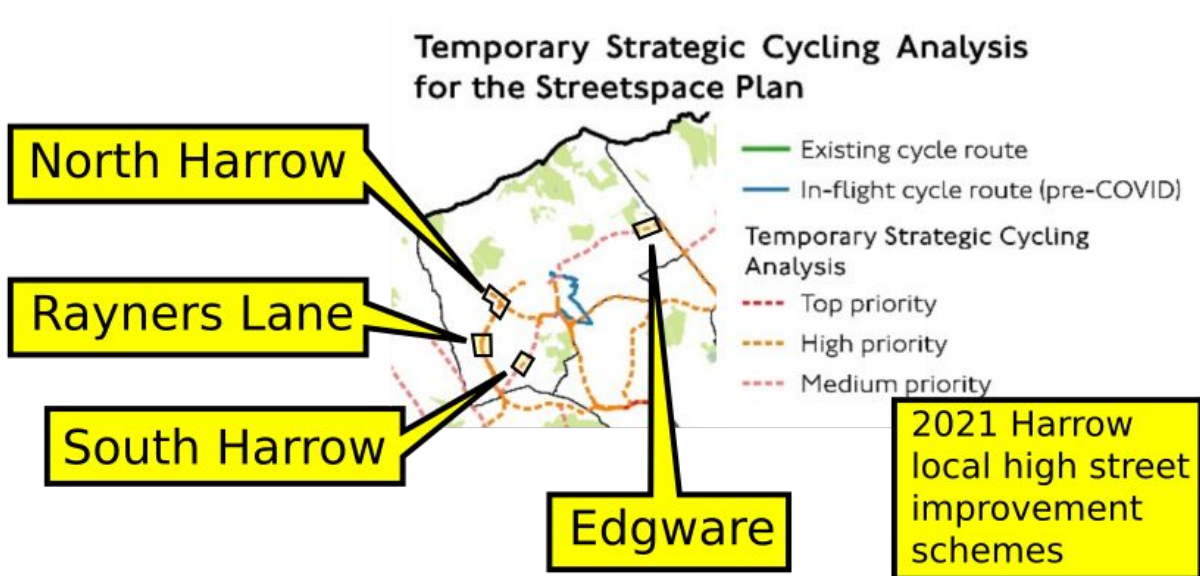




www.healthystreetsharrow.org

Healthy Streets for Harrow – Comment on High Street Schemes, Aug 2021

Harrow council has been awarded funding under the High Street Fund for Rayners Lane, North Harrow, South Harrow and Edgware (Whitchurch Lane) high streets. All of these high streets are on strategic cycle routes, as shown below.

