



# TRAFFIC AND ROAD SAFETY ADVISORY PANEL

**WEDNESDAY 17 SEPTEMBER 2008  
7.30 PM**

**PANEL AGENDA (ADVISORY)**

**COMMITTEE ROOMS 1 & 2,  
HARROW CIVIC CENTRE**

**MEMBERSHIP (Quorum 3)**

**Chairman: Councillor Susan Hall**

**Councillors:**

**Manji Kara (VC)  
Mrs Kinnear  
Julia Merison  
Yogesh Teli  
Jeremy Zeid**

**Mrinal Choudhury  
Nizam Ismail  
Jerry Miles  
David Perry**

**Advisers:**

**Mr A Blann  
Mr E Diamond**

**Mr L Gray  
Mr A Wood**

**Reserve Members:**

1. G Chowdhury
2. Ashok Kulkarni
3. Salim Miah
4. Mrs Vina Mithani
5. Husain Akhtar

1. Bob Currie
2. Graham Henson
3. Raj Ray
4. Keith Ferry

**Issued by the Democratic Services Section,  
Legal and Governance Services Department**

**Contact: Lysandra Dwyer, Democratic Services Officer  
Tel: 020 8424 1264 E-mail: lysandra.dwyer@harrow.gov.uk**

***NOTE FOR THOSE ATTENDING THE MEETING:  
IF YOU WISH TO DISPOSE OF THIS AGENDA, PLEASE LEAVE IT BEHIND AFTER THE MEETING.  
IT WILL BE COLLECTED FOR RECYCLING.***

**HARROW COUNCIL**

**TRAFFIC AND ROAD SAFETY ADVISORY PANEL**

**WEDNESDAY 17 SEPTEMBER 2008**

**AGENDA - PART I**

1. **Attendance by Reserve Members:**

To note the attendance at this meeting of any duly appointed Reserve Members.

Reserve Members may attend meetings:-

- (i) to take the place of an ordinary Member for whom they are a reserve;
- (ii) where the ordinary Member will be absent for the whole of the meeting; and
- (iii) the meeting notes at the start of the meeting at the item 'Reserves' that the Reserve Member is or will be attending as a reserve;
- (iv) if a Reserve Member whose intention to attend has been noted arrives after the commencement of the meeting, then that Reserve Member can only act as a Member from the start of the next item of business on the agenda after his/her arrival.

2. **Declarations of Interest:**

To receive declarations of personal or prejudicial interests, arising from business to be transacted at this meeting, from:

- (a) all Members of the Committee, Sub Committee, Panel or Forum;
- (b) all other Members present in any part of the room or chamber.

3. **Arrangement of Agenda:**

To consider whether any of the items listed on the agenda should be considered with the press and public excluded on the grounds that it is thought likely, in view of the nature of the business to be transacted, that there would be disclosure of confidential information in breach of an obligation of confidence or of exempt information as defined in Part 1 of Schedule 12A to the Local Government Act 1972.

Enc. 4. **Minutes:** (Pages 1 - 8)

That the minutes of the meeting held on 18 June 2008 be taken as read and signed as a correct record.

5. **Public Questions:**

To receive questions (if any) from local residents or organisations under the provisions of Advisory Panel and Consultative Forum Procedure Rule 16 (Part 4E of the Constitution).

Enc. 6. **Petitions:** (Pages 9 - 16)

To receive petitions (if any) submitted by members of the public/Councillors under the provisions of Advisory Panel and Consultative Forum Procedure Rule 14 (Part 4E of the Constitution).

(a) Petitions from residents requesting action on illegal U- turns, speeding traffic and vibration on High Road, Harrow Weald

Petition received from Councillor Paul Scott

(b) Petitions from businesses requesting the amendment of waiting restrictions on High Road, Harrow Weald

Petition received from businesses

(c) Petitions from the parents and carers of children attending Marlborough School regarding road safety issues in the area outside the school

Petition submitted by the Headteacher of Marlborough School

7. **Deputations:**

To receive deputations (if any) under the provisions of Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution).

Enc. 8. **Wealdstone Controlled Parking Zone Review - Consultation results and objections:** (Pages 17 - 28)

Report of the Head of Property and Infrastructure

Enc 9. **Information Report - George V Avenue / Pinner Road / Headstone Lane junction:** (Pages 29 - 38)

Information Report of the Head of Property and Infrastructure

Enc 10. **Information Report - Progress update on Controlled Parking Zone programmes:** (Pages 39 - 42)

Information Report of the Head of Property and Infrastructure

Enc 11. **Information Report - Progress update on key traffic schemes:** (Pages 43 - 76)

Information Report of the Head of Property and Infrastructure

12. **Any Other Urgent Business:**

Which cannot otherwise be dealt with.

13. **Date of next meeting:**

To note that the next meeting of the Panel will be held on Wednesday 26 November 2008 at 7.30 pm

**AGENDA - PART II - NIL**

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**TRAFFIC AND ROAD SAFETY ADVISORY PANEL**

**18 JUNE 2008**

Chairman: \* Councillor Susan Hall

Councillors: \* Robert Benson \* Jerry Miles  
\* Mrinal Choudhury \* David Perry  
\* Nizam Ismail \* Yogesh Teli  
\* Manji Kara \* Jeremy Zeid  
\* Mrs Kinnear

Advisers: \* Mr A Blann Mr L Gray  
\* Mr E Diamond \* Mr A Wood

\* Denotes Member present

[Note: Councillor Bill Stephenson also attended this meeting to speak on the item indicated at Minute 109 below].

**PART I - RECOMMENDATIONS**

**RECOMMENDATION 1 - Stanmore Controlled Parking Zone Review / Parking Controls for Event Days at Wembley Stadium**

The Panel received a report and addendum of the Head of Property and Infrastructure, which set out the findings of the public consultation of 4000 properties on proposals to extend the existing Controlled Parking Zones (CPZ) B and H. The CPZ review had been conducted to assess the effects of increased parking demand and vehicular activity following the reopening of Wembley Stadium and as a result of the Sainsburys supermarket. Funding towards the implementation of the proposed scheme had been secured through the section 106 agreements, comprising £100,000 from Brent Council's section 106 agreement with the Wembley Stadium developer and £20,000 from Harrow council's agreement with Sainsburys. An officer showed the Members a map of the area and briefed Panel Members on the outcome of the public consultation, including:

- Times that the existing CPZs operate;
- Problems that residents encountered with access and parking within the existing CPZ; and
- Any further comments or suggestions that residents had.

The officer gave a detailed analysis of the current parking restrictions that applied within Zones B and H respectively. In response to questions and concerns raised, officers advised that:

- Residents were asked if current parking restrictions were effective, or whether they should be changed or extended;
- The issue of inevitable displaced parking at Canons Park and Queensbury stations had been discussed at a stakeholder meeting in 2007 but there had been no request for these areas to be included in the review;
- Parking problems were more acute in certain areas surrounding Stanmore station;
- Parking Enforcement operations had a schedule of all Wembley Stadium Event Days so that enforcement resources could be planned and deployed effectively;
- Double yellow lines would be introduced in certain areas to prohibit parking at all times;

- The frequency and times of events at Wembley Stadium were such that the demand for a Park and Ride scheme and the infrastructure costs associated with it were not viable;
- A scheme comprising “event day only” restrictions had been considered in detail and costed, but would involve a significantly higher cost to implement and allocate on-going revenue cost to operate, for which there was no budget provision;
- Roads experiencing obstructive parking and access difficulties would be subject to some form of parking controls to improve traffic flow and assist pedestrians when crossing the road;
- Some roads included in the consultation would not form part of the extended CPZ as requested by the majority of residents;
- Some roads with a majority in favour of inclusion in the CPZ extensions had not been included because neighbouring and adjoining roads had requested not to be included in the proposed extended CPZ.
- Roads where obstructive parking was an issue would have double yellow lines painted at the junction to discourage parking by non-residents.

Panel Members voiced concerns over the imposition of parking regulations by Barnet Council between the junctions of Stonegrove Gardens and London Road. Further Panel members commented on the dangerous effect on traffic flow and safety of cars parked on both sides of the road. In response to their concerns, panel members were advised that double yellow lines had been recommended for this particular junction.

A Panel Member queried whether the review of the proposed CPZ scheduled for 2011 would be soon enough to deal with any potential changes prior to the Olympic Games (“Games”) commencing in 2012. An officer advised that in the annual CPZ programme review in February 2008 there had been an option of carrying out a more targeted review to deal with specific problems, rather than wait for the scheduled review of the entire zone. The officer explained that it had not been possible to assess the likely impact of the Games and traffic and parking at this stage and in any event, the effect of the Olympic Games would be a relatively short period of time and therefore, it would not be practical or cost-effective to make changes to CPZs for that purpose. However, the Olympic Delivery Authority would be publishing its transport plans in due course for consultation with the boroughs.

**Resolved to RECOMMEND:** (to the Portfolio Holder for Environment Services)

That officers be authorised to:

- (1) Implement the Stanmore Controlled Parking Zone (CPZ) extension as set out in Appendix A and shown in detail in Appendix B of the report. The operational hours for the roads included in the extension of Zone B to be Monday to Friday 3.00 pm – 4.00 pm and those in Zone H to be Monday to Saturday 10.00 am – 11.00 am and 3.00 pm - 4.00 pm, subject to the advertising of the necessary traffic orders and consideration of any formal objections that may be received as a result;
- (2) implement no parking at any time, (double yellow line) restrictions at junctions, bends and areas of obstruction as detailed in Appendix C subject to the advertising of the necessary traffic orders and consideration of any formal objections that may be received as a result;
- (3) make minor amendments and finalise the detailed design for order making purposes and take all necessary steps to advertise the traffic orders;
- (4) to use the funding of £100,000 secured by a Section 106 agreement in relation to Wembley Stadium and £20,000 secured by a Section 106 Agreement in relation to the Stanmore Sainsburys supermarket towards the cost of implementing the CPZ extension and the no parking at any time restrictions at specified junctions, bends and other locations;

- (5) Inform all residents and businesses by leaflet in the consultation area of the results of the consultation and the proposals affecting their location, concurrent with the advertising of traffic orders.
- (6) Consult with residents of Linden Close on whether they wished to be included in Zone B.
- (7) Consult with residents of 1-53 London Road on whether they wished to be included in Zone H and residents of Elizabeth Gardens, Rectory Lane and Eaton Close be consulted on whether they wanted to be included in Zone B.
- (8) Reconsult residents of Pangbourne Drive on whether they wished to be included in Zone H.

A panel member commended officers for being sensitive to residents concerns in proposals made to resolve parking issues.

**[Reason for Recommendation]:** To mitigate the detrimental effects of increased vehicular activity and parking demand as a result of events taking place at Wembley Stadium and associated with Stanmore Sainsburys Supermarket.

## **PART II - MINUTES**

### 97. **Appointment of Advisory Panel Chairman:**

**RESOLVED:** To note the appointment at the meeting of Cabinet on 8 May 2008 of Councillor Susan Hall as Chairman of the Traffic and Road Safety Advisory Panel for the Municipal Year 2008/09.

### 98. **Attendance by Reserve Members:**

**RESOLVED:** To note that there were no Reserve Members in attendance at this meeting.

### 99. **Declarations of Interest:**

**RESOLVED:** To note that the following interests were declared:

<u>Agenda Item</u>	<u>Member</u>	<u>Nature of Interest</u>
8. Information Report - Petitions	Councillor Mrinal Choudhury	Councillor Mrinal Choudhury declared a personal interest arising from the fact that he has a friend that lives in Hooking Green, North Harrow and was the Ward Member for Buckingham Road, Edgware. Accordingly, he remained in the room for the discussion of all items.
12. Stanmore Controlled Parking Zone Review / Parking Controls for Event Days at Wembley Stadium	Councillor Robert Benson	Councillor Robert Benson declared a prejudicial interest arising from the fact that he was a resident of Stanmore. Accordingly he would leave the room when this item was discussed.
13. Information Report - Progress update on Key Traffic Schemes	Councillor Yogesh Teli	Councillor Yogesh Teli declared a personal interest arising from the fact that he was Ward Councillor for Kenton West. Accordingly, he remained in the room for the discussion of items.

100. **Arrangement of Agenda:**

**RESOLVED:** That (1) agenda item 10 be taken before agenda item 5;

(2) all items be considered with the press and public present.

[Note: For ease of reference, the order of the minutes follows the order of the business on the agenda].

101. **Appointment of Vice-Chairman:**

**RESOLVED:** To appoint Councillor Manji Kara as Vice-Chairman of the Traffic and Road Safety Advisory Panel for the 2008/2009 Municipal Year.

102. **Minutes:**

**RESOLVED:** That subject to the following amendments, the minutes of the meeting held on 26 February 2008 be read and signed as a correct record of the meeting, once printed in the Council Bound Volume:-

Amend Minute 85 to insert a further paragraph 85(ii) which states:-

- (iii) Councillor Yogesh Teli declared a personal interest arising from the fact that he was a Ward Councillor for Kenton West. Accordingly, he remained in the room for the discussion of all items.

103. **Public Questions:**

**RESOLVED:** To note that no public questions were received at this meeting under the provisions of Advisory Panel and Consultative Forum Procedure Rule 16 (Part 4E of the Constitution).

104. **Information Report - Petitions:**

Information Report – Petition from residents regarding the proposed installation of double yellow lines around Hooking Green, North Harrow:

The Panel received a report by officers relating to a petition received in response to the publication of statutory orders to implement double yellow lines around Hooking Green, North Harrow. The petition with 38 signatures represented 22 residential households and requested double yellow lines in four corners and a single yellow line on one side of the road.

An officer explained that a written response had been drafted to the lead petitioner which advised residents that the original scheme of double yellow lines would proceed because the proposals suggested were unworkable.

Information Report – Petition from residents requesting restricted parking between 11.00 am – 12 noon and 2.00 – 3.00 pm in Buckingham Road between Merlin Crescent and Whitchurch Lane, Edgware:

The Panel received a report by officers relating to a petition received by the Traffic Management Department. The petition with 42 signatures from 41 households requested the imposition of restricted parking in Buckingham Road between Merlin Crescent and Whitchurch Lane during the hours of 11.00 am – 12 noon and 2.00 pm – 3.00 pm.

An officer explained that a written response had been forwarded to the lead petitioner advising that the petition would be reported on at this meeting of Traffic and Road Safety Advisory Panel (TARSAP). The officer also advised the Panel that the petitioners had been informed of the programme timescales agreed at the February 2008 TARSAP meeting that addressed points raised in the petition at that time and the inclusion of Buckingham Road and surrounding areas in the CPZ review programme that would commence at the Stakeholders meeting in Winter 2010/11.

Information Report – Petition from residents requesting restricted parking on both sides of Corbins Lane, South Harrow:

The Panel received a report by officers relating to a petition containing 23 signatures from 17 households lying on both the northern and southern section of the road, requesting restricted parking to be introduced on both sides of Corbins Lane, South Harrow. Residents had experienced displaced parking as a result of the extension of the South Harrow Controlled Parking Zone introduced in February 2008.

An officer confirmed that the northern half of Corbins Lane had not been included in the consultation for the extended CPZ in November/December 2008, but residents would nevertheless be informed of the intention to include the scheme in the review that would commence in Winter 2009/10.

A Member commented that the petitioners were satisfied that their concerns would be looked at in due course.

**Petition received from businesses and customers requesting the alteration of parking restrictions on High Road, Harrow Weald:**

The Panel received a report by officers relating to a petition containing 86 signatures from traders and customers of two restaurants between numbers 207 and 225 High Road, Harrow Weald requesting that the current waiting time parking restrictions be amended to 6.30 pm.

An officer confirmed that Transport for London (TfL) had expressed concern regarding the effect that parked cars would have on bus routes. However, TfL would not object in principle to inset parking bays. The Panel was advised that this was the only probable solution. However, the need to divert underground services and the dedication of private land belonging to traders would prove too costly to implement this particular scheme. An officer agreed to revisit this proposal if a funding source would be identified in the future.

**RESOLVED:** That the report and the above be noted.

105. **Deputations:**

**RESOLVED:** To note that no deputations were received at this meeting under the provisions of Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution).

106. **Appointment of Advisors to the Panel 2008/09:**

The Panel considered a report by the Director of Legal and Governance Services.

**RESOLVED:** That the following non-voting advisors be appointed to the Panel for the 2008/09 Municipal Year:

- Mr Alan Blann representing CTC Right to Ride
- Mr Eric Diamond representing the North West London Chamber of Commerce
- Mr Len Gray representing Pedestrians' interests
- Mr Anthony Wood representing Harrow Public Transport Users' Association.

107. **References from Council and other Committees/Panels:**

**RESOLVED:** To note that no references were received.

108. **Stanmore Controlled Parking Zone Review / Parking Controls for Event Days at Wembley Stadium:**

(See Recommendation 1)

109. **Information Report - Progress update on Key Traffic Schemes:**

Officers provided an update on local safety schemes in the borough.

