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## Comments on Cycling Network, August 2021

We have compiled these recommendations based on the January 2021 version of Harrow Council's cycle route plan. Given the premature and inappropriate removal of Harrow's Streetspace schemes, and the consequent suspension of transport funding to Harrow on 30 July 2021, it is essential to reassess Harrow's overall cycling strategy.

The majority of existing cycle routes in Harrow are of poor quality. Some sections are safe (with segregation from fast or heavy motor traffic) but not convenient (e.g. lacking priority over side roads). New routes should be both **safe** and **convenient**, conforming to the latest London Cycling Design Standards and the DfT Local Transport Note 1/20 (<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>).

Cycle routes should also be **inviting** to use, allowing overtaking and side-by-side cycling where possible, and have consistent visual appearance (e.g. red tarmac) and signage.

The priority is to build cycle schemes that are most likely to create modal shift, hence the **priority should be to upgrade unsafe sections of cycle route and fill in gaps**. Cycle routes are of no use unless they are safe along their entire length. A short section which is safe but inconvenient (e.g. shared with pedestrians near a complex junction) may be acceptable if the route is otherwise good, but should be upgraded when possible.

As Harrow Council does not have recent experience of building segregated cycle routes, we recommend that expert advice is sought on the design of complex elements (e.g. junctions). People with experience of cycling in Harrow should be consulted to ensure that the design details work, e.g. that corners are not too sharp, visibility is good, priority is provided where expected, and interactions with motor vehicles and pedestrians are safe.

We recommend that cycle schemes are designed as a coherent set of interventions with a clear purpose, such as enabling children to cycle to school. Local councillors, schools, health and disability organisations should be consulted early in the design process.

[harrowcyclists@gmail.com](mailto:harrowcyclists@gmail.com), 6 August 2021

*'Healthy Streets for Harrow' is a campaign organised by Harrow Cyclists, a local branch of the London Cycling Campaign ([www.lcc.org.uk](http://www.lcc.org.uk), reg no. 1115789).*



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## Need, guidance and design principles

Cycle routes need to be safe, pleasant and convenient to encourage people to use them. Design standards state that cycle routes shared with motor vehicles must have low traffic flows (preferably < 200 vehicles per hour at peak times) or segregation from motor traffic.

Link to cycle route design standards: <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

None of the cycle routes that currently exist in Harrow meet this standard:

- cycle routes along minor roads have too much through motor traffic
- where cycle lanes are provided, they are advisory and not segregated, and frequently blocked by parked cars
- cycle lanes are too narrow, and actually increase danger to cyclists by encouraging motorists to overtake too close
- cyclists are not segregated from motor traffic at junctions

- the few segregated cycle tracks that do exist do not have priority over side roads

## Design recommendations

All new cycle routes in Harrow should be built to a **high quality to invite people to use them**. They should be **safe, direct, useful and highly visible**. It is not enough merely to meet the minimum standards – as the aim is to encourage modal shift, they need to be good enough to attract people who do not currently cycle. It is better to spend more on creating one or two high quality routes, than to dilute the funding among a larger number of poor quality routes.

Cycle routes should be **accessible** for all types of cycle (including tandems, tricycles and cargo bikes) also include convenient **parking** at destinations such as shops and stations.

We recommend a strong visual identity in the form of a **consistent colour of asphalt for all new cycle routes**. According to LTN 1/20, this “brings a consistency of approach and helps to make cycle routes more legible to all road users”.

## Which routes have the highest demand for cycling?

TfL’s analysis (Illustration 1 below) suggests that the highest priority routes for cycling are along Station Road (between Harrow town centre and Wealdstone), an east-west route, a route from Harrow town centre to Pinner, and north-south routes along the A312 (via South Harrow to Harrow town centre) and Alexandra Avenue (via Rayners Lane to North Harrow).

### Temporary Strategic Cycling Analysis for the Streetspace Plan

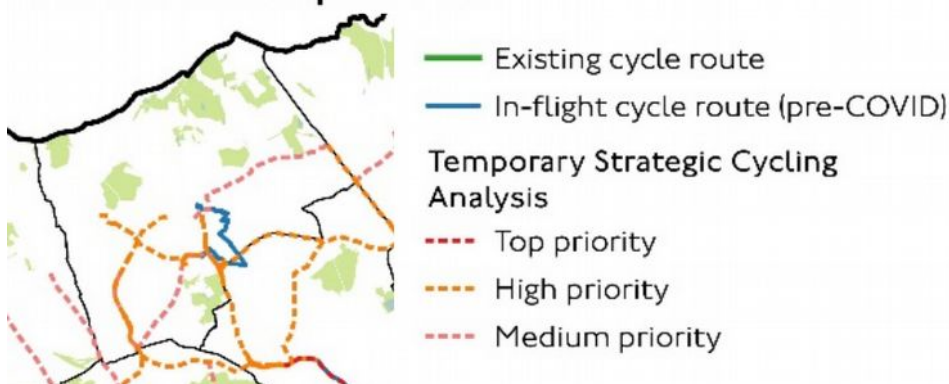


Illustration 1: TfL's Temporary Strategic Cycling Analysis (Harrow portion of map)

Cycle routes should include provision along these corridors but do not necessarily have to follow the roads themselves. Some of the main roads in Harrow are quite narrow and do not have space for cycle lanes, so parallel routes along quiet roads (in low traffic neighbourhoods) may be preferable.

## Which areas are recommended for Low Traffic Neighbourhoods?

Low traffic neighbourhoods are networks of streets without through motor traffic, which should provide pleasant places to walk and cycle. They improve road safety and encourage people to drive less, provide strategic links for cycling, and improve the safety of main roads by reducing the number of turning movements.

Illustration 2 below shows the results of TfL’s analysis suggesting which areas could be prioritised for low traffic neighbourhoods according to the level of through traffic, walking and cycling casualties, potential cycling flows, pavement widths, population density, number of schools, deprivation and car ownership.

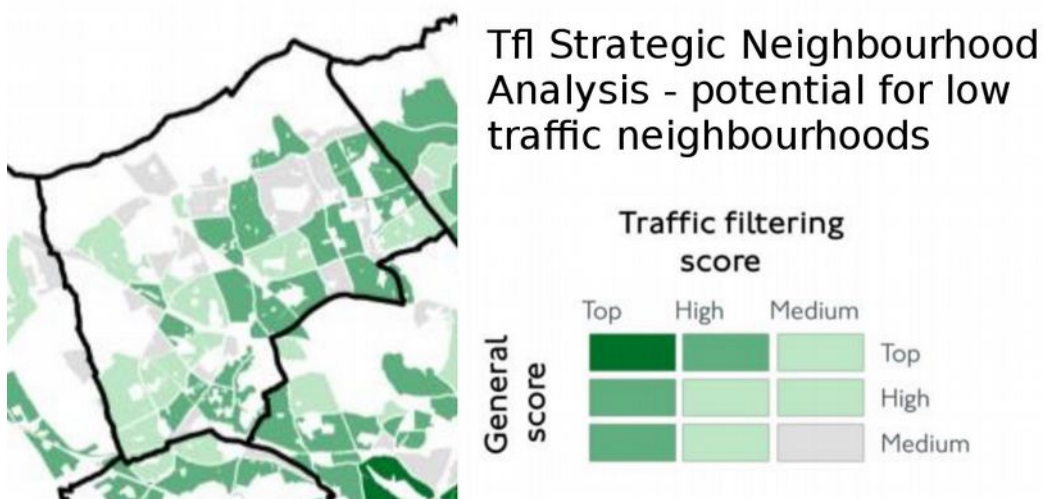


Illustration 2: TfL's Strategic Neighbourhood Analysis (Harrow portion of map)

Low traffic neighbourhoods are a major transformation of the way people think about and use their streets. They require a high quality engagement programme and supporting measures to encourage active travel, which is detailed in an accompanying document.

## Harrow’s cycle network strategy

We have added some comments to Harrow council’s October 2020 proposed cycle network (Illustration 3 on page 5). We broadly agree with most of the intended routes, but the map should make it clear which routes currently meet cycle design standards. Cycle routes along minor roads are only acceptable if through traffic is removed, as encounters with aggressive drivers on minor roads are unpleasant and dangerous.

A key route missing from the council’s map is along Station Road / Sheepcote Road, which is a high priority route according to TfL’s analysis, as it links major destinations (Northwick Park Hospital and Wealdstone town centre).

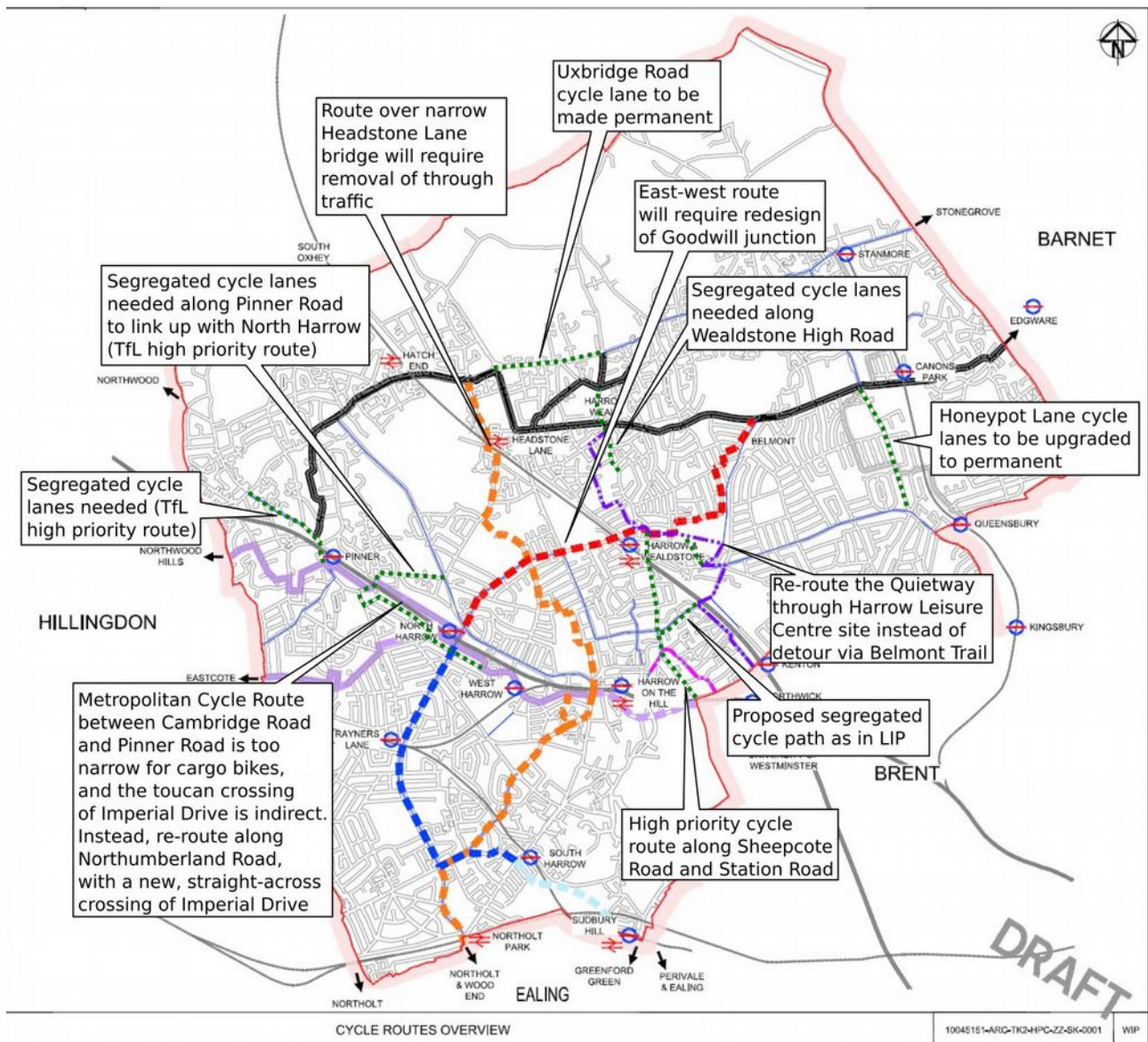


Illustration 3: Harrow council's proposed cycle network with Harrow Cyclists' proposed additions in green, with annotations

The Metropolitan, Jubilee and Northern routes need more work to bring them up to the required standard:

**Metropolitan (solid purple):** Minor road sections need to be quieter e.g. by filters to remove through traffic from Northumberland Road, and a School Street on Cecil Park. The shared use section near North Harrow station needs to be changed to segregated pedestrian and cyclist areas. The dog-leg crossing of Imperial Drive using the existing toucan is an unacceptable detour, and a direct crossing near Blenheim Road needs to be created. The narrow path between Cambridge Road and Pinner Road needs to be wider and better surfaced; we suggest an alternative route via Northumberland Road will be more convenient for most people.

**Jubilee (grey):** Minor road sections need removal of through traffic. The Honeypot Lane

cycle lane needs to be reinstated and extended to the junctions.

**Northern (black):** Main road sections (Uxbridge Road, Headstone Lane, Wemborough Road, Whitchurch Lane) need physical segregation from motor traffic as per LTN 1/20.