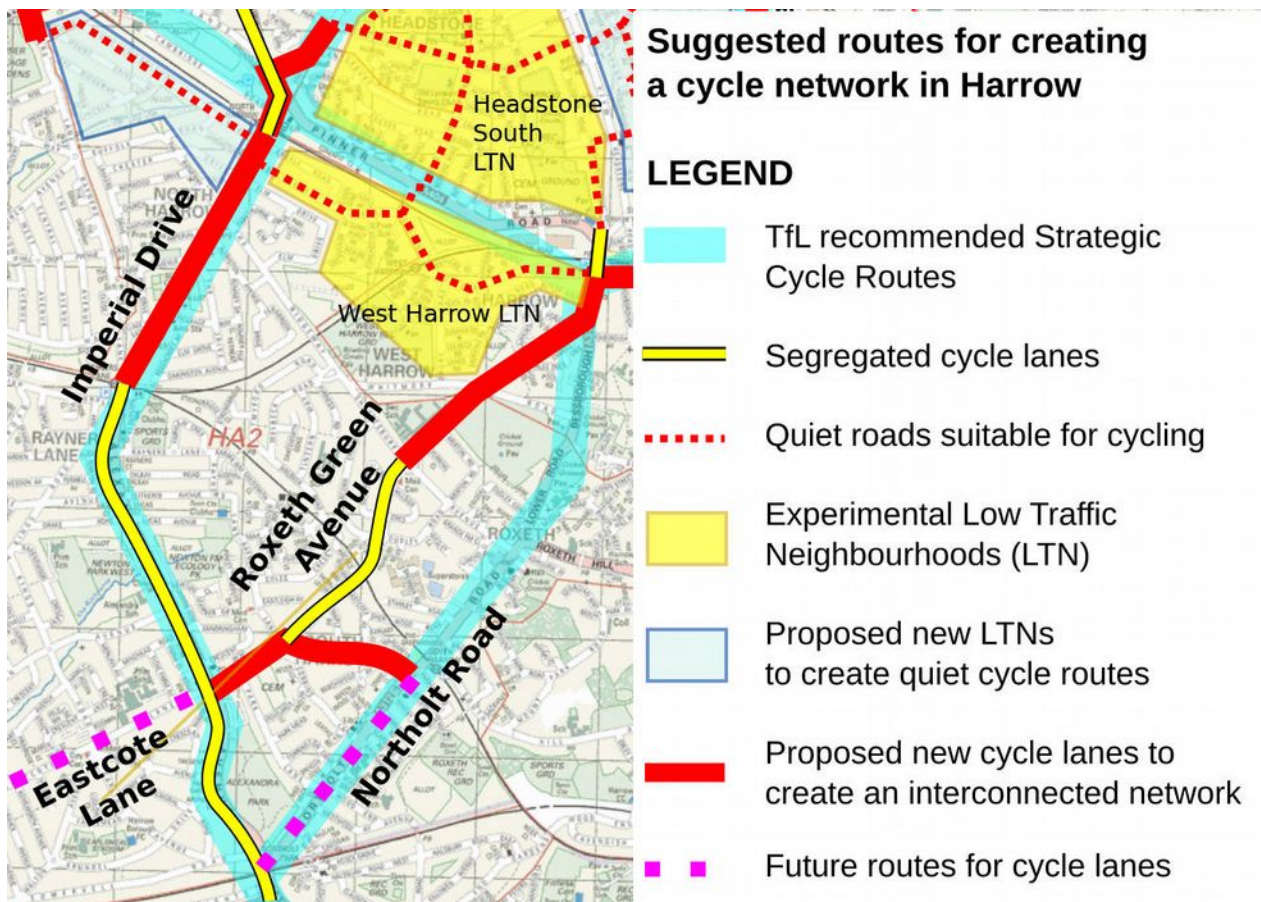


The funding available for these high street schemes has the potential, if used wisely, to start to generate modal shift towards sustainable travel in part of the borough. However, this requires clarity of strategy and purpose, both in the design of the schemes themselves, and in how they are communicated.

The aims of the high street improvements are to encourage people to visit and spend time on the high street, to improve people's wellbeing by making local centres more pleasant, and to help local businesses with the COVID-19 recovery. Improvements to the streets need to be designed along Healthy Streets principles (<https://www.healthystreets.com/>).

The walking and cycling environment in these high streets is currently poor. The existing

segregated cycle tracks need to be linked together to create a network of safe, convenient cycle routes in the wider area, as shown in the map below. This will make it easier for people to visit high streets without contributing to traffic congestion and pollution.



Trees will make the high street cooler in summer and reduce pollution, making it more pleasant and comfortable. Benches are essential for people with impaired mobility, and better toilet facilities including accessible toilets are also needed. Public art can provide a point of interest and help to encourage people to visit. Outdoor tables and seating can help pubs, restaurants and cafes.

Harrow council should also take immediate steps to encourage cycling more generally, including: reinstating free cycle training for adults, a 'try before you bike' scheme (e.g. <https://www.peddlemywheels.com/try-before-you-buy>, available in 19 London boroughs), dockless bike hire (e.g. <https://beryl.cc/bikeshare/london/>), residential bike parking, and a borough-wide default 20mph speed limit on roads where motor traffic mixes with people walking or cycling. Subsidised cargo bike schemes can help local businesses with deliveries without causing congestion and pollution, as in other London boroughs such as Barnet (e.g. <https://www.zedify.co.uk/finchley>).

General recommendations on the designs

- Avoid spending money on replacing the footway or road surface unless the design is also improved.
- Use a consistent colour of tarmac for all cycle tracks (e.g red), ensuring that it is a contrast with the road surface and the footway.
- Include mini zebra crossings with tactile markers at all locations where pedestrians might wish to cross cycle tracks.
- Where cycle tracks are at footway level, provide tactile markers or 45 degree half kerbs to separate the cycle track from the footway, and provide a tactile guide for people with visual impairments.
- Provide separate pedestrian and cycle crossings where possible, especially in busy areas.
- Ensure that cycle lanes are continuous, are protected at junctions, and have proper transitions to and from the road.
- Include dedicated parking spaces for larger bikes (e.g. cargo bikes or adapted bikes) and dockless hire bikes (which may be introduced in the future).
- Minimise the amount of on-street car parking, as the aim is to reduce car use in the future. Where car parking is provided, design it in a way that makes it easy to convert the space into other uses in the future, such as cycle lanes.
- Avoid the use of 'artistic' crossings. They will wear out and look untidy, and are hidden under traffic most of the time.
- The 20mph speed limit proposed for these high streets should be extended to the majority of roads in the borough.