A Member who had made a request to speak at the Panel, which had been formally agreed, expressed concerns about the apparent lack of consideration in the development of the Travis Perkins site in Neptune Road and the effect of traffic in peripheral roads. In addition, concerns were raised regarding draft proposals for a one way system in Pinner View and Bedford Road which formed part of the local safety scheme proposals for Pinner Road. In response, an officer confirmed that residents' comments would be considered when an appropriate scheme was implemented and that a meeting would be set up to discuss the members concerns.

Panel Members were advised that Rumblewave would be introduced on dangerous bends to reduce vehicle speeds in Old Redding.

In accordance with the Council's approved programme of 20 mph schemes, an officer confirmed the programme for 2008/09 and explained that 20 mph were self enforcing

and therefore traffic calming would be introduced to enhance child pedestrian safety around a number of local schools.

The Traffic Department intended to install three pairs of speed cushions and a speed table outside the school entrance of Grimsdyke First and Middle schools as part of the Grimsdyke 20 mph zone. The measures also included plans to alter the road layout at the junction of Colburn Avenue and Sylvia Avenue to reduce vehicle speeds were also discussed. In addition, waiting restrictions would be marked to protect pedestrian crossing points and improve visibility and manoeuvrability at the junctions of Colburn Avenue and Sylvia Avenue, Hillview Road and Colburn Avenue and both junctions of Grimsdyke Road and Hillview Road.

As Aylward First and Middle School is adjacent to the proposed Stanmore CPZ, complimentary measures of "keep clear" signage and a 20 mph zone with traffic calming measures were proposed around the school.

Officers confirmed consultation on the proposals to extend the Charlton Road parking scheme to include Kenmore Park First and Middle schools would begin at the end of summer.

An update on the introduction of a walking scheme in Spencer Road, Wealdstone was given. Proposals for a raised speed table near the junction adjacent to the War Memorial, subject to the results of public consultation, would be introduced to improve pedestrian safety and reduce the frequency of road traffic accidents.

An update on junction improvements at the Goodwill to All was provided to Panel Members. Officers confirmed that enterprisemouchel had been commissioned to revisit some previous works, to investigate the feasibility of providing parking bays for shoppers and prepare a revised layout of the junction to incorporate controlled pedestrian crossing facilities. Two options had been modelled.

Officers advised Panel members of the potential increase in traffic delays and queuing once the pedestrian phase of the scheme is incorporated. Panel members also considered the need for a modified junction layout to address the lack of parking bays in Headstone Drive and Headstone Gardens.

In response to questions raised by Panel Members about the location of the bus stop in Headstone Gardens, officers confirmed that the siting would be reviewed to try and free up space for parking. An Advisor asked about the omission of the central cycle lane approaching the traffic lights at Headstone Gardens and officers agreed to have this re-examined.

Panel Members supported the recommendation for Option B in the report.

In response to a Member's queries on bus diversions during the works at Petts Hill Bridge, an officer advised that buses would not be diverted during enabling works but when main works commences.

Panel Members were advised that a progress update would be provided at the summer key stakeholder meeting, a further briefing would be given to Ward Councillors and the Portfolio Holder for Environment Services. Plans to organise a public exhibition near to the site and leaflet or letter drops would notify residents and other affected parties of potential disruption caused by works. Officers confirmed that comments from cyclists from Harrow and Ealing had been taken on board in the design stage.

An update on the development of bus priority schemes was given to Panel Members.

Parking lay bys in Kings Road, Rayners Lane had been completed and waiting restrictions would be implemented.

In response to questions raised by Panel Members, officers advised that a left turn lane at the traffic lights on Common Road, Stanmore appeared to be feasible and could be implemented by the end of 2008/09 year.

Panel Members were advised of the continuing design to install a northbound bus lane on Honeypt Lane, which would operate during peak hours. Officers addressed Panel Members concerns regarding the impact of widening the road would have on traffic capacity. In response, officers advised that widening the road at Honeypt Lane should bring additional capacity and the benefits would be further enhanced if capacity was also increased at the Honeypt Lane and Streatfield Road roundabout.



Officers also advised that residents and affected parties would be consulted in the future to ensure all comments would be taken on board at the design stage. An officer stated that the proposal for a scheme to address traffic issues at the Streatfield Road and Honeypot Lane roundabout would be prepared for panel members to consider at a future meeting.

A Member who had made a request to speak at the Panel, which had been formally agreed, confirmed that he would be attending a meeting with officers to discuss his concerns regarding Heavy Goods Vehicles (HGVs) using the widened left hand turn lane at the junction of Pinner Road and Station Road, North Harrow.

A Panel Member requested to see plans to remove the one way bus operation in Harrow town centre and remove buses from Greenhill Way. Officers confirmed that public consultation had taken place last year; however a more detailed consultation would be organised towards the end of 2008.

**RESOLVED:** That the report be noted.

110. **Any Other Urgent Business:**

Elm Park, Stanmore

A Panel Member expressed concern regarding the bollards in Elm Park.

Roxborough Hill, Harrow-on-the-Hill

A Panel Member commented that the junction at the bottom of Roxborough Hill was unsafe for children to cross because traffic controls for pedestrians had not been implemented. The Chairman confirmed that this area would be looked in to for the next meeting.

**RESOLVED:** That the above be noted.

111. **Date of next meeting:**

**RESOLVED:** That it be noted that the next meeting of the Panel would be held on Wednesday 17 September 2008 at 7.30 pm.

(Note: The meeting having commenced at 7.31 am, closed at 9.57 pm)

(Signed) COUNCILLOR SUSAN HALL  
Chairman

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Committee:	Traffic and Road Safety Advisory Panel
Date:	17th September 2008
Subject:	INFORMATION REPORT- Petitions Relating to: <ol style="list-style-type: none"><li>1. High Road, Harrow Weald –requesting action on illegal U-turns, speeding traffic and vibration</li><li>2. 207-227 High Road, Harrow Weald- request amendment of times of waiting restrictions</li><li>3. Badminton Close off Marlborough Hill Harrow-request strategy to prevent road being used by parents of adjacent</li></ol>
Responsible Officer:	Eddie Collier
Portfolio Holder:	Councillor Susan Hall
Exempt:	No
Enclosures:	None

### **Section 1: Summary**

This report sets out details of 3 petitions which have been received.  
The petitions relate to:-

- 1) High Road, Harrow Weald
- 2) 207-227 High Road, Harrow Weald
- 3) Badminton Close, off Marlborough Hill, Harrow

## FOR INFORMATION

### Section 2: Report

#### 2.1 High Road, Harrow Weald

2.1.1 A petition has been received which was presented to Cabinet on 19<sup>th</sup> June 2008 by Councillor Paul Scott containing 8 signatures of High Road, Harrow Weald.

2.1.2 The petition states that the signatures wish to complain to the council about:-

- I. *“Cars making illegal U turns into our private property in order to avoid travelling to the top of the High Road to use the roundabout on the Uxbridge Road to head southwards”*
- II. *“The above is causing congestion, risk of accident, nuisance and damage to our private property and risk of injury to those on our private property not expecting cars, some travelling at speed, illegally pulling into our private driveways”*
- III. *“The vibrations caused to our properties by moving traffic along the High Road. Damage, movement and suggested subsidence is being caused to our properties due to the increasing vibrations caused”*
- IV. *“Speeding along the High Road is making it dangerous to enter or exit our own driveways”*

2.1.3 The petitioner's state that they seek immediate action be taken to resolve the above concerns and that they will seek legal advice for damages should it become apparent that the vibrations have caused structural damage to their homes.

2.1.4 Cabinet received the petition and referred it to the portfolio holder for Environment Service and the Traffic and Road Safety Advisory Panel for consideration.

2.1.5 The junction of High Road Harrow Weald, Boxtree Road and Elms Road has an elongated central island in High Road which is designed to physically prevent vehicles from turning right. The reason for installing the island was to prevent vehicles from turning right because of the level of accidents at the junction. It was also installed to prevent rat running traffic from cutting through Boxtree Road and Elms Road to reach Uxbridge Road rather than join Uxbridge Road at the Roundabout located at the junction with High Road. To complement the physical island there is a no

- U turn restriction in place from the southern extremity of the island to the junction with Uxbridge Road. This affects both northbound and southbound traffic on High Road.
- 2.1.6 There are a number of signs to inform motorists of the ban and it is therefore considered that motorists are deliberately ignoring the ban rather than being unaware of the restrictions. From a site review it is unlikely that adding any additional signing will improve compliance.
- 2.1.7 Enforcement of this U turn Ban lies with the Metropolitan Police however it is extremely difficult to restrict vehicles carrying out banned U turns.
- 2.1.8 The personal injury accident records for the length of High Road for the last 3 years show no recorded accidents attributable to vehicles carrying out U turn manoeuvres.
- 2.1.9 The Police have been made aware of the concerns of residents on both speeding vehicles and non compliance with the U turn ban and have been asked to look at enforcement. Obviously it is for the Police to decide on the allocation of their resources.
- 2.1.10 With regard to vibration from vehicles, research has been carried out by the Transport Research Laboratory (TRL) into vibration levels from traffic required to cause structural damage to property. Their findings showed that whilst the transmission is dependant on the underlying soil type the levels of vibration necessary to cause structural damage are far above the levels normally generated by general road traffic.
- 2.1.11 People can detect building vibrations that are well below the level that cause any risk of damage. People may experience the effects of airborne vibration in that windows or fittings may rattle and this may give the subjective impression that structural damage may be being caused.
- 2.1.12 To ensure that there was no carriageway defect that may be exacerbating the problem the Highways section were asked to check the carriageway surface in the vicinity of the properties for any defects. The response was that there were no defects that would contribute to vibration.
- 2.1.13 A letter has been sent to the lead petitioner by the Portfolio Holder highlighting the above information and informing them that there are no effective practical measures the council can take to deal with the U turning and associated problems.

## **2.2 207-227 High Road, Harrow Weald**

2.2.1 A petition was presented at Council on 10<sup>th</sup> July from Mr Baranker containing 13 signatures calling on the council to:-

*“Urgently amend the waiting times in High Road, Harrow Weald, covering the properties numbered 205-227 to finish at 6.30pm in order to assist the traders to continue to run their business and to help boost the economic vitality and vibrancy of Harrow”*

2.2.2 The petition is in the same terms as one submitted in May 2008 by Mr Farooq and reported to this Panel on 18<sup>th</sup> June 2008.

2.2.3 Officers have previously reviewed the restrictions in this area which have been in place since 1996. However any relaxation of the existing timings has been opposed by Transport for London (TfL) because the High Road forms part of the London Strategic Route Network. TfL have concerns about the presence and manoeuvring into space of any parked vehicles causing delays to buses and other traffic.

2.2.4 These concerns extend to the period beyond 6.30 pm, hence the current restrictions which apply until 8pm Monday to Saturday.

2.2.5 TfL have indicated that they would not object in principle to inset parking in the form of a lay-by. This would require the dedication of part of the private forecourt land that exists in front of the shops. At the Panel meeting on 18<sup>th</sup> June it was noted that the cost of constructing this inset parking would be prohibitively expensive.

2.2.6 Since the meeting some further work has been undertaken to see how much parking could be provided and an indicative level of cost to construct the parking bay.

2.2.7 A lay-by would be able to accommodate about 6 vehicles and would need to have a pay and display regime to control its use. Without such control there is a likelihood that the lay-by would fill up in the evening and overnight with long stay parking by residents and therefore would provide little or no benefit to the restaurants and other businesses along this section of the High Road.

2.2.8 The cost of constructing a lay by would require the relocation of a lamp column, replacement of the footway to the rear of the new lay-by, pay and display equipment, signing together with legal costs orders for traffic orders and acquisition of the necessary private forecourts. In addition it can be expected that there will be underground services and mains belonging to public utility companies that will require diversion. At this

stage a suitable allowance has been made but the costs could increase significantly if it is found that fibre optic cables are involved. The total cost is estimated at £110,000.

2.2.9 The cost of providing each potential parking space is relatively high and there is no budget provision for funding such works. It is also unlikely that TfL would fund the scheme because of the level of cost and little or no significant benefits it would bring to bus operators.

2.2.10 A letter has been written to the lead petitioner explaining the above facts and that the council is therefore unable to agree to the request for changes to the parking restrictions.

### **2.3 Badminton Close off Marlborough Hill, Harrow**

2.3.1 A petition has been forwarded by the Headmaster of Marlborough School which was addressed to the Head teacher and governing body of the school.

2.3.2 Although the petition was not addressed directly to the council it is felt appropriate to report it to this Panel.

2.3.3 The petition consists of 91 signatures from parents and carers addressing road safety issues in the area outside Marlborough School.

2.3.4 The petition states *“In view of the risk to children crossing Badminton Close, we, the undersigned, urge you (Head teacher and governing body) in consultation with Harrow Council, to establish a strategy to prevent this road being used by parents to drop off or pick up their children, or use it as a turning point, during the 8.30am to 9.30am and 3pm to 4pm high risk times”*.

2.3.5 The Head teacher in forwarding the petition has stated that the signatories of the petition have put forward the following suggestions to remedy the situation namely:-

- I. Zig-Zag lines on both sides of Badminton Close.*
- II. All new parents to sign a contract stating that they will not endanger children's lives by attempting to drop off children too close to the school.*
- III. The crossing (Lollipop) person could be moved slightly further along towards Badminton Close, and actually supervise both crossings (The lady at Norbury supervises two crossings at the Hindes / Radnor/ Welldon Crossroads).*

- IV. Ask the metropolitan Police to provide cones to put across Badminton Close at crucial times (this may help in the short term)*
- 2.3.6 The petition was acknowledged and further information requested from the head teacher on the position with regard to the schools travel plan. However the petition was received just prior to the start of the school holidays.
- 2.3.7 An investigation of the accident records show that there are no recorded personal injury accidents in the last 5 years in Badminton Close or within 50m either side of its junction with Marlborough Hill.
- 2.3.8 Coincidentally the traffic orders for the review and extension of Wealdstone Zone C, the subject of public consultation in 2006, were published in July 2008. An objection to these proposals has also been received from the Head teacher of Marlborough School. This objection is dealt with fully in the separate report to this meeting of the Panel.
- 2.3.9 There are already substantial school keep clear markings and zig-zag lines to the west side of Badminton Close stretching for approximately 90m on both sides of Marlborough Hill opposite the school frontage. Double yellow lines already exist on the entire length of the western side of Badminton Close and include the turning head on the eastern side. Under the advertised proposals above it is planned to install permit parking bays down most of the eastern side of Badminton Close covering the hours 10am to 11am Monday to Friday. Double yellow lines are proposed on the eastern corner of the junction of Badminton Close and Marlborough Hill to replace the existing single yellow lines.
- 2.3.10 The suggestion of the police putting cones across the end of Badminton Close is not practicable as the police do not have the power to do so (the road is a public highway and any restriction to access requires a traffic regulation order) nor do they have the resources and equipment to do so.
- 2.3.11 A request has been made to the head teacher for information on the preparation of the school travel plan and the suggestion of a site meeting to discuss the issues in more detail. A response is awaited which has probably been delayed due to the school holidays.
- 2.3.12 Officers will continue to liaise with the head teacher to try to find an acceptable, legal and practicable solution to the problems.

### **Section 3- Further Information**

None

### **Section 4- Contact Details and Background Papers**

#### **Contact:**

Paul Newman, Senior Engineer, Parking and Sustainable Transport, Tel: 020 8424 1065, Fax: 020 8424 7622, E-mail:paul.newman@harrow.gov.uk

#### **Background Papers:**

Petitions and Replies to lead petitioners

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Meeting:	Traffic and Road Safety Advisory Panel
Date:	17 September 2008
Subject:	Wealdstone controlled parking zone – Review, possible extension and associated restrictions - Objections to Traffic Orders.
Key Decision:	No
Responsible Officer:	Eddie Collier- Head of Property and Infrastructure
Portfolio Holder:	Councillor Susan Hall- Environment and Community Safety Portfolio Holder
Exempt:	No
Enclosures:	Appendix A – Geographical extent of proposals Appendix B – Grounds for objection and officer comments

## SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report considers objections received to the traffic orders for the proposed extension of the Wealdstone controlled parking zone C and associated parking restrictions to zones C & CA and recommends the proposals should be implemented.

### **Recommendations (for decision by the Environment and Community Safety Portfolio Holder):**

#### **that the Panel recommends:**

That the formal objections to the advertised traffic orders for the extension and revision to the Wealdstone Controlled Parking Zones C and CA incorporating a residents parking scheme and some associated waiting and loading restrictions be set aside for reasons given in the report, the objectors be informed and officers proceed with the order making and implementation.

