable and improve people's quality of life. Physical activity and clean air reduce the risk of diabetes, heart disease, asthma, and many types of cancer.

Harrow's streets should have good footpaths and cycle paths enabling people to walk or cycle easily. High streets should be vibrant places that people want to visit, and minor residential streets should not be through routes for cars.

We believe that Harrow's streets can be improved by following good examples from the Netherlands and other boroughs in London, especially the mini-Holland schemes in Waltham Forest and Enfield.

This campaign is led by Harrow Cyclists, a branch of the London Cycling Campaign ([www.lcc.org](http://www.lcc.org)), in partnership with other organisations who share our aim.

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*Orford Road, a people-friendly low-traffic high street in the Waltham Forest mini-Holland (photo courtesy Paul Gasson)*

## Car dependency

Like many outer London boroughs, Harrow has a high level of car use. While cars can be useful for some journeys, over-use of cars has many bad effects:

**Physical inactivity** Lack of walking and cycling means that people do not do enough physical activity in their everyday lives, leading to obesity, diabetes, and increased risk of some cancers and dementia.

**Road danger** Harrow has the second highest rate of cycling casualties in London [2]. Fear of traffic puts people off walking and cycling.

**Pollution** Cars emit many airborne pollutants including carbon monoxide, nitrous oxides and particulates. Even electric cars create particulates from tyres and brakes.

**Congestion** More people are driving because cars have become more affordable. Building more roads attracts more car journeys and lead to more traffic in the long term.

**Parking problems** Free on-street parking is not really free; spaces in popular locations are often occupied, causing congestion as people drive around looking for space. Badly parked cars block cycle lanes, bus lanes and footpaths, which is dangerous to pedestrians and cyclists.

## Improving Harrow's streets

In the Netherlands, the road design encourages walking and cycling for short to medium journeys, particularly within towns, and people tend to drive only for longer journeys. There is very little congestion, and Dutch towns are pleasant and healthy places to live.

The mini-Holland programme aimed to achieve Dutch-style improvements in selected boroughs in London. Harrow engineers and councillors visited the successful Waltham Forest mini-Holland, which has increased walking and cycling and reduced traffic so successfully that residents are estimated to live 3 months longer [3].

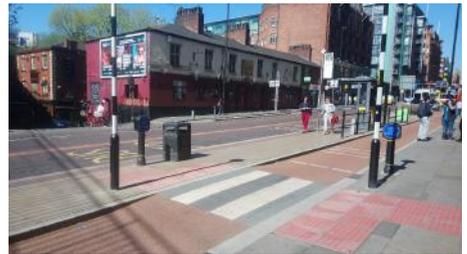
**Low traffic neighbourhoods** are created by removing through traffic from minor roads. They are very effective in reducing traffic and pollution, and encouraging people to walk and cycle more [1]. They should be top priority schemes. Closing streets near schools to non-residents (**'school streets'**) are also very effective in encouraging children to walk or cycle to school, reducing pollution, danger and parking problems.



*East Avenue in Waltham Forest was transformed from an unpleasant rat-run (left) to a pleasant, quiet street (right) simply by blocking through motor traffic using bollards (photos courtesy Paul Gasson).*

**20mph speed limits** should be the default on most roads, wherever motorists share road space with pedestrians or cyclists, as it reduces the risk of pedestrian death by 80% compared to 30mph. Harrow has previously created 20mph zones in small areas outside schools, but this fragmented approach is confusing and unsafe. Many boroughs now have a default 20mph limit.

**Cycle lanes** along major roads are essential to make cycling a safe and attractive mode of transport, because people prefer the shortest and most direct route. They must be protected from motor vehicles (e.g. by a kerb), especially at junctions.



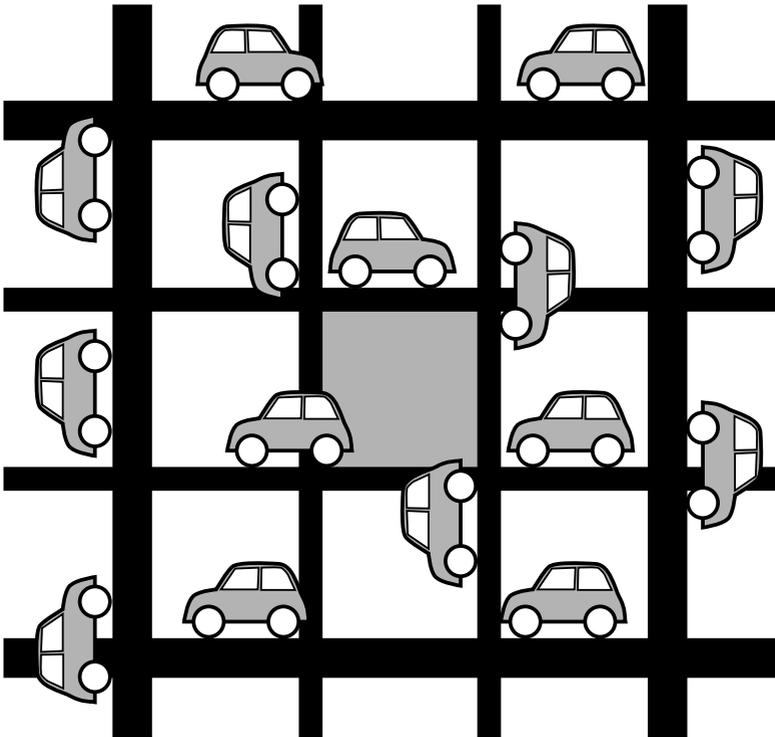
*Red tarmac cycle lanes separate from the road and the footway provide clear, convenient routes along major roads. These examples are from Amsterdam (left) and Manchester (right).*

**Parking and road use charges** reduce congestion and encourage people to drive less, while creating more space for those who need to drive. The income can be used to improve the roads, such as building cycle lanes, and Nottingham has used a workplace parking levy to build a tram network.

**Car clubs** allow people to have access to a car without owning one. They are useful because they make it easier for people not to own cars, freeing up road space.

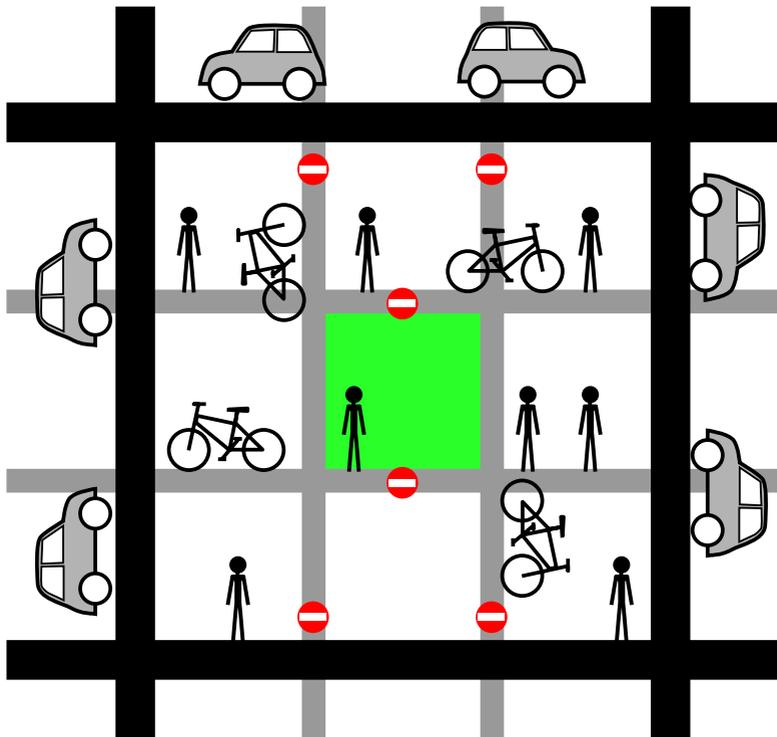
## Low traffic neighbourhoods

Many residential neighbourhoods have through routes for cars, and have too much car traffic. Minor streets are congested, dangerous and unpleasant.