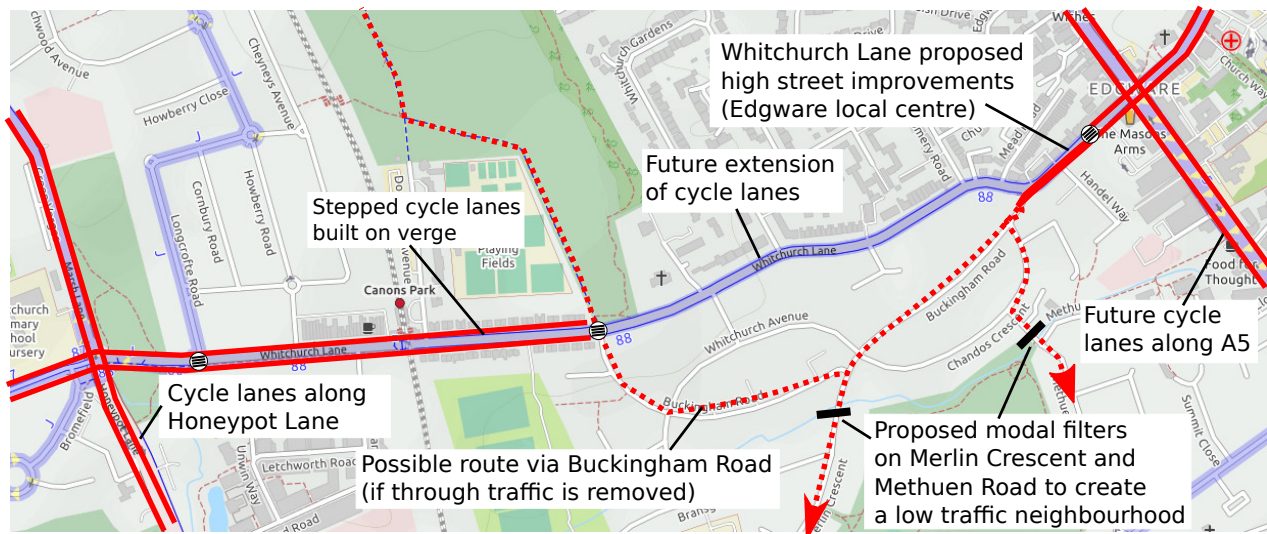
Whitchurch Lane (Edgware)

This proposal has no cycle lanes despite being Whitchurch Lane being a cycle desire line according to TfL's Strategic Cycle Analysis, and on a route identified in Harrow's Cycle Strategy. A safe east-west cycle route needs to be provided in this area.

If the removal of car parking outside the shops is too politically difficult, a cycle route can be provided along Buckingham Road (a minor road parallel to and just south of Whitchurch Lane) if the area is made into a low traffic neighbourhood. This can link up with a short section of two-way cycle track linking it to the middle of the high street, as long as the area becomes a low traffic neighbourhood.

This will also link up with potential active travel routes in the surrounding area. Buckingham Road provides a route to Camrose Avenue via Merlin Crescent, which is

being proposed for safety improvements in the form of a 'School Street'. It can also be used to bypass part of Whitchurch Lane as far as the entrance to Canons Park, thereby linking up with quiet cycle routes through the park.



Further extension of the cycle lane eastwards into Barnet will be useful in the future, but the space can be used temporarily for car parking.

Link to Council's plans: <https://edwareproposals.commonplace.is/proposals/whitchurch-lane-edgware>

[Our annotated versions of the plans](#) are on page 7.

Rayners Lane

Imperial Drive and Rayners Lane already have some sections of cycle lane but they need to be joined up, with dedicated crossings that are separate from pedestrian crossings. The new proposed southbound cycle lane on Imperial Drive needs to be wider to facilitate overtaking, as it is an uphill section (the roadway is very wide and can be made narrower). The footway alongside the bus stop outside Broad House needs to be wider. Cycle tracks and a dedicated crossing should be provided to link the two parts of Rayners Lane across Imperial Drive. At the Village Way / Rayners Lane junction, cycle tracks around the junction and a northbound advanced cycle stop line should be provided so that cyclists can smoothly transition from the road to the cycle track and vice versa. The zebra crossing outside the Zoroastrian Centre should be retained.