**REASON:** As stated in Section 2.2 and **Appendix B** to the Officer Report.

## SECTION 2 - REPORT

### 2.1.1 Background

- 2.1.2 The existing Wealdstone CPZs were initially introduced in 1996, and extended and split into the present zones C and CA in June 2003. The main zone CA review changes were implemented in April 2008. These included an extension of the CPZ and associated change to main road and junction parking restrictions.
- 2.1.3 The results of a second phase of consultation covering further localized parking issues in the zone CA study area were reported to this Panel in September 2007. The results of local consultation on a possible extension of Zone C, which lies to the southwest of the railway line, and associated parking restrictions, were also reported.
- 2.1.4 This Panel agreed the recommended changes including the extension of Zone C should be taken forward to the statutory consultation of traffic orders. The statutory consultation period ran from 3 to 23 July 2008. The traffic order changes were placed as advertisements in the London Gazette and Harrow Times. Street notices were posted in affected streets for display during the statutory consultation period. These summarized the general essence of the proposals as relevant to that location, advised where full details of the changes could be found and to whom observations and objections should be made.
- 2.1.5 This report describes the results of statutory consultation, including the advertisement of the draft traffic orders. It consists of formal objections received together with officer comments and recommendations as to how these objections should be addressed.
- 2.1.6 Traffic orders were advertised covering aspects described in 2.1.7 below for the area shown on the plan at **Appendix A**. Seven letters of objections have been received by the Traffic and Highway Network Manager. A summary of the objections are listed below:-
- (i) a letter from a resident of Walton Road relating to the proposed extension of zone C;
  - (ii) a letter from Marlborough School relating to the proposed extension of zone C.
  - (iii) a letter from a resident of Dobbin Close relating to proposed double yellow line restrictions in that road;
  - (iv) a letter from a resident living near the junction between Kenmore Avenue and Beaufort Avenue relating to proposed double yellow line restrictions at that junction;
  - (v) 3 letters from residents of Masons Avenue relating to proposed changed parking bay restrictions in that road;
- 2.1.7 The grounds for objection are summarized together with officer comments in **Appendix B**. More general background information for certain sections of the scheme are set out below to assist consideration of these objections.
- 2.1.8 The scheme proposals mainly comprised:-

- (i) An extension to the Wealdstone CPZ zone C to include Badminton Close, Leys Close, Rugby Close, Walton Close, Walton Road; the remaining section of Marlborough Hill, and part of Walton Drive.
- (ii) Echelon permit bays in a lay-bay at the northern end of Princes Drive;
- (iii) Main road and junction waiting restrictions, largely double yellow lines at or near junctions to improve visibility and/or access, including additional restrictions in Dobbin Close;
- (iv) New or revised loading restrictions on Headstone Lane and Harrow View;
- (v) One additional permit parking space and a new shared use bay on Masons Avenue. Revised or new waiting and loading restrictions on the approach to the traffic signals in that road and a new loading bay in The Bridge;
- (vi) Revision to the parking bays in Tudor Road;
- (vii) No stopping restriction outside Elmgrove First and Middle School, Kenmore Avenue;
- (viii) New pay and display bays on the north side of Milton Road. Revised waiting and loading restrictions on and adjacent to Station Road and Station Approach by Civic Centre;
- (ix) Revised eligibility for purchasing permits to allow business permits.

The area of the above proposals is shown at **Appendix A**.

## 2.2 Options considered

- 2.2.1 Having consideration for the scale and diversity of the scheme proposals it is surprising how few objections have been received. Approximately 2800 residential and business addresses were consulted on parking proposals which led to the proposed scheme.
- 2.2.2 Two objections were received to the extension of the controlled parking zone. However, one of these came from a first and middle school on behalf of its staff. This compares to the 88 responses received in the local consultation referred to in 2.2.1 where a clear majority of responses from streets within the scheme area supported the proposed extension. Having regard to the officer comments given in **Appendix B** and the support shown in consultation it is recommended that the objections be set aside and the CPZ be extended as advertised.
- 2.2.3 A letter and an email were received regarding the double yellow line proposals at separate locations in Dobbins Close and a junction on Kenmore Avenue. In the original consultation, twelve responses from Dobbin Close supported the additional double yellow lines whereas eight were against or had reservations. The extent of restrictions in the draft traffic order was reduced in an attempt to address concerns. The resident however still believes the restrictions are unnecessary and should be linked with issues apart from parking on the public highway. The other resident states their support of double yellow lines in principle but is concerned that their extent reduces parking opportunities. As outlined in **Appendix B** the restrictions are proposed to enable council enforcement at locations where the Highway Code states people should not park. The restrictions are to improve visibility which should reduce accident risk and access especially

for larger vehicles. Both locations were re-examined to confirm the need and required length. It is therefore recommended that these objections be set aside except for a reduction in length of one section of double yellow line in Dobbin Close as this does not compromise the access improvements.

- 2.2.4 Three letters from addresses in Masons Avenue all state they oppose the proposed plans to reduce permit parking places and replace them with parking places where people pay and display. Regrettably these objections have been based on a misunderstanding of the proposals which actually propose additional space available to permit holders. The proposal is for an additional dedicated permit holder space and four further spaces available to permit holders and to people who pay and display, see 2.1.7 (v) above. The residents have been advised their concerns are incorrect and sent a plan of the proposals in order to clarify what actually has been proposed. One resident has confirmed they do not wish to oppose what is proposed.

### **2.3 Consultation**

- 2.3.1 Ward councillors were consulted throughout the review and were advised of the traffic orders being subject to statutory consultation.
- 2.3.2 All the scheme proposals which were advertised as part of the statutory consultation process were the subject of local consultation of people at approximately 2800 addresses during July 2006. The scheme proposals, especially the extent of the now proposed extension of zone C, are a result of the responses received. The analysis of the responses received and revised proposals were the subject of a report to this Panel on 25 September 2007.
- 2.3.3 The statutory consultation process, the results of which are the subject of this report, is carried out using legal processes described in section 2.5 below

### **2.4 Financial Implications**

- 2.4.1 The estimated overall cost including implementation of the scheme which has been advertised is £95,000 of which £15,000 has already been spent this financial year
- 2.4.2 £95,000 is currently available from the Harrow Capital budget in 2008/09 to cover the implementation of this scheme.
- 2.4.3 The estimate of £95,000 includes an allowance of £9,000 for replacing the existing permit plates in the existing zone with ones that include the zone times as part of a programme of changes previously agreed.
- 2.4.4 The Capital programme for 2009/10 and 2010/11 includes £20,000 in each year for possible changes to parking on the periphery of the areas in line with the principles already established on Wealdstone CPZ of revisiting these areas approximately 6-12 months after implementation of the scheme in the main area.

## 2.5 Legal Implications

2.5.1 Controlled parking zones and associated waiting and loading restrictions can be implemented under Sections 6, 45, 46 and 49 of the Road Traffic Regulation Act 1984.

## 2.6 Performance Issues

2.6.1 There are no Best Value performance indicators relating to CPZs.

2.6.2 Although no funding is provided by Transport for London, CPZs form part of the Mayor of London's Transport Strategy, West London Transport Strategy and are an integral part of the Council's LIP.

2.6.3 The provision of CPZs meets the following priorities in Mayor of London's LIP:

- Priority IV Improving the working of parking and loading arrangements
- Priority V Improving accessibility and social inclusion on the transport network

2.6.4 This proposal supports the Harrow Vision and Corporate Priorities as follows:

- Priority 1) Deliver cleaner streets, better environmental services and keep crime low
- Priority 5) Improve the way we work for our residents

## 2.7 Risk Management Implications

2.7.1 This project is not included on the Directorate risk register.

2.7.2 When approved for implementation, however, it will have its own generic risk register as part of the project management process.

## 2.8 Equalities Impact

2.8.1 The introduction of CPZs increases overall accessibility and social inclusion by the provision of additional parking for disabled people.

## 2.9 Community Safety (s17 Crime & Disorder Act 1998)

2.9.1 These recommended proposals will have a neutral impact on crime and disorder.

## SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: ...Sheela Thakrar Date: ...1/9/2008.....
Legal & Monitoring Officer	<input checked="" type="checkbox"/>	Name: ...Rachel Jones Date: .....5/9/2008.....

#### SECTION 4 - PERFORMANCE OFFICER CLEARANCE

Performance Officer	<input checked="" type="checkbox"/>	Name: ...Tom Whiting
Date: .....3/9/2008.....		

#### SECTION 5 - CONTACT DETAILS AND BACKGROUND PAPERS

**Contact:** Stephen Freeman,  
Traffic Engineer, Traffic Management  
Tel. No: 020 8424 1437

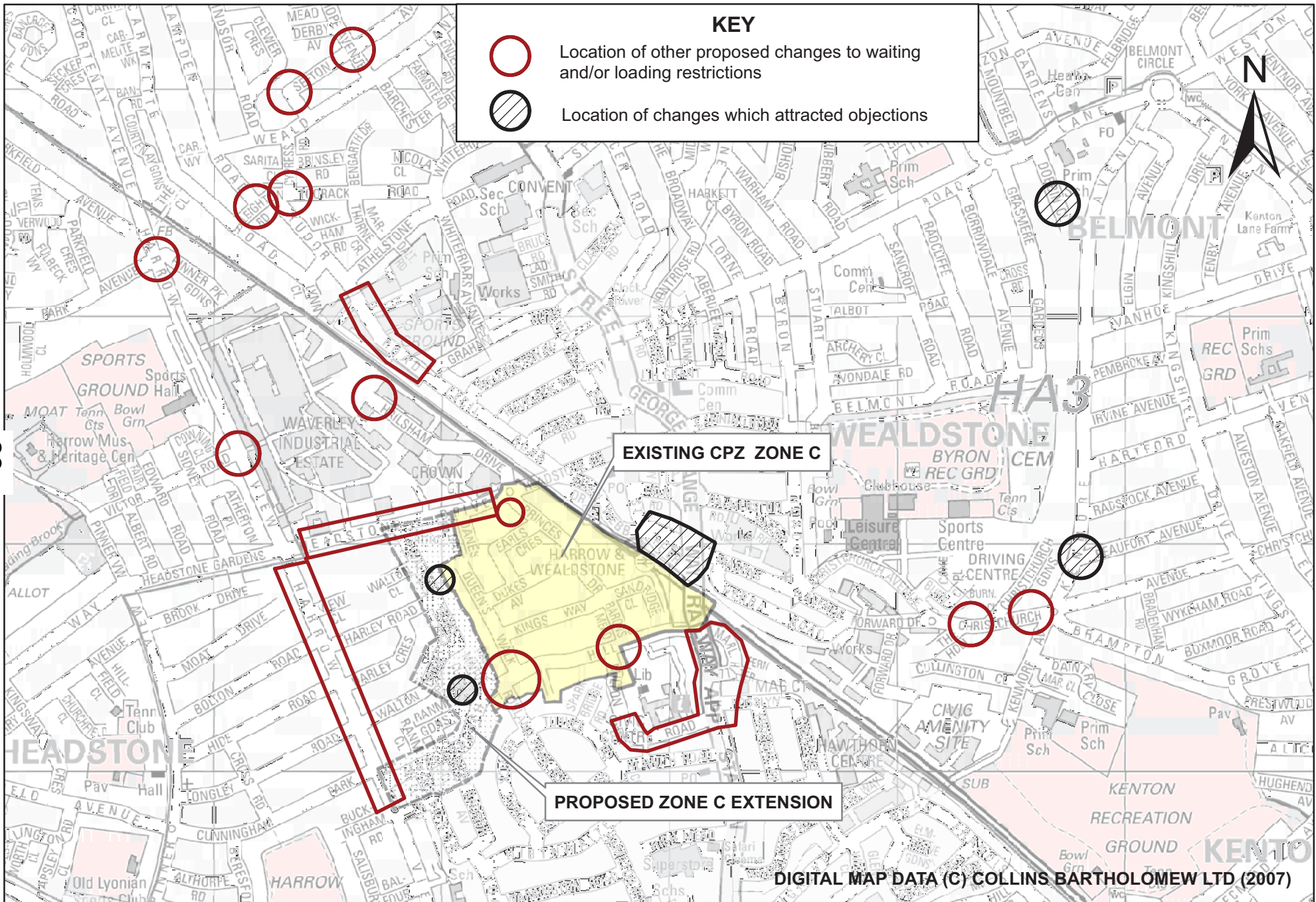
**Background Papers:**

- 1 Traffic and Road Safety Advisory Panel 25 September 2007  
Agenda Item 13 - Wealdstone controlled parking zone –  
Review, possible extension and associated restrictions Zone  
C and Zone CA Phase 2 Consultation results.
- 2 Traffic and Road Safety Advisory Panel 26 February 2008  
Agenda Item 9 – Controlled parking zone/parking schemes -  
Annual review.
- 3 Traffic Order
- 4 A0 plans of detailed scheme parking restriction changes.

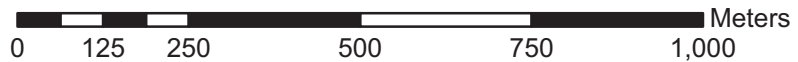
**IF APPROPRIATE, does the report include the following considerations?**

1.	Consultation	YES/ <del>NO</del>
2.	Corporate Priorities	YES / <del>NO</del>





Geographical extent of proposals



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**APPENDIX B Grounds of Objection and Officer Comments**  
**Part 1 – Objections concerning extension of CPZ (zone C)**

<b>Grounds for Objection</b> (Objector 1 – resident of Walton Road)	<b>Officer Comments</b>
(a) Cost to residents of buying permits.	The cost of permits was explained to residents in the consultation in July 2007. The responses received supported the extension of the CPZ presumably as the improved parking opportunities offered by proposals outweighed the cost to residents of purchasing permit. There were majorities from each of roads where bays are proposed and nearly a 2:1 majority over the scheme area. Residents only need to purchase permits if they wish to park in the permit bays during the zone hour (Monday – Friday 10am-11am).
(b) Extending the CPZ and permit parking scheme to Walton Road will reduce the number of cars parked and lead to increased traffic speeds which are already too high.	Walton Road and Walton Drive are used as a cut through to avoid the right turn ban at the junction between Harrow View and Headstone Drive. Traffic speeds can be higher on such roads. The most recent traffic survey, in 2003 shows traffic speeds typical for this type of road with an 85%ile speed just below 30mph. This does indicate that some drivers are exceeding the 30mph speed limit, but numbers are comparatively small. There are permit parking bays proposed on both sides of the road but there will inevitably be fewer spaces than the theoretical maximum at present. In particular the double yellow lines at junctions will reduce the parking capacity. Parking within controlled parking zones is less congested than that which occurred in the same road prior to the CPZ. The distribution of permit bays makes it unlikely that speeding vehicles would get a clearer run down one side of the road even within the restricted time period. The restriction on the bays and the single yellow lines only applies for one hour each weekday. Experience with traffic condition in similar roads suggests that traffic speeds may increase marginally but is offset in terms road safety by better visibility.
(Objector 2 – Marlborough School)	
(c.) Decision on extending the CPZ has already been made without consulting Marlborough School.	The consideration of whether to extend the controlled parking zone was the subject of local consultation in July 2007 when an officer visited the school to discuss the issues; it has recently been the subject of statutory consultation which is reported here. The decision will be made by the council's executive following consideration of the results of consultation.
(d) No consideration of detrimental impact on school community. Placing single yellow lines behind the school keep clear zig-zags will limit our parking further.	Views of the school were sought and considered in the July 2007 consultation. It is recognised that school staff parking has been a difficulty for the school for some time and the proposals would make that more difficult. Travel plan advice and assistance has been on offer to the school. Government, London Mayoral and council policy is to encourage consideration of alternatives to use of private cars. Clearly schools help to inform and influence young people and the transport choices of tomorrow. The school has forwarded a petition from parents concerned

	about inter alia parking close to the school causing hazard to children.
(e) School will be restricted to visitor permits and involved in extra costs.	The council reviewed its policy on the issue of parking permits and allows schools within CPZs, who have developed a school travel plan, to purchase two permits for their operational purposes at the same cost as a resident's permit ie £41 per vehicle per annum. Such qualifying schools can be considered for a limited supply of visitor permits for genuine visitors. Businesses can purchase up to 2 permits but at a cost of £300 each.
(f) School staff and visitors will be forced to buy visitor permits via residents at £1 a day, providing they can find an empty resident's bay.	Residents should only be purchasing visitor permits for their own visitors. People without a permit can park outside the zone which ends part way down Walton Drive or in permit bays after 11am. The restriction between 10am and 11am is likely to result in more parking opportunities for all including school staff after 11am.
(g) School staff will be forced to park outside the zone much further away from the school involving wasted time walking	The western end of Walton Drive remains unrestricted. This can be accessed via a street-lit alleyway adjacent to the school. The zone ends some 200 metres from the school front entrance.
(h) Support staff provide early morning reading. They would be forced to park at considerable distance.	The nearest unrestricted street is some 200 metres from the front gate. If the duties are finished before 10am they could park in the permit bays until then.
(i) Visiting professionals need to visit during hour when CPZ operates.	Visitors can also arrange their visit times to avoid the 10-11am period or park outside the zone.
(j) Volunteers would not be able to park outside the school until after 11am	If the volunteers come before 11am they would need to park in unrestricted streets outside the zone.
(k) The council has sold off part of the land attached to the school in the past. This could have provided more off street parking.	The council is not obligated to provide parking for school staff or other people who come there. Government, London Mayoral and council policy is to encourage consideration of more sustainable means of transport.
(l) Although many of the staff are local they need their cars to pick up their children. Walking to get their cars will cost them money.	The end of the zone is relatively close. If they are local perhaps they could walk or cycle their journeys and reduce car costs.
(m) Prospective parents may not choose Marlborough School if they cannot park locally to pick up their children	The restrictions are likely to make it easier for people to park after 11am. The council would encourage parents to walk to collect their children.
(n) In general this will make parking for school staff more difficult and/or more expensive	CPZ and permit parking schemes have the general objective of improving the parking amenity of the community at large. Priority in parking guidance places the needs of residents and visitors to the area above those who use their vehicles to travel to work. The school is part of that community and is treated preferentially to other organisation like businesses. CPZ have an aim of encouraging a modal shift away from single occupancy private car use. For those people who do not have flexibility and have to use their cars the distance to the nearest unrestricted road is only about 200 metres. The proposals may also improve parking opportunities for some who come to the school particularly those who arrive after 11am.

