
Report for: **TRAFFIC & ROAD
SAFETY ADVISORY
PANEL**

Date of Meeting: 2nd March 2021

Subject: **INFORMATION REPORT**
Cycling programme update

Key Decision: No

Responsible Officer: Paul Walker – Corporate Director,
Community

Portfolio Holder: Varsha Parmar - Portfolio Holder for
Environment

Exempt: No

**Decision subject to
Call-in:** No, the report is for information only

Wards affected: All

Enclosures: **Appendix A** - Proposed network of
cycle routes

Appendix B – High Street fund
proposed cycle links

Section 1 – Summary and Recommendations

The report updates the Panel on the progress being made to implement a borough cycle route network.

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 sustainable mode of transport. The Transport Local Implementation Plan (LIP) has identified cycling with the weakest transport mode share within the borough but also recognises that it has the greatest potential to increase the uptake of sustainable transport. Therefore, over the last few years Harrow has invested more of the LIP funds into the cycle route network to encourage and increase the uptake of cycling in all age groups.
- 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, infrastructure to make public transport the most attractive option for longer journeys.
- 2.4 Over the last few years, the Council has updated and extended many parts of the cycle network based on an aspirational cycle network that cycle routes follow the underground rail network in the borough. This was set out in the Walking, Cycling and Sustainable Transport Strategy approved by Cabinet in May 2019. Over the last two years since the strategy was agreed the Council has implemented a number of new routes following this principle including the Metropolitan, Jubilee and Northern routes. As the network extends, it is proposed to

amend our network plan to reflect the current status of the routes and the Council's aspirations for a more cohesive network.

Options considered

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

Background

- 2.6 The council's sustainable transport strategy recognises that Harrow's population will continue to increase and that the road and public transport network were under pressure with congestion on a daily basis prior to the recent lockdowns.
- 2.7 TfL has recently published new data that shows that walking and cycling in the capital has significantly increased since the coronavirus pandemic began, as Londoners' travel habits rapidly changed in the months following the start of the first national lockdown in March 2020.
- 2.8 Following the Government's advice in March for people to stay at home and stop non-essential social contact, Londoners were advised by the Government not to use public transport unless making an essential journey and to walk or cycle wherever possible.
- 2.9 Changes to habits saw the proportion of journeys made by walking and cycling increase significantly, from 29% between January and March 2020 to an estimated 46% between April and June 2020.
- 2.10 Walking and cycling has remained well above previous levels even as restrictions eased and people began to return to public transport, with it accounting for an estimated 37% of all journeys between July and September.
- 2.11 It is important therefore that we improve our current cycle network to encourage more people in Harrow to cycle safely and offer this as a viable alternative mode of transport particularly for shorter journeys.
- 2.12 Making the most of the potential offered by cycling is therefore an important aspect of a well-managed transport system and cycling has considerable scope for growth.
- 2.13 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 monies, used to mitigate granting of planning permission, do also support the delivery of the plan. More recently funding has been made available from the High Street fund which will allow us to deliver several high-profile cycle routes over the next few years. This is explained further later in this report.

Revised Cycle Network

- 2.14 The 2019 Walking, Cycling and Sustainable Transport Strategy set out an aspirational cycling connectivity map and strategic cycle network. The core principle of the cycle network is to align routes that follow the tube network. The purpose of this is to provide good interconnections between different transport modes at transport hubs and stations.
- 2.15 The cycle route network has taken account of the schemes introduced and is constantly under review to adapt the network to make improvements. The revisions to the network follow the core principle of cycle routes following the tube network. The revised network will amend and update the plans in the strategy and introduce new cycle routes and rebrand some of the existing ones to align with underground lines and reflect the extended network. This will help to make the network clearer for cyclists to follow in order to reach their destinations in Harrow and beyond.
- 2.16 It is proposed to rename the route which links Rayners Lane and South Harrow as the Piccadilly route. It is also proposed to create a new Overground route which links Northolt in the south and Headstone Lane in the north via Harrow Town centre. This will connect with the Cross Harrow route which links North Harrow and Belmont Circle via Wealdstone. Details of the revised cycle route network can be seen in **Appendix A**.
- 2.17 The table below gives details of the revised cycle routes network.