Link to Council's plans: <https://raynerslaneproposals.commonplace.is/proposals/rayners-lane>

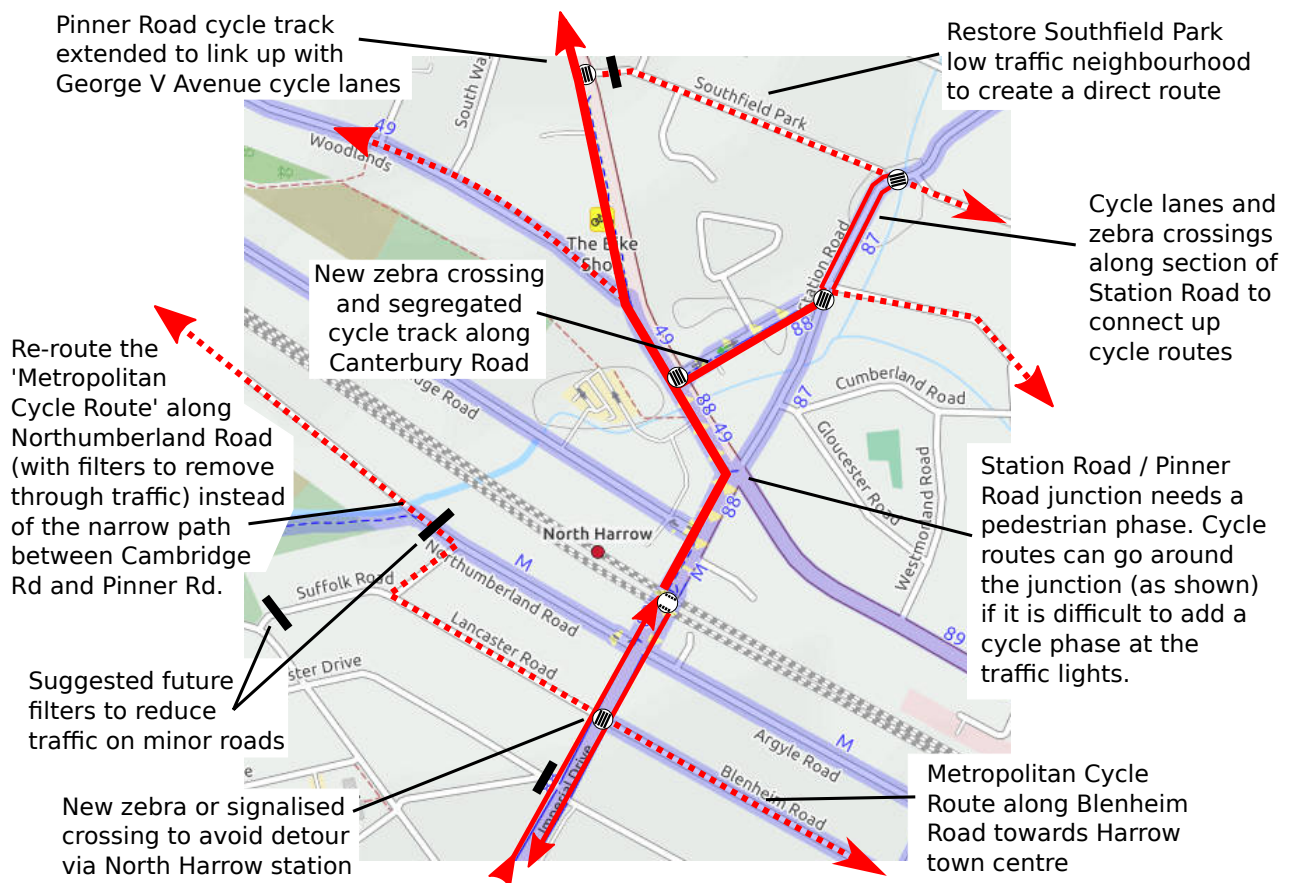
[Our annotated versions of the plans](#) are on pages 8 and 9.

North Harrow

The north harrow cycle track needs to be linked with routes in the surrounding area, which are described in more detail in the overall strategy document. Key links that are needed:

- There should be segregated provision for cycling along Canterbury Road with a zebra crossing across Station Road, and also cycle tracks along Station Road and an additional zebra crossing near Kingsfield Avenue. This will make it easier for people in the surrounding residential area to walk or cycle to North Harrow.
- The cycle track should be extended westward to the George V Avenue junction (with a cycle / pedestrian phase at the junction). The dedicated cycle track link to the Woodlands should be retained. The roadway can be narrowed along some sections to enable the footway to be wider.
- Segregated cycling provision should be extended southwards along Imperial Drive to Rayners Lane town centre.

