

Raised speed platform

Raised platforms are a form of flat top road hump and are planned to be located within the zone. In addition some of the existing traffic calming features along the length of the High Street will be raised including the zebra crossings, the carriageway adjacent to the kerb build outs and pedestrian refuges.

They will be raised up to 75mm high, close to level of the adjacent footways. The existing zebra crossing near Grove Hill will be widened to accommodate the large numbers of school children that cross here. This area will also be raised to reduce the speed of vehicles within the zone.

Kerb build outs

Kerb build outs reduce the width of the carriageway and create a narrower environment for vehicles. They also provide a wider footway for pedestrians and reduce the width of the carriageway that pedestrians have to negotiate at crossing places.

What happens next?

If you have any queries about the scheme, please come along to one of the drop in sessions where a member of our team will be able to answer any questions you may have. The drop in sessions will take place on:

Saturday 24 November 2007
10.00am – 4.00pm, and on
Monday 26 November 2007
4.00pm – 8.00pm
at the Library at John Lyons School, Middle Road, Harrow on the Hill

Everyone is welcome to attend and comment on the proposals.
Come and have your say!

Your views on the proposal are important to us and therefore ask you to fill in the enclosed questionnaire and return it to us by Friday 7 December 2007 using the prepaid envelope.

We will consider all the comments returned to us, and if appropriate, make changes to the proposed scheme. However, we will not be able to reply to individual submissions due to the large number of responses anticipated.

Any questions?

If you have any comments or queries about the proposed scheme, please contact:

Emma Browning - Project Engineer
by telephone 020 7874 6338 or
email emma.browning@mouchelparkman.com

Mouchel Group
307-317 Euston Road
London NW1 3AD
Tel: 0207 874 6338

or

Barry Philips - Principal Engineer
by either telephone 020 8424 1649 or

Harrow Council
Civic Centre
PO Box 57
Station Road
Harrow HA1 2XF

Thank you for replying to this consultation.



Harrow on the Hill 20mph Zone

This is your opportunity to comment. Your views matter.

We are proposing to introduce a 20mph zone in Harrow on the Hill and are seeking your views on the proposed scheme.

We would be grateful if you could take the time to read this leaflet, fill in the enclosed questionnaire and return it to us by Friday 7 December 2007 using the pre-paid envelope.

insert photo

Please return your questionnaire by 7 December 2007

Background

Harrow Council is proposing to introduce a 20mph zone in your area. Funding for the project has been made available from Transport for London through the council's annual borough spending plan submission, which seeks funds for projects in line with the Mayor for London's Road Transport Strategy.

20mph zones play an important role in achieving the road safety strategy and casualty reduction targets for 2010 set by the Mayor's office. The police, emergency services, transport operators, the Harrow on the Hill Forum and other statutory bodies have been consulted on the proposals through regular meetings and general support for the scheme has been demonstrated.

The scheme has been designed to complement the historic character and environment of Harrow on the Hill. The main aims of the 20mph zone are to:

- Reduce vehicle speeds and make walking and cycling easier and safer within the zone,
- Improve the safety of vulnerable road users such as children and the elderly,
- Improve safety in the vicinity of the school,
- Reduce the number of personal injury traffic accidents,
- Reduce the environmental impact of through traffic.

However, before proceeding further the council is keen to learn local resident's views and comments about the scheme by filling out the enclosed questionnaire.

20mph zones

The main benefit of a 20mph zone is lower traffic speeds, which make walking and cycling easier and safer within the zone. Lower speeds improve road safety and create a safer environment for vulnerable road users such as the elderly and children. This is particularly important for the school children in the area that make up most of the pedestrian traffic throughout the day.

It is understood that for 20 mph zones to be effective, self-enforcing traffic calming measures must be provided in order to deter drivers from exceeding the 20mph speed limit. 20mph zones also reduce personal injury accidents by over half on average and two thirds of those involving children, and prevent 9 out of 10 fatal or serious accidents. Through traffic can be discouraged as a result of introducing traffic calming measures and lower vehicle speeds.

At present there are six 20-mph zones within the London Borough of Harrow, however, over the coming years the council is proposing to implement further zones in the borough where traffic conditions particularly around schools could be improved by their introduction.

The council therefore propose to introduce the zone in the roads surrounding and including Harrow School, John Lyon School, Roxeth and Roxeth Mead Schools.