Comments on proposed routes:

**Cross-Harrow route (red):** This route passes through the Goodwill to All junction. The current design for this junction does not include segregated provision for cycling, so it will need to be redesigned with such provision, as we have suggested on page 10.

**Overground route (orange):** The northern section of this route will need to be carefully considered. Headstone Lane is a narrow and busy road and would need to have through traffic removed to be suitable for cycling. An alternative option might be to explore a route through the Kodak development and widening the Courtenay Avenue bridge.

**TfL Quietway route (purple dots):** The proposed route through the Belmont trial is a detour and will not be suitable at night or in bad weather. Instead, a more direct route should be created through the leisure centre redevelopment.

## Harrow's Streetspace programme

Harrow's Streetspace programme, implemented in summer and autumn 2021, delivered four low traffic neighbourhood schemes and three temporary cycle lanes, taking one lane in each direction on dual carriageways (see Illustration 4 on page 7). These schemes provided the beginning of a network of safe cycle routes, but were removed prematurely.

The low traffic neighbourhoods were partially removed to facilitate utility works, then converted to signed-only schemes to improve emergency vehicle access (but without camera enforcement), and a consultation was then carried out in the form of a referendum, contrary to Government guidance on such consultations. The entire trial lasted but all the LTNs were only operational for a few months, less than the minimum 12 months required.

Link to guidance: <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

There was no formal consultation on the cycle lanes; objective data showed no adverse effect on motor traffic but the council based its decision on unsolicited feedback, which was primarily negative feedback from motorists.

As a result of the inappropriate removal of the Streetspace schemes and lack of a cycle strategy, Harrow's transport funding was suspended on 30 July 2021.

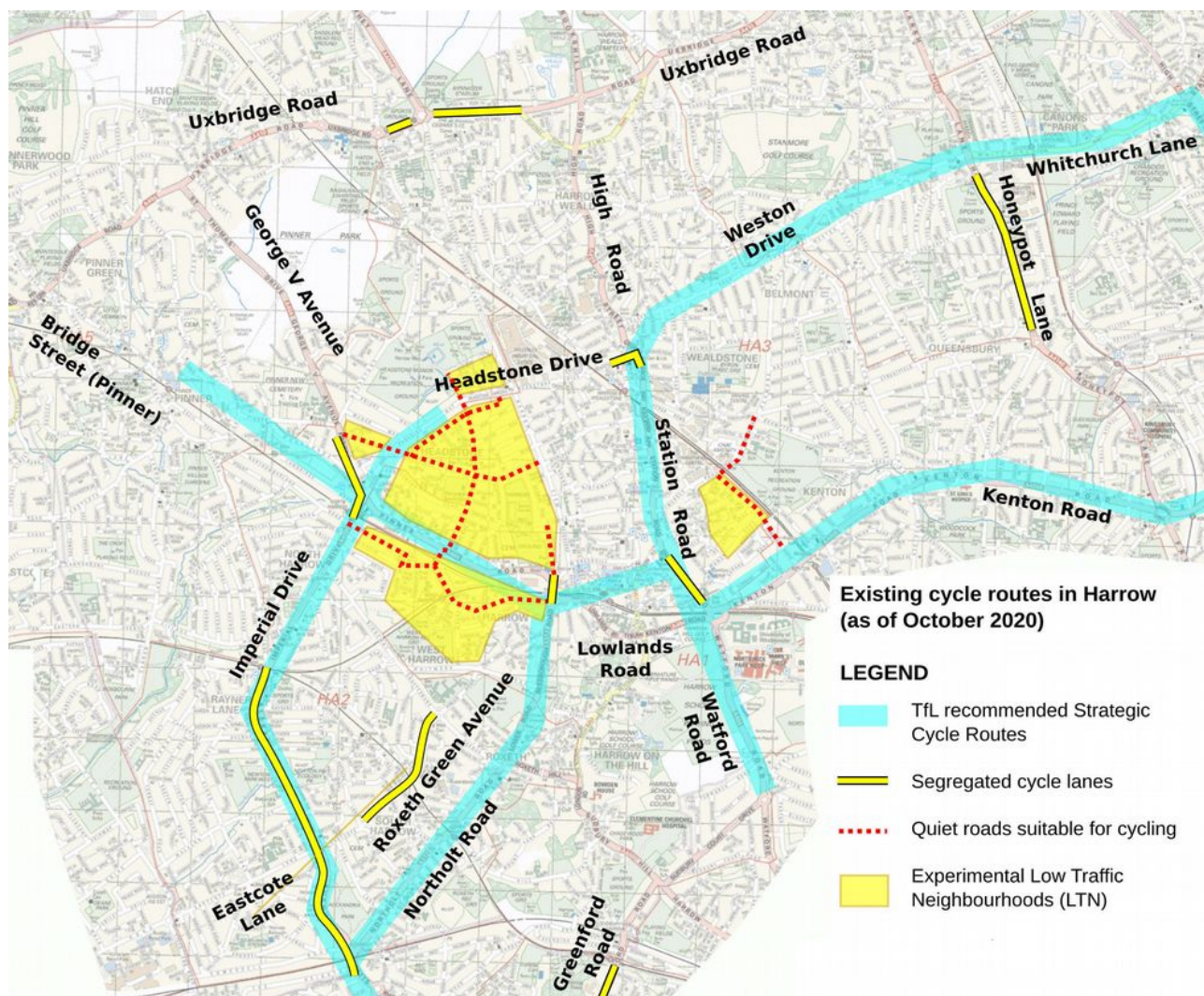


Illustration 4: Cycle routes in Harrow as of October 2020 (after implementation of Streetspace schemes)

### Next steps

We recommend that Harrow council adopts a coherent walking and cycling strategy with a plan to deliver consistent improvements in modal share for active travel.

The council should also make the most of the High Street Fund to improve walking and cycling routes to local high streets. This fund is to be used for North Harrow, Rayners Lane, South Harrow and Edgware town centres. The initial designs provide minor improvements for cycling in the Rayners Lane area but none elsewhere – the existing cycle lanes in North Harrow are retained but there is no provision for cycling at the Pinner Road / Station Road junction, and no cycle lanes planned in Edgware or South Harrow despite both these town centres being on cycling desire lines according to TfL’s analysis.

Recommended improvements to these schemes are described in detail in an accompanying document.

## Suggested cycle route projects

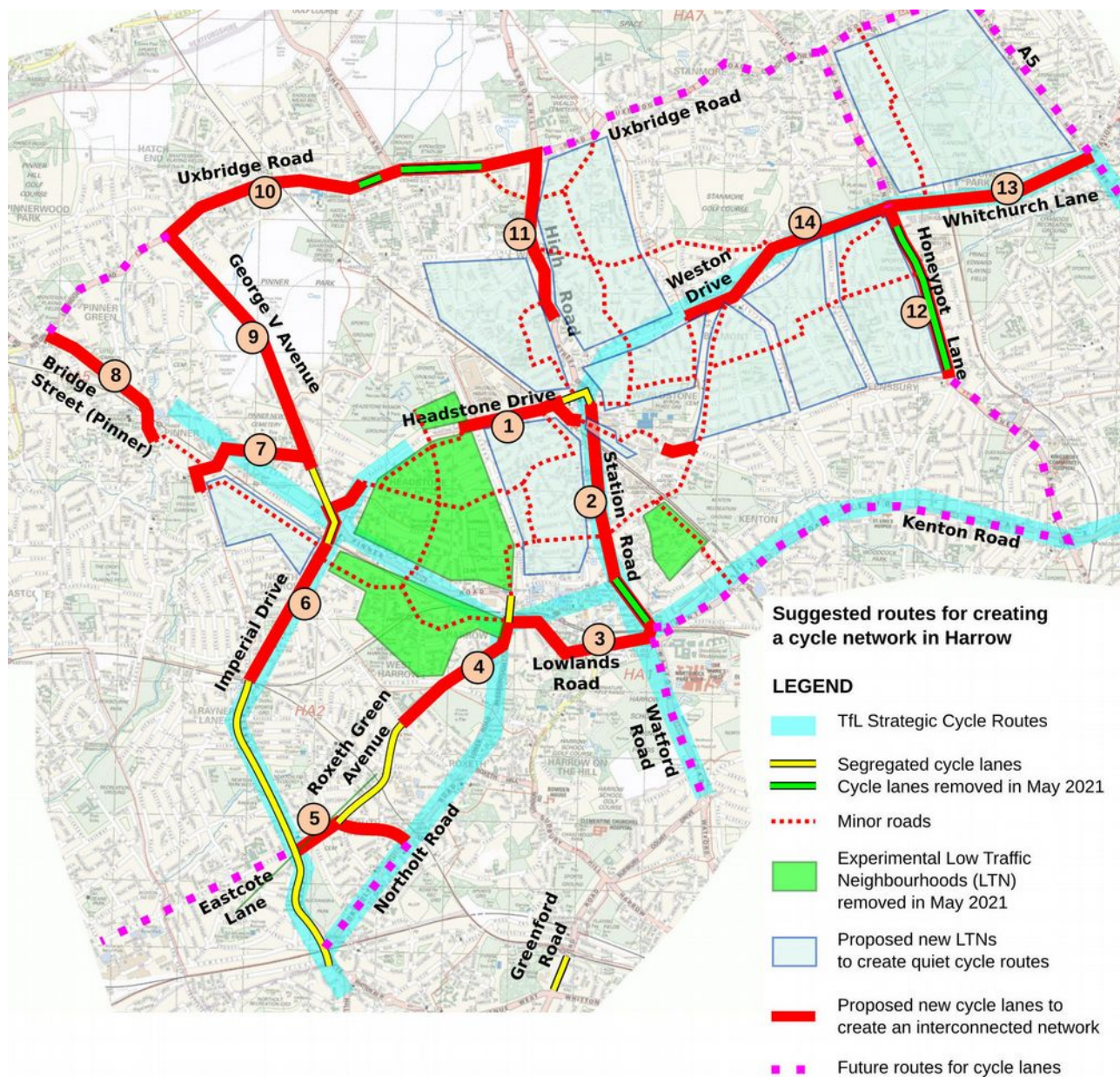


Illustration 5: Overview of proposed Harrow cycle network

Potential improvements to cycle routes are divided into ‘projects’, each of which provide a useful new connection, and many of which improve routes to secondary schools.

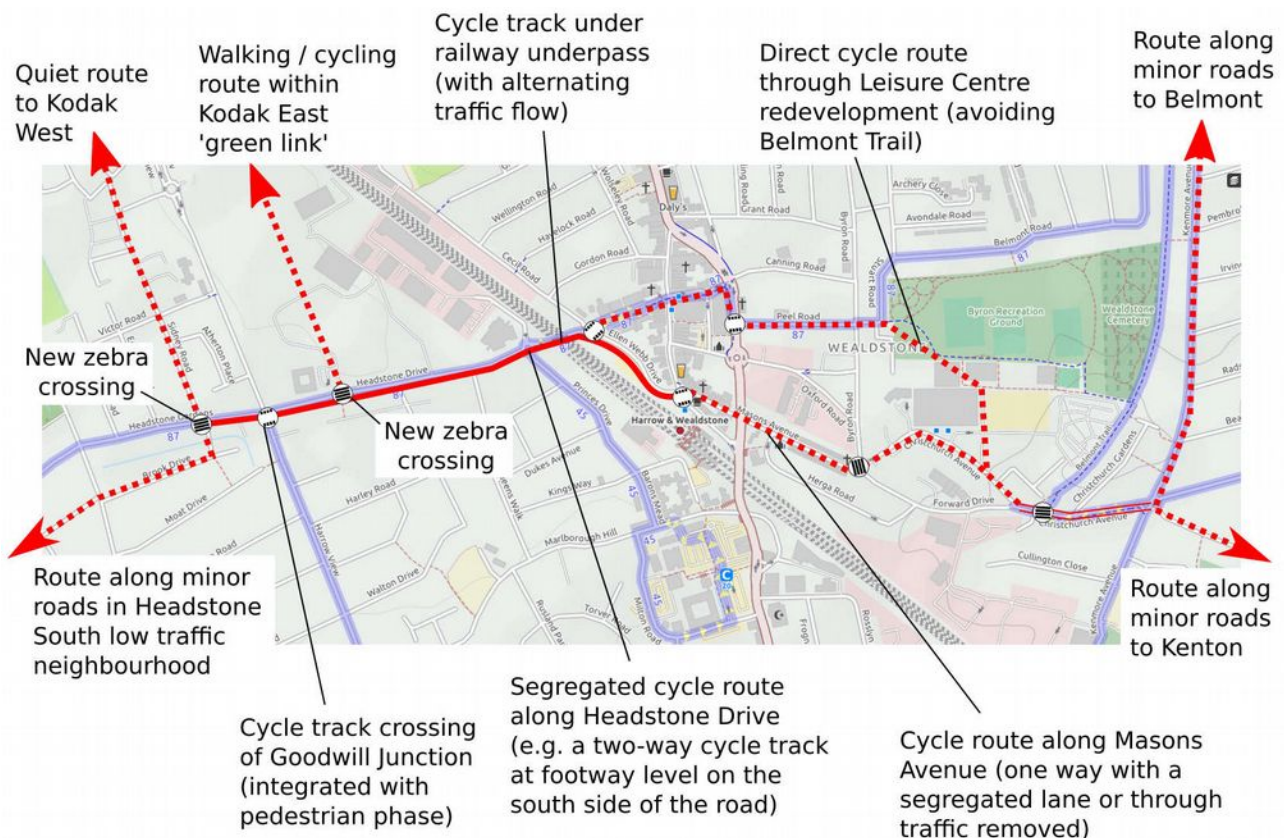
- |                                     |                                    |  |
|-------------------------------------|------------------------------------|--|
| <a href="#">1. Headstone Drive</a>  | <a href="#">6. Imperial Drive</a>  | <a href="#">11. Wealdstone High Road</a> |
| <a href="#">2. Station Road</a>     | <a href="#">7. Pinner Road</a>     | <a href="#">12. Honeypot Lane</a>        |
| <a href="#">3. Lowlands Road</a>    | <a href="#">8. Bridge Street</a>   | <a href="#">13. Whitchurch Lane</a>      |
| <a href="#">4. Lascelles Avenue</a> | <a href="#">9. George V Avenue</a> | <a href="#">14. Weston Drive</a>         |
| <a href="#">5. Eastcote Lane</a>    | <a href="#">10. Uxbridge Road</a>  |  |



## Detailed options for specific cycle route projects

### 1. Headstone Gardens / Headstone Drive

**Rationale:** This is a major east-west desire line which links the Kodak development with Wealdstone town centre, Harrow and Wealdstone station and the leisure centre redevelopment (see Illustration 6).



