Please respond to this consultation online by visiting www.harrow.gov.uk/trafficconsultations. You may be asked to register your details before completing the survey.

If you do not have internet access, please complete the attached questionnaire and return it to:

Service Manager – Traffic, Highways and Asset Management
Harrow Council
PO Box 39
Civic Centre
Station Road
Harrow
HA1 2XA

Please return your comments on these proposals by Sunday 17th December 2017.

If you require further clarification or would like to discuss any issues directly related to the scheme, please contact Project Engineer Tushar Patel, using the contact details below:

Tel: 0208 424 7534
Fax: 020 8424 7662
Email: transportation@harrow.gov.uk

Can I see the proposals in more detail? A more detailed large-scale plan of the proposals can be viewed at:

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What happens next? All the responses received during the public consultation stage will be analysed and presented to the Portfolio Holder, who will make the decision on the scheme. If appropriate, modifications may be made to the scheme proposals. If the scheme is approved by the Portfolio Holder, it is anticipated that the construction works will begin from January 2017.

Thank you for replying to this consultation.
Introduction

Harrow Council works closely with Transport for London (TfL) to promote and improve sustainable modes of transport i.e. walking, cycling and use of public transport facilities. This includes making cycling more attractive, safe and reliable mode of transport. We have been successful in securing funding from TfL to deliver cycle improvement schemes connecting key destinations using quieter and safer residential streets. We identified some improvement along our Metropolitan cycle route and we are therefore seeking your views on these proposals.

The borough quietways network of cycle routes supports the Mayor’s Cycling Vision for London and the proposed Metropolitan route improvements forms part of this network. The proposals also adhere to the borough’s Cycle Strategy for Harrow document adopted by the council in January 2016 and forms part of our Transport Local Implementation Plan (LIP).

The proposals aim to provide a safer, more direct and more attractive cycle connection between Harrow Town Centre, Eastcote and Northwood Hills. The proposals are detailed below and in the accompanying consultation drawing.

Proposals

The Gardens

1. **New raised table** across the entrance to Vaughan Primary School that would assist to slow down left turning traffic accessing the school and protect cyclists and pedestrians

Imperial Drive

2. **Footway widened** on northern and southern sides of Imperial Drive to provide more room for pedestrians and cyclists. Footway converted to shared-use between the Toucan crossing outside North Harrow Underground station and Northumberland Road / Argyle Road junction

Imperial Drive

3. **New level access to Yeading Brook** from Northumberland Road for cyclists

Rayners Lane

4. **New Parallel Crossing with shared-use space on adjacent footway** for pedestrians and cyclist would allow them to safely cross Rayners Lane. Measures such as signage and tactile paving would be used to indicate the shared-use area

Whittington Way / Church Avenue

5. **Widen Centre Island and provide shared-use on adjacent footway** to increase protection to cyclists and pedestrians crossing Whittington Way. Provide level access to and from Church Avenue

6. **Double yellow lines and new cycle gate at the entrance to Streamside Open Space** to allow access by cyclists through open space

Cannon Lane

7. **Shorten northbound bus stop and provide right turn cycle pocket** for right turning cyclists onto Cannonbury Avenue

Cambridge Road

8. **Raised table to provide level access to cyclists and pedestrians** on Cambridge Road near its junction with Imperial Drive. This will assist in slowing down traffic accessing Cambridge Road and improve cycle and pedestrian safety at the junction
Melrose Road

9. **Raised table to provide level access to cyclists and pedestrians** on Melrose Road at the entrance to St John Fisher Catholic Primary School. This will assist in slowing down traffic accessing the school and improve cycle and pedestrian safety at the school entrance.

Marsh Road

10. **New Parallel Crossing with shared-use space on adjacent footway** for pedestrians and cyclist that would allow them to safely cross Marsh Road near the northern end of the bridge. Measures such as signage and tactile paving would be used to indicate the shared-use area.

11. **Existing northbound cycle track removed** to accommodate new wider shared-use space on the northern footway. Measures such as signage and tactile paving would be used to indicate the shared-use area.

Cecil Park (near Chessington Court)

12. **New footway build out** on western footway and new raised table to reduce speed of vehicles accessing Cecil Park at its junction with Marsh Road. These proposals would help cyclists and pedestrians to safely cross Cecil Park. Measures such as signage and tactile paving would be used to indicate the shared-use area.

Marsh Road / Cecil Park junction

13. **Converting zebra crossing to Parallel crossing with shared-use space on adjacent footway** would allow cyclist to cross Marsh Road from Cecil Park into the northbound one-way section in the service road. Measures such as signage and tactile paving would be used to indicate the shared-use area. New footway build out on the northern footway that would reduce speeds of vehicles accessing Cecil Park.

Marsh Road / West End Avenue junction

14. **Extend centre island at the northern end of service road** along Marsh Road to protect cyclists from left turning vehicles from Marsh Road onto West End Avenue. Provide right turn centre pocket in southbound approach along Marsh Road for vehicles turning right on to West End Avenue.

Along with the above proposals, we are proposing to provide cycle road markings and traffic signs for cyclists, pedestrians and motorised traffic at various locations along the route. These signs and road markings are necessary to inform all road users of the presence of the cyclists on the road and the cycle route.

What about the emergency services – police, fire, ambulance etc?

The emergency services along with other statutory parties are consulted individually for their opinion and views on the proposals.

Who is funding this scheme?

This scheme is entirely funded by TfL as part of the borough’s Transport Local Implementation Plan (LIP) to promote and encourage measures to increase cycling in Harrow. These monies cannot be used for any maintenance related works in the area.

We need your views

If you would like to make comments/objections on these proposals, the council would encourage you to submit your response electronically as it is environmentally friendly and helps the council save costs. Please submit your comments/objections by using the questionnaire on-line by visiting [www.harrow.gov.uk/trafficconsultations](http://www.harrow.gov.uk/trafficconsultations) which will direct you to a page containing the survey named...
Metropolitan Route - Cycle Scheme. You may be asked to register your details before completing the survey.

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