A low traffic neighbourhood can be created in an area of minor streets with main roads on the boundary. It should be about 1 to 2 km<sup>2</sup> in area so that people are not encouraged to drive within the area. Through routes are blocked by closing roads at particular points to motor vehicles, but allowing people to walk and cycle everywhere. Vehicle access to all properties is still possible, but people cannot drive through.

Road closures can be combined with pocket parks, cycling parking and other public realm improvements. This example of a planter is maintained by local residents.



In Waltham Forest, low traffic neighbourhoods led to 56% reduction in traffic within the neighbourhood and 16% reduction in the wider area. Within 1 year, people were walking and cycling 41 minutes more each week, on average [1].

## A walking and cycling network for Harrow

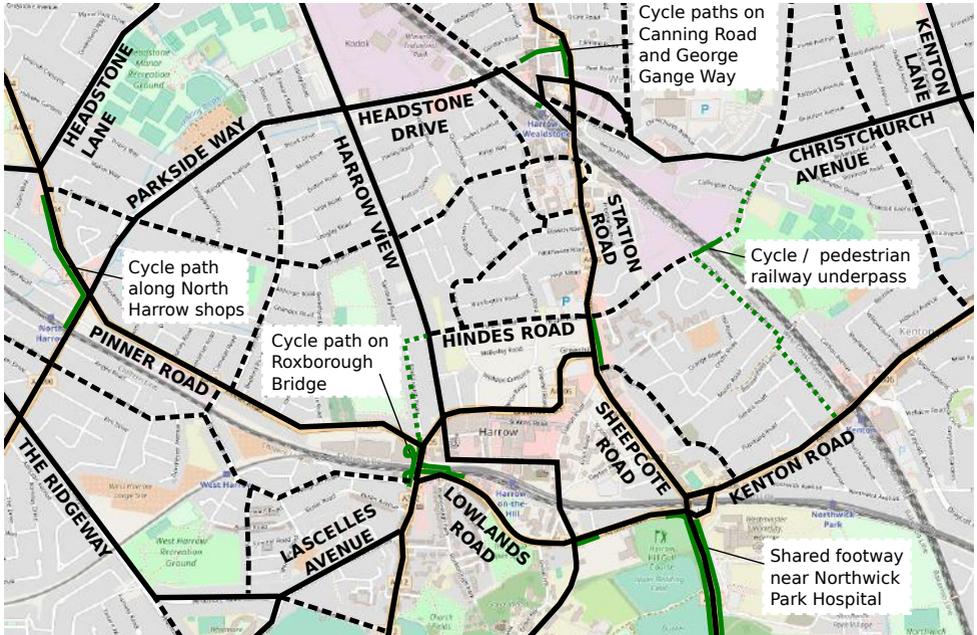
The map on the right, from TfL's Strategic Cycling Analysis, shows which areas of Harrow that are particularly suitable for low-traffic neighbourhoods (roads in grey) [4]. Areas with population increases (orange) and high cycle demand (blue/grey) should be high priority.



The map on the left, also from TfL, shows which routes have the highest demand for cycling according to computer modelling. We suggest that cycle lanes along Station Road and in Harrow and Wealdstone town centres should be the highest priority, because they are close to major new developments.

## Existing road network

The map below shows the main roads and existing cycle routes in central Harrow. Many of the minor roads are 'rat-runs', with too many cars. There are few safe, usable cycle routes.



### LEGEND

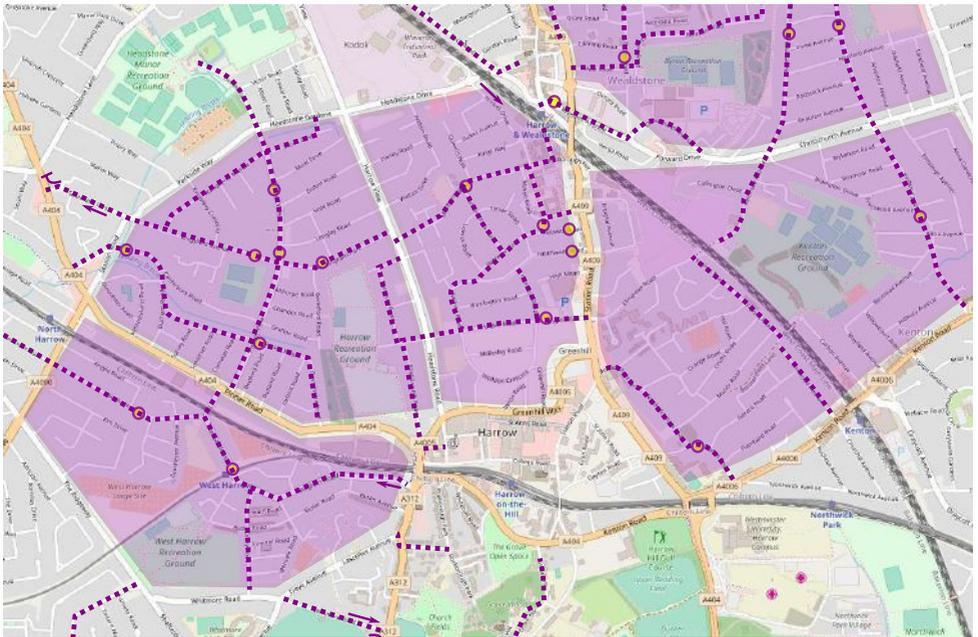
- Major roads
- - - Minor roads used as through routes by motor traffic
- Existing cycle paths or shared footway along roads
- ..... Quiet roads suitable for cycling

Some of the major roads such as Lowlands Road have narrow advisory cycle lanes, but they are too narrow, often blocked by parked cars, and provide no protection from motor vehicles.



## Potential low-traffic neighbourhoods

Road closures (modal filters) allow people to walk or cycle but not drive through. This is an example showing where modal filters could be sited, but the exact locations will be planned formally in consultation with residents when the scheme is developed.



### LEGEND

- Low traffic neighbourhood
- Banned turn for motor vehicles
- Road closed except for walking and cycling
- One way for motor vehicles
- Quiet road with through traffic removed

Low traffic neighbourhoods provide some routes for cycling, but they need to be joined together along major roads.