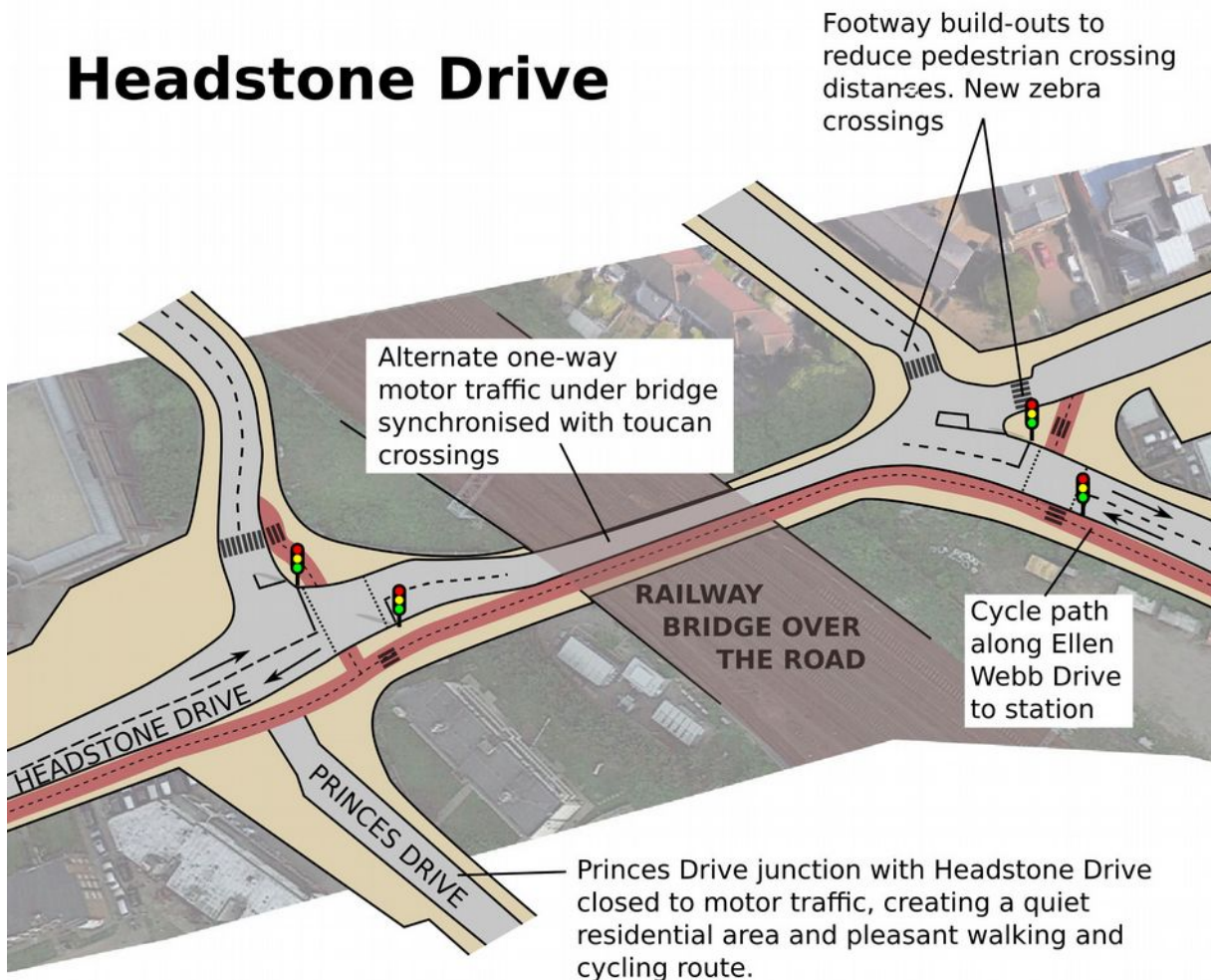
*Illustration 6: Overview of east-west cycle route options in the Wealdstone area*

**Suggested design:** Two-way cycle track at footway level on the south side of Headstone Drive, with modification of the railway underpass. Quiet route along Masons Avenue (if closed to through motor traffic). Stepped cycle tracks along Christchurch Avenue.

**Details:** The existing plan for the TfL Quietway follows the Belmont Trail for a short distance and then passes Harrow Leisure Centre. However, local residents (Friends of Belmont Trail) prefer it to be a nature trail with gravel and low lighting, rather than an all-weather cycle route with tarmac and bright lighting. We suggest that the cycle route takes a direct route through the Harrow Leisure centre site instead of via the Belmont Trail.

The TfL Quietway passes through Wealdstone town centre along Canning Road and can link up with the proposed east-west route. However, this route does not pass Harrow and Wealdstone station. We therefore propose an additional route to the south of the town centre, via Masons Avenue (with through traffic removed or one-way with a segregated cycle lane) and Ellen Webb Drive.

The railway underpass is narrow and can only accommodate a segregated cycle path if motor vehicles are restricted to one lane. This could be achieved by alternating flow on Headstone Drive, which would not restrict capacity compared with other junctions along the route (Illustration 7). Alternatively, a cycle-only phase could be used to separate cyclists and motorists by time.



*Illustration 7: Proposal for alternating single lane motor traffic under Headstone Drive bridge, to create protected space for cycling*

Headstone Drive is earmarked for cycle lanes as part of the Kodak redevelopment. Continuing the cycle track westwards will allow it to link to Kodak West and the Headstone South low traffic neighbourhood, and thence to North Harrow and Pinner via the shortest route.

The current proposal for Goodwill junction does not include any cycling facilities. There is limited footway space on the north side of the junction, but the south footway is wide, and could accommodate a two-way cycle track, as shown in Illustration 8 on page 11, which could enable it to link to North Harrow via quiet routes in a partially or wholly reinstated low traffic neighbourhood in Headstone South (see Illustration 9 on page 11).



## 2. Station Road / Sheepcote Road (Northwick Park Hospital, University of Westminster, Harrow High School)



*Illustration 10: Mock-up showing how a two-way cycle track could fit into the layout of Station Road*

**Rationale:** This is a major north-south desire line in TfL's Strategic Cycling Analysis and links major new developments in the town centre, Poets Corner and Wealdstone. It also provides a route to Northwick Park Hospital.

**Suggested design:** Two-way cycle track on the west side of the road (see Illustration 10). This will allow space for bus stop bypasses near the Civic Centre (Poets Corner site), outside the Safari Cinema, and on Sheepcote Road, where the road is wide enough. The bridge over Marlborough Hill will need to be widened.

**Details – Sheepcote Road:** The current temporary cycle lane on Sheepcote Road can be converted into a two-way wand-segregated cycle track. See 'Streetspace cycle lane recommendations' document for detailed suggestions.

**Details – Station Road:** A high quality cycle track can be accommodated on the west side of the road, with all junctions redesigned to include cycling provision and a pedestrian phase, as shown in Illustration 11 on page 13.

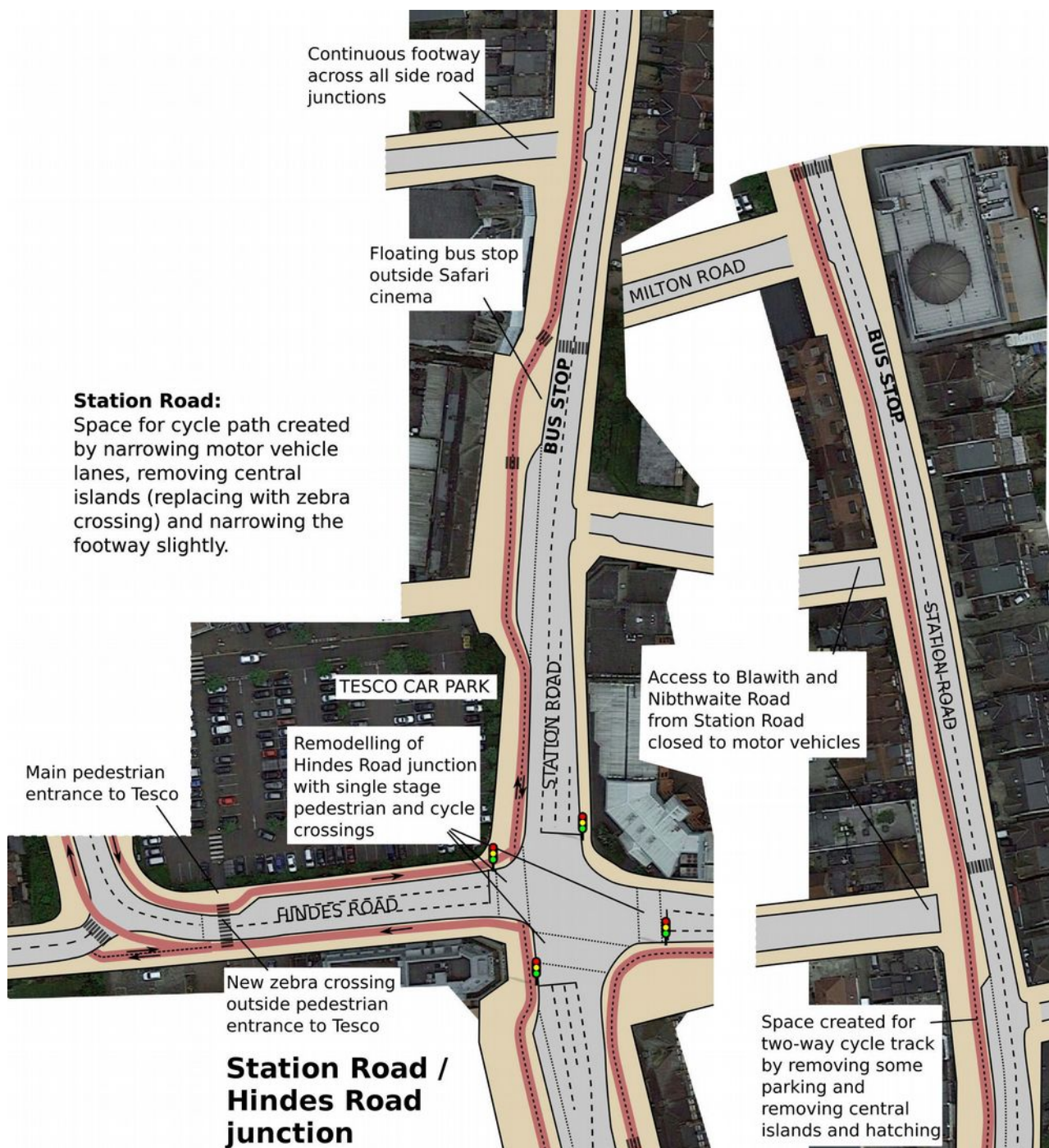


Illustration 11: Proposed route of two-way cycle track along Station Road

This will be a redesign of the whole road from building line to building line. Road space can be reallocated from central islands, wide footways, car parking or spare traffic lanes.

At Poets Corner the cycle track should be incorporated into the new development (see Illustration 12 on page 14). A new bridge will be required to take the cycle track over Marlborough Hill. The railway bridge is wide enough to accommodate a cycle track, and it can continue along the west side of George Gange Way to link up with the existing cycle track.