Route name	Destinations	Stations	Intersects
Piccadilly	South Harrow to North Harrow	South Harrow – Rayners Lane – North Harrow	Overground – Metropolitan and Cross Harrow
Metropolitan	Harrow on the Hill to Northwood Hills and Eastcote	Harrow on the Hill – West Harrow – North Harrow – Pinner – Eastcote and Northwood Hills	Overground – Piccadilly and Cross Harrow
Northern	Pinner – Hatch End - Harrow Weald –	Pinner – Hatch End – Headstone	Overground- Cross Harrow – Cycleway -

	Belmont - Canons Park - Edgware	Lane – Canons Park - Edgware	Jubilee
Jubilee	Stanmore – Queensbury	Stanmore – Canons Park - Queensbury	Northern
Cross Harrow	North Harrow – Harrow and Wealdstone - Belmont	North Harrow – Harrow and Wealdstone	Overground – Metropolitan- Quietway - Northern and Piccadilly
Overground	Northolt - Harrow on the Hill – Shaftesbury Circle Headstone Lane	Northolt - Harrow on the Hill – Headstone Lane	Piccadilly – Metropolitan – Cross Harrow and Northern
Quietway	Kenton- Harrow Town Centre - Harrow and Wealdstone – Harrow Weald	Kenton – Northwick Park – Harrow on the Hill – Harrow and Wealdstone	Northern and Cross Harrow

2.18 In addition to this it is intended to link local cycle routes to the main cycle route network. For example, the proposed George V Avenue link would join the Metropolitan route and the Northern route to create a direct north south route between Pinner Road (North Harrow) and Uxbridge Road (Hatch End). It is also intended in the future to extend the Jubilee Route from the east side of the borough to link with Kenton Road and Streatfield Road and further west to link with Elmgrove Road with the cycle facilities on Eastern parade in Station Road.

2.19 Going forward it is anticipated that coloured maps of the revised cycle network will be developed showing key designations such as Transport Hubs and Town Centres and intersecting routes for cyclists.

Cycling Action Plan

2.20 The CAP shown in the 2019 Walking, Cycling and Sustainable Transport Strategy is also being updated to take account of the progress with introducing new schemes and amended cycle routes.

2.21 The public, members and Harrow cycling groups have indicated that they wish to see a more comprehensive cycling network that provides safe and well-connected facilities for whole journeys.

2.22 The current Cycling Action Plan (CAP) is focussed on introducing tube map named cycle routes which are geographically linked to tube lines.

For example, the Metropolitan line links stations like North Harrow and Harrow on the Hill and the Jubilee route links Stanmore, Canons Park and Queensbury Station and the renamed Piccadilly route which links Rayners Lane and South Harrow.

- 2.23 The revised CAP in the table below updates the cycle strategy in respect of delivering the cycle route network for the next three years from 2021/22 up to 2023/24.

2021/22	2022/23	2023/24
<p>Complete Northern cycle route and develop phase 1 of a new Overground route to link South Harrow to Harrow Town centre.</p> <p>Implement new local route along George V Avenue to link with Metropolitan and Northern routes.</p> <p>Subject to funding implement sections of the cycleway proposals from Kenton Road to Kenmore underpass</p> <p>Implement the Elmgrove Road local cycle route linking Station Road, Harrow and Kenmore Avenue underpass</p>	<p>Continue with phase2 of the Overground route</p> <p>Design and implement the Cross-Harrow route linking the Piccadilly route</p>	<p>Expand the Jubilee route to link with Kenton Road and Streatfield Road towards Wealdstone</p> <p>Piccadilly route extension from South Harrow to Sudbury Hill</p>

- 2.24 The revised CAP allows for the development of additional cycle routes such as the Cross-Harrow route and Overground routes which are designed to connect to local transport hubs and local High streets.

Current Progress

- 2.25 This year's LIP allocation for cycle infrastructure projects was severely affected by the COVID -19 pandemic because of the ongoing financial difficulties experienced by TfL. This meant that the normal annual LIP allocation was significantly reduced and plans to extend the network were halted as a result.

- 2.26 At the end of October a reduced LIP allocation was received which allowed some work to continue on developing cycle schemes in the 20/21 LIP programme. This included the Northern cycle route and plans for a new segregated cycle route along George V Avenue.

High Street Fund

- 2.27 The opportunity to expand the cycle route network as a part of the High Street fund initiative has been taken forward and details of these proposals are highlighted below.
- 2.28 The original intention of this programme was to make improvements in local and district centres and High Streets in Harrow which would have a high impact, and which could be delivered in partnership with local traders and their partners and help boost the local economy and economic recovery from the pandemic.
- 2.29 The impact of the government social distancing requirements has changed the way we travel and the objectives of this programme have been expanded to introduce interventions that will support both increased walking and cycling which is very important to achieving an increase in footfall and economic activity.
- 2.30 An assessment of walking potential, walkability, cycling potential, population density, health deprivation, road safety and access to green spaces has been undertaken to establish the priority locations for interventions. These are South Harrow, North Harrow, Rayners Lane and Edgware.
- 2.31 Cycle routes that link these centres and fit within the current network are now being developed. Improving cycle access to these four town centres will widen the use of sustainable transport to visit local centres. A more detailed map of the proposals can be seen in **Appendix B**.

