

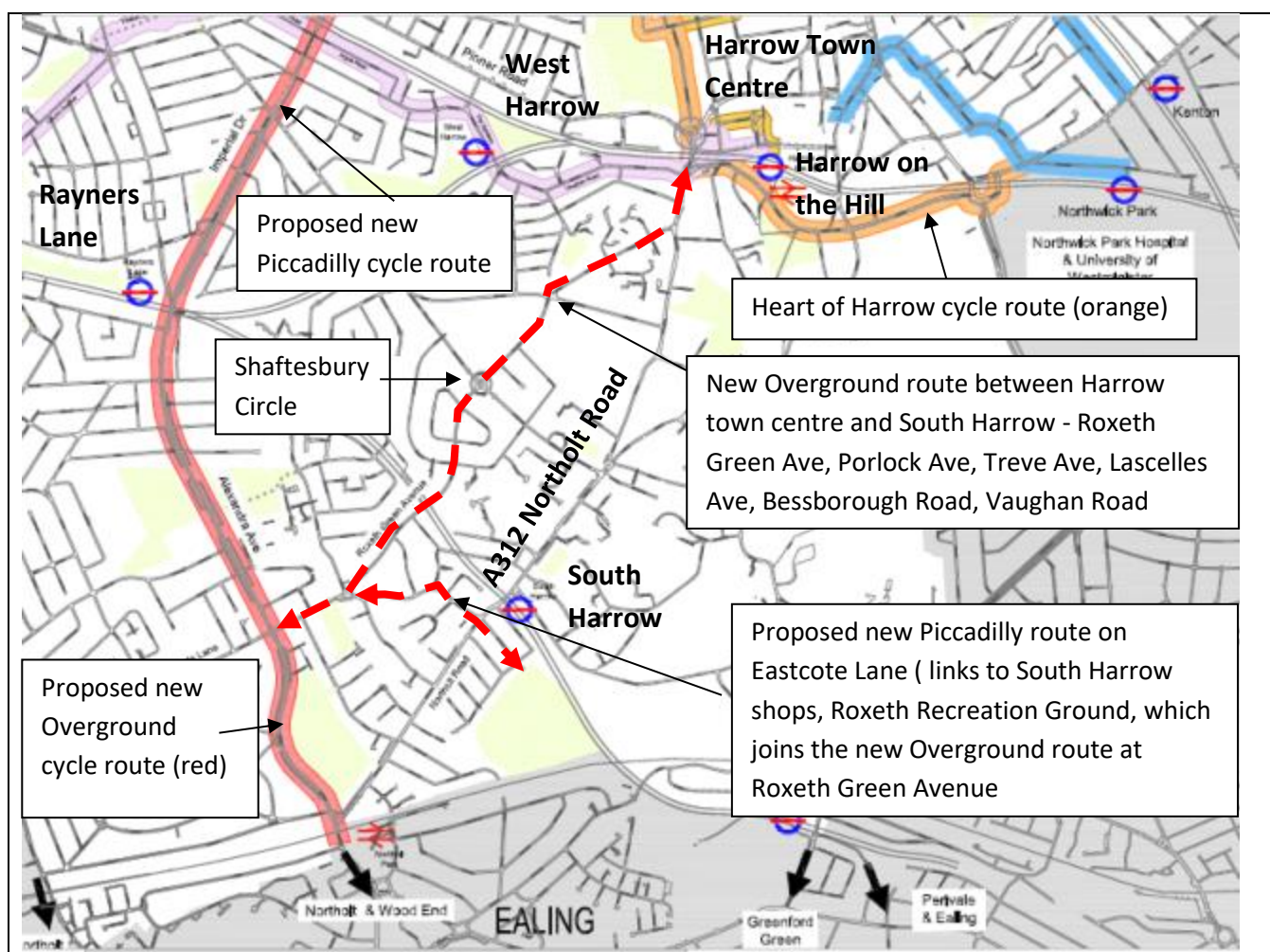
Appendix B High Street Fund – Cycle Route Schemes

The proposed three cycle routes included in the programme will focus on improving cycling connections to centres at South Harrow, North Harrow, Rayners Lane and Edgware. The initial ideas shown below will be subject to feasibility studies in 2020/21.