## Poet's Corner

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

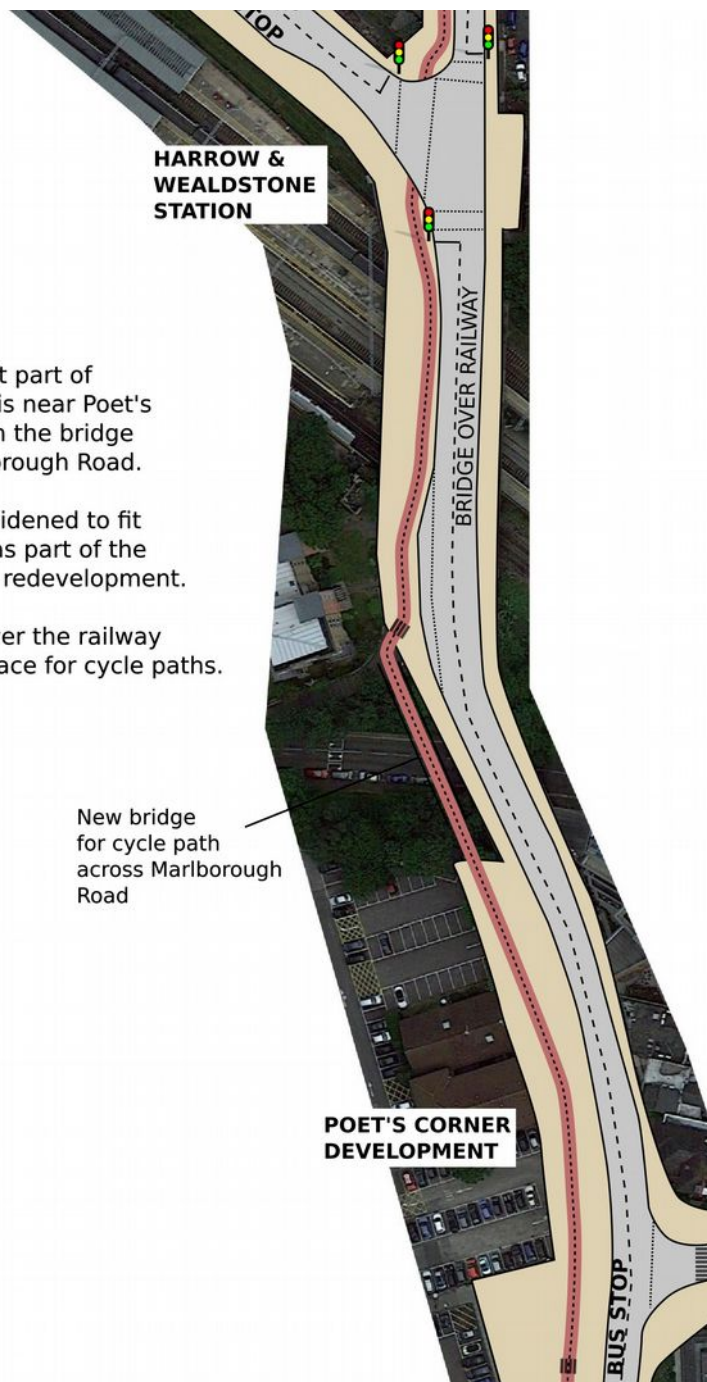


Illustration 12: Proposed route of two-way cycle track along Station Road near Poet's Corner

### 3. Lowlands Road / Kenton Road (Harrow College)

**Rationale:** A major east-west desire line, which will link the West Harrow low traffic neighbourhood to Northwick Park roundabout.

**Overview:** The Kenton Road and Tyburn Lane sections can be designed as a segregated cycle lane eastbound and shared footway westbound. The Lowlands Road section may be difficult to design because of the narrowness of the street and the residential car parking, so several alternatives are suggested.

**Details – Kenton Road:** The Kenton Road section already has narrow advisory cycle lanes. This space can be reallocated to a wide, wand-separated eastbound cycle lane. Westbound cyclists can use the southern footway, as it is not much used by pedestrians, as all the houses are located on the northern side of the road. The footway is already shared use at the Northwick Park roundabout end, and there is an on-footway cycle track approaching the lights at the Tyburn Lane end. Thus even in the existing arrangements, cyclists are directed to cycle on the footway along part of this road.

**Details – Tyburn Lane:** A similar arrangement can be used as on Kenton Road, with modifications to the Peterborough Road junction with addition of a pedestrian phase (see Illustration 13). The traffic lights currently have two lanes westbound from Tyburn Lane into Kenton Road with a left turn option into Peterborough Road. If this left turn option is removed (with left-turning traffic using Grove Hill Road instead, as many currently do), the traffic signal for the cycle lane westbound can run at the same time as westbound traffic.



*Illustration 13: Suggestion for creating space for cycling along Tyburn Lane*

**Details – Lowlands Road:** This section will need careful design because the road is quite narrow and contains some residential parking. It will also need to provide space for rail replacement buses to stop near Harrow on the Hill station. Three options are suggested:

1. Via Whitehall Road (a parallel minor road)
2. Along Lowlands Road itself
3. Eastbound via Lowlands Road, westbound via Whitehall Road

**Option 1 – via Whitehall Road:** For westbound cyclists, upgrading the existing path across the green space to Whitehall Road could provide a quiet route which is not too much of a detour from the main road (see Illustration 14). The existing cycle track along a section of Lowlands Road can be extended to a new crossing and access to the Roxborough bridge underpass. Westbound cyclists can use Lansdowne Road to access

the station. By allowing cycling along the alleyway to Roxborough Park, this route will also provide a safe and convenient route to St Anselm’s School (Illustration 14).

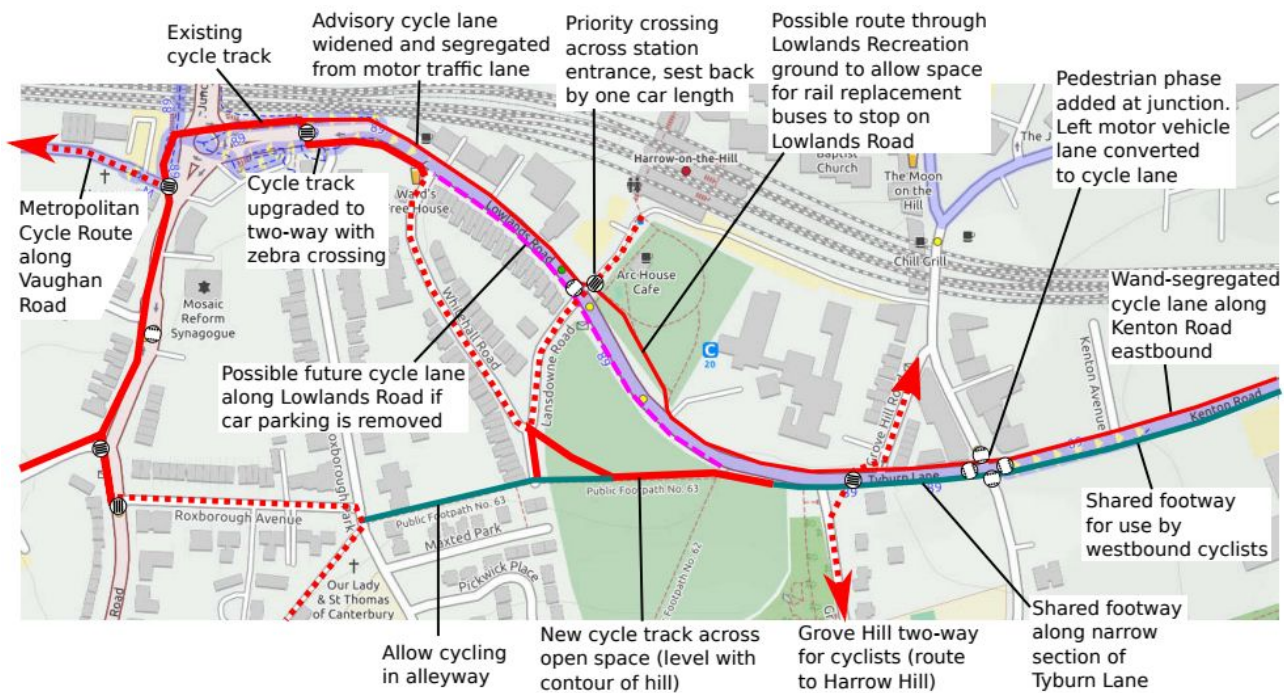


Illustration 14: Possible design of cycle routes in the Lowlands Road area, with future upgrade to convert car parking into a westbound cycle lane

This route could also work for eastbound cyclists, but will be less convenient as it will involve crossing back over Tyburn Lane, and the route to the station involves a detour and going up and down a hill (uphill on Whitehall Road and down Lansdowne Road).

**Option 2 – along Lowlands Road itself:** By removing car parking along Lowlands Road, space can be created for the two-way cycle track in the underpass to continue along Lowlands Road all the way to the station. Alternatively Lowlands Road can have segregated cycle lanes on either side. Some car parking can be created by rearranging the layout of Lowlands Road near Roxborough Bridge roundabout, where the road is particularly wide (see Illustration 15 on page 17).



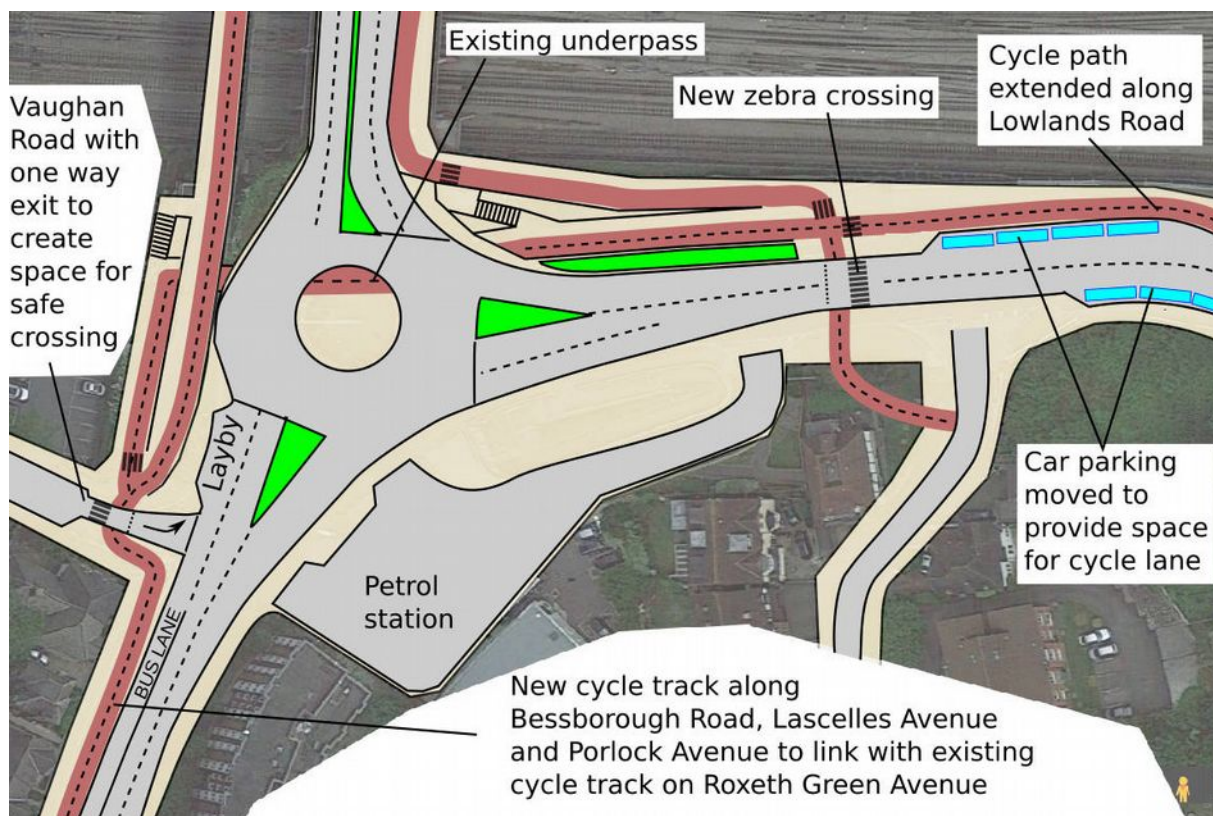
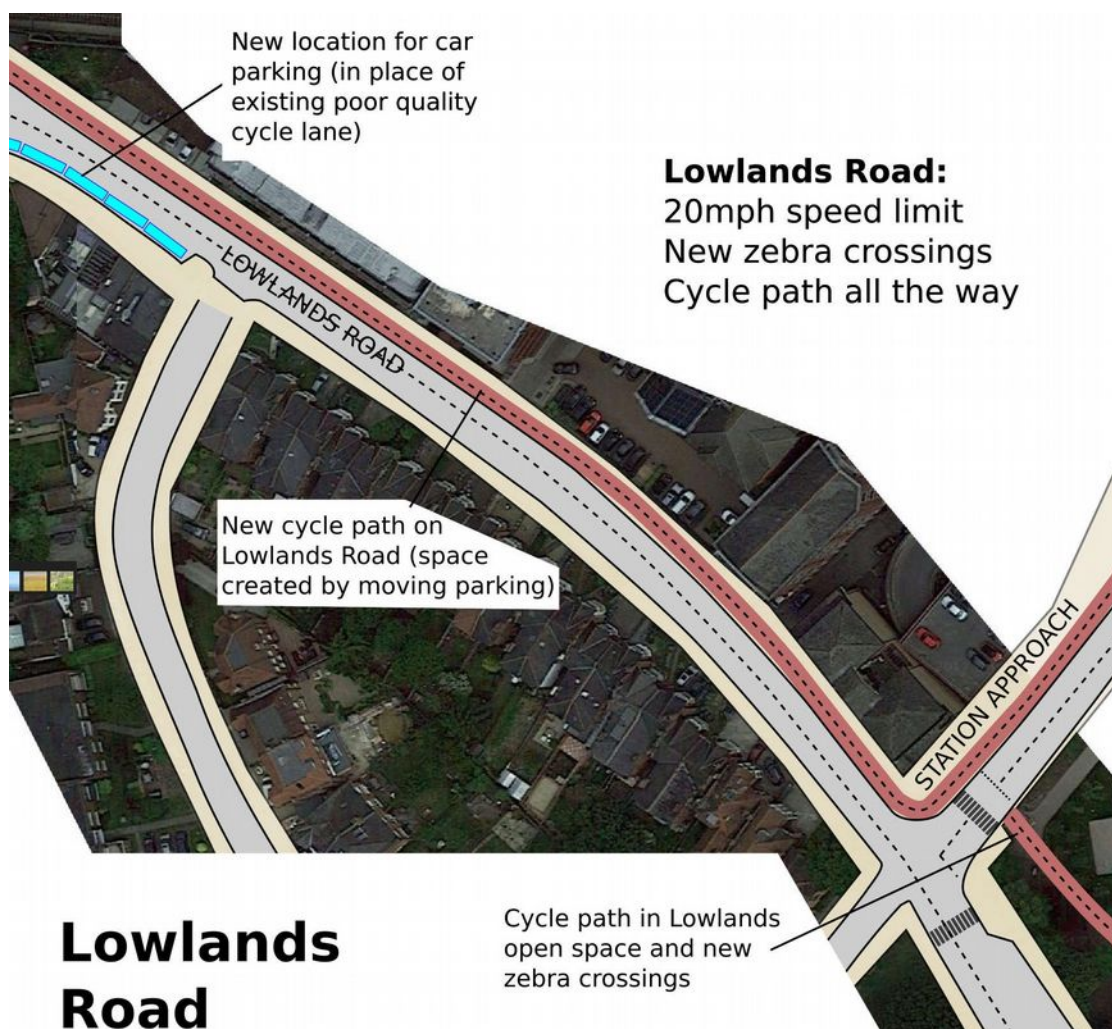