**APPENDIX B Grounds of Objection and Officer Comments**  
**Part 2 – Objections concerning double yellow lines in Dobbin Close**

<b>Grounds for Objection</b> (Objector 3 – resident living in Dobbin Close)	<b>Officer Comments</b>
(o) Double yellow lines are unnecessary.	The proposals were in response to complaints that obstructive parking especially near the entrance to car parking areas were causing difficulties to residents, refuse collection and potentially access for emergency services vehicles.
(p) The consultation on the double yellow lines took place before restrictions introduced in off-street car parks to which many residents no longer have access.	The need for reasonable access along the public highway and to properties along it has not changed. This is a legal responsibility of the council as the highway authority and is the reason for the double yellow line proposals. The three car parking areas off Dobbins Close although council owned are not part of the public highway and any changes there cannot affect the highway authority's legal responsibilities.
(q) Many of the parking problems are created by parents bring or collecting children from St Joseph's School	Parking problems may be at their worst at either end of the school day. Significant problems occur at other times as observed at various times including in the middle of the school holidays.
(r ) The extent of the double yellow lines proposed outside 35 and 36 Dobbin Close is excessive	The extent of the proposed restrictions was amended in consideration of the responses from the July 2007 consultation and site inspection. The yellow lines in the turning head were removed as turning could be achieved elsewhere within Dobbin Close. The restrictions were proposed across the frontage of 35 and 36 as there is a continuous dropped kerb present. Stopping the restriction short, part the way across the access, might be mis-interpreted by parents as a short term parking opportunity. On re-examination, the highway objectives of maintaining access to the car parking area can just be achieved by stopping the restriction just short of the dropped crossing. It is recommended that the draft traffic order be modified accordingly to reduce the extent of the restriction introduced.
(Objector 4 – resident living near junction between Kenmore Avenue and Beaufort Avenue	
(s) Support double yellow lines in principle but ask for review of extent.	The location has been revisited. The general guidance given in the highway code is that parking should not occur within 10 metres of a junction as it is likely to be obstructive. To address parking pressures the length down the side roads can sometimes be reduced dependent on road geometry and in particular width. In this instance, Beaufort Road is comparatively narrow at approximately 5.5 metres width. The two roads are also far from at right-angles to one another introducing increased difficulty for larger vehicles attempting to enter Beaufort Avenue if approaching from the north. The extent of the double yellow lines proposed in Beaufort Avenue at approximately 10 metres is considered necessary to maintain reasonable access. The extent of proposed restrictions in Kenmore Avenue either side of the junction with Beaufort Avenue at approximately 10 metres is considered necessary to ensure reasonable visibility. No change recommended.

**APPENDIX B Grounds of Objection and Officer Comments**  
**Part 3 – Objections concerning restriction changes in Masons Avenue**

<b>Grounds for Objection</b>	<b>Officer Comments</b>
<p>Objectors 5, 6 and 7 who all reside in Masons Avenue</p> <p>(t) Proposal to reduce the space available for permit parking and replace by parking meters will cost resident money and is unfair.</p>	<p>The actual proposals in the draft traffic order have one more permit holder only space provided. There are also four spaces where permits can be displayed or the driver can pay and display. The additional spaces replace what is currently no waiting Monday to Saturday 8am to 6.30pm. The wording of the street notice has been reviewed but appears clear and it not easily seen how the misunderstanding arose. The objectors have been sent plans by way of clarification and one has subsequently advised he does not object to what is proposed.</p>



Committee:	Traffic and Road Safety Advisory Panel
Date:	17th September 2008
Subject:	INFORMATION REPORT – George V Avenue / Pinner Road / Headstone Lane – Signalised junction
Responsible Officer:	Eddie Collier
Portfolio Holder:	Councillor Susan Hall
Exempt:	No
Enclosures:	Appendix A - Location plan Appendix B - Original scheme proposals

## SECTION 1 – SUMMARY

This information report is presented to members to update them of progress regarding the above.

### FOR INFORMATION

## SECTION 2 - REPORT

### 2.0 BACKGROUND

- 2.1 In addition to concerns expressed by Nower Hill School managers, there are two local “champions” who have been in regular communication with the council over a long period regarding the junction of George V Avenue / Pinner Road / Headstone Lane. (**Appendix A** - site location). One resident is concerned about the frequency of road traffic accidents and is requesting measures to separate right turning vehicles.

The other resident is concerned about the lack of signalised pedestrian facilities at the junction especially given the close proximity of Nower Hill School. A number of other local residents have also expressed concerns about these issues. Recently a young girl was involved in an incident at the junction; however an investigation by the Police indicated that the girl ran out in front of a vehicle and the car driver was not at fault.

- 2.2 The signalised junction currently has no pedestrian facilities and a relatively high level of personal injury accidents due to conflicts in right turning traffic.

Statistically the junction has highest rate of personal injury accidents of any junction in the borough and therefore ranks highest in terms of priority. In addition to the reported personal injury accidents, there is also anecdotal evidence of a large number of damage only collisions.

Personal Injury casualties for last 3 years (Jan 05 – Dec 07) data available:-

Dates	Slight	Serious	Fatal	Notes
1/01/05-31/12/05	7	1	0	
1/01/06-31/12/06	6 *	0	0	* One accident involving pedestrian
1/01/07-31/12/07	4	2	0	
Total	17	3	0	Total 20

- 2.3 In the 5 years to December 2007 there have been 24 reported personal injury accidents at the junction, resulting in 35 casualties. Of these, 22 accidents resulted in 32 people being slightly injured and 2 accidents resulted in 3 people being seriously injured. Only 1 accident involved a pedestrian, who was slightly injured. The others were vehicle occupants, mainly resulting from accidents involving right turning manoeuvres at the junction. These figures do not include the recent case referred to in paragraph 2.1 in which a young pedestrian was slightly injured.
- 2.4 In 2004 consultants, The Project Centre, were commissioned to look at accidents and pedestrian facilities at the junction. After a number of iterations a scheme was produced to address these aspects. This involved some physical realignment of the junction and incorporated pedestrian facilities across all arms of the junction and segregation of right turning traffic. The scheme also incorporated advanced stop lines for cyclists and a bus priority system to improve bus flow through the junction.
- 2.5 In November 2005 the Transport and Road Safety Advisory Panel received a petition submitted by Councillor Silver and signed by 520 residents and parents requesting an improved pedestrian crossing facility at the intersection of Pinner Road and George V Avenue junction.
- 2.6 At the meeting a deputation was also received in support of the petition. It was advised that the petition had the support of a local MP and four schools within the vicinity of the junction. Although it was emphasised that the junction posed a danger to both children and adults, the danger was particularly significant for children attending Nower Hill High School, whose entrance was on George V Avenue.

- 2.7 An initial scheme design was completed including all round pedestrian facilities, which was submitted to Transport for London (TfL) for approval in January 2006. TfL subsequently recommended changes to some aspects of the original design to take into account turning movements and the revised layout of the junction. Agreement was reached in principle on a detailed design in June 2006; however the scheme needed to be further evaluated in terms of its benefits to pedestrians and possible disbenefits to vehicular traffic.
- 2.8 As the junction is on the Strategic Road Network for London the scheme was also submitted for independent appraisal by TfL's Network Assurance Team (NAT). In Oct 2006 TfL Director of Traffic Operations (DTO) produced a detailed report on the proposals after some considerable work. The results showed some increases in queue length for traffic.
- 2.9 The DTO report concluded that having taken all factors into account the benefits for pedestrians outweighed the disbenefits and recommended the scheme for approval. (**Appendix B** shows details of the original scheme proposal)
- 2.10 The scheme was not progressed, however, and funding for the project from the TfL Local Safety Scheme budget was only used for the report and no firm bid for funding was put forward for the implementation of the proposals in the subsequent financial year.
- 2.11 In an effort to reduce the predicted queuing EnterpriseMouchel (EM) were commissioned to review the junction to see if the proposals could be modified to take this into account. They produced a report in April 2007 on which they had modelled 2 options. Option one was a short term measure only to deal with personal injury accidents from right turning traffic, the estimated cost of the scheme was £33,000. Option two was the long term option to additionally incorporate pedestrian facilities. The latter was estimated to cost £203,500 excluding public utilities diversion costs.
- 2.12 EM analysed the costs associated with the scheme and those associated with the accident reduction and showed that the first year rate of return for the long term solution was between 103% and 155% (pessimistic to optimistic). The First Year Rate of Return (FYRR) is the calculation to estimate the economic worth of the proposed scheme. This is calculated using the net monetary value of the accident (and other) savings expected in the first year of the scheme, expressed as a percentage of the total capital cost. TfL will use first year rate of return FYRR as an initial guide to prioritising local safety proposals, before taking into account other environmental factors. A FYRR of 100% demonstrates that the scheme would pay for itself within the first year by virtue of the number of personal injury accidents saved.
- 2.13 Enquires with DTO show that this later scheme was never presented to them for assessment, although it would appear from the report the predicted queue lengths are less than those predicted under the original 2006 Project Centre proposals.

- 2.14 Recent enquiries with DTO confirmed that all the detailed design work was completed for the original Project Centre scheme and it was fully safety audited. The matters outstanding if the scheme was to be pursued are NAT approval and funding.
- 2.15 There were proposals discussed regarding providing a pedestrian crossing in George V Avenue opposite the school entrance. However these would deal only with pedestrians travelling from one direction and would do nothing to assist other pedestrians traversing the other arms of George V Avenue / Headstone Lane / Pinner Road junction. It would also encourage the use of the residential service road as a drop off / pick up point and exacerbate current difficulties that residents experience. In addition officers are currently investigating the possibility of converting the pedestrian refuge near to the Fire Station to a zebra crossing.
- 2.16 The two local “champions” continue to contact the council looking for a solution to the problems to be implemented. A question was raised at a recent Council question time meeting when a resident asked what the council was doing to improve road safety at the junction. The council has no official stance with respect to the junction that can be used to answer fully any further enquiries from the public as the matter has never been formally discussed at TARSAP or a way forward agreed in the past.
- 2.17 The junction is subject to a timing review by DTO this financial year (08/09) which is currently underway. TfL has confirmed that they will be able to review the signal timings to improve the throughput of the junction and investigate some of our road safety concerns. We are currently working with them to achieve this.
- 2.18 In addition we have requested that DTO review all the modelling data and let the council have their views regarding the original proposals submitted in 2006. If this is supported then it would be possible to make a bid to TfL for funding. Submissions have already been made for the Local Safety Scheme programme for 2009/10 so 2010/11 may be the earliest opportunity.
- 2.19 Progress on the discussions with TfL will be reported to a future meeting of the Panel.

### **SECTION 3 – FURTHER INFORMATION**

**Appendix A** - Location Plan

**Appendix B** - Original scheme proposal

### **SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS**

#### **Contact:**

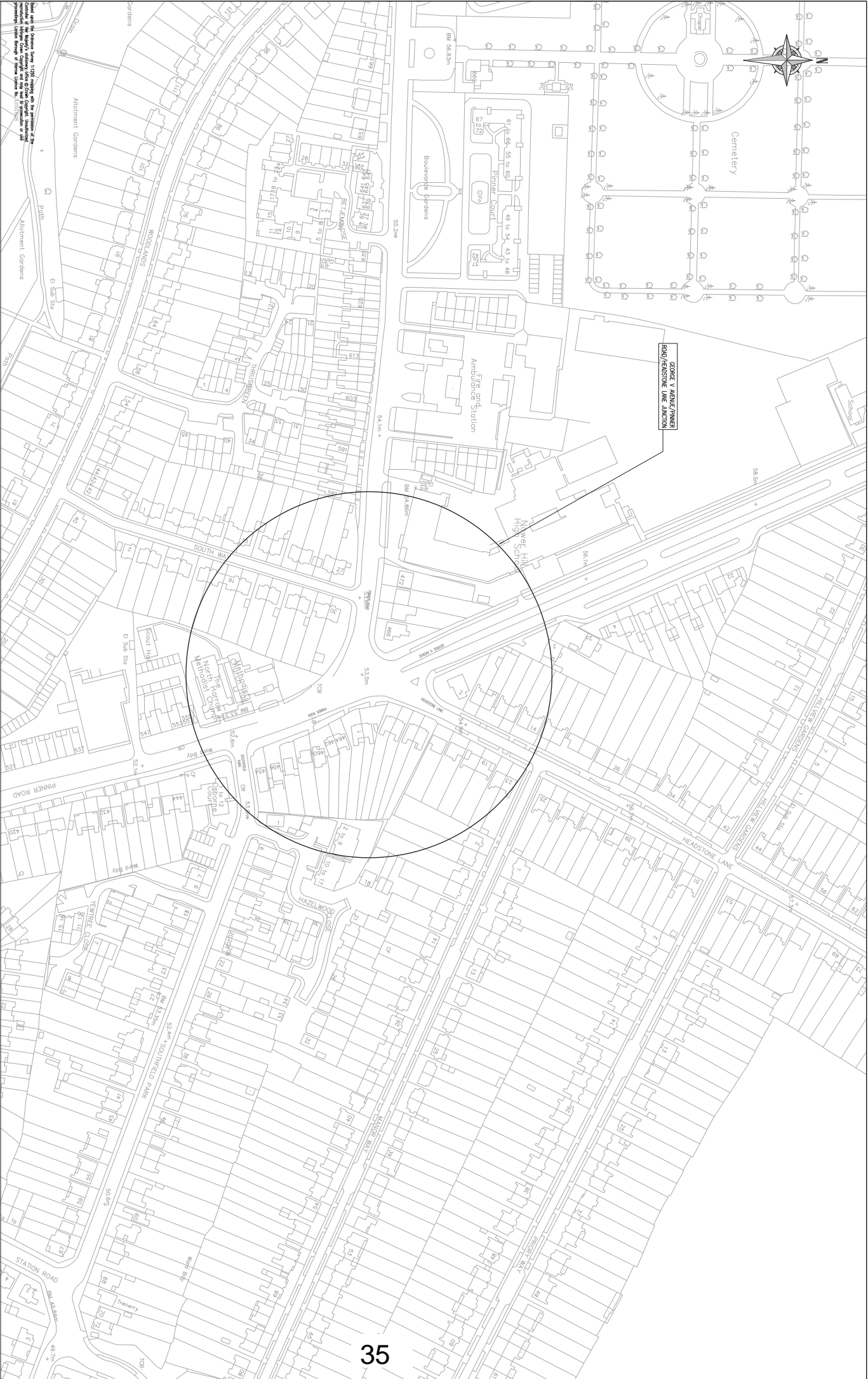
Barry Philips, Traffic Team Leader, Traffic and Road Safety, Tel: 020 8424 1649,  
Fax: 020 8424 7662, E-mail: [barry.philips@harrow.gov.uk](mailto:barry.philips@harrow.gov.uk)

#### **Background Papers:**



PCL report 2004  
Eneterprisemouchel report 2007

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GEORGE V AVENUE/PINNER ROAD/HEADSTONE LANE JUNCTION

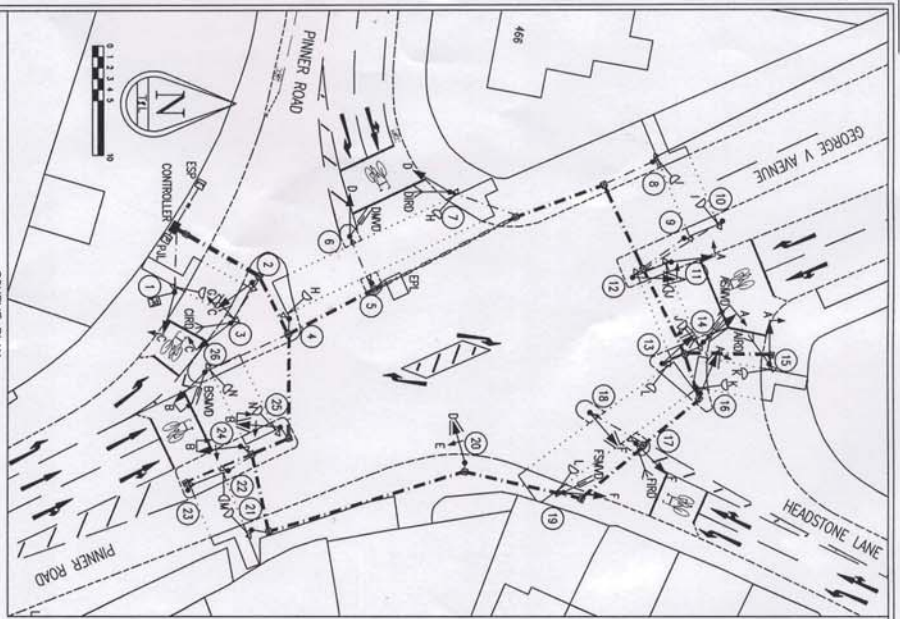
Read note in drawing sheet 11502 attached to the permission of the Local Planning Authority. This drawing is a site plan and does not constitute a contract. It is subject to the provisions of the Town and Country Planning Act 1990 and the Town and Country Planning (General Development Order) 1988.

