



## St John's C of E School - 20mph Zone Scheme

**PUBLIC CONSULTATION**

**IMPORTANT – THIS AFFECTS YOU – PLEASE RESPOND**

# St John's C of E School 20mph Zone Scheme

## Introduction

The council has been successful in securing funding from Transport for London (TfL) to introduce a 20mph zone in the area around St John's School in Green Lane, and we are therefore seeking your views on these proposals.

The roads directly affected by the scheme include; Green Lane, Culverlands Close, Ben Hale Close and Woodside Close.

The aims of the scheme are to create a 20mph zone which will:

- Reduce the risk of personal injury accidents within the area
- Improve pedestrian and cycle safety
- Encourage walking and cycling in the area
- Discourage through traffic
- Alleviate congestion at the top end of Green Lane at peak times

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 to 20 mph, specifically in residential areas and near schools, the council believes that, not only will casualties be reduced but more people may be encouraged to cycle or walk as opposed to relying on the car.

The implementation of 20mph zones is supported by the Mayor for London in his Road Safety plan and helps to meet national and local road safety targets. Research conducted by TfL found that 20mph zones reduced traffic speeds by an average of 9mph and dramatically improved safety for all road users. 20mph zones within the borough are generally supported by physical measures such as speed cushions in order to make them self enforcing. This has helped Harrow to be one of the safest boroughs in the country.

The full proposals are outlined below and shown on the enclosed plan.

## Entry treatment

This will involve erecting 20mph signs and marking the carriageway with a 20mph roundel at the entry point to the zone. The entry treatment will raise motorist's awareness to the change of speed limit and indicate that they are entering a 20 mph area.

## Speed cushions

These are a traffic calming feature, which are narrow enough to allow a wide wheel based vehicle such as a fire engine or ambulance to pass relatively unhindered. A smaller wheelbase vehicle, such as a car, however would have to have at least one set of wheels on some part of the cushion, thereby forcing the driver to reduce their speed.

## Raised flat top hump

This is a form of road hump which is effective in reducing vehicle speeds. It also provides a level (flush) crossing point for pedestrians.

## Double yellow lines

Double yellow line waiting restrictions are proposed at key locations to prevent obstructive parking and ensure that there is adequate road space for emergency and refuse vehicles.

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As part of the scheme and in order to address congestion at the top end of Green Lane, we are proposing to make the section of Green Lane (between Culverlands Close and Stanmore Hill) **one-way northbound**.

This section of Green Lane is very narrow particularly close to the cottages and on street parking reduces traffic flow to single file. As a result, drivers often park their vehicles with 2 wheels on the footway; effectively making it difficult for pedestrians to pass safely. Furthermore, on the east side north of Pinnacle Place the footway is extremely narrow and in one small section there is no footway at all which compromises pedestrian safety.

In terms of traffic volume, the northbound traffic is the dominant flow (approximately 7 times that of the southbound flow). This is because of the banned right turn into Green Lane from Stanmore Hill which is self-enforced via the use of the splitter island on Stanmore Hill which was introduced in 1984 to prevent traffic using Green Lane as a through route to avoid Stanmore Broadway.

Details of the scheme proposals include:

- A kerb build out at the junction with Culverlands Close – to highlight the start of the one-way section and to provide protection to parking on the west side.
- An extended footway on the east side (from Pinnacle Place up to the junction with Stanmore Hill) – providing a continuous footway for pedestrians.
- Double yellow line waiting restrictions opposite the kerb build out and the extended footway to prevent obstructive parking.
- Removal of part of the elongated splitter island on Stanmore Hill – permitting vehicles to turn right out of Green Lane

### Benefits:

- Alleviate congestion at the top end of Green Lane
- Provide a continuous footway on the eastern side of Green Lane which is safer for pedestrians.
- Prevent drivers having to park partially on the footway
- Maximise the on-street parking capacity
- Prevent vehicles undertaking illegal manoeuvres at the junction of Green Lane and Stanmore Hill.

### Disadvantages:

- Inconvenience to some local residents
- Speeds may increase on the proposed section of one-way due to unopposed traffic flow however this would be addressed by the introduction of the raised flat top hump near Park Cottages.
- The re-introduction of the right turn out of Green Lane (onto Stanmore Hill) may increase the potential of accidents
- Slight increase in traffic flows on the Stanmore Hill junction.

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### Benefits:

- Effective in reducing speeds
- Self enforcing
- Overcome objections of the emergency services

### Disadvantages:

- May cause vibration or noise
- Potential discomfort to vehicle occupants
- Will not reduce the speed of larger vehicles



Typical Speed Cushions

### Benefits:

- Effective in raising motorists' awareness
- Highlights the change from the main road to a residential area
- Raises the priority for pedestrian crossing the junction

### Disadvantages:

- Insignificant



Typical Entry Treatment

The details of the 20 mph zone proposals are shown on the enclosed plan for your information

## St John's C of E School 20mph Zone Scheme

### 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 **XX June 13** 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). This will direct you to a page containing the survey name (St John's School - 20mph Zone scheme). You may be asked to register your details before completing the survey.

### 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 2014.

### 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: [transportation@harrow.gov.uk](mailto:transportation@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**

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

- Albanian** Nëqoftëse gjuha 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** اذا كانت الانجليزية ليست لغتك الاولى وتحتاج لترجمة معلومات هذه الوثيقة، الرجاء الاتصال على رقم
- Bengali** যদি ইংরেজি আপনার মাতৃভাষা না হয় এবং আপনি যদি এই প্রচারপত্রের তথ্যগুলোর অনুবাদ পেতে চান তাহলে যে টেলিফোন নম্বর দেওয়া আছে সেখানে দয়া করে যোগাযোগ করুন।
- Chinese** 如果你主要說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 داده شده تماس بگیرید
- Gujarati** જો ઈંગ્લિશ તમારી પ્રથમ ભાષા ન હોય અને આ દસ્તાવેજમાં રહેલ માહિતીનો તરજૂમો (ટ્રેન્સલેશન) તમને જોઈતો હોય તો કૃપા કરી જણાવેલ નંબર ઉપર ફોન કરો
- Hindi** यदि आपको अंग्रेज़ी समझ नहीं आती और आपको इस दस्तावेज़ में दी गई जानकारी का अनुवाद हिन्दी में चाहिए तो कृपया दिए गए नंबर पर फोन 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 ਦਿੱਤੇ ਗਏ ਨੰਬਰ ਤੇ ਫੋਨ ਕਰੋ।
- Somali** Haddii Ingiriisku uusan ahayn afkaaga koowaad aadna u baahan tahay turjumidda xog ku jirta dokumentigan fadlan la xiriir lambarka lagu siiyey.
- Tamil** ஆங்கிலம் உங்கள் தாய்மொழியாக இல்லாதிருந்து இப்பத்திரத்திலிருக்கும் தகவலின் மொழிபெயர்ப்பு உங்களுக்கு தேவைப்பட்டால் தயவுசெய்து தரப்பட்ட தொலைபேசி எண்ணில் தொடர்பு கொள்ளவும்.
- Urdu** اگر انگریزی آپ کی مادری زبان نہیں ہے اور آپ کو اس دستاویز میں دی گئی معلومات کا اردو ترجمہ درکار ہے، تو براہ کرم دیئے گئے نمبر پر رابطہ کریں۔

020 8736 6816