Suggested improvements to walking and cycling routes in North Harrow:



Link to Council's plans: <https://northharrowproposals.commonplace.is/proposals/north-harrow-high-street>

South Harrow

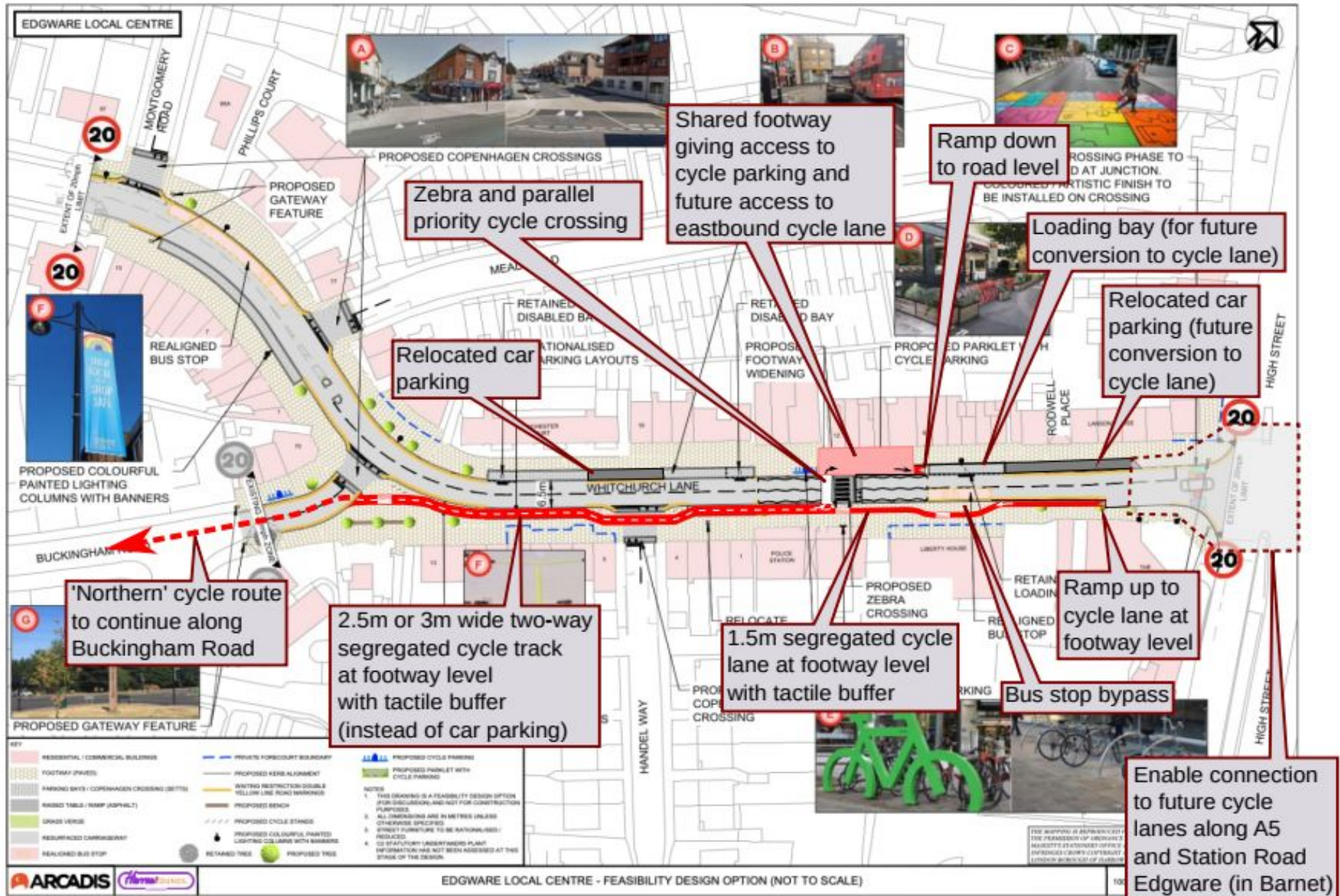
This proposal has no cycle lanes despite the Northolt Road corridor being on a cycle desire line according to TfL's Strategic Cycle Analysis, and Eastcote Lane being a route identified in Harrow's Cycle Strategy. Unless protected provision for cycling is provided in this area, Harrow will be going against its own cycling, environmental and health strategies.