Illustration 15: Possible design of cycle routes near Roxborough Bridge south roundabout

A dedicated crossing could be provided across the station entrance, set slightly back from Lowlands Road, making it easier for people walking and cycling to continue along Lowlands Road (see Illustration 16 on page 18). The route could pass through Lowlands Recreation Ground, enabling rail replacement buses to continue to stop along the section of Lowlands Road nearest the station. The two-way cycle track can continue past Harrow College as far as Tyburn Lane and the junction with Grove Hill Road, connecting with the one-way eastbound cycle lane and the shared footway westbound as described above.



*Illustration 16: Possible design of cycle route along Lowlands Road (two-way cycle track option)*

**Option 3 – eastbound via Lowlands Road, westbound via Whitehall Road:** This option allows the residential car parking on Lowlands Road to be retained in the short term, but provides a more convenient eastbound route than option 1.

An eastbound cycle lane on Lowlands Road can be created by widening the existing advisory cycle lane and upgrading it to a mandatory wand-protected cycle lane, and creating a segregated cycle path through Lowlands Recreation Ground.

However, there is no safe and segregated route westbound from the station, unless people cycle via Lansdowne Road / Whitehall Road which is a detour. In the future, these residential car parking spaces may be removed to create a segregated westbound cycle lane. This may be politically easier to do in the future when cycling levels have increased.

#### 4. Bessborough Road / Lascelles Avenue / Porlock Avenue (Whitmore High School)

**Rationale:** Route between Harrow town centre and South Harrow, linking with the existing cycle track on Roxeth Green Avenue and serving Whitmore High School (Illustration 17 on page 19).

**Suggested design:** The Bessborough Road section can use one of the northbound motor vehicle lanes for a two-way cycle track. The Lascelles Avenue and Porlock Avenue section can comprise a two-way cycle track built on the verge.

The design should aim to retain as many mature trees as possible, with the cycle lane carefully planned to be as direct as possible while keeping appropriate distance from the trees. At some locations, reversal of the footway and cycle track positions may be desirable, or it may be necessary to split a two-way cycle track into two one-way tracks around a tree trunk, but the priority should be to create a safe and convenient walking and cycling route.

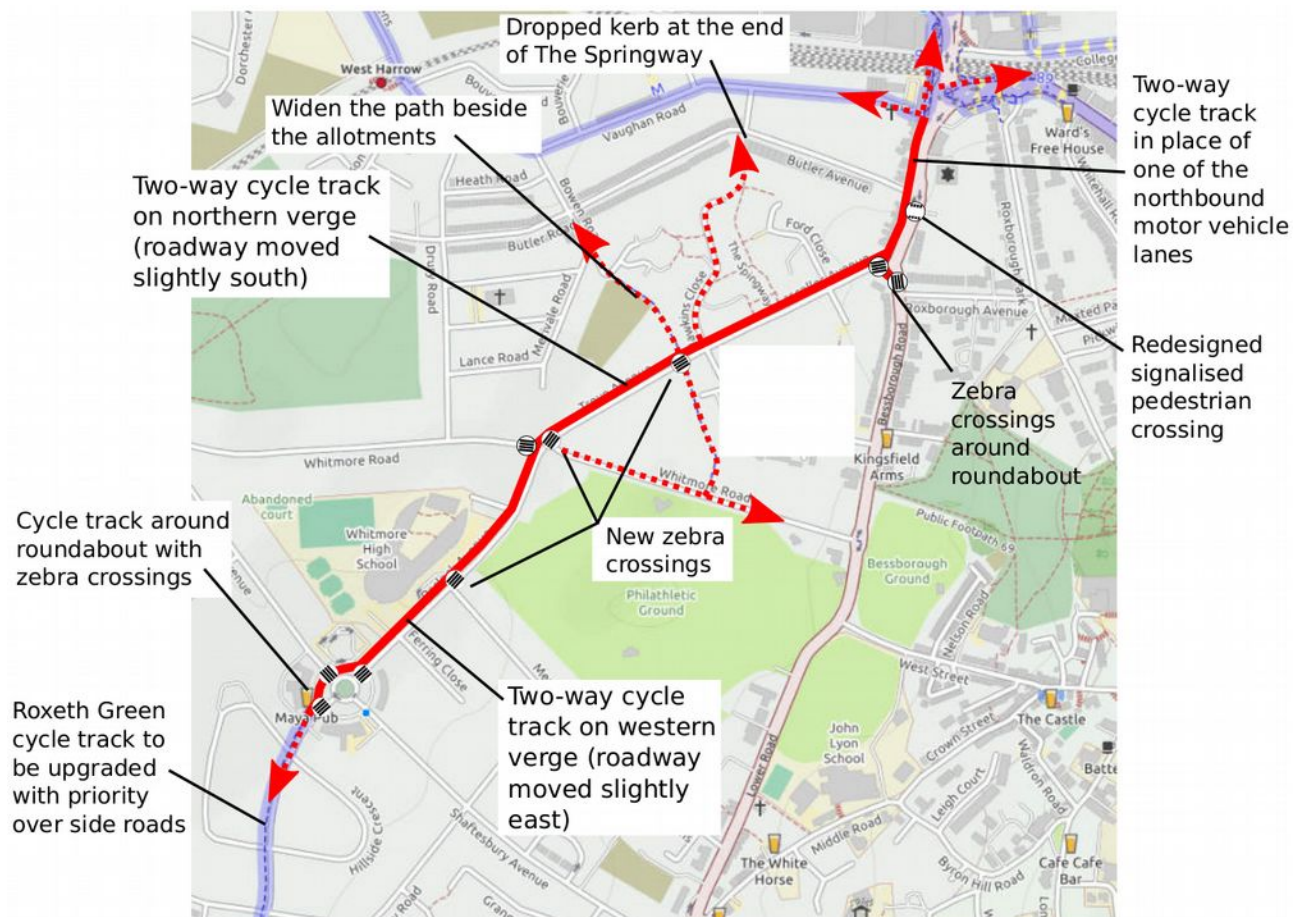


Illustration 17: Proposed cycle route along Porlock Avenue and related improvements

**Details – Porlock Avenue:** There is an option to have the cycle track furthest from the road (with the footway between the cycle track and the road) to make it easier to avoid trees, and allow bus passengers to easily access the bus stop. However this should be

carefully designed near the School entrance and other building entrances, with mini-zebra crossings of the cycle path. Additional footway space can be created by removing the car parking on the east side of the road and moving the roadway slightly east, reducing the size of the verge. The roadway can also be narrowed with removal of central islands (replace the pedestrian refuge near Merton Road with a zebra crossing).

**Details – Lascelles Avenue / Treve Avenue:** The route can continue along the northern verge, with the roadway shifted slightly south by narrowing the southern verge. Bus stops can be converted from laybys into in-line bus stops, making them more accessible and improving bus reliability. The alleyway linking to Whitmore Road and quiet roads in West Harrow can be widened and a zebra crossing provided to link together the two halves of this alleyway.

**Details – Bessborough Road:** Part of the road has two northbound motor vehicle lanes, but has capacity for only one lane of traffic to enter from the Lascelles Avenue roundabout. The extra motor vehicle lane can be used for a two-way cycle track without loss of motor vehicle capacity. The existing signalised pedestrian crossing near Butler Avenue should be redesigned as a single stage crossing with a staggered mini-zebra over the cycle track. The link to Vaughan Road and the Roxborough Road underpass / bridge should be carefully designed to be safe, possibly with Vaughan Road made one-way at the exit to provide dedicated space for cycling (with a humped priority crossing or zebra crossing) – see Illustration 15 on page 17.

## 5. Eastcote Lane

**Rationale:** Links the Roxeth Green Avenue and Alexandra Avenue cycle tracks, with a spur to South Harrow station. Onward routes to Sudbury may be considered. (see Illustration 18 on page 21).

**Suggested design:** Stepped cycle tracks built on the verge, either behind the car parking or with car parking removed. Replacement car parking can be created along Alexandra Avenue if needed.

A future segregated cycle track can be created along Northolt Road. This may be located on the northern side of the road, with space created by removing car parking. However, the bridge under the railway at South Harrow is a bottleneck with no space for segregated cycle tracks. It may need special traffic signals with a cyclist phase to provide safe passage for cyclists.

There are two potential routes towards Sudbury along minor roads – either via South Hill Estate and Orley Farm School (this will require the council to liaise with the private estate to convert the barriers into an accessible form), or via Wood End Road (which will require a collaboration with Ealing council to create a low traffic neighbourhood in this area). It may also be useful to create a route through Roxeth Recreation Ground.

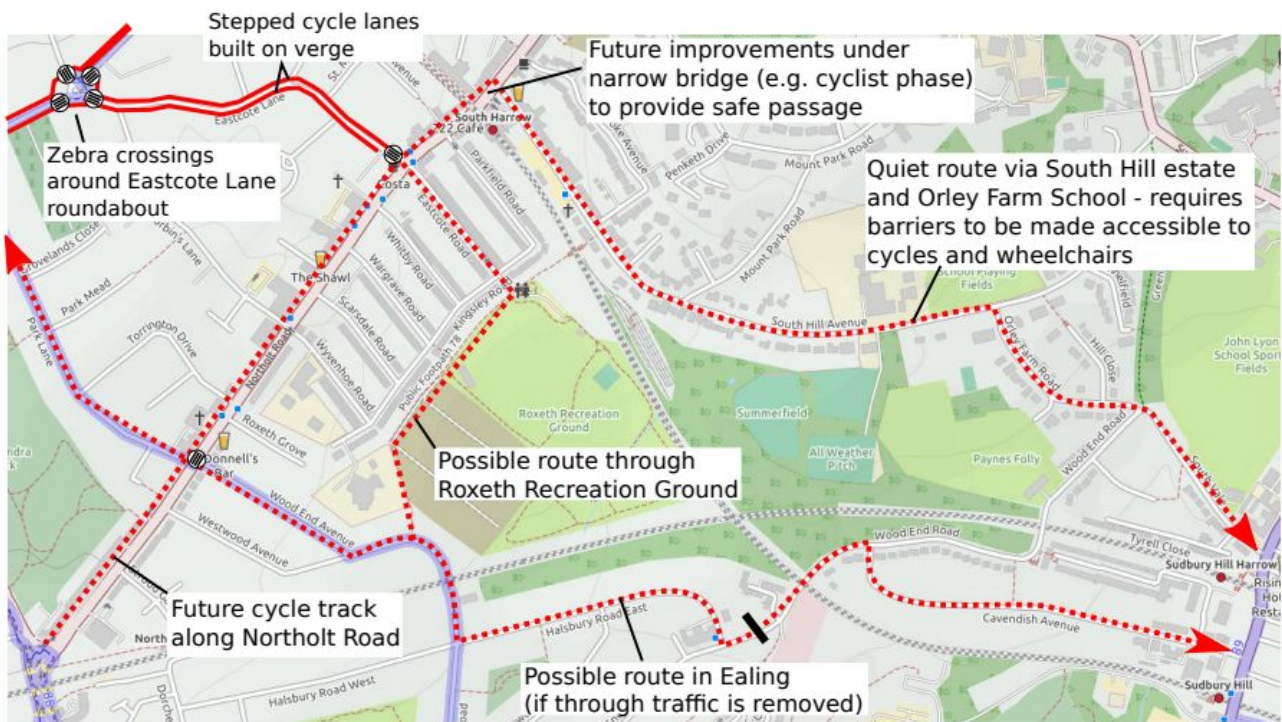


Illustration 18: Possible cycle routes in the South Harrow area

## 6. Imperial Drive / Station Road

**Rationale:** This is a missing link between the Rayners Lane cycle track and the North Harrow cycle track. The initial priority is to create safe provision for cycling along the section between Ridgeway junction and North Harrow station, which currently has advisory cycle lanes only. The section between Ridgeway junction and Rayners Lane station has share use footways which should be upgraded to segregated walking and cycling provision when possible.