The scheme includes enhancing some of the existing safety features such as the priority kerb build outs, which were introduced three years ago. The carriageway will be raised at these locations to a maximum height of 75 mm. Outside John Lyon School flat top road humps are proposed. At the existing pedestrian crossings near to Harrow on the Hill school it is estimated that 1.5 million pedestrian movements occur annually. It is therefore proposed to raise and widen the zebra crossing to provide more substantial crossing facilities.

Full details of the proposed scheme are shown on the enclosed drawing. Larger scale plans of the proposed scheme will be on display on the Middlesex floor in council's Civic Centre until Friday 30 November 2007.

Raised Entry treatment

A raised entry treatment is a feature that highlights the entrance to the zone and the change in the speed limit, which are usually located at a junction. The entry treatments will incorporate the 20mph zone signs with "HARROW ON THE HILL" text and the surface will be raised 75mm. These measures will assist pedestrians to cross road junctions safely and reduce the speed of vehicles entering the zone.

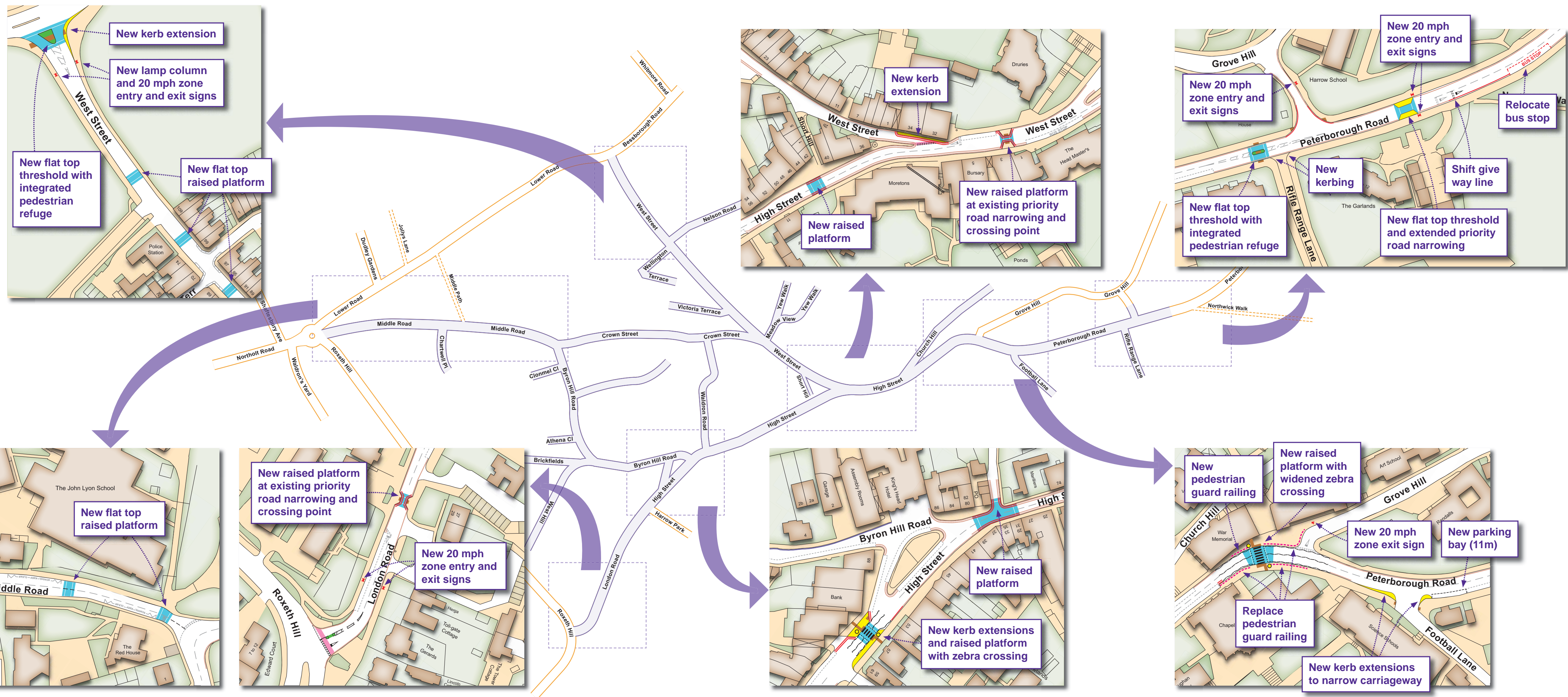


Harrow on the Hill

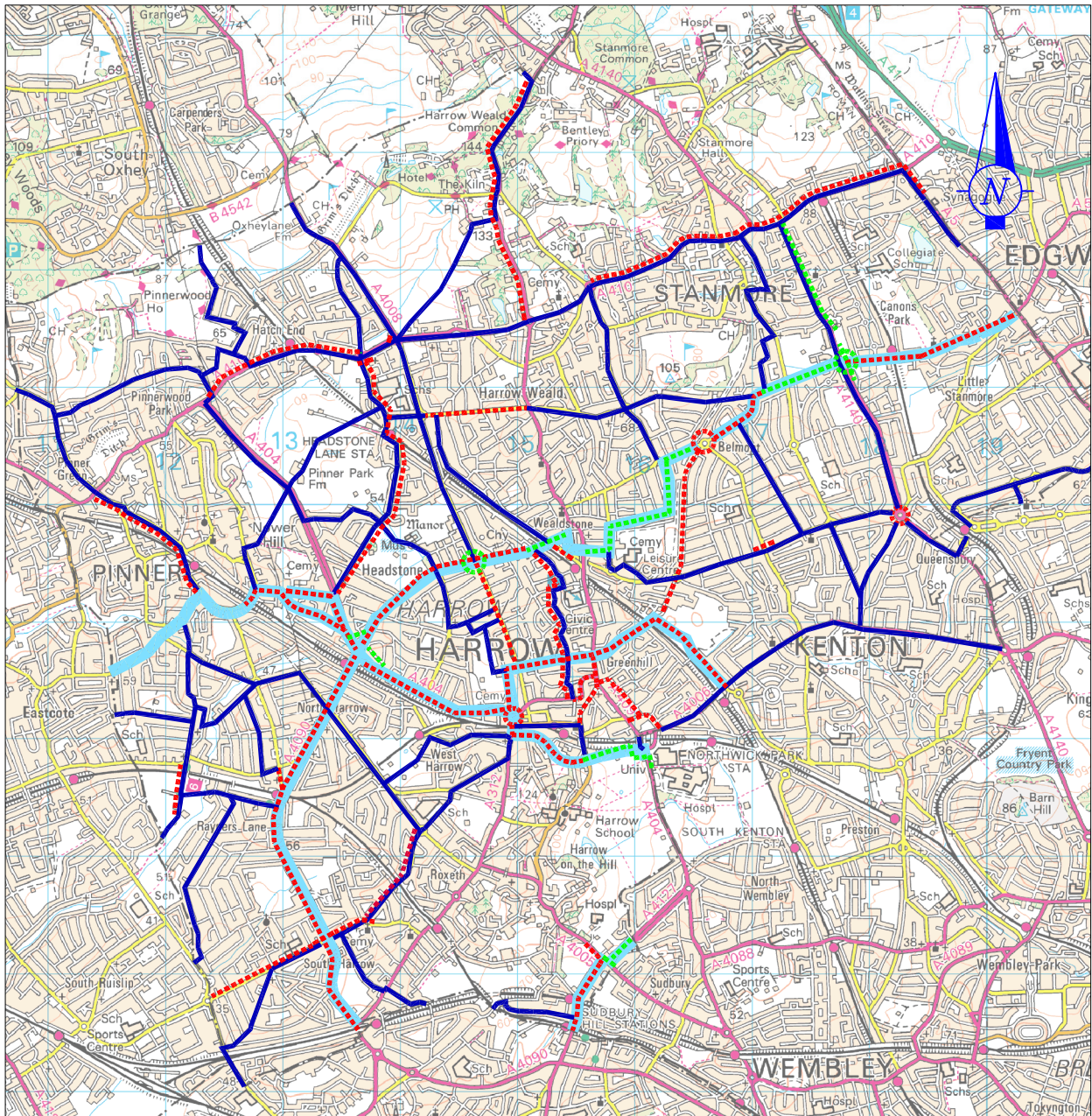
20mph Zone

Key

- Proposed 20mph zone
- Pedestrian refuge
- Proposed tactile paving
- Proposed raised platform
- Proposed kerb extension
- Cobbled paving
- Proposed yellow lines
- Existing yellow lines
- Proposed road markings
- Existing road markings
- Pedestrian guard railing
- Belisha beacon
- Proposed 20mph sign