## Major roads and junctions



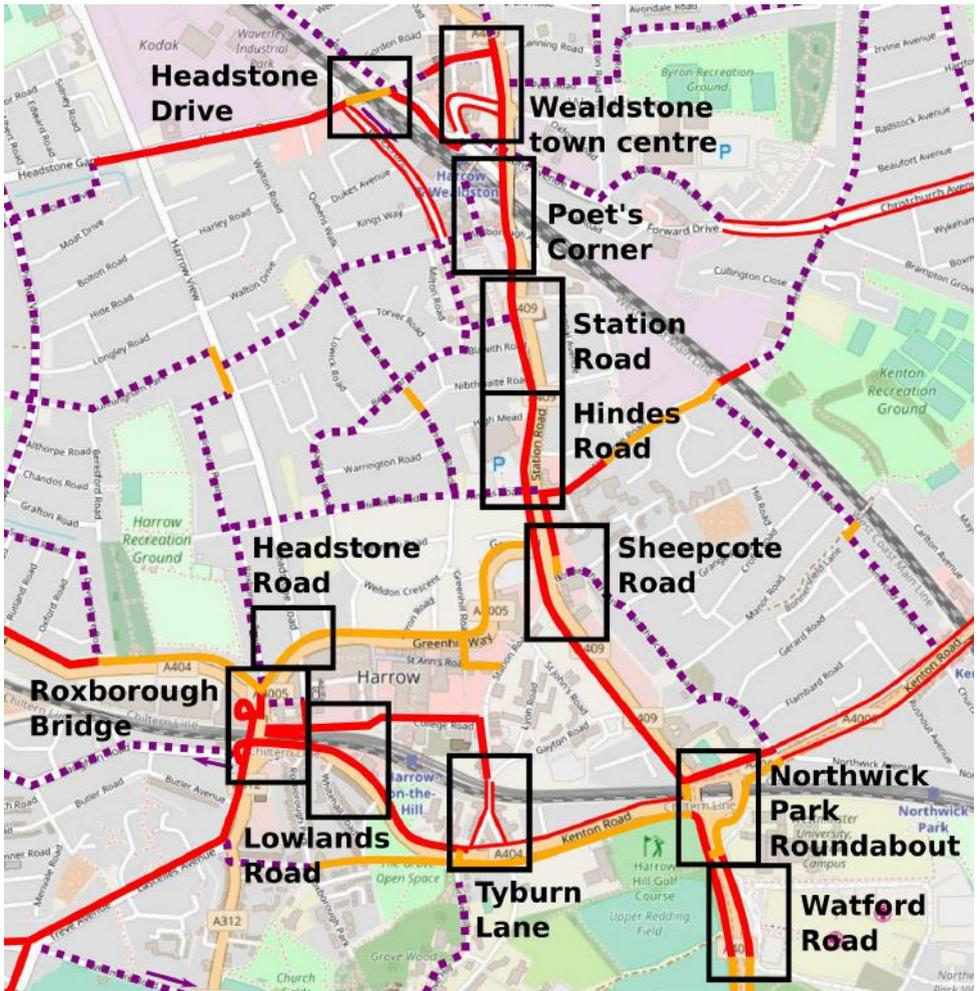
### LEGEND

-  Banned turn for motor vehicles
-  Road closed except for walking and cycling
-  One way for motor vehicles
-  Quiet road with through traffic removed
-  Two-way cycle path
-  Protected cycle lanes on both sides of road
-  Shared footway

A common concern is that Harrow's roads are too narrow for cycle lanes. It is true that some roads (such as Pinner Road and Harrow View) are busy and narrow, but there are many major roads which are wide enough if space is used efficiently. Space for cycling can be created by removing central islands, extra traffic lanes or car parking, or by narrowing traffic lanes.

## Detailed plans for major roads

In order to show that it is possible to create space for cycling along major routes, we have suggested possible road layouts for the following major roads and junctions in central Harrow. These are not definitive plans but given an idea of what might be possible.



## Central Harrow

We propose an intuitive and comprehensive network of cycle paths in the town centre and new pedestrian crossings. The Headstone Road / Greenhill Way junction currently has a cycle path leading up to it which ends abruptly. This path should be continued, with a cycle leading to a widened shared use footway on Greenhill Way, giving access to St Ann's Road and residential roads in the Greenhill area.



Shared widened  
footway along  
Pinner Road as  
far as next minor  
road

ROXBOROUGH  
ROAD

EXISTING  
ROUNDBABOUT WITH  
PEDESTRIAN / CYCLE  
UNDERPASS

JUNCTION ROAD

# Roxborough Bridge

One lane converted  
to cycle path

COLLEGE ROAD

Existing underpass

New zebra crossing

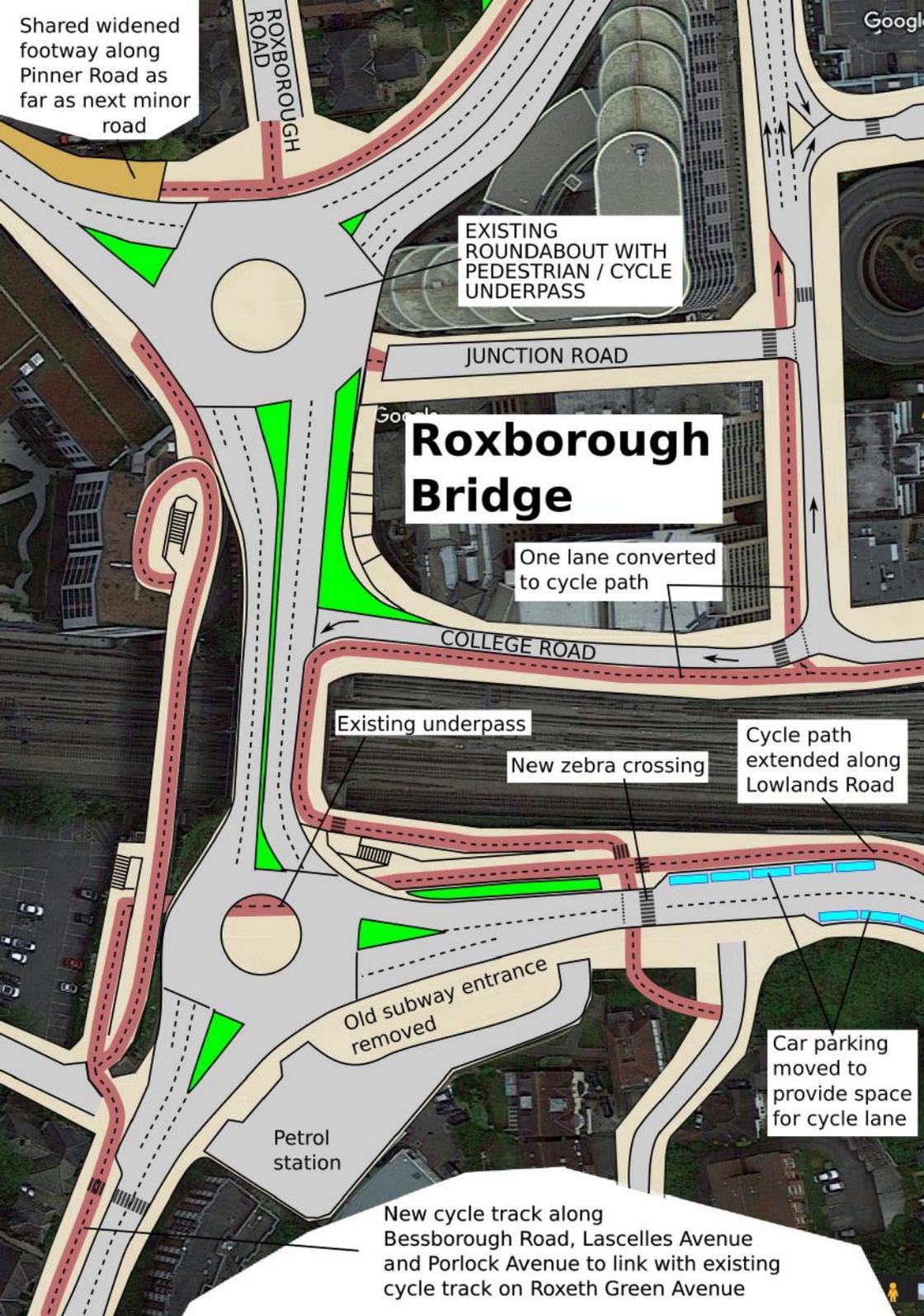
Cycle path  
extended along  
Lowlands Road