Protected cycle lanes along Eastcote Lane and a cycle/pedestrian crossing across Northolt Road are essential. A route along Northolt Road is also important for the future but will only be possible by removing car parking, and will not be used much until it extends all the way to Northolt Park. We therefore recommend that the cycle track is constructed but used temporarily for car parking until the entire cycle route is complete all the way to Northolt Park station.

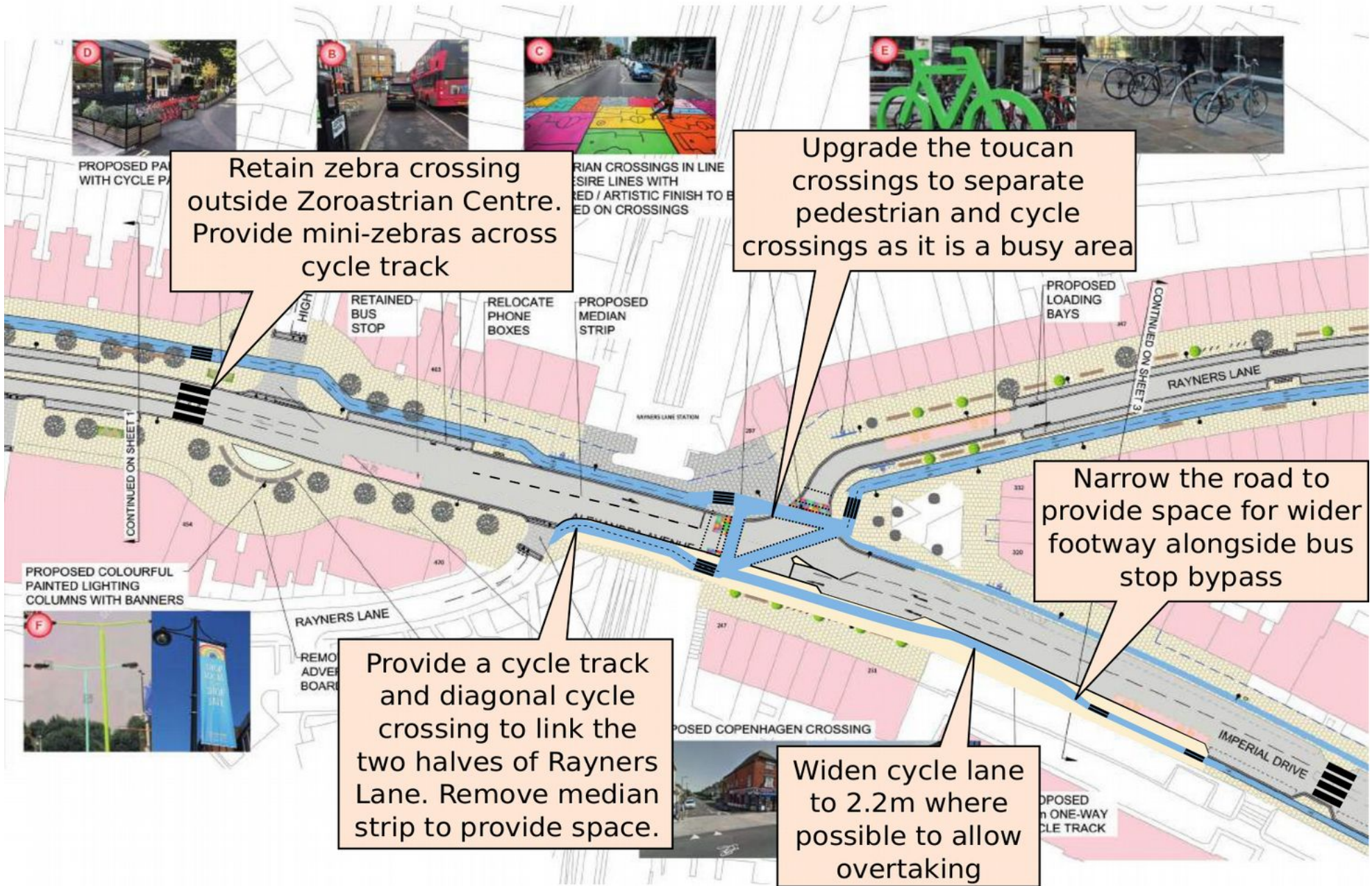
Link to Council's plans: <https://southharrowproposals.commonplace.is/proposals/south-harrow-high-street>

[Our annotated versions of the plans](#) are on pages 10 and 11.