**Suggested design:** The Imperial Drive section can either be a two-way cycle track on the western side, or one-way cycle tracks on each side. Either option is acceptable, as long as it is consistent (i.e. cyclists should not have to cross frequently from one side of the road to the other just to travel in a straight line), and the scheme is designed as a whole, even if current funding only enables part of the route to be built.

**Details – North Harrow:** Zebra crossings and cycle lanes along a section of Station Road will link the Headstone South low traffic neighbourhood to North Harrow (see Illustration 23). An extension along Canterbury Road can be used to bypass the Station Road / Pinner Road junction and avoid the need to create a cyclist phase at the junction, but it needs a segregated cycle track or shared footway because Canterbury Road is a busy access route for garages and a route that motorists use to bypass the junction (see illustration 20 on page 23).

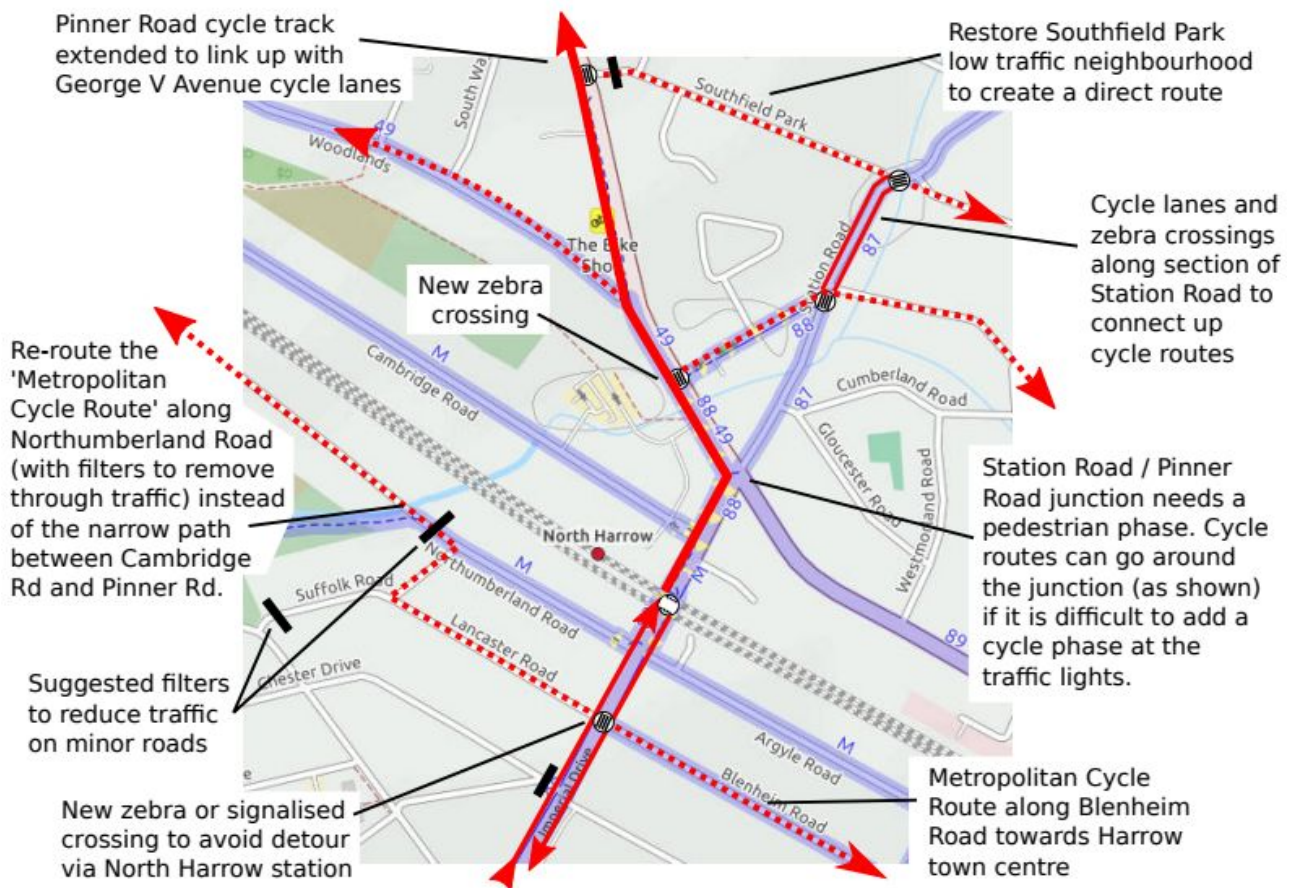


Illustration 19: Map showing proposed walking and cycling improvements near North Harrow high street

New zebra crossings are required at Kingsfield Avenue and Canterbury Road to enable people to cross Station Road safely. The Headstone South and Southfield Park low traffic neighbourhoods should be reinstated to provide onward safe walking and cycling routes.

Point closures of Canterbury Road and Gloucester Road at the junction with Station Road should be reinstated to prevent people from using these roads to bypass the junction. The ends of the roads can be converted into pocket parks to help reduce pollution (see Illustration 20). Optionally a southbound bus lane can be added along Station Road on the approach to the junction.

**Walking, cycling and bus improvements along Station Road, North Harrow**

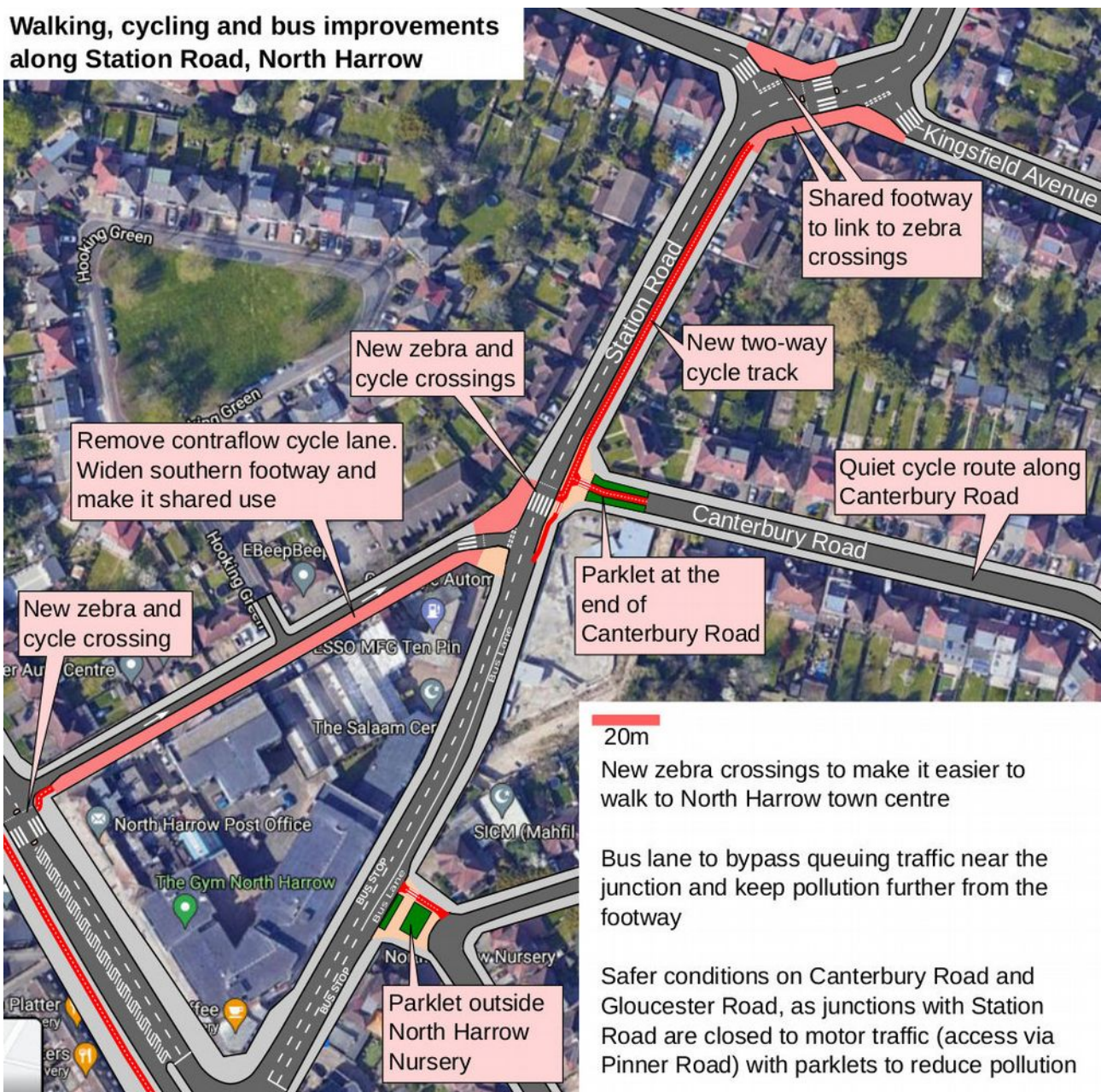
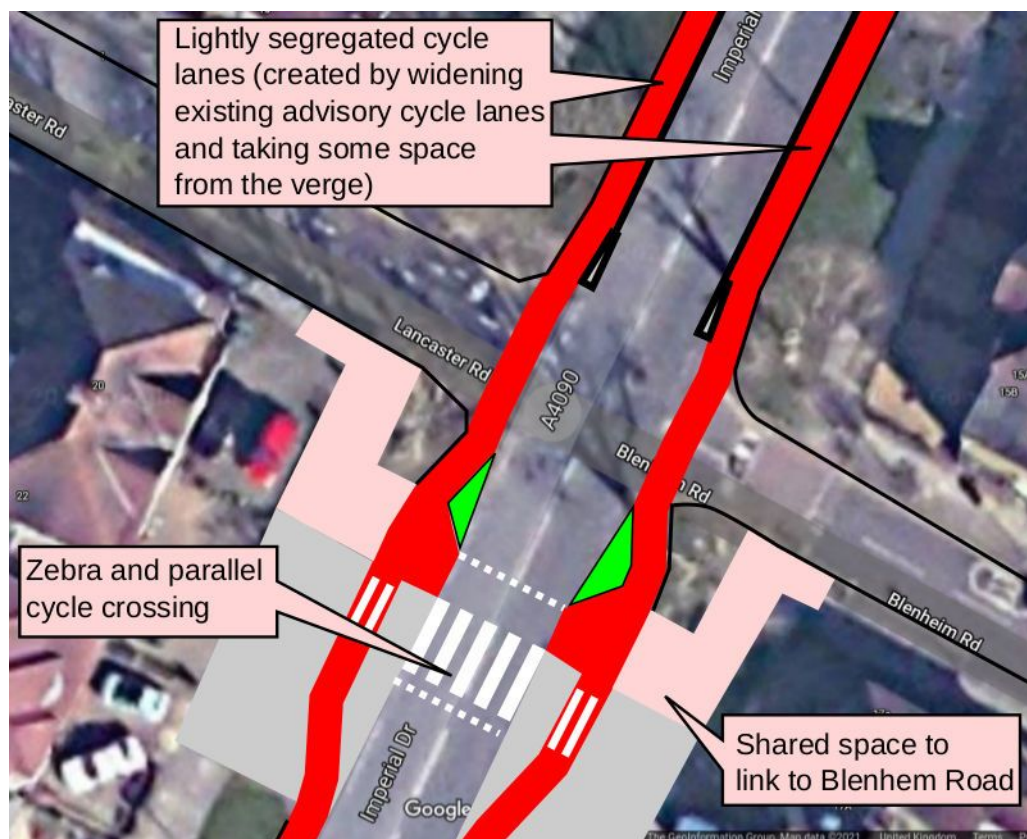


Illustration 20: Proposed walking and cycling links along Station Road in North Harrow

**Details – Imperial Drive (North Harrow to Ridgeway junction):**

Cycling provision can be provided either as one-way cycle tracks on either side of the road (as per Illustration 19 and Illustration 23), or a two-way track on the western side (option shown in Illustration 25). One-way cycle tracks are generally preferred for safety at side road junctions, but a two-way cycle track option may require less work at the junction with the Ridgeway.