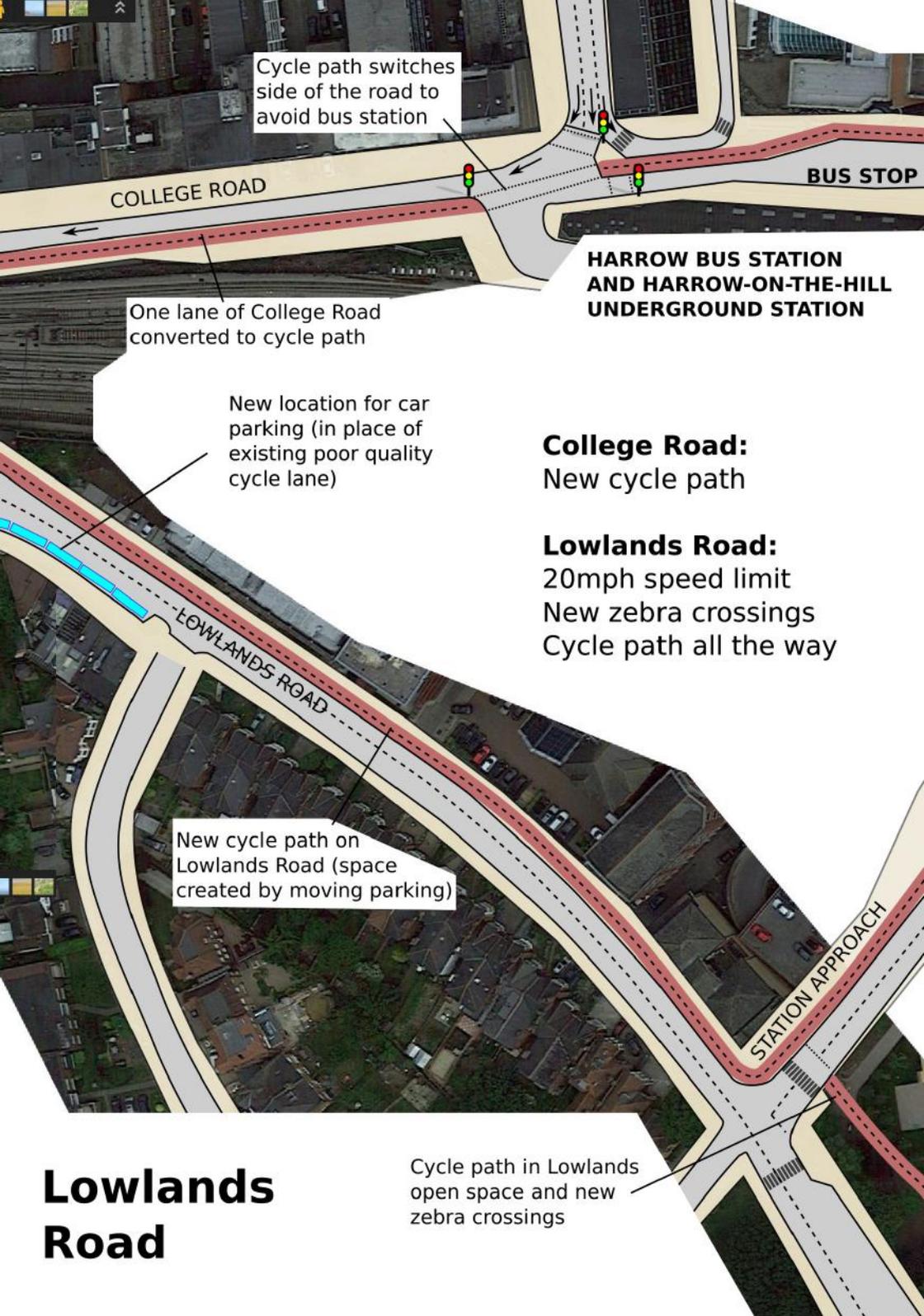
Old subway entrance  
removed

Petrol  
station

Car parking  
moved to  
provide space  
for cycle lane

New cycle track along  
Bessborough Road, Lascelles Avenue  
and Porlock Avenue to link with existing  
cycle track on Roxeth Green Avenue





Cycle path switches side of the road to avoid bus station

COLLEGE ROAD

BUS STOP

**HARROW BUS STATION AND HARROW-ON-THE-HILL UNDERGROUND STATION**

One lane of College Road converted to cycle path

New location for car parking (in place of existing poor quality cycle lane)

**College Road:**  
New cycle path

**Lowlands Road:**  
20mph speed limit  
New zebra crossings  
Cycle path all the way

LOWLANDS ROAD

New cycle path on Lowlands Road (space created by moving parking)

STATION APPROACH

**Lowlands Road**

Cycle path in Lowlands open space and new zebra crossings

# Tyburn Lane

Bus stop and loading bay moved to create space for two-way cycle track to College Road

New cycle lanes across railway bridge

**Tyburn Lane and Kenton Road:**  
Banned left turn for motorists (to provide protection for cyclists; motorists can use Grove Hill Road).

Segregated cycle lane eastbound (downhill). Shared footway westbound (uphill).

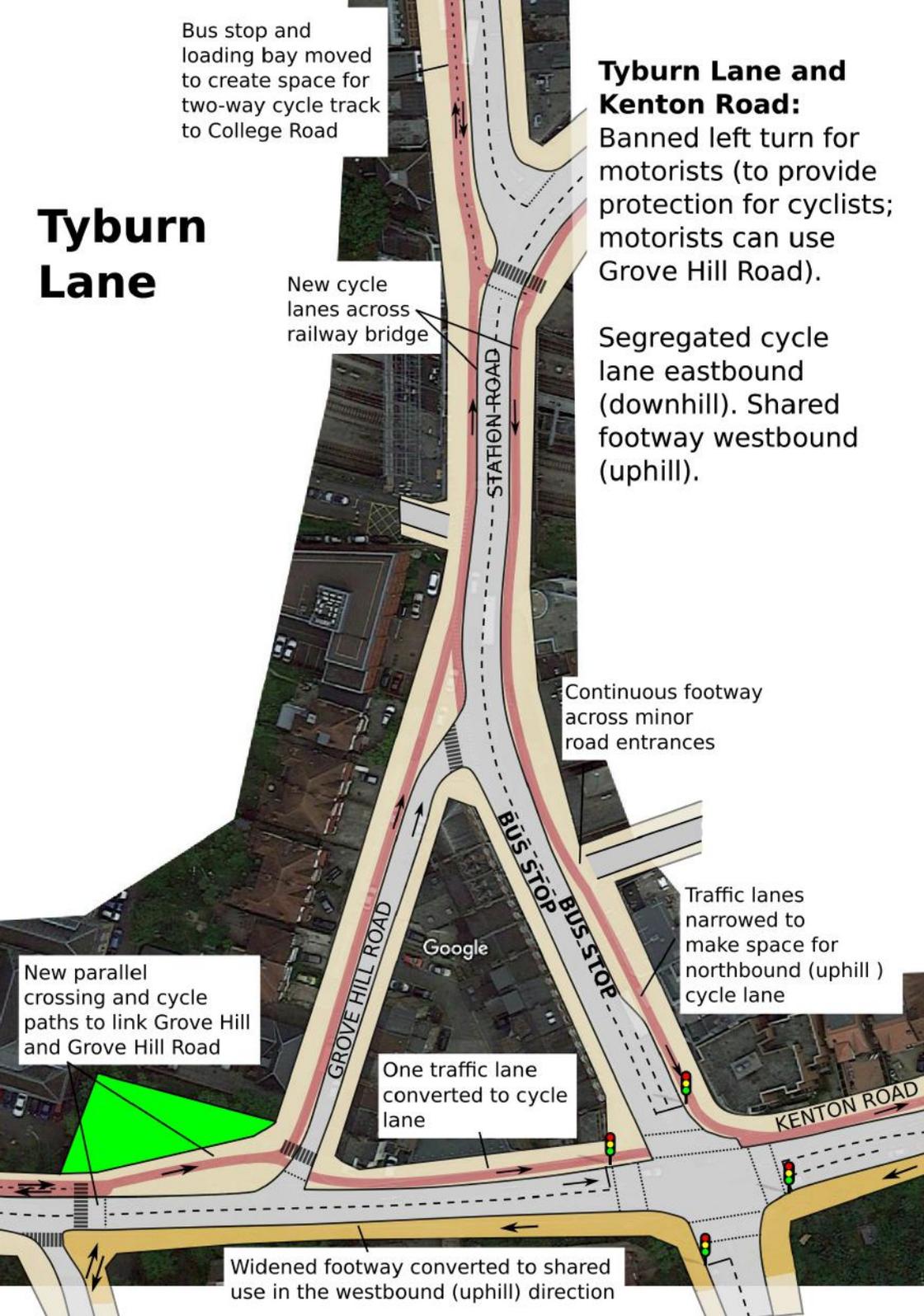
Continuous footway across minor road entrances

