

Appendix A 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).

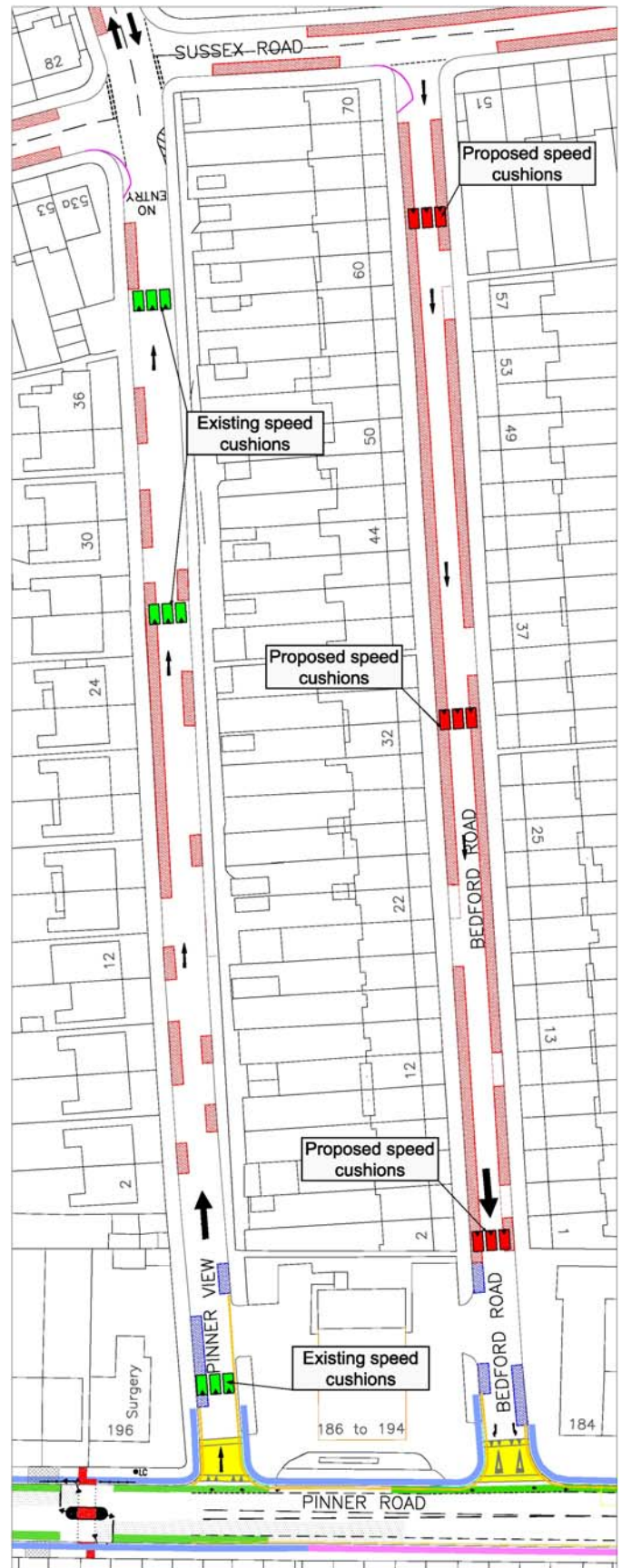
The aim is to reduce accidents involved in turning movements at those junctions by removing some conflicting traffic manoeuvres and improve vehicle access.

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 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.harlow.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**:

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