1) South Harrow to Harrow Town Centre (part of new Overground route)

Proposed route – Eastcote Lane, Roxeth Green Ave, Porlock Ave, Treve Ave, Lascelles Ave, Springway, Vellacot Road, Vaughan Road

A route between South Harrow and Harrow Town Centre is proposed because currently there is no identified direct route between these centres. There are no routes possible to the south-east of the Northolt Road corridor because of the presence of a number of private roads denying public access. Therefore, a route is proposed to the north-west side of this corridor. The plan below provides details of the new route.





Northolt Road looking towards South Harrow station – review cycle parking provision, consider cycle track from Eastcote Lane into local centre



Allow cyclists permeability into Eastcote Road to provide easier, direct access to Roxeth Recreation Ground at end of road



Eastcote Lane – convert zebra crossing to a tiger crossing (pedestrians / cyclists)



Eastcote Lane – cycle lanes, provide physical segregation, parking controls



Roxeth Green Avenue - widen existing off road cycle track facility to 3m



Treve Avenue - cycle lanes, provide physical segregation, parking controls



Bessborough Road – create 2 way segregated cycle route on westbound side between Vaughan Road and Lascelles Road, create toucan crossing facility

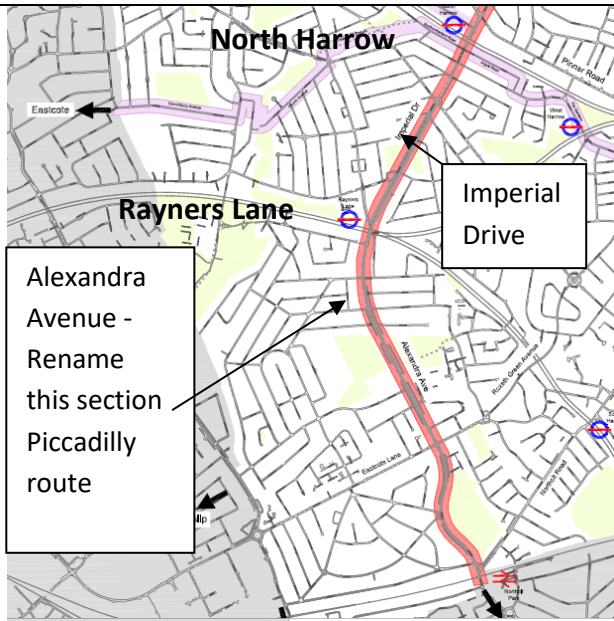





Vaughan Road – connect to existing Metropolitan cycle route over railway line into Harrow Town Centre

2) Piccadilly, Cross Harrow and link to northern cycle route

Alexandra Avenue, Imperial Drive, Station Road, Parkside Way, Headstone Gardens, Headstone Drive, George Gange Way, Peel Road, Stuart Road, Belmont Road, Grasmere Gardens, Kenton Lane, Beverley Gardens, Fellbridge Avenue, Vernon Drive, Wemborough Road, Whitchurch Lane

This existing route is already included within the aspirational borough cycle network. It crosses between the south-west corner of the borough to the north-east corner providing connectivity between Rayners Lane, North Harrow, Wealdstone, Canons Park and Edgware and with most of the other cycle routes in the cycle network. The plans below provide details of the proposed interventions to upgrade the route.

