

## ABOUT

Harrow Road Residents Association (HARRA) has been formed to improve the liveability of Harrow Road, Leytonstone. Our focus is on traffic concerns and the impact this has on the physical and mental health of residents and the safety of pedestrians and cyclists, alongside the overall quality of the residential environment and public space.

HARRA's aim is to provide the immediate community with a stronger voice than is achievable by individuals acting alone. Through the basic formalities of a residents association, HARRA will be best placed for representing and engaging with the local councillors, council and TfL. The association aims to provide a positive forum for all residents to collaborate, share concerns and propose solutions.

## WHY

*"How a street looks and feels has a measurable effect on traffic speeds and is one of the most effective means of promoting compliance with the speed limit. If motorists perceive that they have priority and that the street has been designed primarily for vehicular traffic then they will drive accordingly."* Transport for London (TfL), 2019

Recent traffic calming and streetscape interventions in the wider borough (eg Walthamstow, Grove Green) and local Cann Hall ward (eg Cann Hall Road, Woodhouse Road) have highlighted amongst residents a notable and long-standing lack of similar and much needed liveability-focused measures on Harrow Road.

Alongside Cann Hall Road and Leytonstone High Road, Harrow Road forms one of the three new 'Boundary Roads' for the Cann Hall Low Traffic Neighbourhood (LTN). Although the immediate benefits for residents within the LTN are clear, active representation for the interests of residents living on the Harrow Road boundary is absent, despite Harrow Road shouldering any potential downsides of the LTN scheme.

Harrow Road lacks any of the recent measures and improvements witnessed across most other areas of the ward - especially those implemented on Cann Hall Road and Leytonstone High Road (eg 20 mph markings, raised pedestrian crossings, cycle markings, re-surfacing, speed humps, vehicle activated signs, lighting upgrades and cycle hangars). Few of these measures are directly linked to the LTN but rather part of a longer-term neighbourhoods investment, from which Harrow Road currently sees little benefit or future plans for inclusion.

Although a residential street in a 20 mph zone, from a pedestrian and resident perspective, the look and feel of Harrow Road remains very much a vehicle-first environment. While improved road design cannot fully mitigate against poor motorist behaviour, recent serious traffic incidents on Harrow Road are unequivocal demonstrations of the safety and wellbeing concerns already expressed by many of those living on the street.

## HOW

With an action-plan of proposals, HARRA will campaign for positive improvements to the built environment, with the aim of establishing a resident and pedestrian-first look and feel for Harrow Road. Representing and consolidating the views, concerns and feedback from residents, HARRA aims to identify specific opportunities for improvement and push for change, whilst fostering a sense of community for the locality and engaging with relevant organisations. While the vast majority of the road is residential, a small number of businesses and community assets including a school, health centre and public house would also benefit from improvements to the local streetscape.

Participation will be open and welcoming to everyone who lives on Harrow Road or adjoining residences to which Harrow Road provides the primary route of access to local amenities. HARRA exists for residents to work together in a community spirit with mutual respect, and is intended for all council tenants, owner-occupiers, leaseholders, private tenants and businesses.