Harrow TfL Cycleway route

- 2.32 Harrow has been working with TfL for approximately two years to develop a cycleway route which runs from Kenton Road to Harrow Weald. 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. The route is approximately 6.35 km in length.
- 2.33 Cycleways form part of a wider London route network that links communities, businesses and key destinations across London in one cycle network. These routes were previously referred to as Cycle Superhighways and Quietways.

- 2.34 The initial estimate for implementing the quiet way route in Harrow is approximately £3,000,000 which would be a significant investment in cycle infrastructure in the borough.
- 2.35 The proposed route was also intended to link Harrow town centre and Wealdstone town centre via a network of quiet residential local streets to avoid the main heavily trafficked roads, such as the A409, and also utilise existing off road cycling facilities recently introduced in Station Road between Greenhill Way and Hindes Road.
- 2.36 There had been regular update meetings with TfL and Sustrans during the project development phase and some initial community engagement undertaken with businesses in Station Road and in Bonnersfield Lane up to the end of 2019/20 until the onset of the pandemic.
- 2.37 Since then unfortunately the cycleway programme has been paused whilst TfL work on the Streetspace for London programme and focus on more strategic cycle routes. The council is pursuing a resumption of the scheme with TfL at the earliest opportunity as the situation with the pandemic eases and there is more certainty regarding funding of the project.

Wealdstone Liveable Neighbourhood bid

- 2.38 In early March 2020 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 cycling. 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 these projects.
- 2.39 The Council was hopeful of a favourable outcome to its liveable neighbourhood bid (November 2019) to realise ambitions for a liveable neighbourhood in the Wealdstone area. The liveable neighbourhood scheme would include wide ranging changes to transport and public realm infrastructure including new cycle routes. However, just prior to the funding awards being made public at the end of March 2020 the country went into lockdown and the funding announcements were put on hold. TfL have subsequently indicated that they will still pursue the liveable neighbourhood programme going forward subject to agreeing funding with government for 2021/22 and future years. The Boroughs are awaiting clarification on funding for 2021/22 at the time of writing this report.

Staffing/workforce

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

Ward Councillors' comments

- 2.41 Ward councillors' comments have not been sought for this report because as it is for information.

Performance Issues

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

Environmental Implications

- 2.43 LIP3 has 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.
- 2.44 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.

Data Protection Implications

- 2.45 There are no data protection implications.

Risk Management Implications

- 2.46 The delivery of cycle schemes would be subject to separate risk assessments.
- 2.47 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.

Procurement Implications

- 2.48 Where needed, consultants and contractors will be procured to investigate, develop and deliver some proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal implications

- 2.49 There are no legal implications.

Financial Implications

- 2.50 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. There is an allocation of £150k for walking and cycling projects in the 2020/21 annual LIP allocation.
- 2.51 Funding has been approved from the High Street Fund for 2020/21 and there is currently a budget of £277k available for projects.

Equalities Implications / Public Sector Equality Duty

- 2.52 A programme of cycling schemes and initiatives was included in LIP3.
- 2.53 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

- 2.54 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:
- 2.55 The proposed programme detailed in the report supports the Harrow Ambition Plan and will contribute to achieving the administration's priorities:

Corporate priority	Impact
Building homes and infrastructure	Measures to control the level of traffic will reduce pollution from vehicle emissions and encourage a greater uptake of walking and cycling with wider public health benefits.
Improving the environment and addressing climate change	Measures to control the level of traffic will also benefit more vulnerable residents in residential estates by reducing air pollution and improving road safety and accessibility.
Addressing health and social care inequality	An improvement in public health will reduce pressure on health services particularly during the current health crisis.
Tackling poverty and inequality	Measures to support social distancing will help to reduce fear of the risk of infection and

Thriving economy	encourage more people to shop locally and thereby support the local economy.
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Section 3 - Statutory Officer Clearance

Statutory Officer: Sharon Daniels

Signed on behalf of the Chief Financial Officer

Date: 16/02/2021

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 18/02/2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 17/02/2021

Section 3 – Corporate Director Clearance

Statutory Officer: Paul Walker

Signed by the Corporate Director - Community

Date: 17/02/2021

Mandatory Checks

Ward Councillors notified: **NO, as the report is for information only**

EqlA carried out: YES (Transport Local Implementation Plan)

EqlA cleared by: Dave Corby, Community - Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips, Infrastructure Manager - Transportation
Tel: 020 8424 1649; E-mail: Barry.philips@harrow.gov.uk

Background Papers:

Transport Local Implementation Plan 3 –
<https://www.harrow.gov.uk/downloads/file/26428/harrow-transport-local-implementation-plan>

Walking, Cycling & Sustainable Transport Strategy -
<https://www.harrow.gov.uk/downloads/file/26432/harrow-walking-cycling-and-sustainable-transport-strategy>