

Your reference: BD 2004/92.05/37

Our reference: NWATM/03/294

Date: 11 March 2004



<b>URBAN LIVING TRANSPORTATION SECTION</b>	
<b>5 MAR 2004</b>	
<b>PASSED</b>	
<b>ACKNOWLEDGED</b>	

METROPOLITAN POLICE SERVICE

Traffic Management Unit  
Alperton Traffic Garage  
Athlon Road  
Alperton, Wembley  
Middlesex

Mr B Durke  
Order Maker  
Harrow Council  
Transportation Section  
PO Box 38  
Civic Centre  
Station Road  
Harrow HA1 2UZ

Telephone: 020 8246 9872  
Facsimile: 020 8246 9812  
E-Mail [tdqpf@met-pol.co.uk](mailto:tdqpf@met-pol.co.uk)

Dear Mr Durke

Cedars School Area Proposals

The Harrow (Waiting and Loading Restriction)(Amendment) Traffic Order

The Harrow (Prescribed Route)(No. ) Traffic Order

The Harrow (20 mph Speed Limit)(No. ) Traffic Order

The Harrow (Prohibition of Stopping Outside Schools)(Amendment) Traffic Order

The Harrow (Free Parking Places)(Amendment) Traffic Order

The Harrow (Coach Parking Places)(Amendment) Traffic Order

Thank you for your letter of 2 March 2004 and enclosed copy of a plan showing the proposed traffic calming measures associated with the above scheme.

Since my letter of 25 July 2003, in response to the original proposals, police have taken a slightly different position in relation to proposed 20 mph zones, which, I should explain.

Police would have no objections to the proposed 20 mph with speed cushions and tables as self-enforcement measures, however, I must inform you that should these measures not prove effective it is not our policy to routinely enforce 20 mph speed restrictions.

There has, however, been a recent change in this policy. Whilst the above statement applies, the Association of Chief Police Officers advised in December 2003 that although it is desirable for such zones to be self-enforcing, in appropriate cases police would conduct enforcement. Our local view is that whilst we have a duty to enforce speed limits we would look to an engineering solution in response to any speed complaints. It is only after further measures have been considered that we would look at enforcement. We would have to justify any 'appropriate cases, an example of such may be where the problem exists in the vicinity of a school during the start or end of the school day.

With regard to the traffic calming features.

The effects of environmental traffic calming on all the emergency services have become a serious issue to the manner in which we operate. The effect of road humps in particular, whether they be round-topped or flat-topped, is causing problems in relation to delays in our response times and damage to our vehicles. The plan enclosed with your letter shows a series of speed tables which are only 2.5 metres in length. These can have a similar effect to round-topped road humps. Whilst we have less objection to the proposed speed cushions in this scheme, it is recognised that they have little effect on motorcycles, 4x4 vehicles or heavy goods vehicles and buses.

We view flat-topped features or speed tables that are long enough to accommodate the wheel-base of most vehicles as the preferred method of all the options of 'Vertical Deflection' speed reduction measures.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Mike Faul', written in a cursive style.

Mike Faul  
North (West) Traffic Management Unit