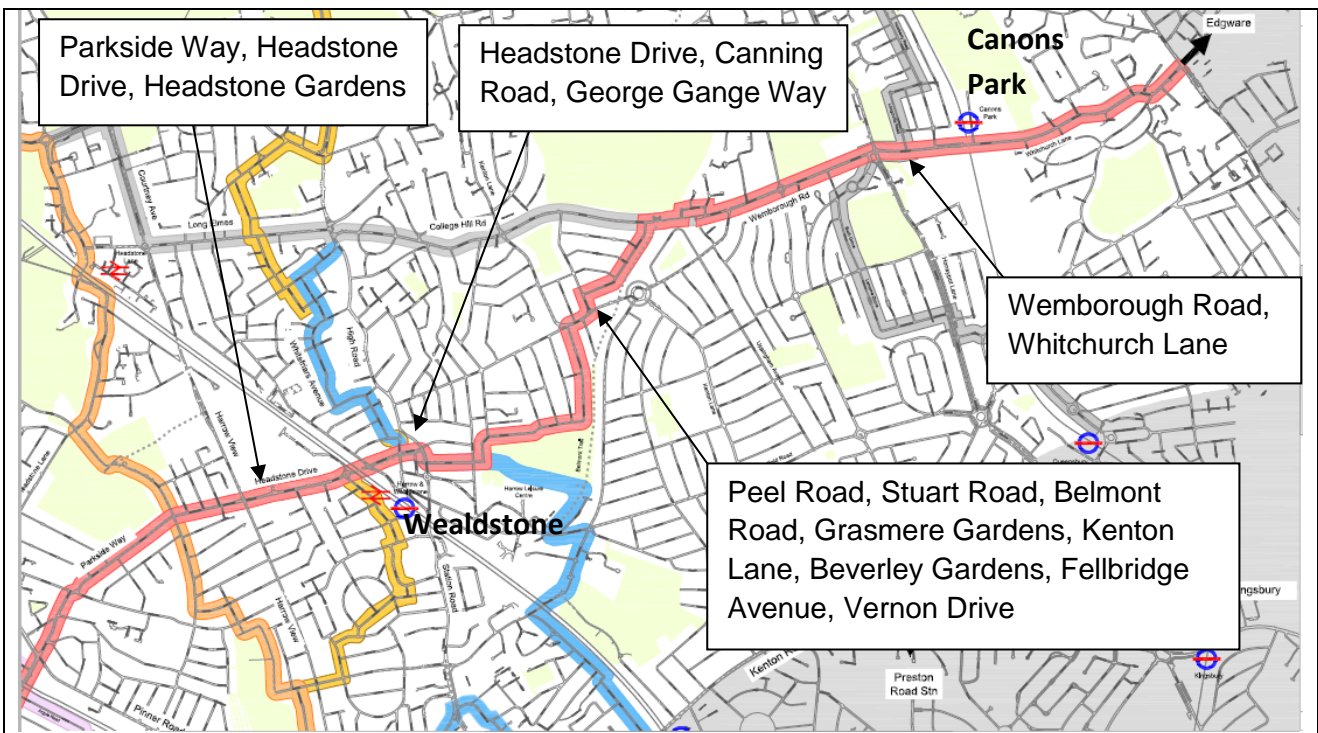
 <p>A map of North Harrow showing the proposed cycle route in red. The route starts near Rayners Lane and runs north-south through Imperial Drive. A callout box with an arrow points to a specific section of the route, containing the text: "Alexandra Avenue - Rename this section Piccadilly route". Other streets shown include Elsticote, Parkside Way, and Belmont Road.</p>	 <p>A photograph of Alexandra Avenue showing an existing off-road cycle track facility. The track is a narrow, paved path on the side of the road, with some trees and buildings in the background.</p> <p>Alexandra Avenue - remark existing off road cycle track facility in poor condition and provide clearer definition of cycle route along service roads</p>
 <p>A photograph of Imperial Drive showing a wide road with a cycle track. The cycle track is a wide, paved path with a white arrow pointing forward. The road is lined with buildings and trees.</p> <p>Imperial Drive - Review widths of cycle tracks where sub standard</p>	 <p>A photograph of Imperial Drive showing a road with a cycle lane and physical segregation. The cycle lane is a paved path with a white arrow pointing forward, separated from the road by a physical barrier. The road is lined with trees and buildings.</p> <p>Imperial Drive – provide cycle lanes where missing and physical segregation where possible</p>



Imperial Drive – remark cycle lanes, provide physical segregation where possible



Station Road – remark existing off road cycle track facility in poor condition



Parkside Way – remark cycle lanes, provide physical segregation where possible



Headstone Drive – Review barrier caused by narrow width at bridge – possible one way shuttle signals, use of Kodak s106 funds