Traffic lanes narrowed to make space for northbound (uphill) cycle lane

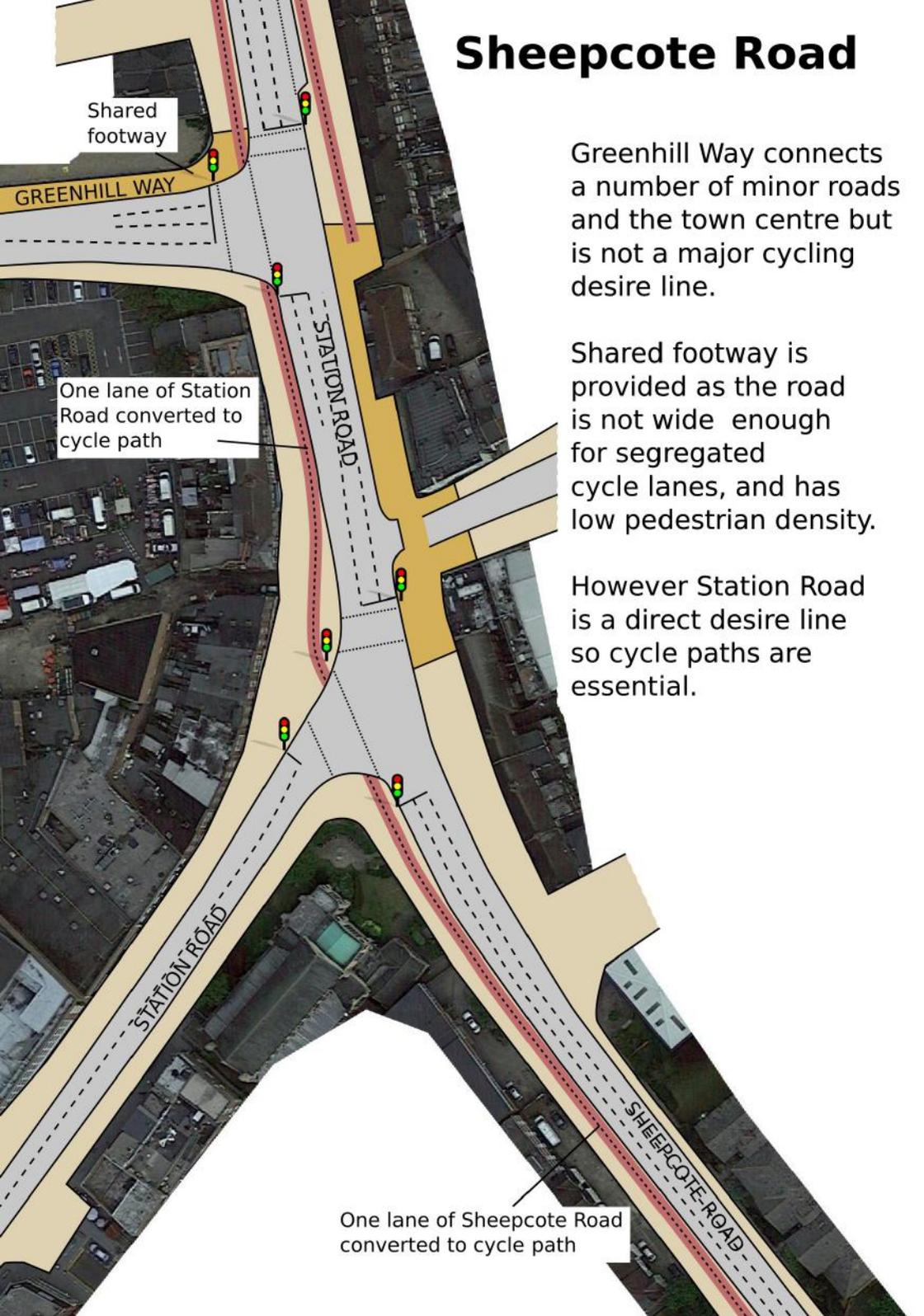
New parallel crossing and cycle paths to link Grove Hill and Grove Hill Road

One traffic lane converted to cycle lane

Widened footway converted to shared use in the westbound (uphill) direction



# Sheepcote Road



Greenhill Way connects a number of minor roads and the town centre but is not a major cycling desire line.

Shared footway is provided as the road is not wide enough for segregated cycle lanes, and has low pedestrian density.

However Station Road is a direct desire line so cycle paths are essential.

Shared footway

GREENHILL WAY

One lane of Station Road converted to cycle path

STATION ROAD

STATION ROAD

SHEEPCOTE ROAD

One lane of Sheepcote Road converted to cycle path

# Hindes Road

Continuous footway across all side road junctions

Floating bus stop outside Safari cinema

## Station Road:

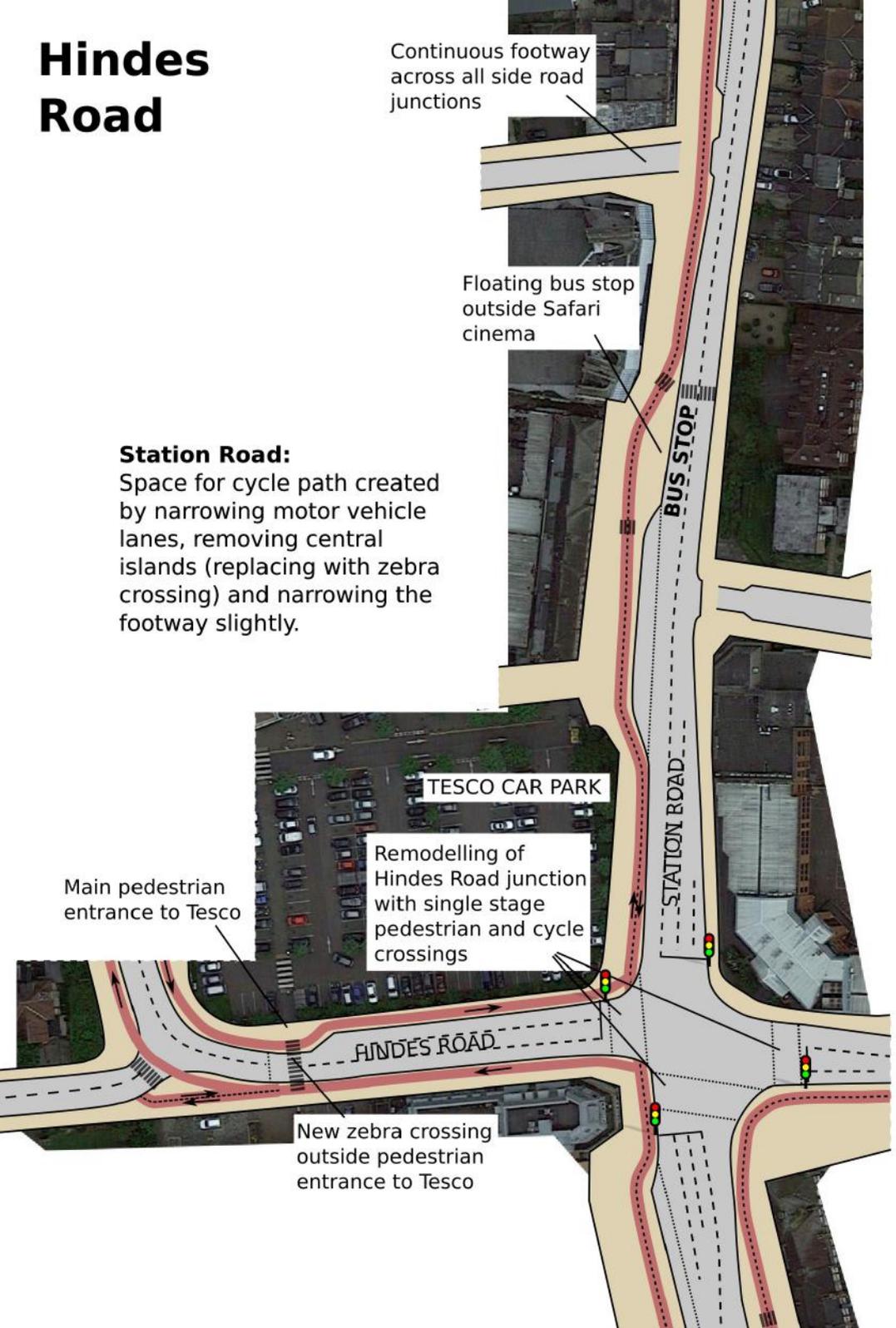
Space for cycle path created by narrowing motor vehicle lanes, removing central islands (replacing with zebra crossing) and narrowing the footway slightly.