APPENDIX B



Notes:

- - - - - Cycle network completed to date Sept 2007
- - - - - Proposed cycle route for completion in 2007–2008 subject to funding
- — — — — Local Cycle Network (LCN)
- — — — — London Cycle Network Plus (LCN+)

CYCLE ROUTE IN HARROW	LENGTHS COMPLETED TO DATE (m)
TOTAL LENGTH OF LCN+ ROUTE (19794)	14530
TOTAL LENGTH OF LOCAL CYCLE ROUTE (67325)	25081
PROPOSED LCN+ & LCN FOR 2007-2008	3100
TOTAL LENGTH OF CYCLE ROUTES (LCN & LCN+) (87119)	
TOTAL CYCLE ROUTES COMPLETED TO DATE	38161

Project

CYCLE NETWORK IN HARROW

NETWORK MAP

Scale
1 TO 50000

Drawn SAF

Checked

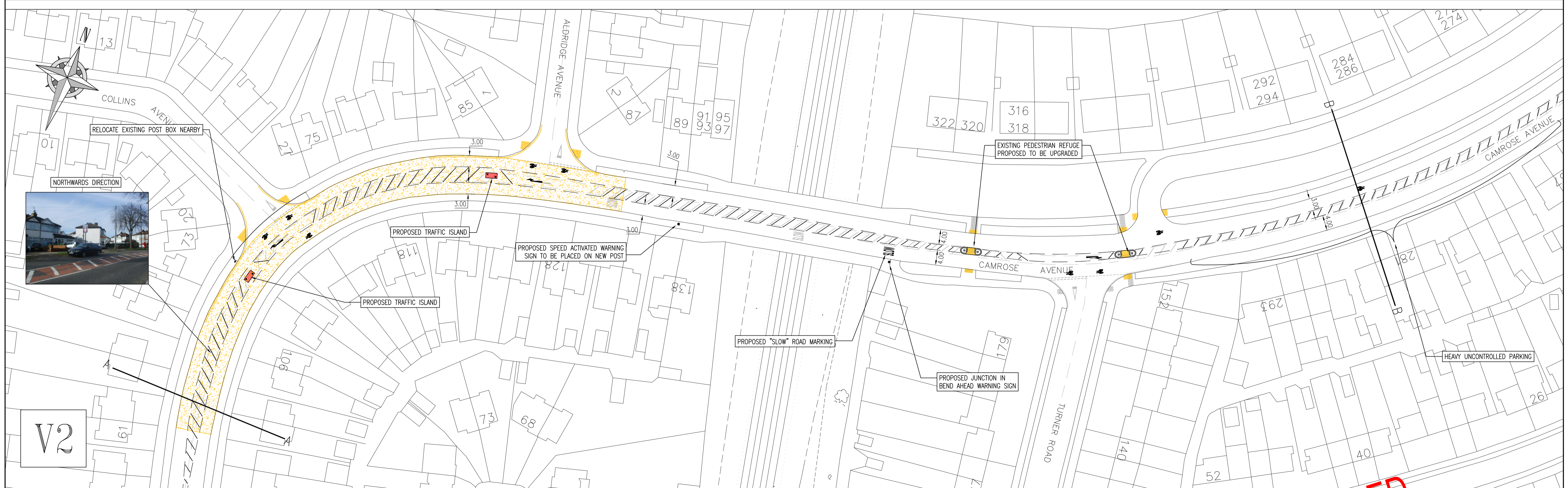
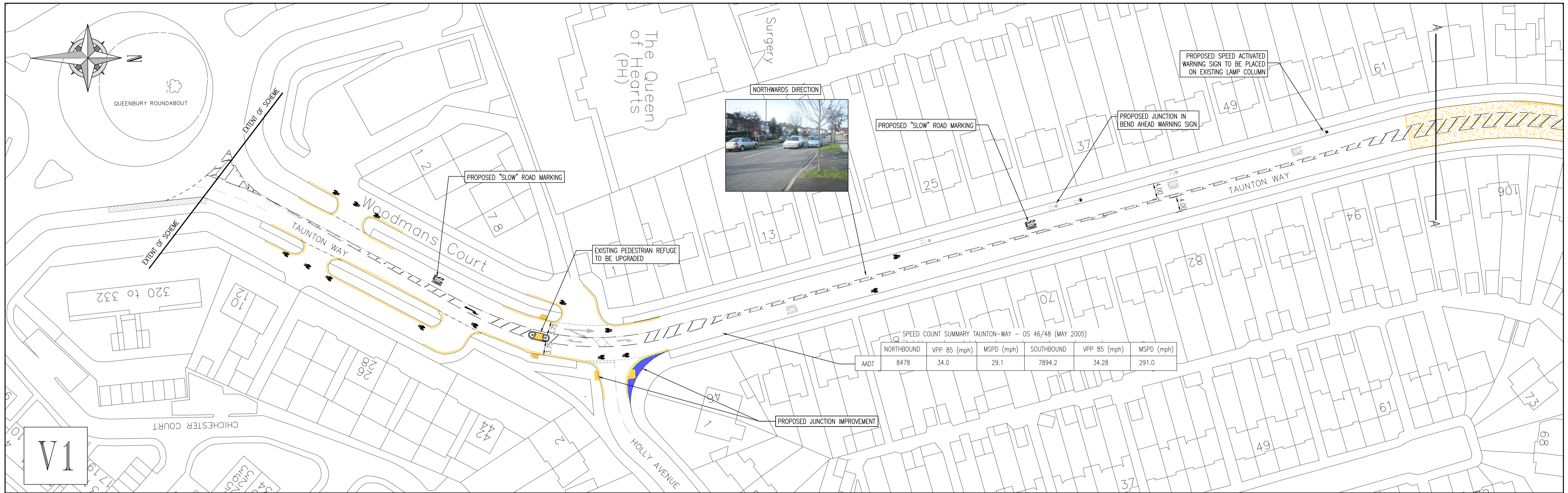
Date 04/10/07