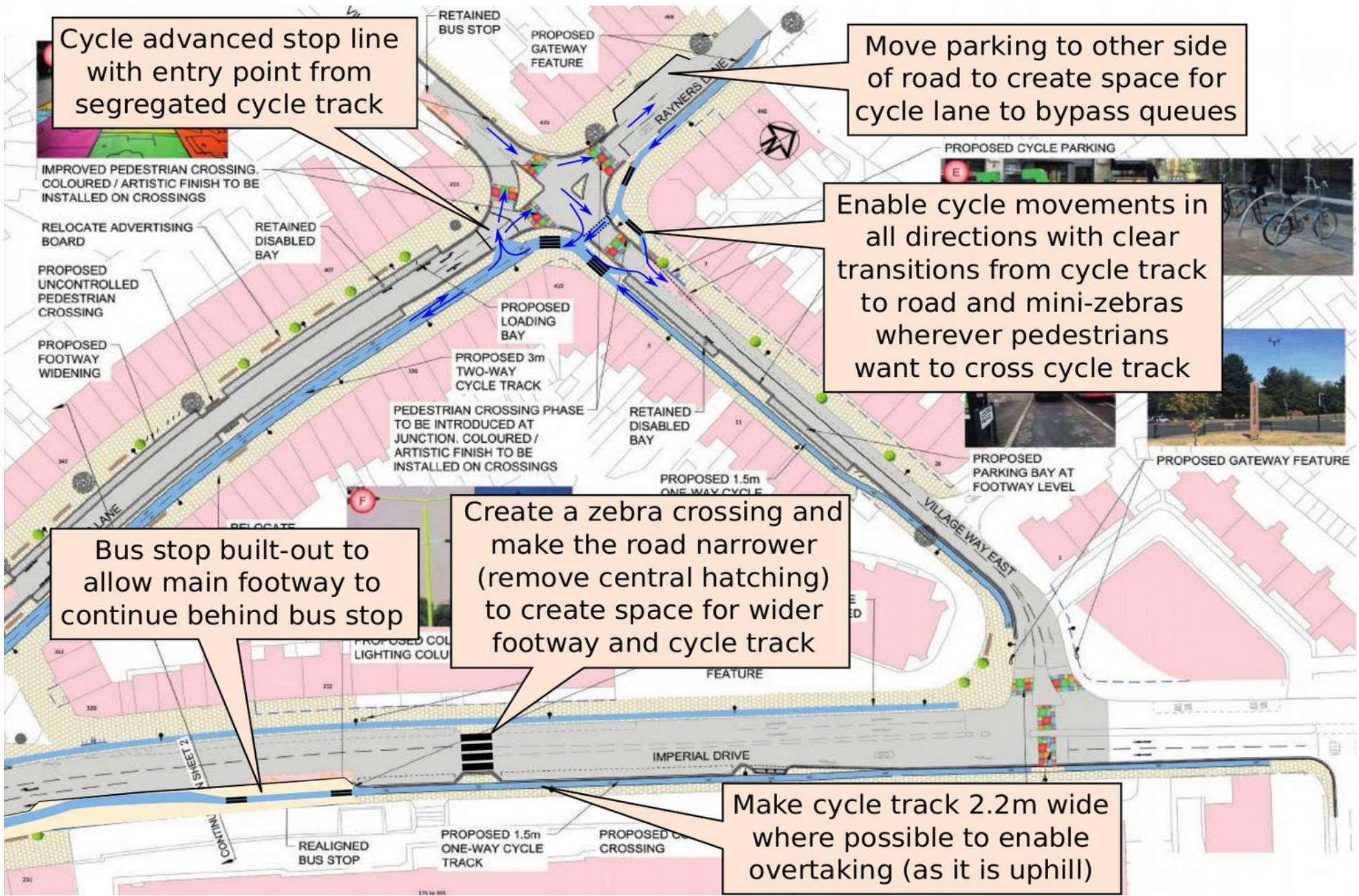
Annotated version of Harrow Council's Edgware local centre plan



Annotated version of Harrow Council's Rayners Lane plan (part 1)



Annotated version of Harrow Council's Rayners Lane plan (part 2)



Cycle advanced stop line with entry point from segregated cycle track

Move parking to other side of road to create space for cycle lane to bypass queues