Main pedestrian entrance to Tesco

TESCO CAR PARK

Remodelling of Hindes Road junction with single stage pedestrian and cycle crossings

New zebra crossing outside pedestrian entrance to Tesco



**POET'S CORNER DEVELOPMENT**

Cycle tracks around new Poet's Corner development

# Station Road

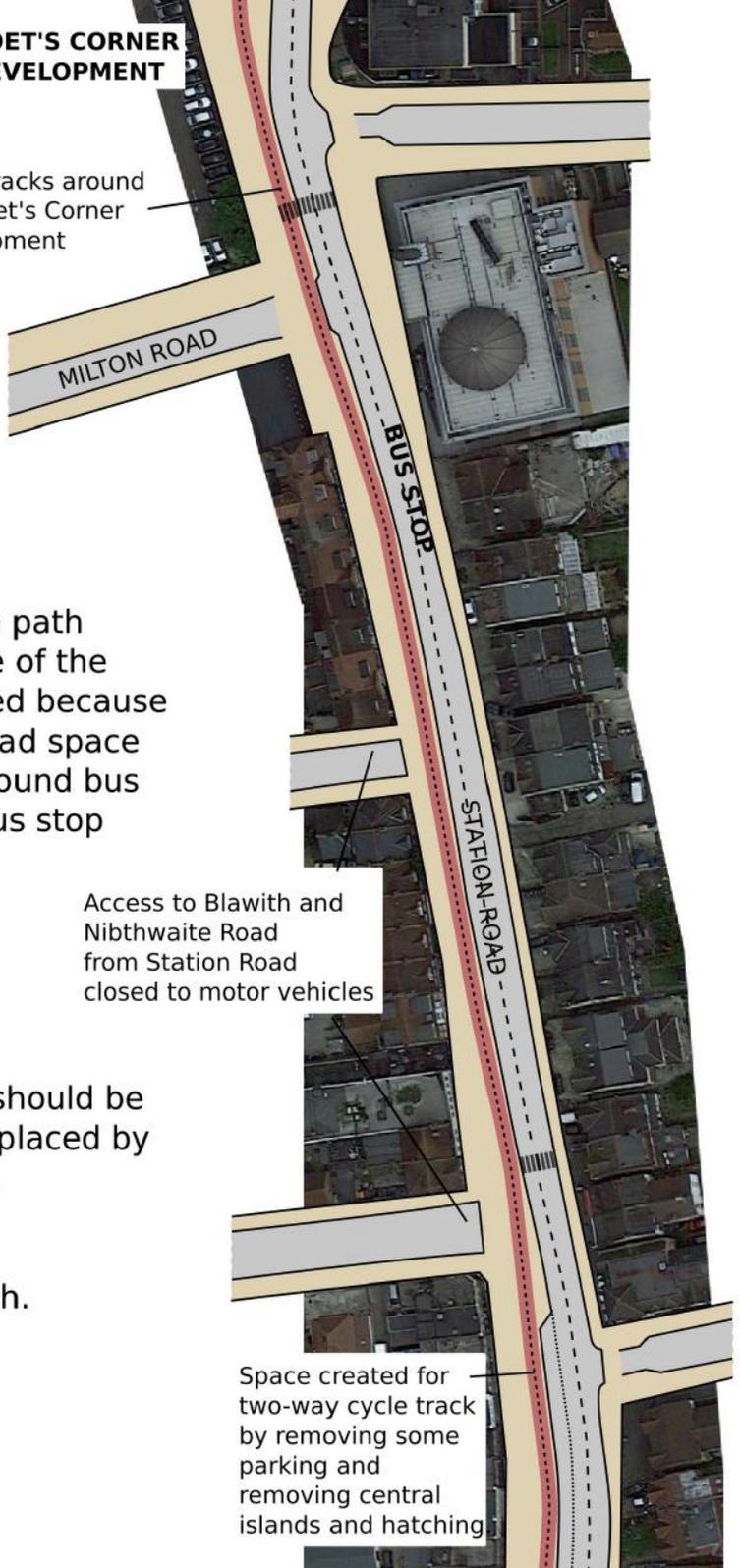
A two-way cycle path on the west side of the road is suggested because there is extra road space near the northbound bus stops to build bus stop bypasses.

Access to Blawith and Nibthwaite Road from Station Road closed to motor vehicles

Central islands should be removed and replaced by zebra crossings.

The speed limit should be 20mph.

Space created for two-way cycle track by removing some parking and removing central islands and hatching



## Wealdstone

Headstone Drive links the new Kodak development with Wealdstone, but the railway underpass is a major barrier. To provide safe cycling facilities, the road can be made single track, with alternating traffic flow synchronised with toucan crossings on either side. The traffic light cycle will have 3 phases (east, west, pedestrians), so motor traffic capacity should not be any lower than the crossroads further along Headstone Drive.

## Headstone Drive



# Poet's Corner

**HARROW &  
WEALDSTONE  
STATION**

The narrowest part of Station Road is near Poet's Corner and on the bridge across Marlborough Road.