A new zebra or signalised crossing should be provided near Blenheim Road to allow cyclists to cross without taking a detour to the toucan crossing at North Harrow station, which is the current signed route (see Illustration 21 on page 24).

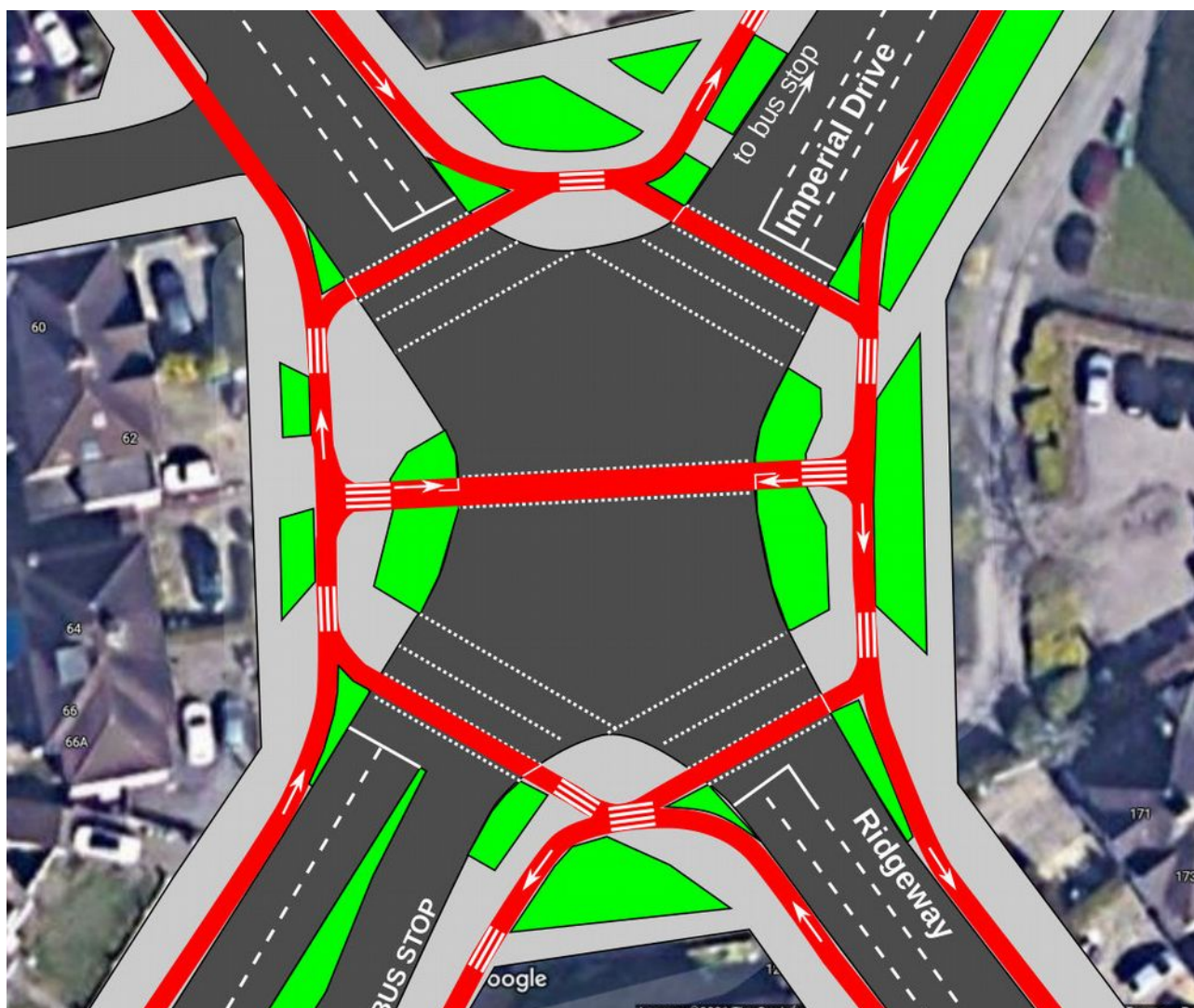


*Illustration 21: Proposed zebra and cycle crossing near Blenheim Road, to enable people to cross without taking a detour to the existing toucan crossing at North Harrow station*

**Details – Imperial Drive / Ridgeway junction:** This junction needs a pedestrian phase on all arms and segregated cycle facilities. This can be designed with an orbital cycle track, where cyclists travel in the same phase as pedestrians, and there is no need for additional time in the traffic light cycle for a cyclist phase (see Illustration 22 on page 25).

If a two-way cycle track is used, it would be possible to provide north-south cycling provision through the Ridgeway junction using a simpler design, as shown in Illustration 25 on page 27.





*Illustration 22: Possible design for Imperial Drive / Ridgeway junction with a pedestrian phase on each arm and orbital cycle track. Cyclists will have a green phase at the same time as the pedestrian all-green phase, so there is no additional time required in the traffic light sequence.*

**Details – Imperial Drive (Ridgeway junction to Rayners Lane station):** This part of Imperial Drive is a dual carriageway where cyclists and pedestrians are directed to use a shared footway. This is a lower priority for improvement because it is safe (albeit inconvenient), but should be upgraded to segregated cycle and pedestrian provision in the future.

With the one-way cycle track option, the overall plan would be as shown in Illustration 23 on page 26). With the two-way cycle track option, the southbound carriageway can be left unaltered and the cycle track can be created using one lane of the northbound carriageway. A possible design is shown in Illustration 25 on page 27, with a mock-up in Illustration 24 on page 27).

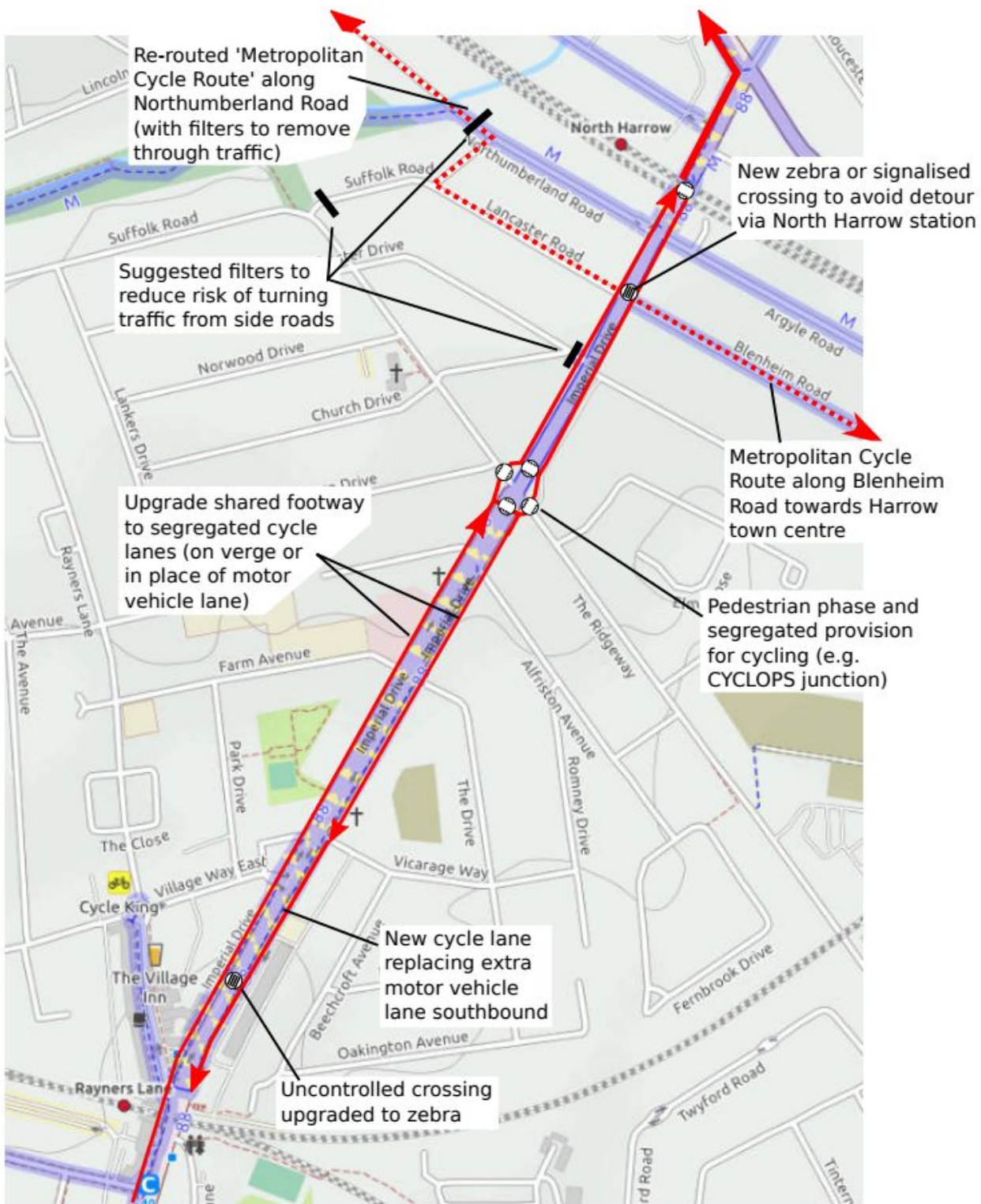


Illustration 23: Map showing proposed walking and cycling improvements along Imperial Drive and in the surrounding area, with one-way cycle tracks on each side of the road.



Illustration 24: Mock-up of possible two-way cycle track along Imperial Drive

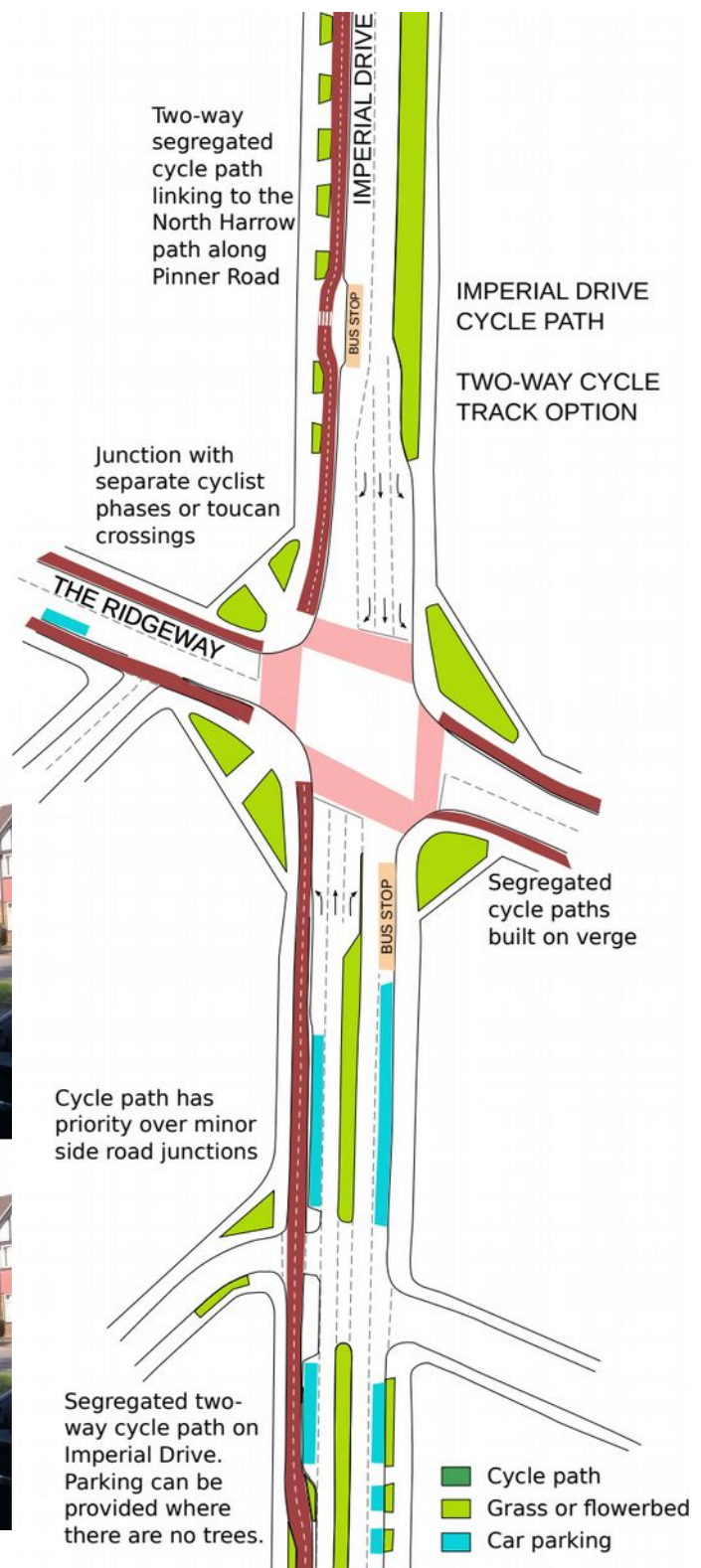
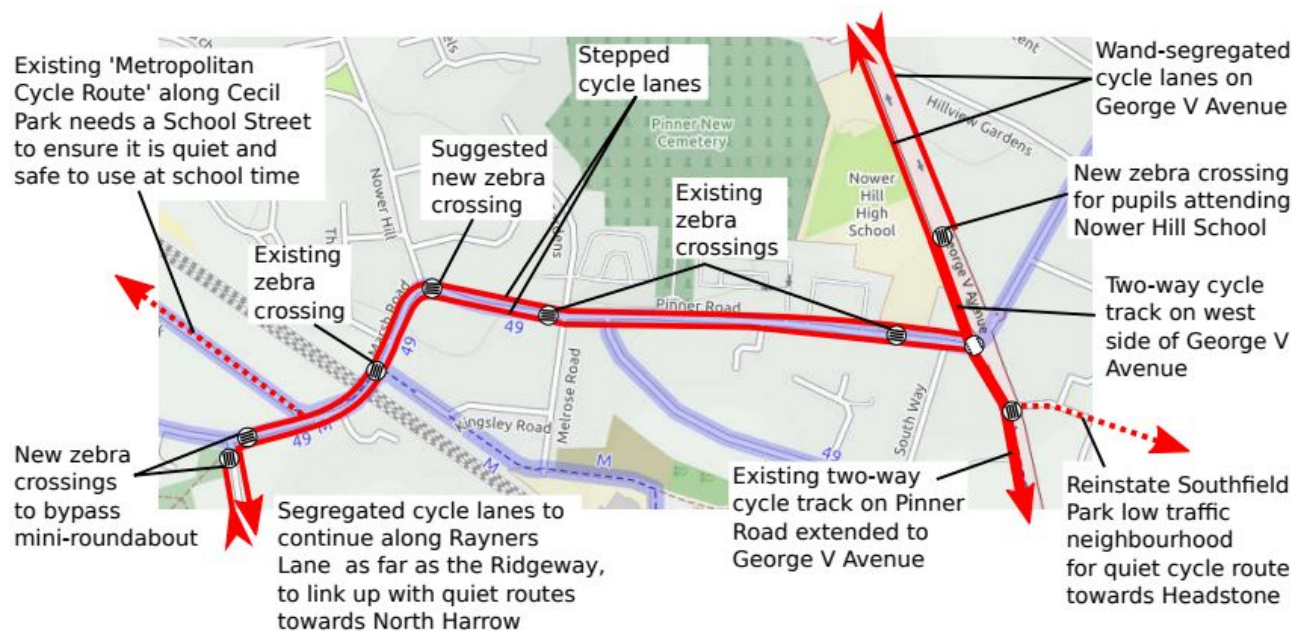