SAF

Drawing no
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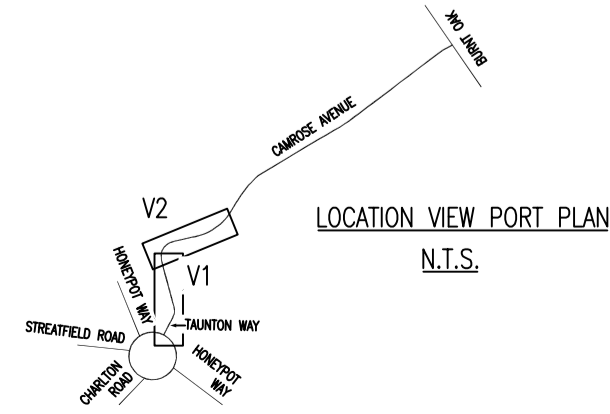
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- KEY**
- EXISTING DOUBLE YELLOW LINES
 - PROPOSED DOUBLE YELLOW LINES
 - PROPOSED SIGN AND PLATE
 - PROPOSED CYCLE LOGO MARKING
 - PROPOSED ROAD MARKINGS
 - EXISTING FEATURES
 - PROPOSED BUILD OUT
 - PROPOSED TRAFFIC ISLAND
 - PROPOSED ANTI-SKID
 - PROPOSED KERB REALIGNMENT
 - PROPOSED TACTILE PAVING