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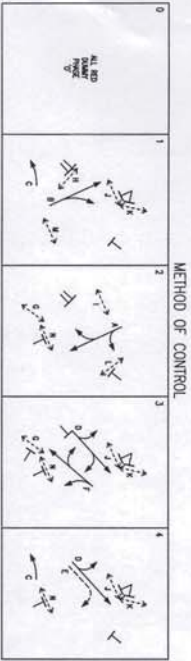
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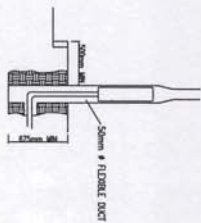
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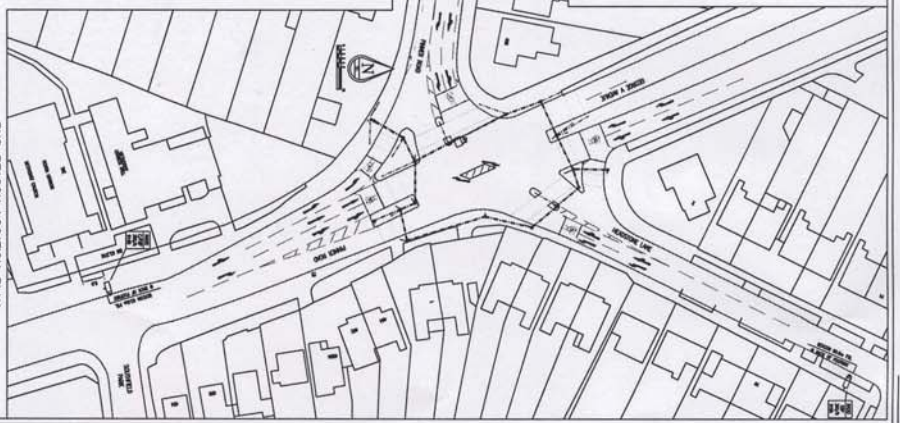
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OSP	306/3	1110	8000	80.0	1.5	PROPOSED
OSP	307/3	916A	8000	69	1.3	PROPOSED
C/TP	306/A	916B	8000	61.0	3.0	PROPOSED

BUS BEACON LOCATION PLAN  
SCALE 1:500



Scale: A4: 1250  
 Date: JUL 06  
 Size: 210 x 297  
 Date: 06/07/06  
 Scheme: B OF HARBOR  
 Location: A4/A PINNER ROAD / GEORGE V AVENUE / HEADSTONE LANE  
 Project: PROPOSED JUNCTION MODIFICATION  
 Client: Director of Traffic Operations  
 Reference: 101 PNO/23/031/05  
 Date: 06/07/06  
 Author: [Name]  
 Checker: [Name]  
 Approver: [Name]

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Committee:	Traffic and Road Safety Advisory Panel
Date:	17th September 2008
Subject:	INFORMATION REPORT – Progress on CPZ schemes.
Responsible Officer:	Eddie Collier
Portfolio Holder:	Councillor Susan Hall
Exempt:	No
Enclosures:	None

## SECTION 1 – SUMMARY

This information report is presented to members to update them regarding progress on a number of traffic management projects, as follows:

- Wealdstone Zone CA (2007-8 Scheme)
- Stanmore CPZ and Wembley Stadium Event Day Parking
- Pinner Road
- Harrow Zone S Missing 2 roads, Woodway Crescent / Carlton Avenue
- Burnt Oak-Possible New CPZ
- Edgware (Canons Park Estate) Stage 1 Review

## FOR INFORMATION

## SECTION 2 - REPORT

### 2.0 Wealdstone Zone CA

2.0.1 The scheme for the extension of Zone CA came into effect on 19<sup>th</sup> April 2008. There are a few snagging items to deal with on the lining and signing of the scheme.

### 2.1 Wealdstone Zone CA Review (phase 2 changes)

2.1.1 The traffic orders for these proposals have been advertised and objections are the subject of a separate report to this meeting of the panel.

- 2.1.2 Subject to the agreement of this Panel on the treatment of the objections and agreement by the Portfolio Holder for Community and Environment the second statutory notice would likely to be published in October 2008.
- 2.1.3 It is anticipated that the scheme would then be implemented in November 2008.
- 2.2 Stanmore CPZ and Wembley Stadium Event Day Parking**
- 2.2.1 In January 2008 the Stanmore CPZ consultation was carried out. The results of which were reported to the Panel with recommended proposals on July 16<sup>th</sup> 2008. As part of the Panel meeting it was recommended to re-consult some roads where there was a mixed response for and against CPZ controls and/or where there was no consensus on the hours of controls requested.
- 2.2.2 The re-consultation of these roads began on the 12<sup>th</sup> August and ends on the 11<sup>th</sup> September 2008. The results of which will be reported to the Portfolio Holder with recommendations shortly after the end of the re-consultation.
- 2.2.3 The legal orders for the proposals agreed by the Panel and Portfolio Holder are currently being drafted with the intention of commencing the statutory consultation process in October 2008. Where the majority of respondents from the roads that are being re-consulted at the moment are in favour of CPZ controls, it is also intended to recommend these roads for inclusion to their adjacent CPZ if authorised by the Portfolio Holder. The statutory consultation for these roads would be conducted at the same time as those proposals already agreed.
- 2.2.4 It is intended to circulate a letter to all of the 4000 people consulted in January 2008 timed to coincide with the statutory consultation process giving the results of the original consultation and more detailed information of the proposals in each consultees' location.
- 2.2.5 The implementation of the scheme would depend on the number and nature of any objections to the statutory consultation but should be carried out during Winter 2008/2009.
- 2.3 Harrow Zone S-missing 2 roads (Rufford Close and Woodway Crescent) probably also consider Carlton Avenue**
- 2.3.1 Consultation on this scheme was originally due to be commenced in the summer of 2008. However due to resources working on other schemes this has unfortunately not allowed this scheme to be progressed.
- 2.3.2 It is envisaged that consultation will commence on this scheme starting on October 2008.
- 2.4 Burnt Oak-Possible new CPZ to address displaced parking from Barnet proposed CPZ**
- 2.4.1 In January 2008 Barnet Council carried out public consultation on a CPZ in the area to the north east of Burnt Oak Broadway. This followed requests for action to be taken with respect to high levels of parking in the Burnt Oak area. Barnet Council



subsequently decided to re-consult on a revised scheme in July 2008. We are awaiting the results this consultation.

2.4.2 A stakeholders meeting has been arranged for 7 pm on 11<sup>th</sup> September at Burnt Oak Christian Fellowship, Oakleigh Avenue, and Edgware to discuss the parking situation on the Harrow side of Burnt Oak Broadway in preparation for a public consultation exercise.

2.4.3 An oral update will be given at the Panel meeting.

## **2.5 Edgware (Canons Park Estate only) Stage 1 Review**

2.5.1 Discussions have been held with North London Collegiate School and Harrow Parks department on aspects of the proposals which will form the details of the public consultation. The review covers the peripheral areas of Zone TB which were implemented in January 2005.

2.5.2 The consultation documents were delivered at the beginning of September and are due for return by early October 2008.

2.5.3 The results of this consultation will be presented to the November Panel meeting

## **2.6 Pinner Road Harrow-Possible CPZ**

2.6.1 Following the last meeting of the Panel a meeting was held with Councillor Stephenson and other Ward councillors to discuss the proposals on which public consultation is to be undertaken.

2.6.2 Consultation will be carried out jointly on proposals for a possible CPZ in the roads between Devonshire Road and Pinner View together with revised waiting and loading restrictions on Pinner Road, side entry treatment of roads to the north of Pinner Road, cycle facilities along Pinner Road and Local Safety Scheme proposals on Pinner Road.

2.6.3 The consultation documents were distributed in September and are due for return early October 2008. The results of the consultation will be presented to the November Panel meeting.

## **2.7 Bessborough Road Harrow Area**

2.7.1 This scheme is being treated jointly with the West Harrow Scheme due to their close proximity and interaction. (See below)

## **2.8 West Harrow Station Possible New Zone**

2.8.1 This scheme will be treated in conjunction with Bessborough Road. The intention is to carry out a stakeholders meeting in November 2008 followed by public consultation in January 2009.

### **Section 3- Further Information**

None

### **Section 4- Contact Details and Background Papers**

#### **Contact:**

Paul Newman, Senior Engineer, Parking and Sustainable Transport, Tel: 020 8424 1065, Fax: 020 8424 7622, E-mail:paul.newman@harrow.gov.uk

#### **Background Papers:**

- Controlled Parking Zones and Resident parking Schemes
- Priority list for financial year 2008/2009 to March 2011
- TARSAP report February 2008

Picture To Come??

**Additional Information**

We are proposing waiting restrictions (double yellow lines) for a distance of 10m at all junctions in Pinner Road between Bessborough Road and Headstone Lane. This will improve drivers' visibility and road safety for all road users.

**Your views are important to us**

Please return your comments on these proposals by 19th September 2008 by using the self addressed envelope. Postage is pre-paid. Alternatively you can submit your questionnaire on line by visiting [www.harrow.gov.uk/trafficconsultation](http://www.harrow.gov.uk/trafficconsultation) and follow the links to Pinner Road Local Safety Scheme.

**What happens next?**

We will consider all the comments returned to us and if appropriate, modifications may be made and the scheme proposals. However, due to the large number of responses anticipated we will not be able to reply to individual comments.

It is anticipated that the construction works, apart from the parking bays, will be completed by March 2009. The implementation of the parking bays and the remainder of the Controlled Parking Zone (CPZ) scheme is scheduled for 2009-10.

**Further information**

If you would like further information regarding the local safety scheme

**Please contact:**

Carlos Foster- Project Engineer  
Tel: 020 8424 7591  
Email: [carlos.foster@harrow.gov.uk](mailto:carlos.foster@harrow.gov.uk)

If you would like further information regarding the Controlled Parking Zone (CPZ) scheme and Waiting Restrictions please contact:

Stephen Freeman- Project Engineer  
Tel: 020 8424 1437

Email: [stephen.freeman@harrow.gov.uk](mailto:stephen.freeman@harrow.gov.uk)

PO Box 39  
Harrow Council  
Civic Centre

Station Road  
Harrow  
Middlesex HA1 2XA

Eastbound vehicle activated signs are proposed to reduce vehicle speeds. It is proposed to install a pedestrian refuge to assist pedestrians to cross the road safely in two halves

**7) At Pinner Road/ Station Road junction – carriageway widening.**



It is proposed to widen the carriageway to create two approach lanes to increase capacity at the junction.

**8) Pinner Road between Pinner Road/ Station Road Junction and Pinner Road/George V Avenue/Headstone Lane – side road ahead sign.**



We proposed to erect two 'side road ahead' warning signs (one in each direction) on the approach to Southfield Park.

Please call the number below for a large print version of this document, or a summary of this document in your language.

Albanian: Njëqëlqetë qëlqetë Anglize meqë bëhët qëlqetë [n] qëlqetë, dhe këtu shërujt për qëlqetë të informative të përmbyturë ad këtu dëkumente. Ju lutem kontaktoni numrinë e mëposhtme.

Arabic: إذا كنت اللغة العربية ليست لغة الأم لديك، فيمكنك الاتصال بالرقم أدناه للحصول على نسخة كبيرة من هذا المستند، أو ملخص من هذا المستند بلغتك.

Bengali: এই নথিটি বাংলা ভাষায় বা অন্য কোনও ভাষায় প্রস্তুতকরণের প্রয়োজন হলে এখানে যোগাযোগ করুন।

Chinese: 如果您使用的语言不是简体中文或繁体中文，请拨打我们的服务热线进行咨询。

Farsi: برای دسترسی به نسخه بزرگ چاپی از این سند یا خلاصه‌ای از آن به زبان مادری شما، لطفاً با شماره زیر تماس بگیرید.

Gujarati: જો તમારું માતૃભાષા અંગ્રેજી નથી તો આ દસ્તાવેજને મોટા અક્ષરોમાં અથવા આ દસ્તાવેજનો સારાંશ તમારી માતૃભાષામાં મેળવવા માટે કૃપા કરીને આ સંખ્યા પર સંપર્ક કરવાનું છે.

Hindi: यदि आपकी मातृभाषा अंग्रेजी नहीं है तो आप इस दस्तावेज़ को बड़े अक्षरों में या इस दस्तावेज़ का सारांश अपनी मातृभाषा में प्राप्त करने के लिए कृपया इस नंबर पर संपर्क करें।

Panjabi: ਜੇ ਤੁਸੀਂ ਆਪਣੀ ਮਾਤ ਭਾਸ਼ਾ ਅੰਗਰੇਜ਼ੀ ਨਹੀਂ ਹੋ, ਤਾਂ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਨੂੰ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿੱਚ ਜਾਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਸਾਰਾਂਸ਼ ਆਪਣੀ ਮਾਤ ਭਾਸ਼ਾ ਵਿੱਚ ਪ੍ਰਾਪਤ ਕਰਨ ਲਈ ਕ੍ਰਿਪਾ ਕਰਕੇ ਇਸ ਨੰਬਰ 'ਤੇ ਸੰਪਰਕ ਕਰੋ।

Sorathi: જો તમારું માતૃભાષા અંગ્રેજી નથી તો આ દસ્તાવેજને મોટા અક્ષરોમાં અથવા આ દસ્તાવેજનો સારાંશ તમારી માતૃભાષામાં મેળવવા માટે કૃપા કરીને આ સંખ્યા પર સંપર્ક કરવાનું છે.

Tamil: இந்த ஆவணத்தை பெரிய அक्षரில் அல்லது இந்த ஆவணத்தின் சுருக்கத்தை தங்கள் தாய்மொழியில் பெற விரும்பினால், தயவுசெய்து இந்த எண்ணில் தொடர்பு கொள்ளவும்.

Urdu: اگر آپ کی مادری زبان انگریزی نہیں ہے تو آپ اس دستاویز کو بڑے حروف میں یا اس دستاویز کا خلاصہ اپنی مادری زبان میں حاصل کرنے کے لیے براہ کرم اس نمبر پر رابطہ کریں۔

**020 8424 1993**

# Pinner Road

(Bessborough Road to Headstone Lane)

**Local Safety and Controlled Parking Zone Schemes**

**Important consultation document this will affect you. This is your opportunity to comment. Your views matter.**

**You need your views as this consultation exercise is intended to find out if there is broad public support for the proposals set out in this leaflet.**

The proposals are shown on the enclosed plan. You may also like to view the large-scale plans of the proposals, which will be displaced at:

**Harrow Council, Civic Centre 1, Station Road, Harrow, Middlesex HA1 2XA**



**Please return your questionnaire by 19th September 2008**

**Introduction**

As part of our continued commitment to improve road safety the council is proposing to implement a local safety scheme in Pinner Road. In addition to the local safety scheme we are also proposing new parking controls and measures to assist cyclists.

We are therefore seeking your views on the proposals contained in this leaflet.

**Local Safety Scheme**

The proposals are designed to improve road safety for pedestrians, cyclists and motorists in order to reduce the number of road accidents involving personal injuries.