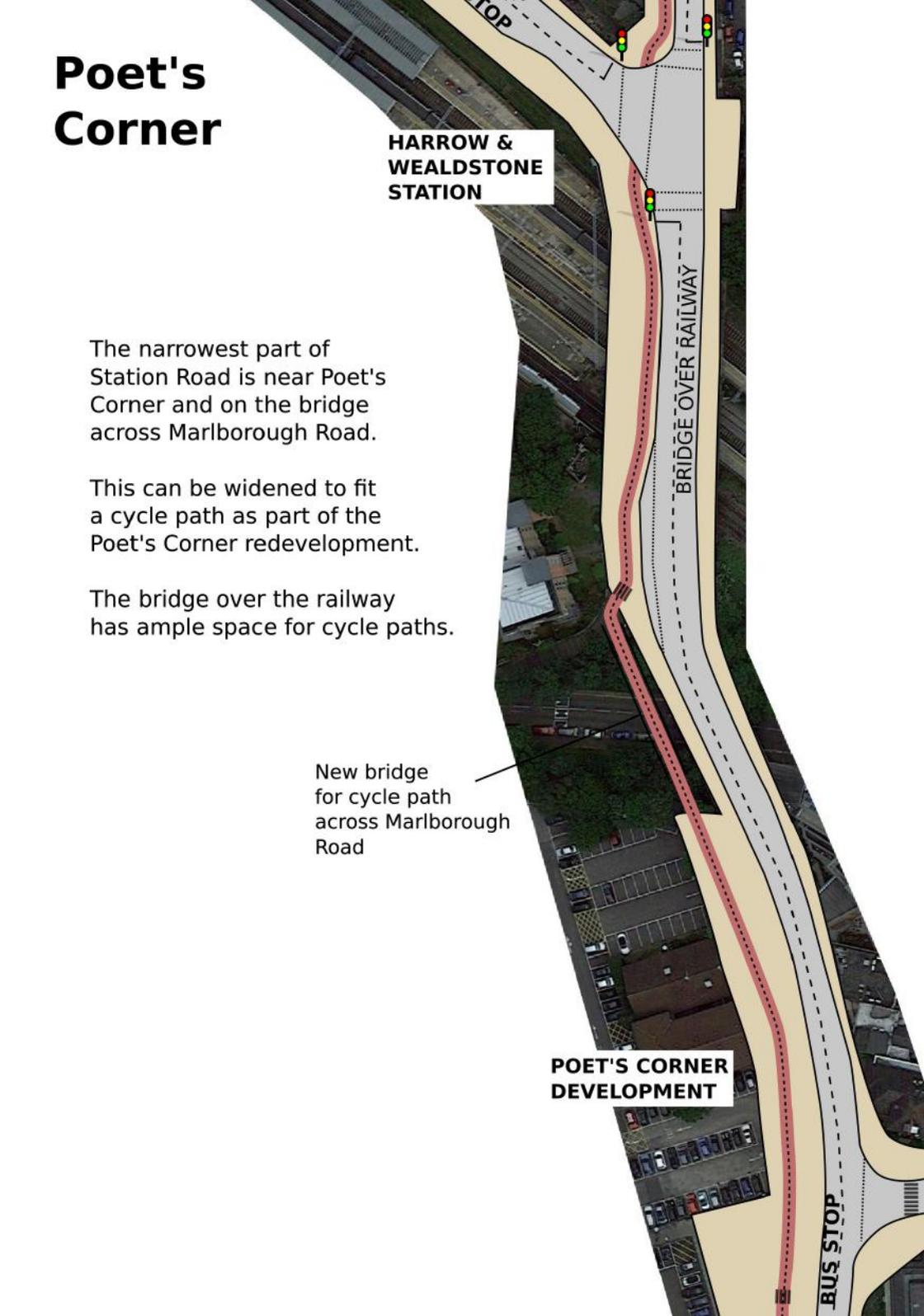
This can be widened to fit a cycle path as part of the Poet's Corner redevelopment.

The bridge over the railway has ample space for cycle paths.

New bridge  
for cycle path  
across Marlborough  
Road

**POET'S CORNER  
DEVELOPMENT**

**BUS STOP**



Link to quiet cycle route along Greenleaf Way

Cycle path switched to north side of road, with new crossings

CANNING ROAD

NEW CIVIC CENTRE

Existing cycle track along George Gange Way incorporated in route

GEORGE GANGE WAY

PEEL ROAD

# Wealdstone Town Centre

Cycle lanes along Palmerston Road

New cycle path along Ellen Webb Drive

New east-west cycle route via Mason's Avenue (closed to motor traffic)

GEORGE GANGE WAY

MASON'S AVENUE

HARROW & WEALDSTONE STATION

PARKING CYCLE



## Northwick Park

Northwick Park hospital and the University of Westminster Harrow campus are just across the border in Brent. Northwick Park roundabout is a major roundabout on the Brent-Harrow border, built during an era when cars were thought to be the future of transport. Walking and cycling links to the university and hospital are very poor, but there is plenty of scope for improvement without reducing capacity for motor vehicles.

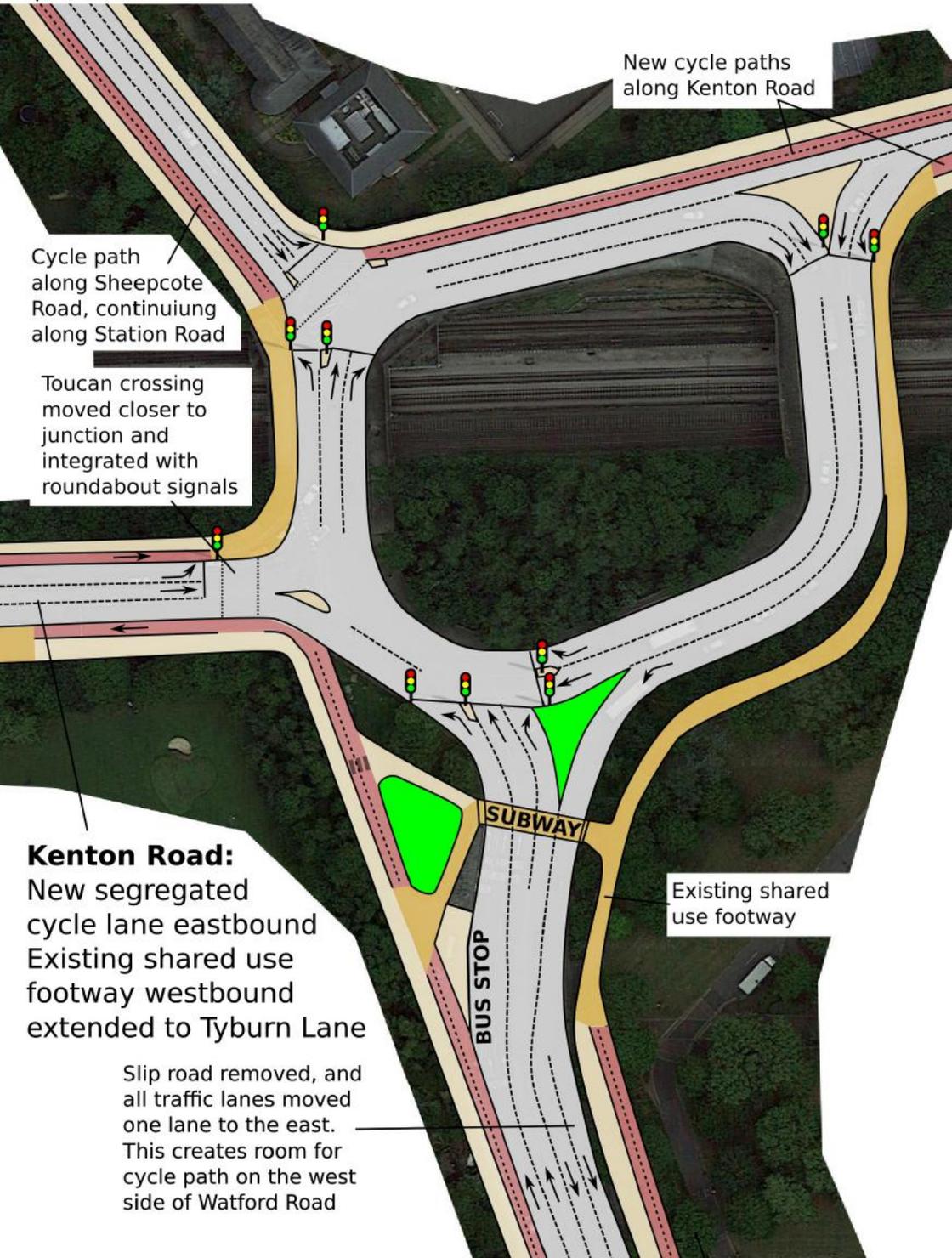
Northwick Park Roundabout has multiple lanes and no signals, encouraging high vehicle speeds. The roads leading to the roundabout are dual carriageways only for short sections, so this extra road space does not create extra useful traffic capacity. There is currently a subway on the southern arm and an inconvenient two-stage toucan crossing on the western arm, but no pedestrian crossings of the other arms. We propose cycle lanes on all approach roads and signals on the roundabout.

