



Earlsmead First and Middle Schools 20mph Zone Scheme

IMPORTANT – THIS AFFECTS YOU – PLEASE RESPOND

Introduction

We are seeking your views on the council's proposals to introduce a 20mph zone in the area surrounding Earlsmead First and Middle Schools.

The proposed 20mph zone area is bounded by Carlyon Avenue, Arundel Drive and Walton Avenue, to include the Earlsmead First and Middle Schools (see attached plan). The existing traffic calming measures in the road, which will help to make the proposed 20 mph zone self-enforcing, have been considered in identifying the zone boundary.

The aims of the scheme are:

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

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 introduce further traffic calming measures and raised entry treatments at the entry points to the proposed 20 mph zone. There are already 'keep clear' markings at the entrances of the school that are legally enforceable during school term time, as well as raised tables at some junctions and near the school's entrance. The proposals are outlined below and shown on the enclosed plan.

Proposals

Entry treatment and Raised junction will involve building a raised table at the entry points, erecting 20mph signs and marking the carriageway with a 20mph roundel on a red colour surfacing. The raised junction will be similar to a flat-topped hump covering the full width of the road junction. The carriageway will be raised to the level of footway and provides safer crossing points for pedestrians. It raises motorist's awareness to the change of environment, highlights the presence of junction and is effective in reducing vehicle speeds.

Speed Cushions are a traffic calming feature which are narrow enough to allow a wide wheel track vehicle such as a fire engine or bus 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, which slows the vehicle down.

Arundel Drive-one-way: It is proposed to introduce one-way working in Arundel Drive, between its junctions with Walton Avenue/Kenilworth Avenue/ Arundel Drive roundabout and Carlyon Avenue, to reduce the congestion, which is largely due to the

narrowness of the road and the volume of traffic, particularly during school times. This should also help with access generally.

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 all vehicles



Typical Speed Cushions



Typical Entry Treatment

Benefits:

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

Disadvantages:

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

Benefits:

- Reduces traffic congestion
- Could deter rat-running
- Facilitates cycling

Disadvantages:

- Could impose inconvenience on some local motorists
- Traffic speeds could be increased
- Traffic flows in surrounding roads could be affected.



Typical One-way street

The details of the 20 mph zone proposals are shown on layout plan for your information (centre page spread)

Funding

Funding for the 20mph zone has been secured from Transport for London (TfL), and we hope to construct it by the end of this financial year 2010/11.

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.

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 31 March 2011.

Further information

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

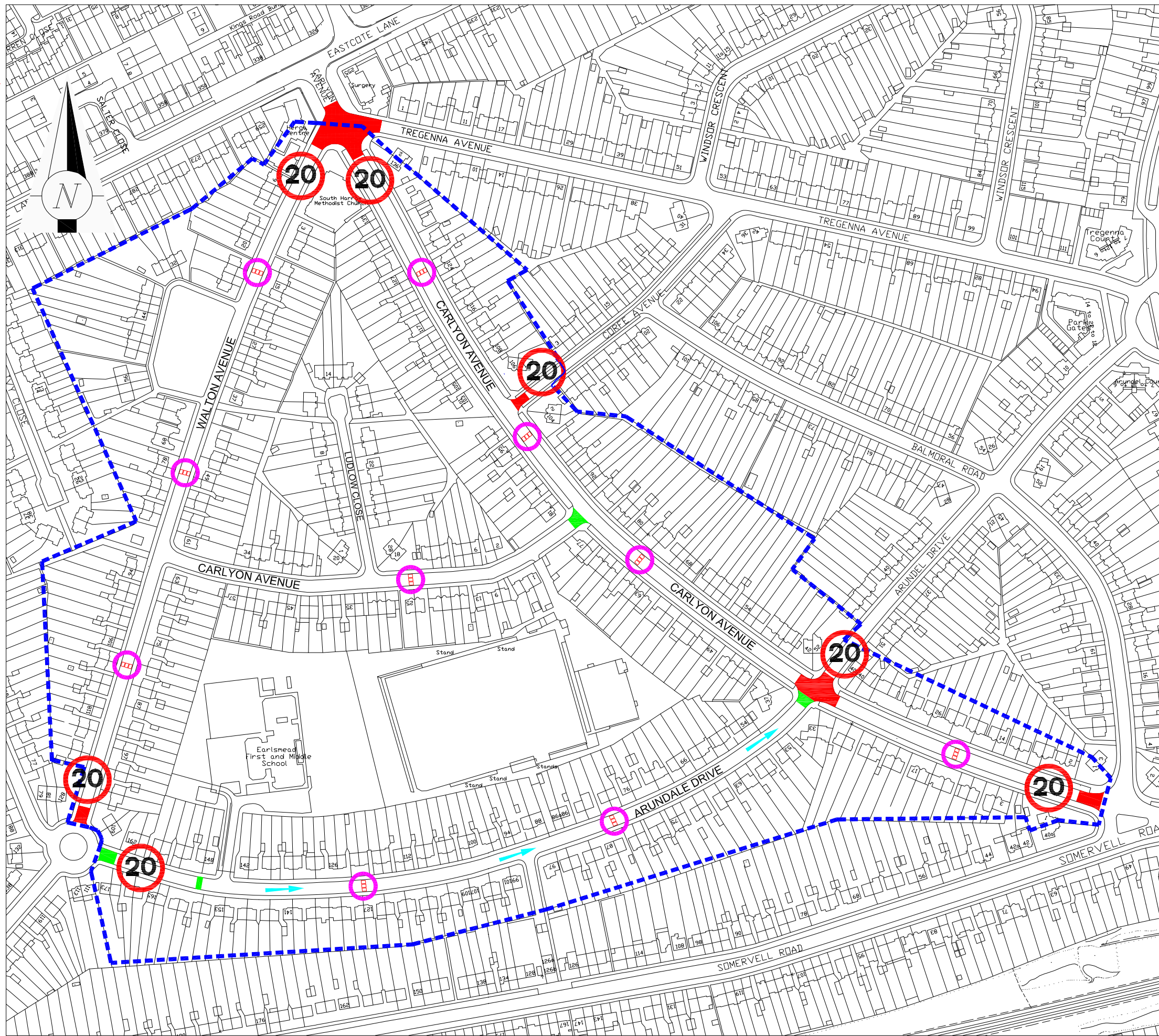
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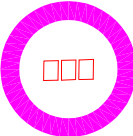




Where can I see the proposals in more detail?

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)



LEGEND

-  Proposed 20mph zone entry
-  Proposed 20mph zone boundary
-  Proposed speed cushions
-  Proposed entry treatment
-  Proposed raised junction
-  Existing raised table/entry treatment
-  Proposed one-way



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Project
EARLSMEAD FIRST AND MIDDLE SCHOOL 20 MPH ZONE

Title
PROPOSED MEASURES

Scale	Drawn	Checked
NTS	CF	
@ A3	Date	---
	20/05/10	

Drawing no
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