**Between January 2004 and December 2006** there were **26** recorded traffic

accidents involving personal injury along Pinner Road. We have studied the accident data and are proposing safety measures that will help to

reduce the number of personal injury accidents. Transport for London (TfL) will pay for the local safety scheme, which we hope to build before March 2009.

The proposed measures are shown on the plan therein.

**Parking**

There are greater problems with parking, traffic congestion and safe access largely due increases in car ownership. We are consulting on measures to address concerns raised by local people:-

Double yellow lines are proposed at and near junctions to prevent obstructive parking increasing the period when waiting and loading restrictions apply along Pinner Road

Providing pay and display parking in the first section of the side roads by the shops for customer parking which we could not provide in front of the shops.

Possible new controlled parking zone in the county roads east of The Gardens to provide better parking opportunities for local people.

The scheme would be funded by Harrow Council

**Cycling**

Studies have shown that accidents to vehicles, cyclists and pedestrians at side road junctions can be reduced by introducing entry treatment on the side roads. These treatments are described in more detail in the leaflet. The scheme would be funded by TfL.

**Proposals**

The proposals include speed reducing measures, junction improvements and pedestrian facilities at key locations. Please see the enclosed plan.

**1) Pinner Road between Bessborough Road and Station Road – entry treatment and kerb build-outs.**



Vehicle activated signs are proposed at strategic locations in Pinner Road to reduce vehicle speeds. It is proposed to change the waiting/loading restrictions in this section of Pinner Road and provide 'Pay and display' parking bays in the side roads near the shops. **Important: For properties affected by the CPZ scheme see leaflet B for full CPZ scheme and plan for details.**

**4) Pinner Road between Bedford Road and Cornwall Road – pedestrian crossing facilities and traffic reduction facilities.**



It is proposed to raise the carriageway and build the kerbs out at the junction to create an entry treatment to improve sightlines and reduce vehicle speeds at the junction.

**2) Pinner Road between Bessborough Road and Neptune Road – pedestrian crossing facilities.**



Upgrade the existing zebra crossing to a pelican crossing and amend its location.

**5) Pinner Road between Cornwall Road and Pinner Road/Station Road junction – pedestrian crossing facilities.**

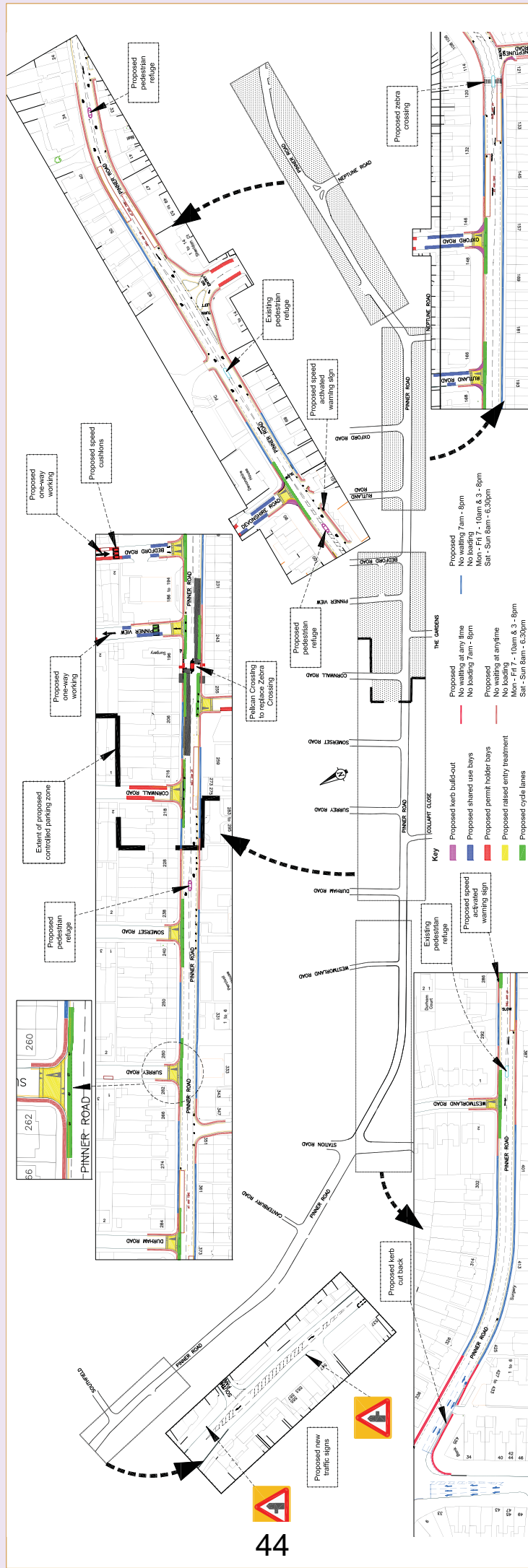
It is proposed to install a pedestrian refuge to assist pedestrians to cross the road safely in two halves.

**6) Pinner Road between Cornwall Road and Pinner Road/Station Road junction – speed reduction features, improved sightlines and cycling facilities.**

We are proposing a pedestrian refuge.

**3) Pinner Road between Neptune Road and Bedford Road – speed reduction features, parking restriction and improved and sightlines.**





# Pinner Road Local Safety Scheme

Read this leaflet jointly with the main document and the proposed controlled parking zone insert

## One-way scheme proposal

### The problem

A study of the personal injury accidents and site investigations has revealed that vehicle speeds, traffic volumes and inadequate sightlines contribute towards turning movement accidents at the junction of Pinner View.

There is also a considerable amount of pedestrian movement between Pinner View and The Gardens, particularly at peak times, which can affect traffic flows, causing long traffic queues on each arm of these junctions.

In spite of the parking restrictions on Pinner View, the narrowness of this road still causes traffic turning into Pinner View to tail back into Pinner Road causing delays and visibility problems.

### The aim

The council propose to introduce a one-way system in Bedford Road and in a section of Pinner View (between Pinner Road and Sussex Road).

The aim is to reduce accidents involved in turning movements at those junctions by removing some conflicting traffic manoeuvres and improve vehicle access.

### The solution

By making a section of Pinner View and Bedford Road one-way traffic turning into and out off Pinner View and Bedford Road will be able to do so more safely, and without tailing back onto Pinner Road.

See main leaflet for further information.



Continued overleaf ➡



## Traffic Claming in Bedford Road

### The problem

As a result of the introduction of a one-way scheme in a section of Pinner View and Bedford Road traffic flows in these roads will be affected. In addition traffic speed may increase in Bedford Road because of the lack of conflict with other vehicles.

### The aim

The council proposes to introduce speed cushions in Bedford Road to calm traffic similar to the speed cushions in Pinner View.

The aim is to reduce accidents involved in turning movements at those junctions by removing some conflicting traffic manoeuvres and improve vehicle access.

### The solution

To mitigate the effects of traffic levels and reduce vehicle speeds is proposed to install speed cushions in Bedford Road. See main leaflet for further information.

### Brief description of speed cushions

- Curved top tarmac surface
- 75mm – 80mm in height
- 2.0m – 2.5m in length
- 1.6m – 1.9m in width

### Benefits of speed cushions

- Effective in reducing vehicle speeds
- Small impact on kerb side parking
- Low cost

### Disbenefits of speed cushions

- Potential discomfort to occupants of passing vehicles
- May cause vibration, noise and claims of damages to vehicles

## What happens next?

We are keen to know your views on these proposals so please complete the attached questionnaire and return it in the pre-paid addressed envelope provided (no stamp required) to reach us by

**Friday 19 September 2008.**

Alternatively you can complete the questionnaire online at the **[www.harrow.gov.uk/trafficconsultations](http://www.harrow.gov.uk/trafficconsultations)** and follow the links to Pinner Road Local Safety Scheme.

If you have any queries regarding the information in this leaflet, please contact the project engineer Carlos Foster:

Phone - **020 8424 7591** or e-mail – **[carlos.foster@harrow.gov.uk](mailto:carlos.foster@harrow.gov.uk)** or write to:

Transportation Section  
London Borough of Harrow  
P.O. Box 39  
Civic Centre  
Harrow  
Middlesex  
HA1 2XA

Unfortunately, because of the anticipated number of replies we will not be able to respond in writing to your comments.

Committee:	Traffic and Road Safety Advisory Panel
Date:	17th September 2008
Subject:	INFORMATION REPORT – Progress update on key traffic schemes.
Responsible Officer:	Eddie Collier
Portfolio Holder:	Councillor Susan Hall
Exempt:	No
Enclosures:	Appendix A, A1, A2, A3 and A4 - Pinner Road - consultation document Appendix B - Alyward School 20 mph zone - consultation document Appendix C - Kenmore Park School 20 mph zone - consultation document

## **SECTION 1 – SUMMARY**

This information report is presented to members to update them regarding progress on a number of traffic management projects, as follows:

- Camrose Avenue / Taunton Way - Local safety scheme
- Stanmore Hill – Local safety scheme
- Pinner Road – Local safety scheme
- Old Redding – Local safety scheme
- Grismdyke First and Middle school – 20 mph zone
- Aylward First and Middle school – 20 mph zone
- Kenmore First and Middle School – 20 mph zone
- Spencer Road – walking project
- Goodwill to All - junction improvement
- Petts Hill Bridge & Highway Improvements
- Bus Priority Schemes
- Sustainable Transport Initiatives
- Road Safety Education
- LCN+ and other cycling projects

**FOR INFORMATION**

## **SECTION 2 - REPORT**

### **2.0 Local Safety Schemes**

#### **2.1 Camrose Avenue / Taunton Way**

The scheme is currently on site and is expected to be completed by the end of September.

##### **2.1.1 Stanmore Hill / The Common**

The scheme is currently on site and is expected to be completed by the end of September.

##### **2.1.2 Pinner Road (Bessborough Road – Headstone Lane)**

Following the last TARSAP meeting in June officers met with ward councillors to discuss the proposals and agree the consultation process and contents of the consultation leaflet. The consultation is running jointly with one for a possible CPZ between Devonshire Road and Pinner View and entry treatments to the roads north of Pinner Road as part of a LCN+ Cycle project

Consultation with local residents is due to commence at the end of August with the deadline for responses by 19<sup>th</sup> September. The results of the consultation will be reported to the next TARSAP meeting in November. The consultation leaflet, which shows details of the proposals is shown in **Appendix A, A1, A2, A3 and A4**.

##### **2.1.3 Old Redding**

A total of 19 responses were received from 44 consultation documents delivered to affected householders, a response rate of 43%. Of these responses, 17 were in favour and 1 against with 1 no opinion (89%: 5.5%:5.5%).

The Traffic Notices have been advertised and no objections were received. The scheme is due for implementation in early November. Road closures will be required to allow the Ripple Print surfacing to be laid.

#### **2.2 Grimsdyke School – 20 mph zone proposals**

A total of 140 responses were received from 310 consultation documents delivered to affected householders, a response rate of 45%. Of these responses, 110 were in favour and 30 against (79%: 21%).

Minor changes to the scheme have been made as a result of the comments noted on the responses.

Traffic Orders are due to be drafted shortly, which will give residents an opportunity to object formally to the proposals. Notices will appear on-site in the streets affected and plans will be available at the Civic 1 for inspection.



### 2.2.1 Aylward School, Stanmore – 20 mph zone proposals

Consultation with local residents is currently underway and is due to be completed by the end of August. The results of the consultation will be tabled at the meeting. Details of the scheme proposals and zone boundary can be seen in **Appendix B**.

### 2.2.3 Kenmore School, Queensbury – 20 mph zone proposals

Consultation with local residents is currently underway and is due to be completed by early September. The results of the consultation will be provided at the meeting. Details of the scheme proposals and zone boundary can be seen in **Appendix C and C1**.

### 2.3 Spencer Road , Wealdstone - Walking scheme

The proposed entry treatment is scheduled to be constructed in two stages. Stage one will consist of the kerb and footway works and is scheduled to take place in September. Stage two which will comprise of the surfacing works will take place after the temporary road closure of Harrow View in early November.

### 2.4 Goodwill to All - junction improvements

2.4.1 The details of the scheme have been forwarded to the Director of Traffic Operations at Transport for London (TfL) for checking and approval and we are still awaiting their response. If the scheme proves to be viable funding will be sought from the TfL capital programme budget for implementation in 09/10. However there is however no guarantee that funding would be granted. A review of personal injury casualties for the last 3 years shows this junction is second in the ranking across the borough.

Dates	Slight	Serious	Fatal	Notes
1/01/05-31/12/05	4*	1	0	* One accident involving pedestrian
1/01/06-31/12/06	2*	1	0	* One accident involving pedestrian
1/01/07-31/12/07	4*	1	0	* One accident involving pedestrian
Total	10	3	0	Total 13

(George V Road/Pinner Road/Headstone Lane is 1<sup>st</sup>).

### 2.5 Petts Hill Bridge and Highway Improvements

Works are well underway on the Petts Hill Bridge & Highway Improvement scheme.

The new abutments are currently being constructed. This will be followed by the bridge deck replacement in December 2008. Highway works beneath the bridge and at the junction of Northolt Road with Alexandra Avenue will start

around February 2009, followed by works on the footpaths to Northolt Park Station. The scheme will be completed with landscaping and planting works around October 2009.

There will be weekend road closures in November 2008 with the main road and rail closure in December. These closures will be well publicised by the project communications team, which includes representatives from all four partner organisations as well as both the bridge and highway contractors.

A series of publicity/information events have been held with stakeholders and residents in the last couple of months including:

- Member level meetings
- Stakeholder meetings
- Door to door visits with 'zone 1' residents
- News letter distribution to 'zone 2' residents and businesses
- Evening and weekend public exhibitions
- Display boards in local library

Although there are always significant risks with a scheme of this size and complexity, currently the project is on target to complete within budget and programme timescales.

## **2.6 Bus Priority Schemes**

### **Kings Road**

Parking bays on Kings Road and waiting restrictions. Civil works complete.

### **Common Road, Stanmore**

New northbound left turn lane approaching the junction of Common Road / The Common. Scheme due to be implemented in January 2009.

### **Shaftesbury Avenue**

Works to install full width inset parking bays on both sides of the road. Works currently on site and due to be completed around autumn 2008 followed by tree planting.

### **Cannon Lane Junction with Whittington Way**

Works to install waiting restrictions at the junction and parking bays outside the shops. Civil works complete.

### **Honeypot Lane Bus Lane (Northbound)**

Following Ward Member meeting on 7/07/08, scheme agreed to be implemented subject to PH approval. Public consultation to be issued in September.

### **Honeypot Lane / Streatfield Rd Roundabout**

Additional funding obtained from TfL to investigate capacity improvements at the roundabout. Site investigations have been carried out. Ward Member meeting to be held shortly to discuss proposals.

### **Eastcote Lane (between Maple Avenue and Corbins Lane)**

It is proposed to widen the carriageway at this location so that buses can pass each other with parking on one side. Public notification due to be issued shortly followed by implementation.

### **Rayners Lane between Imperial Drive and Village Way East**

To reduce congestion, options are being investigated to either widen the road if feasible, or change the echelon parking to parallel parking. The loss of parking spaces would be balanced by providing new inset bays on Imperial Drive between Rayners Lane Station and Warden Avenue. Scheme progress delayed following Ward Member meeting on site on 28/07/08 and subsequent meeting on 01/08/08 which raised issues about the need for the cycle track and hence further investigation required.

### **Pinner Road/Station Road, North Harrow**

Investigating a new wider left turn lane from Pinner Road into Station Road. This would remove the under-usage of this lane and hence increase capacity at the junction. Scheme undergoing consultation.

### **Harrow Town Centre**

Design work underway to introduce two-way buses on Station Road between Sheepcote Road and College Road, tying in with public realm works on St Ann's Rd. This will remove the one way bus operation in the Town Centre and take buses off Greenhill Way. The proposals involve modifications to the Sheepcote Road/Station Road junction to allow right turning buses. It will also mean changes to Station Road layout to straighten kerb lines. In addition, there are plans to look at facilitating a right turn for buses from Bessborough Road into College Road. This will be subject to satisfactory traffic modeling results. The scheme is being progressed through the Planning department as part of the wider town centre proposals. Preliminary design completed. Discussions are now taking place with London Buses to seek approval.

### **London Road, Stanmore**

Investigating options to provide bus priority on London Road to bypass westbound traffic congestion. Preliminary investigations indicate benefits can only be obtained at very substantial costs and would mean removal of a number of mature trees. At the Ward Member meeting on 25/07/08 it was also noted that the local area had recently undergone a comprehensive consultation process on the Stanmore CPZ. Hence it was decided to postpone the scheme.