NOTE

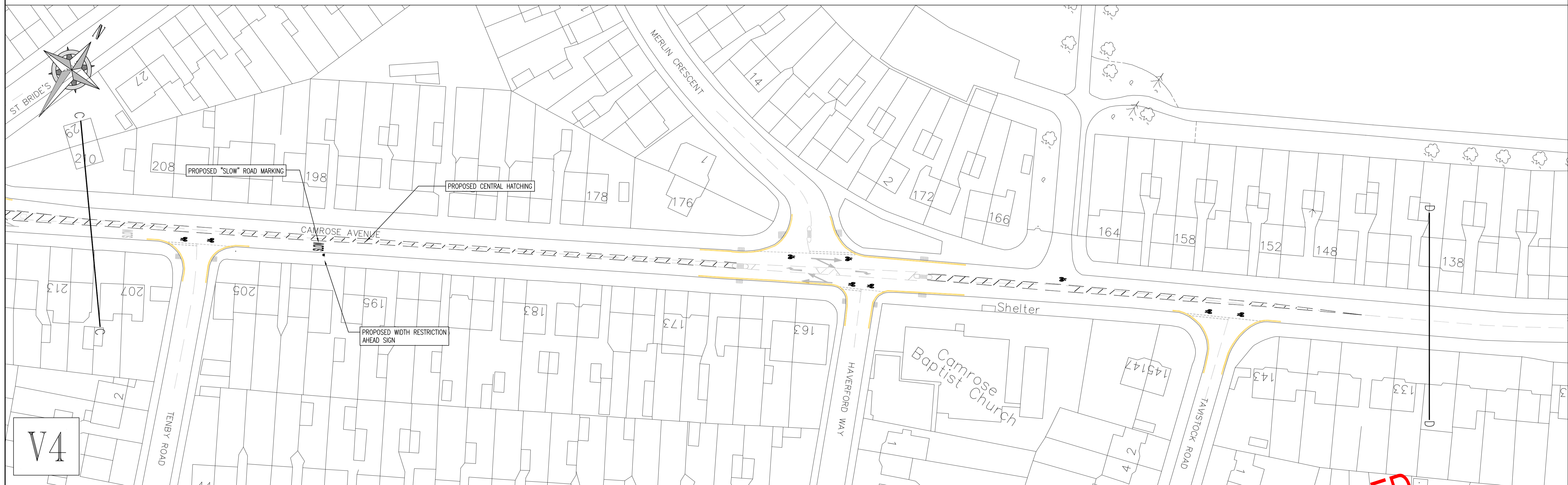
1. CYCLE SIGNS WILL BE INCORPORATED DURING DETAILED DESIGN STAGE.



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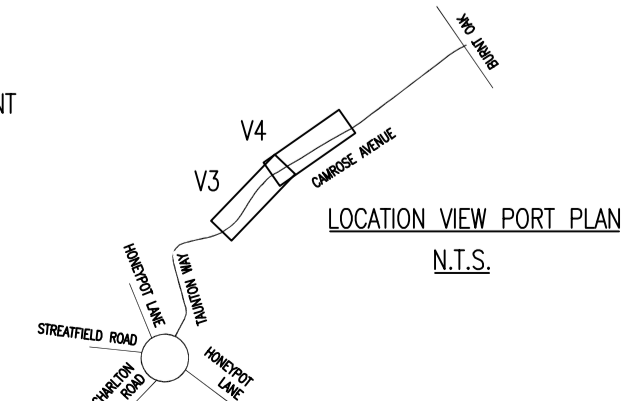
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REVISION	INITIAL ISSUE	AMENDMENT	DESIGNED BY	CHECKED BY	APPROVED BY
<p>ACCORD</p> <p>SCALE (AT A1 SIZE)</p> <p>DRAFT 1:500</p> <p>ISSUE</p>			<p>LONDON BOROUGH OF HARROW</p> <p>PROJECT: CAMROSE AVENUE-TAUNTON WAY LOCAL SAFETY SCHEME</p> <p>DRAWING TITLE: GENERAL LAYOUT - SHEET 1 OF 3</p> <p>QUEENSBURY CIRCLE TO TURNER ROAD</p> <p>ISSUING OFFICE: EUSTON</p> <p>TELEPHONE: 020 7874 7700</p>		
DRAWING NUMBER: 765167-FEA-001				REVISION: B	