Illustration 25: Plan showing two way cycle track option for Imperial Drive

## 7. Pinner Road

**Rationale:** A major east-west desire line according to TfL, which will link North Harrow town centre with Pinner and the Metropolitan Cycle Route, via Nower Hill School.

**Suggested design:** Stepped cycle lanes. Segregated provision should also extend along Rayners Lane as far as the Ridgeway, to enable cyclists to safely reach these quieter roads.



*Illustration 26: Proposed walking and cycling improvements along Pinner Road, with links to existing North Harrow cycle track*

## 8. Bridge Street

**Rationale:** A high demand cycle route along the high street and providing a route to Pinner station. Some sections have narrow advisory cycle lanes.

**Suggested design:** There is a good amount of road space available for segregated cycle lanes or stepped cycle lanes.

## 9. George V Avenue

**Rationale:** A direct route between North Harrow and Hatch End, which will also provide a safe route to Nower Hill School. The road is a dual carriageway but does not require this level of motor vehicle capacity.

**Suggested design:** Conversion of one lane in each direction to a wand-segregated cycle lane, with gaps along the section where there is a residential service road to allow space for car parking (cyclists use the service roads on these sections). The scheme needs to link up with the North Harrow cycle track via an improved junction with Headstone Lane, and a safe pedestrian crossing for school pupils.

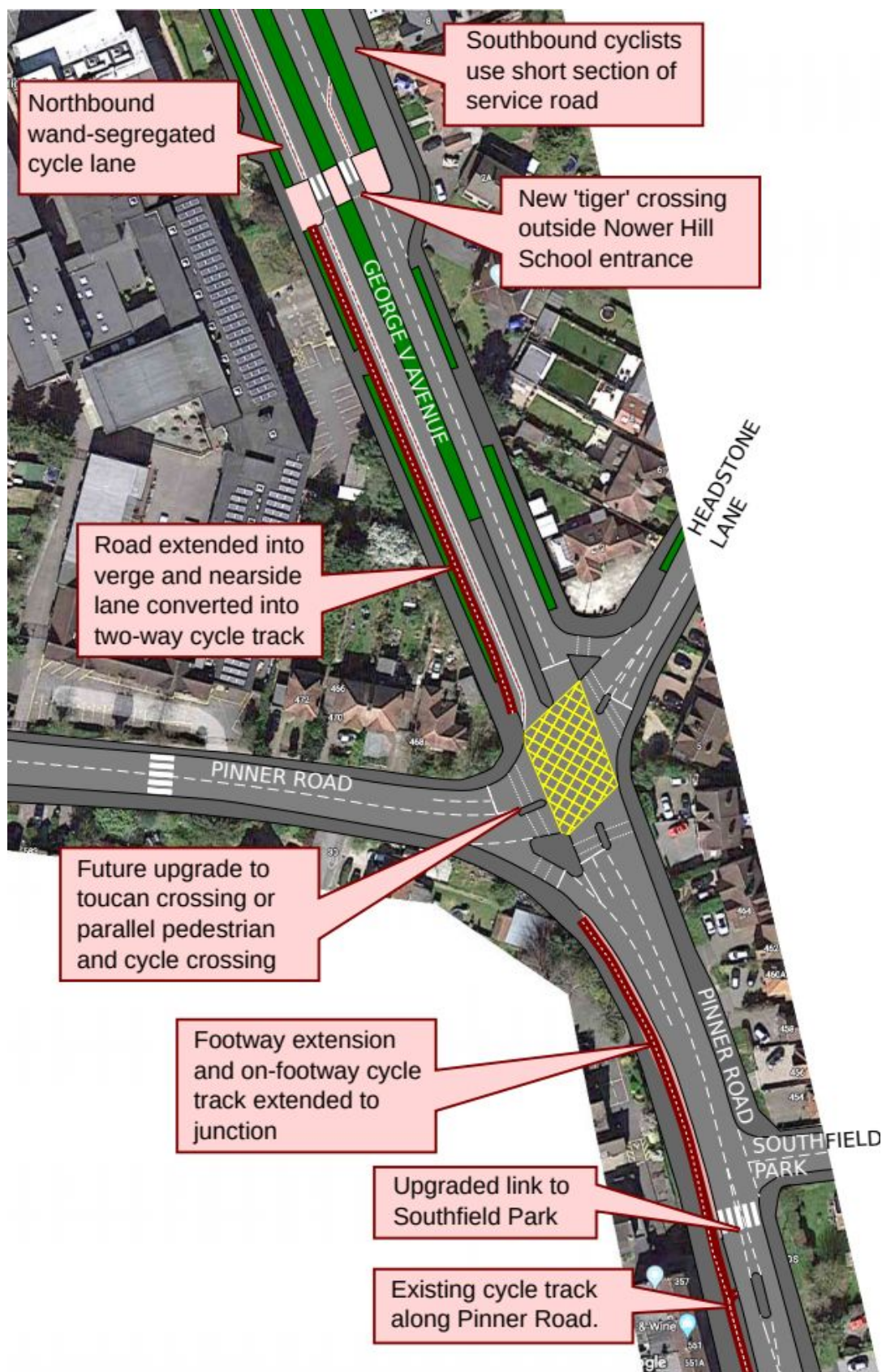


Illustration 27: Proposed extension of North Harrow cycle track, provision of pedestrian and cycle crossings near Nower Hill School and cycle lanes along George V Avenue

A possible arrangement near the Pinner Road / Headstone Lane junction is suggested in Illustration 27 on page 29. This arrangement will provide a zebra crossing near the school entrance and connect up with the two-way cycle track on Pinner Road. There is currently only one lane heading northbound at the junction from Pinner Road (the other lane is right turn only, and there is a separate left turn filter lane). Hence the removal of one motor vehicle lane on George V Avenue to provide a cycle track will not reduce motor vehicle capacity through the junction.

#### 10. Uxbridge Road (Harrow College, Hatch End High School)

**Rationale:** A major east-west desire line along a wide road, part of which recently had temporary cycle lanes. It is the quickest route between Hatch End and Harrow College, and also serves Banister Sports Ground. It connects with the part of Uxbridge Road that is designated the 'Northern' cycle route.

**Suggested design:** The temporary cycle lanes should be converted to permanent wand-segregated cycle lanes with bus stop bypasses. Roundabouts require safe crossings with wide central islands and single lane entry/exit. The route should be extended to St Thomas Drive and Wealdstone High Road.

#### 11. Wealdstone High Road (Sacred Heart Language College, Salvatorian College)

**Rationale:** Wealdstone High Street / High Road is a major north-south desire line. The section in Wealdstone town centre is too narrow for cycle lanes, so the cycle routes will use parallel quiet roads, but the northern section has space for segregated cycle lanes by removing central hatching, parking or additional traffic lanes.

**Suggested design:** Stepped lanes or segregated lanes on each side of the road, with junctions redesigned.

#### 12. Honeypot Lane

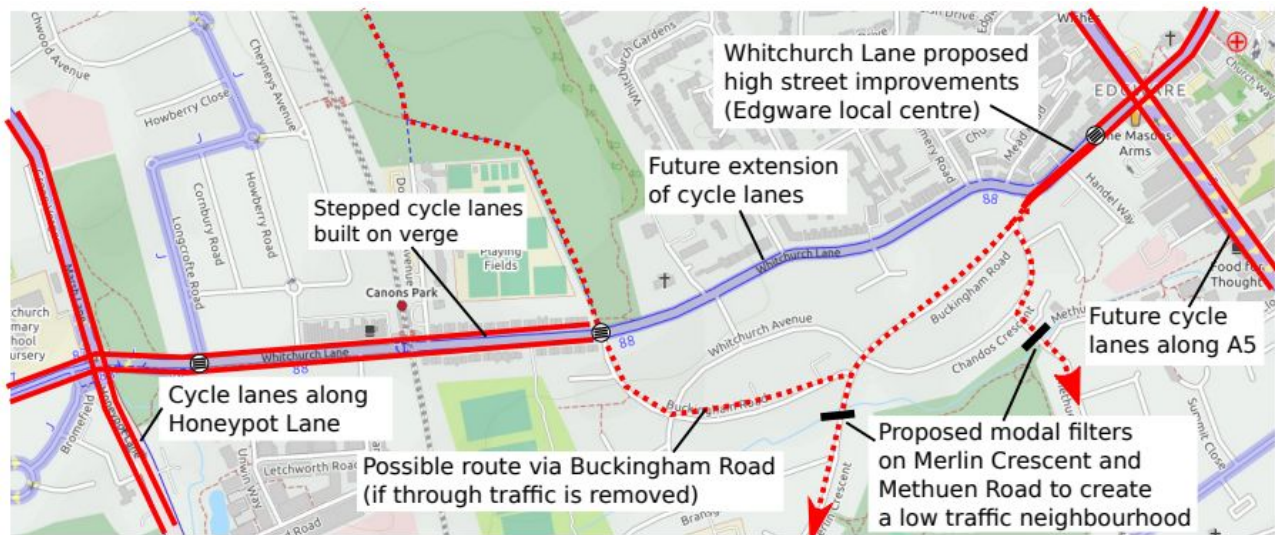
**Rationale:** A wide, straight road parallel to the Jubilee line where a recent temporary cycle demonstrated that it was possible to convert a traffic lane to a cycle lane in each direction without an adverse effect on motor traffic.

**Suggested design:** Segregated cycle lanes using one of the motor vehicle lanes, with wand segregation and bus stop bypasses. Part of the northbound lane can use the residential service road instead, if modal filters are added to prevent motorists using it as a short-cut. The Honeypot Lane / Whitchurch Lane junction needs to be redesigned with segregated provision for cycling.

### 13. Whitchurch Lane

**Rationale:** An east-west desire line as per TfL's analysis, part of the intended 'Northern cycle route'.

**Suggested design:** Stepped cycle lanes on each side of the road. The road is quite narrow so verges and car parking will have to be removed, and it may also be necessary to remove some trees. The section between the entrance to Canons Park and Edgware local centre could follow the minor road instead (Buckingham Road) if a low traffic neighbourhood is created in the area (see Illustration 28).



*Illustration 28: Proposed cycle routes in the Whitchurch Lane (Edgware) area, with a low traffic neighbourhood just to the south of Whitchurch Lane created by modal filters (black lines).*

### 14. Weston Drive / Wemborough Road (Krishna Avanti School)

**Rationale:** An east-west desire line, as per TfL's analysis, part of the intended 'Northern cycle route', linking Whitchurch Lane / Canons Park with Belmont.

**Suggested design:** Stepped cycle lanes on each side of the road, or a two-way cycle track on the north side of the road. The road is quite narrow so verges and car parking will have to be removed, and it may also be necessary to remove some trees.