## **2.7 Sustainable Transport Events and Promotion**

Harrow had a successful Mass Bike Ride on 15<sup>th</sup> June 2008 as part of National Bike Week. This historic ride was launched by the Mayor Cllr John Nickolay with Portfolio Holder for Environmental Services Cllr Susan Hall welcoming riders as they arrived at The Grove Open Space where a bike display and road show took place.

Harrow's "It's Up to All of Us" campaign promotes travel awareness on banners across the town centre and online and has been well received. The

banners have now been erected at Harrow Civic Centre (August 2008) and the website has a steady stream of visitors. The website is in the form of a blog, complete with London's first ever travel awareness podcast, photos and videos from Harrow events, lively debates on sustainable transport issues and more.

Harrow's "It's Up to All of Us" campaign's promotion won a Yahoo Internet Life award for being an 'online pioneer' (May 2008).

## **2.8 Road Safety Education**

The Junior Citizen event in June, run jointly with the Police, Fire Brigade and other agencies was well received and just over 2,700 year 5/6 pupils from middle schools, both LEA and independent, went through a series of exercises and scenarios designed to increase their awareness of safety by their own actions. The road safety theme was based on the recognition of road signs and with a little help and encouragement the children did well and understood the shapes and types of signs used on the roads. All children went off with a "goody bag" which included a road safety booklet and a fluorescent/reflective rucksack printed up with a "Be Seen Be Safe" message. We are pleased to say that several of the rucksacks have been seen in and around the area following the event.

The Mass cycle ride at the beginning of "Bike Week" saw more than 100 riders cycle to Harrow on the Hill where the Council's cycle training provider had a display area and a number of interesting cycles for them to ride around a small track. Instructors were on hand to discuss cycling problems and, the Council's Travel Awareness officer was also on hand with representatives from Transport for London (TfL) to promote sustainable travel. The mayor, Cllr John Nickolay attended the start of one of the rides from Nower Hill High School and Cllr Susan Hall visited the road show. Feedback from those who attended the event was positive and a meeting was held with Cycle Experience to discuss the ride and how it could become an annual event.

During Bike Week, cycle promotion was carried out at a number of schools, with assembly talks, bike checks and some basic playground instruction being carried out. From the week several of the schools have expressed an interest in arranging training courses for pupils in the next school term.

By the end of August over 350 children will have completed practical cycle training courses (level 1 & 2) run at schools during term time, and in the school holiday period. Further schools courses have been requested and the cycle trainers will be contacting schools to arrange sessions in September. Transport for London has agreed to increase the cycle training budget to fund additional schools courses. A request for level 3 training has been received for pupils at high schools and will be arranged in the next couple of months.

A steady flow of applications for adult cycling are being received by the Council's training provider – Two hours of individual cycle training are being offered to those who live, work or study in the borough. This has been boosted by "Cycle to work" schemes run during the early part of the year.

There was attendance at the Glebe School summer fete to promote children's safety. The event was not as well attended as was hoped but a number of parents were seen and given road safety advice (seat belts, child seats, Children's Traffic club).

Theatre in Education visits to middle schools in October have been arranged and the June presentations to 10 schools were well received. TfL has arranged for a high school presentation of "The Price" to come into Harrow in the first week in December. High schools have been advised of the presentation which has been well received as a way of getting the road safety message out to the first year pupils in the schools. TfL has also offered to provide a presentation called "Wasted" which deals with the problem of drink and drugs. The play is aimed at year 11/12 pupils and contact will be made with schools to arrange a suitable week for the presentation. A leaflet has also been produced by the London Accident Prevention Council as a guide to parents to assist in recognising the signs of drug use by teenagers.

The Harrow on the Hill SNT has advised that they are planning a seat belt/mobile phone compliance check in late September/October and have asked for co-operation with the supply of posters and leaflets. This will link in with school run problems and when a date is fixed the parking enforcement officers will be advised and asked to focus enforcement at local schools in the area.

## 2.9 LCN+ Cycling Programme 2008/9 and other cycling projects

LCN+ represents a major commitment by Transport for London (TfL) to create a network of approximately 900km of high quality strategic cycle routes by 2010. These primary strategic routes have been identified as having the highest demands for cycling. When fully implemented the network will provide safer, more comfortable conditions for cyclists, especially the less experienced. Improved journey times and clear routes through junctions will encourage greater use of the cycles.

Cycling represents a healthy alternative to other modes of transport, it is sustainable and non polluting. Increased cycle usage is a specific objective of the Mayor of London and can lead to reduced congestion, improved air quality and reduced space requirements for parking.

A budget of £665k has been secured from TfL for 2008/9 to develop and implement a number of schemes. The list below show details of what the schemes comprise of and the progress made to date:-

LCN+ Scheme Title	Budget	Short description of Works	Progress To date
Link 86 Whitchurch La and Canons Park Station	£25K	Replace existing non standard cycle lanes with widened lanes eastbound	Due for implementation commencing late Sept 2008 in conjunction

		and signed route westbound. Also implement zig-zag markings to new toucan crossing	with Wemborough Rd Scheme
Link 86 Pinner to Eastcote Village via Eastcote Rd	£15K	Advisory Cycle Lanes, side entry treatment new parking controls and inset parking on Ellement Close	Design produced in conjunction with walking scheme, currently being audited. Will be subject of bid to TfL for additional funding in 2008/9 for implementation
Link 86 North Harrow to Pinner via Woodlands, Pinner Rd, Marsh Rd	£10K	Widen/extend cycle lanes, side road entry treatment and additional parking controls where practicable	Scheme currently in preparation
Link 87 Headstone Dr, High Street, Canning Rd, George Grange Wy, Peel Rd, Stuart Rd, Belmont Rd, Grassmere Gdns	£30K	Signage and local surface upgrades Realignment of Toucan Crossing , subject to additional funding and programming, flat top humps at 3 junctions	Design produced currently being audited. Application made to TfL Signals section for slot in 09/10 programme to implement Toucan alterations
Link 87 Headstone Dr	£20K	Replace non standard advisory cycle lanes with widened lanes, removal of central hatching and signing/markings	Design produced, currently being audited
Link 87 Imperial Dr	£35K	Upgrading cycle Lanes ,signing and advance stop lines on all approach arms at The Ridgeway/Imperial Drive Junction	Design produced currently being audited
Link 87 Parkside Way	£10K	Upgrade cycle lanes and signage.	Design produced currently being audited.
Link 87 Rayners La j/w Imperial Dr and Alexandra Av	£20K	Flat top speed tables, new section of cycle track,	Design produced currently being audited

		improvements to existing zebra and signage	
Link 87 Pinner Rd either side of North harrow traffic signals	£20K	Advances Stop lines on all arms of junction	Computer Modelling of effect on traffic signals in progress
Link 89 Lowland Rd between Roxorough Pk and Tyburn La	£18K	Widen existing cycle lanes, associated signing/lining changes and a short section of cycle track.	Design produced currently being audited
Link 89 Roxborough Bridge north roundabout subway area	£20K	Improvements to kerb alignment and bollard locations	Design nearing completion
Link 89 Roxborough Pk junction	£20K	Improvements to access at subway, flat topped speed table, signs with short section of segregated cycle track underneath underpass	Design nearing completion
Link 89 Elmgrove Rd	£10K	Signing/Lining	Design produced
Link 88 Elmgrove Rd east of Railway underpass	£20K	Signing/Lining	Design produced
Link 88 Hindes Rd	£48K	Re-profile of speed humps to sinusoidal profile	Design produced implementation delayed because of Statutory Authority work in Harrow View. Implementation due to commence Feb 2009
Link 88 Kenton Recreation Ground	£50K	Improvements to path/segregated cycle track, and new lighting and tactile paving	Implementation in progress completion due late 2008
Link 88 Railway Underpass	£5K	Improvements in underpass, Lighting/Painting	Design produced completion late 2008
Link 88 Tesco Roundabout on Hindes Rd	£5K	Improvements to markings at roundabout	Design produced implementation due Feb 2009
Link 87 Headstone Drive/Harrow View	£15K	Junction improvements for cyclists ,pedestrian and car parking improvements	Proposals designed. Scheme submitted to Signals Section at TfL for checking and approval

Link 89 Greenford Rd/Sudbury Hill/Sudbury Court Dr/Harrow Rd	£30K	Advanced stop lines, signing/ markings and parking controls-linked with scheme of S106 improvements at Clementine Hospital along Sudbury Hill	Scheme designed implementation to be phased with TfL signal modernisation works due autumn 2008
Link 89 Pinner Rd between Roxborough Pk and North Harrow	£108K	Cycle lane improvements including side road entry treatments and changes to waiting restriction. Scheme being carried out in conjunction with Pinner Rd LSS and CPZ Study	Joint public consultation documents issued end of August 2008. Implementation due Feb/Mar 2009 phased with proposed statutory authority works. Details in Appendix A
Link 87 Wemborough Rd/Weston Dr	£125K	Improved cycle lanes, signing, side road entry treatment, associated parking restrictions, junction improvements/ widening Wemborough Rd / Honeypot Lane/ Whitchurch Lane	Scheme designed and approved. Implementation due to commence Sep 2008

<b>Non LCN+ Scheme Title</b>	<b>Budget</b>	<b>Short description of Works</b>	<b>Progress To date</b>
Cycle Parking	£20K	Provision of cycle parking at stations, shopping areas and other areas of high demand	Survey of suitable locations carried out. Implementation due autumn 2008
High Rd Harrow Weald to Wembrough Rd	£10K	Investigation into link across area of land in private ownership, on road signing/lining of route, segregated or shared route linking up with Link 87	Investigation into land ownership commenced



Since the last meeting officers have met with Alan Blann, the cycling advisor to the Panel, to go through this years programme in more detail and take on board his comment and suggestions.

Application is to be made to TfL for additional funding in 2008/9 to implement a number of schemes which have been designed to be able to complete the LCN+ network by the end of the programme in 2010.

### **SECTION 3 – FURTHER INFORMATION**

Appendix A, A1, A2, A3 and A4 - Pinner Road - consultation document

Appendix B - Alyward School 20 mph zone - consultation document

Appendix C and C1 - Kenmore Park School 20 mph zone - consultation document

### **SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS**

#### **Contact:**

Barry Philips, Traffic Team Leader, Traffic and Road Safety, Tel: 020 8424 1649,  
Fax: 020 8424 7662, E-mail: [barry.philips@harrow.gov.uk](mailto:barry.philips@harrow.gov.uk)

#### **Background Papers:**

LSS Annual report 2007/ 08

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# Pinner Road Local Safety Scheme

**Read this leaflet jointly with the main document**

## **Pedestrian Refuge Islands**

The Council proposes to provide pedestrian refuge at the following sites in Pinner Road.

- Site 1: opposite No.34
- Site 2: opposite No.98
- Site 3: opposite No.232

The pedestrian refuges will incorporate facilities for the blind and partially sighted, such as tactile paving.

The proposal is part of the Council's continuing commitment to introduce road safety improvement measures and focus more attention on vulnerable road users such as pedestrians. The Council is also committed to reducing the number and the severity of road casualties in line with Government and the Mayor for London policies. The pedestrian refuges should assist with reducing vehicle speeds in this road.

## **Conversion of existing zebra crossing to a Pelican Crossing**

There are heavy traffic flows and turning movements at Pinner View/ Pinner Road/The Gardens junction.

The pedestrian flows are also high at peak times, which dominate the crossing and cause long delays and traffic queues on all arms of the junction.

There have been a number of accidents involving personal injury at this junction. Most of these accidents involve turning movements.

The conversion of the existing zebra crossing to a pelican crossing aims to control the crossing movements, which will help to address the issues outline above.

## **Conversion of existing refuge island to zebra crossing**

Due to heavy traffic flows on Pinner Road and the limited number of formal pedestrian crossings in this road, it is proposed to convert the existing refuge island outside No.123 Pinner Road to a zebra crossing.

## **Waiting Restrictions**

Pinner Road is one of the primary routes in the borough where steps are taken to reduce congestion on these routes.

The revision of the waiting and loading restrictions in this section of Pinner Road is being carried out in conjunction with the proposals to extend the controlled parking zone to this area and introduce on-street parking spaces.

The proposed double yellow lines on the side roads of Pinner Road are aimed to discourage parking close to the junctions and improve sightlines for drivers entering Pinner Road.

## **Entry Treatment**

It is proposed to introduce entry treatment in a number of side roads off Pinner Road.

This will involve raising the carriageway at the entrance of the road. The benefits of this feature are as follows:

It draws drivers' attention to a significant change in the road environment and alerts drivers that they are now entering a specially designated area where a new speed regime is in place. It will be a useful pedestrian crossing point with improved safety. It can also help to discourage parking too near to the junction.

### **Vehicle Activated Signs**

The council propose to install a number of vehicle activated signs on Pinner Road.

These signs that activate when drivers exceeding the threshold speed trigger the sign indicating the speed limit. It will be accompanied by the message "SLOW DOWN". The signs appear to be very effective in reducing speeds, particularly those of faster drivers who contribute disproportionately to the accident risk.

### **What happens next?**

If you would like further information on Pedestrian refuge islands, Pelican crossing, Entry treatment and Vehicle activated signs then please contact:

Carlos Foster  
Project Engineer  
PO Box 39  
Harrow Council  
Civic Centre  
Station Road  
Harrow  
Middlesex HA1 2XA

Tel: 020 8424 7591

Email: [\*\*carlos.foster@harrow.gov.uk\*\*](mailto:carlos.foster@harrow.gov.uk)

Or if you would like further information on **Waiting restrictions** and **Pay & display parking bays** then please contact:

Stephen Freeman  
Project Engineer  
PO Box 39  
Harrow Council  
Civic Centre  
Station Road  
Harrow  
Middlesex HA1 2XA

Tel: 020 8424 7591

Email: [\*\*stephen.freeman@harrow.gov.uk\*\*](mailto:stephen.freeman@harrow.gov.uk)

# CONSULTATION QUESTIONNAIRE

## Pinner Road Local Safety Scheme

Please fill it out and return it in the reply paid envelope by Friday 19th September 2008.

Alternatively you can submit your questionnaire on-line by visiting [www.harrow.gov.uk](http://www.harrow.gov.uk). Click 'consultation' and follow the links to Pinner Road Local Safety Scheme. If you require additional copies of the questionnaire, please call 020 8424 7591.

Replies will be used for the analysis of the consultation and for no other purpose.

Please tick the appropriate box

**Q1** I am a.... Resident  Business  Both

**Q2** Name *(Company name if appropriate)*

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**Q3** Address

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**Q4** Post Code

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**Q5** Do you support the proposed pedestrian refuge islands as shown on enclosed plan?

Yes  No  No strong view

**Q6** Do you support the proposed pelican crossing as shown on enclosed plan?

Yes  No  No strong view

**Q7** Do you support the proposed entry treatment as shown on enclosed plan?

Yes  No  No strong view

**Q8** Do you support the proposed vehicle activated signs as shown on enclosed plan?

Yes  No  No strong view

Please include your comments (if any) in the comments box below and continue, if necessary, on a separate sheet.

**Q7** Comments

If you wish your response to be considered confidential, please tick here

***WE NEED YOUR VIEWS***

# CONSULTATION QUESTIONNAIRE

## Pinner Road Local Safety Scheme

## Pinner View and Bedford Road Traffic Management Measures

Please fill it out and return it in the reply paid envelope by Friday 19th September 2008.

Alternatively you can submit your questionnaire on-line by visiting

[www.harrow.gov.uk/trafficconsultations](http://www.harrow.gov.uk/trafficconsultations) and follow the links to Pinner Road Local Safety Scheme. If you require additional copies of the questionnaire, please call 020 8424 7591.

Replies will be used for the analysis of the consultation and for no other purpose.

Please tick the appropriate box

**Q1** I am a.... Resident  Business  Both

**Q2** Name (Company name if appropriate)

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---

**Q3** Address

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**Q4** Post Code

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**Q5** Are you generally in favour of the introduction of one-way working in Pinner View and Bedford Road as shown on enclosed plan?

Yes  No  No strong view

**Q6** Do you support installing speed cushions in Bedford Road as shown on enclosed plan?

Yes  No  No strong view

Please include your comments (if any) in the comments box below and continue, if necessary, on a separate sheet.

**Q7** Comments

If you wish your response to be considered confidential, please tick here

***WE NEED YOUR VIEWS***

Community &  
**Environment Services**





# CONSULTATION

## Proposed 20mph Zone Aylward Schools Area

65



**WE NEED YOUR VIEWS**

Community &  
Environment Services



## INTRODUCTION

Harrow Council proposes to introduce a 20 MPH Zone in your area.

We are seeking your views on the proposals as a resident or business that may be affected by the scheme.

The details of the scheme are shown on the attached plan and a questionnaire is enclosed. Please take the time to read this leaflet and return the questionnaire in the reply paid envelope by Friday 29 August 2008.

This document is also available on-line at [www.harrow.gov.uk/consultations](http://www.harrow.gov.uk/consultations). Click on the link to "consultation - service delivery".