Enable cycle movements in all directions with clear transitions from cycle track to road and mini-zebras wherever pedestrians want to cross cycle track

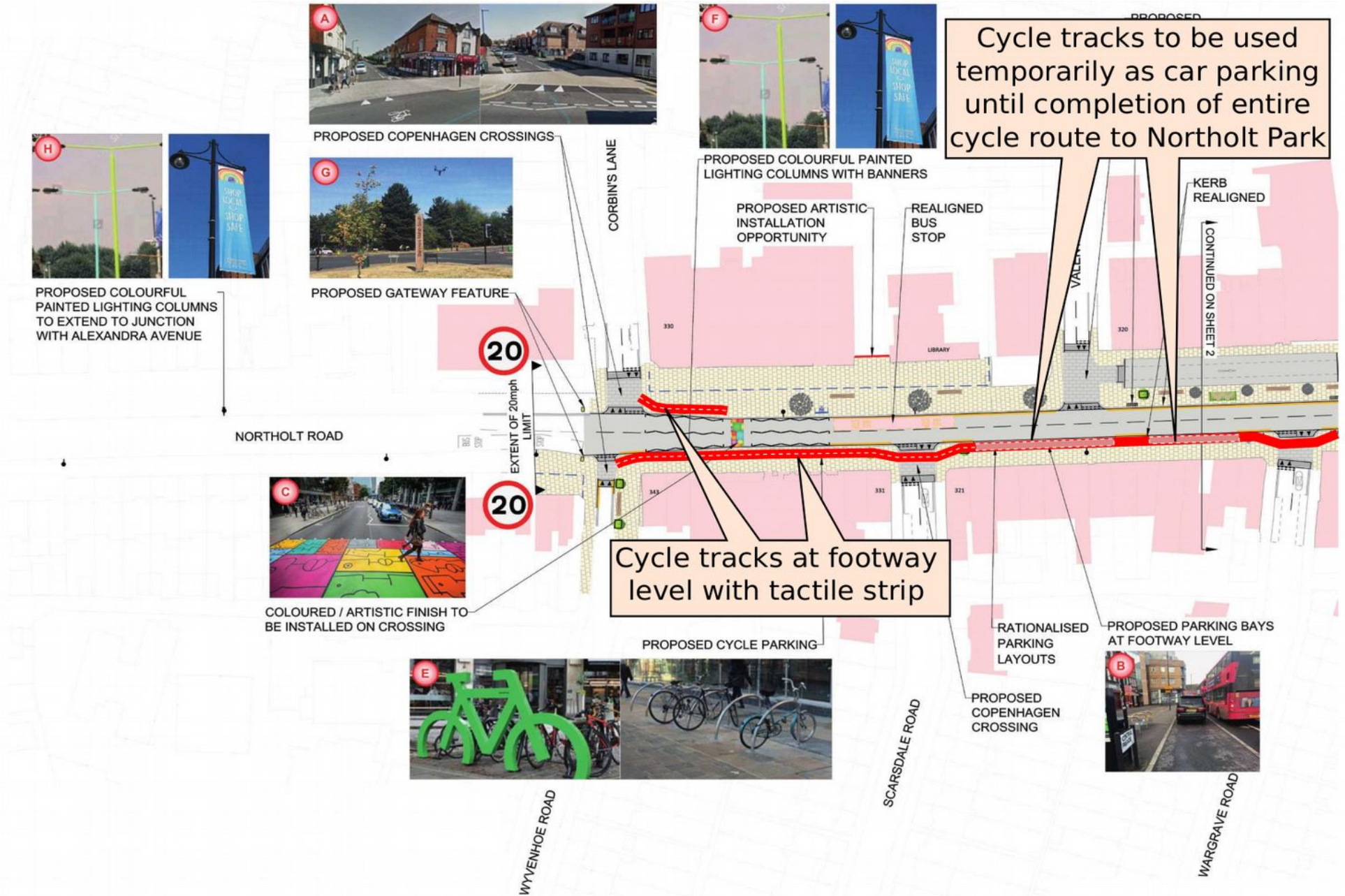
Bus stop built-out to allow main footway to continue behind bus stop

Create a zebra crossing and make the road narrower (remove central hatching) to create space for wider footway and cycle track

Make cycle track 2.2m wide where possible to enable overtaking (as it is uphill)



Annotated version of Harrow Council's South Harrow plan (part 1)



Annotated version of Harrow Council's South Harrow plan (part 2)