Watford Road currently has slip roads leading to the hospital which encourage high speeds. Cyclists and pedestrians are squeezed into a narrow shared footway but there are 4 or 5 lanes for motor traffic. We propose removing one motor vehicle lane, tightening approach roads and providing priority pedestrian / cycle crossings.

*Kenton Road leading away from the roundabout – the narrow, advisory cycle lanes do not provide sufficient separation from motor traffic.*



# Northwick Park Roundabout



New cycle paths along Kenton Road

Cycle path along Sheepcote Road, continuing along Station Road

Toucan crossing moved closer to junction and integrated with roundabout signals

**Kenton Road:**  
New segregated cycle lane eastbound  
Existing shared use footway westbound extended to Tyburn Lane

Existing shared use footway

Slip road removed, and all traffic lanes moved one lane to the east. This creates room for cycle path on the west side of Watford Road

# Watford Road

Continuous cycle path and footway on both sides of the road

**VEHICLE ENTRANCE**

Formal pedestrian and cycle crossings across entrances to hospital and university

**VEHICLE EXIT**

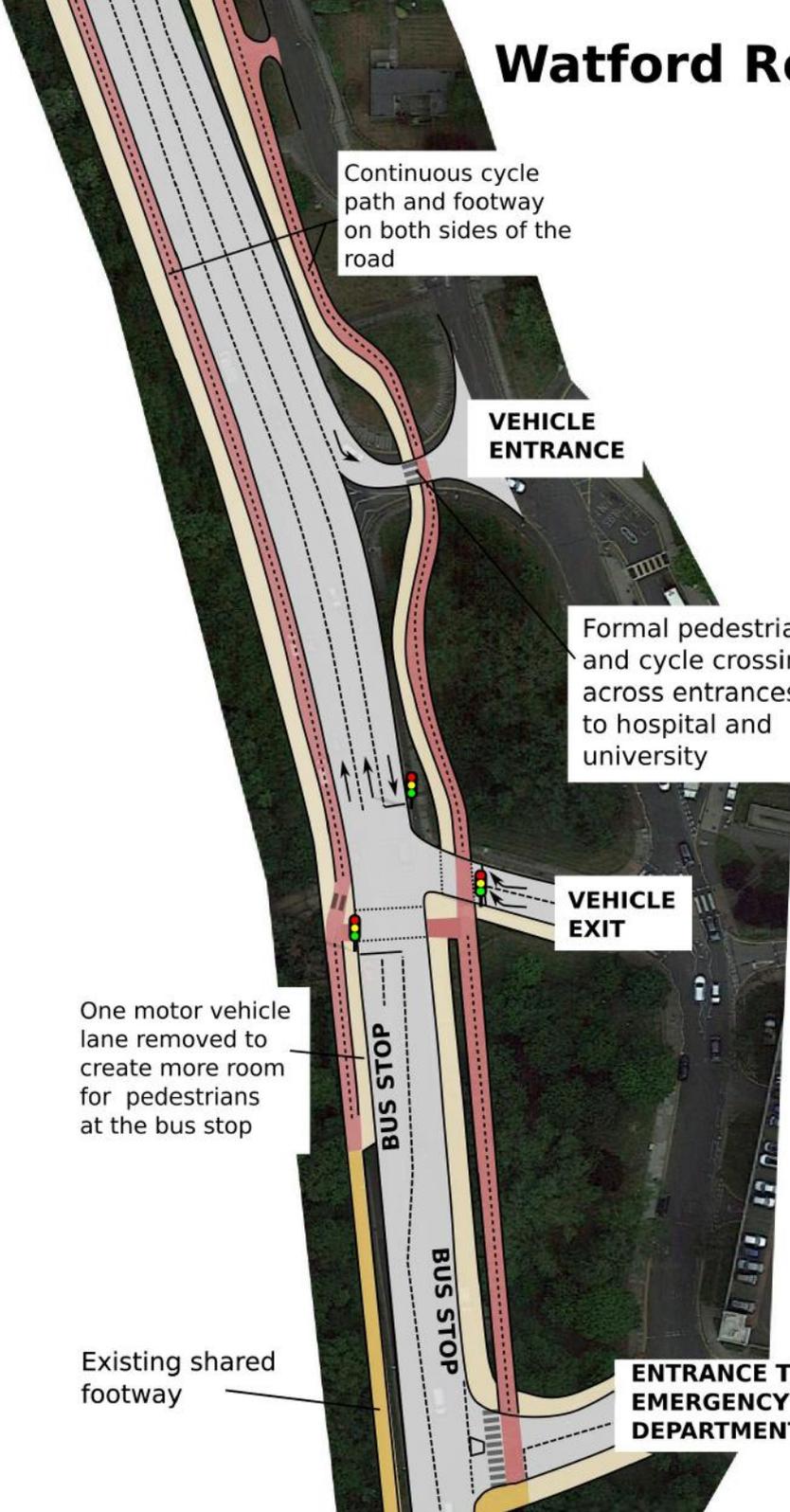
One motor vehicle lane removed to create more room for pedestrians at the bus stop

**BUS STOP**

**BUS STOP**

Existing shared footway

**ENTRANCE TO EMERGENCY DEPARTMENT**



## References

- [1] Rachel Aldred, Joseph Croft, and Anna Goodman. Impacts of an active travel intervention with a cycling focus in a suburban context: One-year findings from an evaluation of london's in-progress mini-hollands programme. *Transp. Res. Part A: Policy Pract.*, June 2018. ISSN 0965-8564. doi: 10.1016/j.tra.2018.05.018. URL <http://www.sciencedirect.com/science/article/pii/S0965856417314866>.
- [2] Rachel Aldred, Anna Goodman, John Gulliver, and James Woodcock. Cycling injury risk in london: A case-control study exploring the impact of cycle volumes, motor vehicle volumes, and road characteristics including speed limits. *Accid. Anal. Prev.*, 117:75–84, August 2018. ISSN 0001-4575, 1879-2057. doi: 10.1016/j.aap.2018.03.003. URL <http://dx.doi.org/10.1016/j.aap.2018.03.003>.
- [3] David Dajnak and Heather Walton. Waltham forest study of life expectancy benefits of increased physical activity from walking and cycling. Technical report, King's College London, October 2018. URL [https://drive.google.com/file/d/1BqGRWsN17qZNbvUqrMARq11QYu3\\_M7Rd/view](https://drive.google.com/file/d/1BqGRWsN17qZNbvUqrMARq11QYu3_M7Rd/view).
- [4] Transport for London. Strategic cycling analysis. Technical report, 2017. URL <http://content.tfl.gov.uk/strategic-cycling-analysis.pdf>.

# HARROW CYCLISTS

This booklet was produced by Harrow Cyclists, a local branch of the London Cycling Campaign (reg. no. 1115789), a 11,500-strong membership charity which strives for a city that encourages Londoners to cycle, creating a healthier and happier place for everyone.

Website: [www.healthystreetsharrow.org](http://www.healthystreetsharrow.org)

Facebook: [www.facebook.com/HealthyStreetsHarrow/](http://www.facebook.com/HealthyStreetsHarrow/)

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