### NO STAMP IS NEEDED.

In completing the questionnaire, please bear in mind that it is important that there are adequate physical measures to ensure speeds are reduced to 20 MPH. It is not possible to achieve this by signs alone.

### What is a 20 MPH zone?

This is a group of roads that have a 20 MPH speed limit applied to them. The law on these zones says that they must be self-enforcing. This means measures that will reduce vehicle speeds to 20 MPH or below.

Reducing speeds by just a few miles per hour can save lives, making it safer for everyone. If a car travelling at 30 MPH hits a pedestrian, 5 out of 10 times, he or she will die. If the car is travelling at 20 MPH, 9 out of 10 times, the pedestrian will survive. Where 20 MPH zones are introduced, the risk of a child being involved in an accident is reduced by about two thirds.



### Why is your area chosen for a 20 MPH zone?

The main factors are as follows:

- **Accidents**  
Over the last 3 years there were 2 personal injury road accidents on the roads within the proposed 20 MPH zone boundary.
- **Schools**  
There are two schools that have entrances on roads within the proposed zone, where there is significant conflict between vehicles and pedestrians.
- **Existing traffic calming measures**  
The law says that 20 MPH zones must be self-enforcing (eg. traffic calming). Dalkeith Grove within the proposed 20 MPH zone boundary already has speed cushions.

### Have the humps in Dalkeith Grove helped to reduce accidents?

Yes. In the 3 years before they were introduced, there were 3 accidents involving personal injury in these roads. In the last 3 years, there has been only 1 accident involving personal injury.

### How is the boundary determined?

Some of the factors considered in determining the boundary of the zone are as follows:

- The roads within the combined catchment area of Aylward First and Middle Schools form an enclosed cell
- Some roads already have traffic calming measures
- The level of personal injury accidents within the area

### What roads are included in the proposed zone?

- Dovercourt Gardens
- Dalkeith Grove (between Pangbourne Drive and the width restriction in Dalkeith Grove)
- Heronslea Drive
- Morecambe Gardens
- Pangbourne Drive
- Westbere Drive
- Tintagel Drive
- Jesmond Way



### What measures are proposed for this scheme?

The entry points to a 20 MPH zone are marked by a 'Gateway'. This will give the area a sense of being different to drivers entering the zone. A gateway can take a number of forms but will include the 20 MPH zone signs together with speed reducing features such as road humps and changes in surface colour or texture.

We propose to place gateways at:

- Dalkeith Grove
- Morecambe Gardens
- Pangbourne Drive
- Jesmond Way

We propose to introduce traffic calming in the form of speed cushions in:

- Dovercourt Gardens
- Morecambe Gardens
- Westbere Drive
- Pangbourne Drive
- Tintagel Drive
- Jesmond Way

### School Safety Zone (No stopping Zone) at Aylward First and Middle Schools' entrances in Pangbourne Drive/Westbere Drive and Dalkeith Grove

The proposals would make the keep clear markings legally enforceable during school term time Monday to Friday between 8.30am and 4.30pm.



### What about the emergency services?

The police, fire and ambulance services, along with other interested parties are consulted individually for their views on the proposals.

### Why can't we have speed cameras?

The Department for Transport has strict criteria for the placement of speed cameras. This is based on the number and seriousness of speed related personal injury accidents over a 3-year period. The proposed 20 MPH zone does not meet the criteria.

### Can I see the proposals in more detail?

An outline plan of the proposal is given overleaf. More detailed plans can be seen from Monday to Friday, 9am to 5pm at:

**Harrow Council  
Civic Centre  
Station Road  
Harrow**

### What happens next?

Firstly, we need your views on the proposals, so please return the questionnaire. You don't need a stamp. We will consider all replies, although we can't reply to individual comments. If most people agree, we hope to start work on the scheme this winter.

### Further information

If you require clarification or further information please contact Carlos Foster, Project Engineer, at Civic Centre direct line 020 8424 7591 or e-mail: [carlos.foster@harrow.gov.uk](mailto:carlos.foster@harrow.gov.uk) or write to the address below.

**Carlos Foster, Project Engineer  
Transportation Section (Room 404)  
P O Box 38  
Civic Centre  
HA1 2UZ  
Harrow**

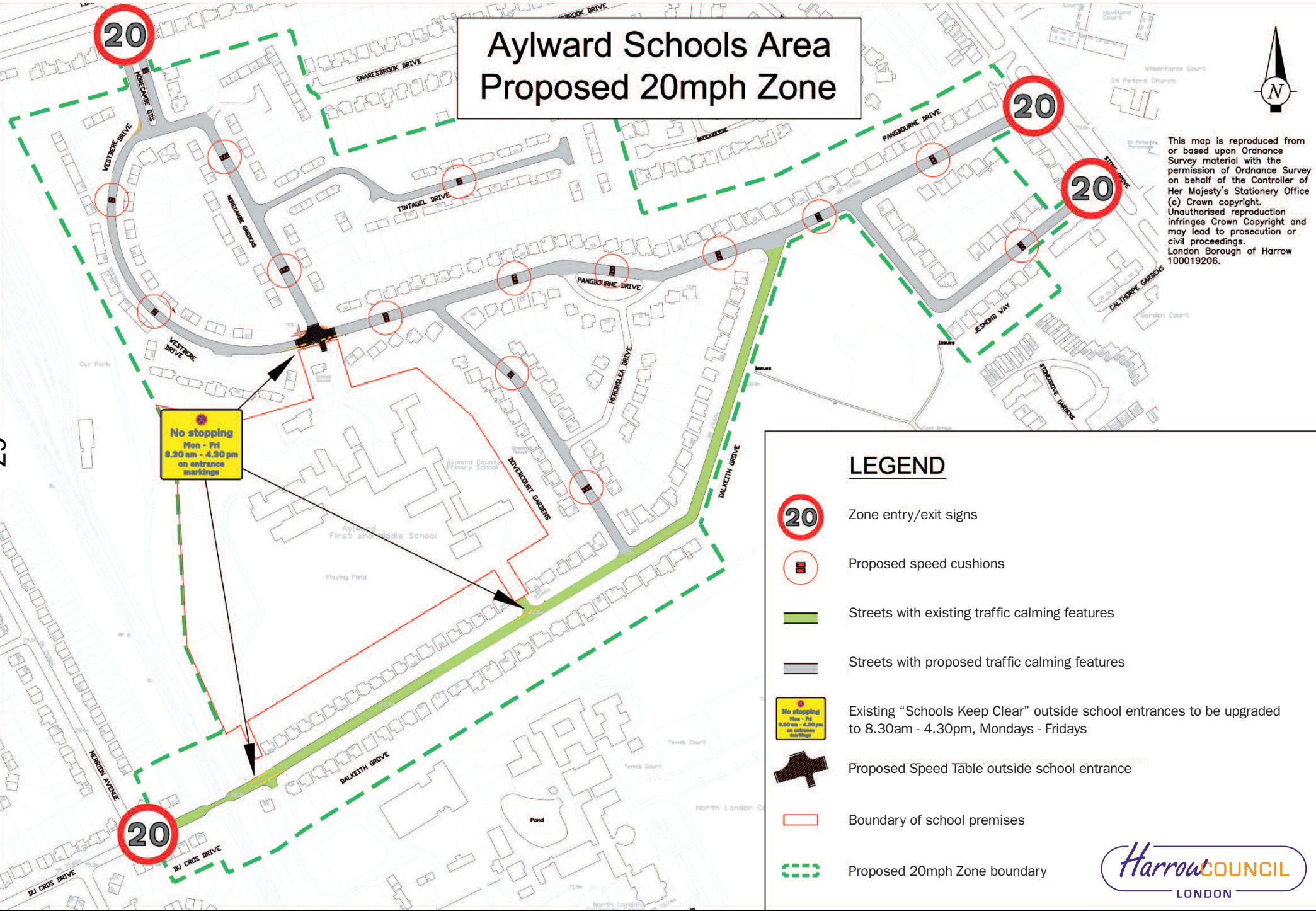


# Aylward Schools Area Proposed 20mph Zone











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67



## LEGEND

-  Zone entry/exit signs
-  Proposed speed cushions
-  Streets with existing traffic calming features
-  Streets with proposed traffic calming features
-  Existing "Schools Keep Clear" outside school entrances to be upgraded to 8.30am - 4.30pm, Mondays - Fridays
-  Proposed Speed Table outside school entrance
-  Boundary of school premises
-  Proposed 20mph Zone boundary





## Typical speed cushions

### Brief description:

- Curved top surface
- 75mm - 80mm in height
- 2.0m - 2.5m in length
- 1.6m - 1.9m in width

### Benefits:

- Highly effective in reducing speeds
- Vehicle speeds can be reduced
- Minimal impact on kerb side parking
- Easy to fit into existing street plan
- Low cost

### Disbenefits:

- Potential discomfort to occupants of vehicles
- Impact on emergency vehicles and buses
- May cause vibration, noise and claims of damages to vehicles

## Typical gateways/raised junctions

### Brief description:

- Flat top hump with colour surfacing
- 75mm - 85mm in height
- 3.5m - 6.0m in length
- Kerb to kerb
- 20mph roundel (road markings)
- Signing

### OR:

- Colour surfaced a part of the carriageway at the entry to the road; with
- 20mph roundel (road markings) and signings

### Benefits:

- Draw drivers' attention to a significant change in the road environment
- Alert drivers that they are now entering a specially designated area where a new speed regime is in place
- Useful pedestrian crossing point with improved safety
- Helps to discourage parking too near to the junction

### Disbenefits:

- Potential discomfort to occupants of passing vehicles
- Emergency services response times may be effected by this proposal



Please call the number below for a large print version of this document, or a summary of this document in your language.

- Albanian Nëqoftëse gjitha Angleze nuk është ghuha juaj e parë, dhe keni nevojë për përkthimin e informatave të përmbajtura në këtë dokumentë, ju lutemi kontaktoni numërin dhënë.
- Arabic إذا كانت الإنجليزية ليست اللغة الأولى وتحتاج ترجمة معلومات هذه الوثيقة، الرجاء الاتصال على رقم
- Bengali এই খণ্ডের অন্যান্য ভাষায় না গিয়ে বাংলায় এই সংস্করণের সংক্ষিপ্ত সংস্করণ চাওয়া বা ছোট পত্রিকা চাওয়া
- Chinese 如果您主要使用的語言不是英語而需要將這份文件的內容翻譯成中文，請打註明的電話號碼提出這個要求。
- Farsi اگر انگلیسی زبان اول شما نیست و شما نیاز به ترجمه اطلاعات موجود در این مدرک را دارید، لطفاً با شماره درگاه خدمت مشتریان ما تماس بگیرید.
- Gujarati જો ઇંગ્લિશ તમારી પ્રથમ ભાષા ન હોય અને આ દસ્તાવેજમાં સૂચવેલ માહિતીનો સારાંશ (સંક્ષેપ્ત) તમને જોઈતો હોય તો કૃપા કરી જણાવવાનું ૧૯૨૨ (૧૯૨૨) કરો.
- Hindi यदि आपको अपनी भाषा नहीं आती और आपको इस दस्तावेज़ में दी गई जानकारी का अनुवाद हिंदी में चाहिए, तो कृपया दिए गए नंबर पर संपर्क करें।
- Panjabi ਜੇ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਸਮਝ ਨਹੀਂ ਆਉਂਦੀ ਤੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚ ਦਿੱਤੀ ਗਈ ਜਾਣਕਾਰੀ ਦਾ ਤਰਜਮਾ ਪੰਜਾਬੀ ਵਿਚ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਹ ਨੰਬਰ 'ਤੇ ਫੋਨ ਕਰੋ।
- Somali Haddii Ingiriisku ususan ahayn afkaaga koowaad adna u baahan tahay turjumidda xog ku jira dokumentigan fadlan la xiriir lambarka lagu siiyey.
- Tamil ஆங்கிலம் உங்கள் மொழியல்லாமல், இவ்வாறுள்ள தகவல்களின் சுருக்கமான பதிப்பைப் பெறவோ அல்லது இவ்வாறுள்ள தகவல்களை மொழிபெயர்த்துக் கொடுக்கவோ உதவியாகக் கொடுக்கப்பட்டுள்ள தொலைபேசி எண்ணை தொடரவும்.
- Urdu اگر تمزنی انگریزی زبان نہیں آتی اور آپ کو اس دستاویز میں دی گئی معلومات کی ترجمان کی ضرورت ہے، تو براہ کرم درج ذیل نمبر پر رابطہ کریں۔







020 8424 1993

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# APPENDIX C



## KEY

-  Proposed set of 3 speed cushions
-  Proposed set of 2 speed cushions
-  Proposed new speed tables
-  Proposed Monday to Friday, 8am-4.30pm school keep clear marking
-  Proposed kerb buildout
-  Existing school keep clear markings / yellow line waiting restrictions



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Project

**KENMORE PARK  
20 MPH ZONE**

Title

**PROPOSED MEASURES**

Scale	Drawn	Checked
NTS	JA	
@ A3	Date	21/07/08
		---

Drawing no  
LBH/TM/JA/C08-040E01

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Extent of existing 20mph zone

Extension to existing 20mph zone



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## Public Consultation – Please Read



## Kenmore Park 20mph Zone Scheme



We need your views

## Introduction

We are seeking your views on the council's proposals to introduce a 20mph zone in your area.

The proposed 20mph zone area is bounded by Charlton Road to the east and Kenmore Road to the west which both form part of an existing 20mph zone. This area was highlighted for road safety improvement measures due to the location of Kenmore Park First and Middle Schools, the number of personal injury accidents and its proximity to the existing 20mph zone.

The aims of the scheme are:

- To effectively reduce the number of accidents within the area
- To improve pedestrian and cycle safety
- To encourage walking and cycling

Vulnerable road users such as pedestrians (particularly children and the elderly), cyclists and motorcyclists are over-represented in road user casualties within the borough. By reducing vehicle speeds, specifically in residential areas and near schools, the Council believes that not only will casualties be reduced but more people would be encouraged to cycle or walk as opposed to relying on the car. The implementation of 20mph zones supports national and local road safety targets, specifically those set by the Mayor for London.

All 20mph zones have to be self-enforcing and we are therefore proposing to install traffic calming measures within the area to comply with this requirement. These features include speed cushions and speed tables, details of which are included on the enclosed drawing. In addition to these

## Funding

Funding for a 20mph zone has been secured from Transport for London (TfL), which we hope to construct this financial year.

## Proposed measures

### Speed tables

A speed table is a raised hump with a flat top across the entire road width. These humps have a vertical deflection in the order of 75mm and are approximately 5 metres in length.

#### Benefits:

- Effective in reducing speeds
- Self enforcing
- Can provide level crossing points for pedestrians

#### Disadvantages:

- May cause vibration or noise
- Potential discomfort to occupants of passing vehicles
- Impact on emergency vehicles response times



Typical speed table

## Speed cushions

These are a form of road hump which are wide enough to allow a wide wheelbase vehicle to pass unhindered. Ambulances and fire engines are not affected by them, whereas a smaller wheelbase vehicle, such as a car, would have to have at least one set of wheels on the hump. Cars are therefore slowed, whereas other traffic is generally unaffected. These are intended to overcome potential objections from the Emergency Services and/or Bus Companies.

### Benefits:

- Effective in reducing speeds
- Self enforcing
- Minimal impact on kerb side parking
- Low cost
- Easy to fit into existing street plan

### Disadvantages:

- May cause vibration or noise
- Potential discomfort to occupants of passing vehicles
- Impact on emergency vehicles response times



Typical set of speed cushions

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

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

## We need your views

Please return your comments on these proposals by **5 September 2008** by using the self addressed envelope. Post is pre-paid. Alternatively, you can submit your questionnaire on-line by visiting [www.harrow.gov.uk/trafficconsultations](http://www.harrow.gov.uk/trafficconsultations) and follow the links to Kenmore Park 20mph Zone Scheme.

## Can I see the proposals in more detail?

A more detailed large-scale plan of the proposals can be viewed at:

Harrow Civic Centre  
Station Road  
Harrow  
HA1 2XA

(Opening hours – 9am to 5pm)

## What happens next?

We will consider all the comments returned to us, and if appropriate, modifications may be made to the scheme proposals. It is anticipated that the construction works will be completed by April 2009.

### Further information

If you require further clarification or would like to discuss any issues related to the scheme, please contact Johann Alles, at the address below:

Harrow Council  
PO Box 39  
Civic Centre  
Station Road  
Harrow  
HA1 2XA

Tel: 0208 736 6816 Fax: 020 8424 7662  
Email: [johann.alles@harrow.gov.uk](mailto:johann.alles@harrow.gov.uk)

Unfortunately it will not be possible to reply in writing to individual responses, but if you wish to know the outcome of the consultation in due course, please contact Johann Alles.

**Thank you for replying to this consultation**