KEY

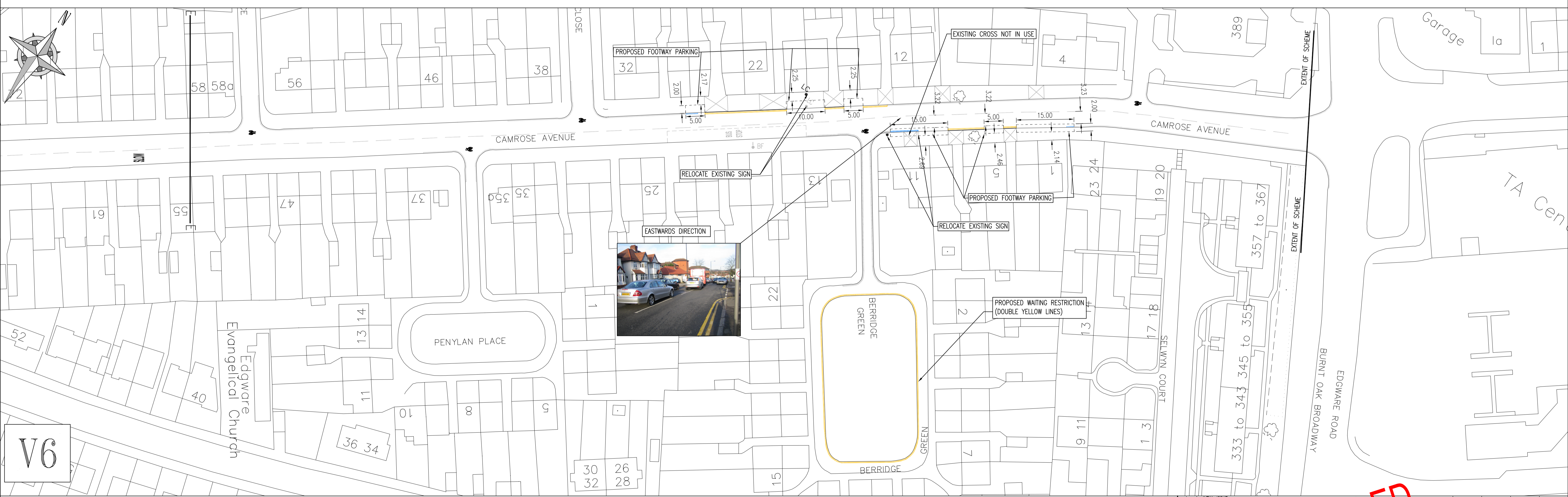
	EXISTING DOUBLE YELLOW LINES		PROPOSED ROAD MARKINGS		PROPOSED KERB REALIGNMENT
	PROPOSED DOUBLE YELLOW LINES		EXISTING FEATURES		PROPOSED TACTILE PAVING
	PROPOSED SIGN AND PLATE		PROPOSED BUILD OUT		PROPOSED TRAFFIC ISLAND
	PROPOSED CYCLE LOGO MARKING		PROPOSED ANTI-SKID		



NOTE

1. CYCLE SIGNS WILL BE INCORPORATED DURING DETAILED DESIGN STAGE.

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<p>CLIENT: LONDON BOROUGH OF HARROW</p> <p>PROJECT: CAMROSE AVENUE-TAUNTON WAY LOCAL SAFETY SCHEME</p> <p>DRAWING TITLE: GENERAL LAYOUT - SHEET 2 OF 3</p> <p>SHALDON ROAD TO TAVISTOCK ROAD</p>				<p>ISSUING OFFICE: EUSTON</p> <p>TELEPHONE: 020 7874 7700</p>		<p>DRAWING NUMBER: 765167-FEA-002</p>		<p>REVISION: B</p>		<p>SCALE (AT A1 SIZE): 1:500</p>	
DRAFT		ISSUE		CHECKED		APPROVED		DATE		DATE	



KEY

	EXISTING DOUBLE YELLOW LINES		PROPOSED ROAD MARKINGS		PROPOSED KERB REALIGNMENT
	PROPOSED DOUBLE YELLOW LINES		EXISTING FEATURES		PROPOSED TACTILE PAVING
	PROPOSED SIGN AND PLATE		PROPOSED BUILD OUT		EXISTING ROAD MARKINGS TO BE REMOVED
	PROPOSED CYCLE LOGO MARKING		PROPOSED TRAFFIC ISLAND		PROPOSED ANTI-SKID

NOTE

1. CYCLE SIGNS WILL BE INCORPORATED DURING DETAILED DESIGN STAGE.

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REVISION	INITIAL ISSUE	AMENDMENT	DATE	DESIGNED BY	CHECKED BY	APPROVED BY

CLIENT: LONDON BOROUGH OF HARROW
 PROJECT: CAMROSE AVENUE-TAUNTON WAY LOCAL SAFETY SCHEME
 DRAWING TITLE: GENERAL LAYOUT - SHEET 3 OF 3
 BACON LANE TO BURNT OAK BROADWAY

ISSUING OFFICE: EUSTON
 TELEPHONE: 020 7874 7700

SCALE (AT A1 SIZE): 1:500
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