George Gange Way / Canning road – remark existing cycle tracks



Vernon Drive – improve width and condition of shared pedestrian / cycle path



Wemborough Road – cycle lanes, provide physical segregation where possible

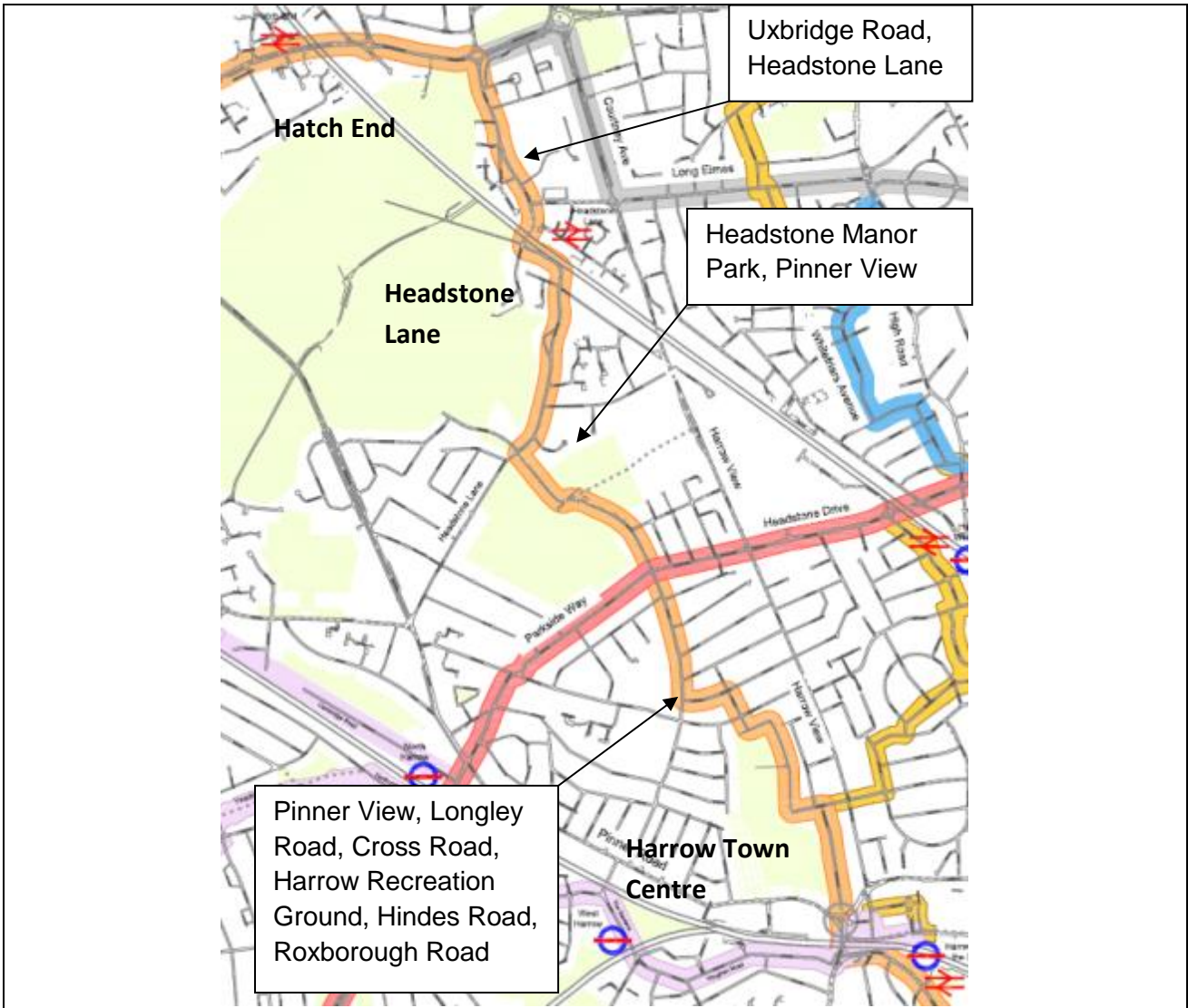


Whitchurch Lane – cycle lanes, provide physical segregation where possible

3) New Overground cycle route

Uxbridge Road, Headstone Lane, Headstone Manor Park, Pinner View, Longley Road, Cross Road, Harrow Recreation Ground, Hindes Road, Roxborough Road

This existing route is already included within the aspirational borough cycle network. It runs between Hatch End in the north of the borough to Northolt in the south via Harrow Town Centre providing in the south providing connectivity with green spaces and with most of the other cycle routes in the cycle network. The plans below provide details of the proposed interventions to upgrade the route.



Uxbridge Road – cycle lane, provide physical segregation where possible, permit use by cycles in bus lane



Headstone Lane – cycle lanes, provide physical segregation where possible



Headstone Lane / Headstone Manor – convert zebra crossing to tiger crossing (pedestrians / cyclists), create shared pedestrian / cycle path in Headstone Manor Park



Pinner View – Use of traffic calmed residential streets



Harrow Recreation Ground – create shared pedestrian / cycle path



Roxborough Park – Use of quiet route