



Stag Lane 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 Stag Lane First and Middle Schools.

The roads affected by the scheme include: Haverford Way, Raeburn Road, Constable Gardens, Westleigh Gardens, Broomgrove Gardens, Mollison Way, Gainsborough Gardens and Dale Avenue (see attached plan). Some of these roads are already traffic calmed and this has helped in defining the zone boundary.

The aims of the scheme are:

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

In the last 3 years there have been 8 accidents involving personal injuries within the proposed zone. Of those accidents 2 involved pedal cyclists and 1 involved a motorcyclist.

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 additional traffic calming measures and raised entry treatments at some entry points to the proposed 20 mph zone. There are already 'keep clear' markings at the entrances of the schools that are legally enforceable during school term time. The full proposals are outlined below and shown on the enclosed plan.

Proposals

Road Humps and speed cushions are an extremely effective means of keeping vehicle speeds low. The standard round topped kerb to kerb hump has been proved to be effective. At low speeds, vehicles can cross these humps without causing undue discomfort to passengers or damage to the vehicle, but as speeds increase, they become progressively more uncomfortable. As part of our proposals the speed cushions that were removed in Haverford Way to resurface the road will be re-instated.

An Entry treatment is similar to a flat top hump. The carriageway is raised to the level of footway, which raises motorist's awareness to the change of environment and provides a safer crossing point for pedestrians. It is proposed to erect 20mph zone signs and roundels at the entry of the zone.

Collier Drive-one-way: It is proposed to introduce a one-way working in Collier Drive to reduce the congestion largely due to the narrowness and the volume of traffic particularly during school times, although this should help with access generally.

Waiting restrictions in Collier Drive are being proposed at specific times and days to ease the restriction for large vehicles, such as refuse vehicles, entering and leaving the school.

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 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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PO Box 39
Civic Centre
Station Road
Harrow, HA1 2XA

Tel: 0208 424 7591

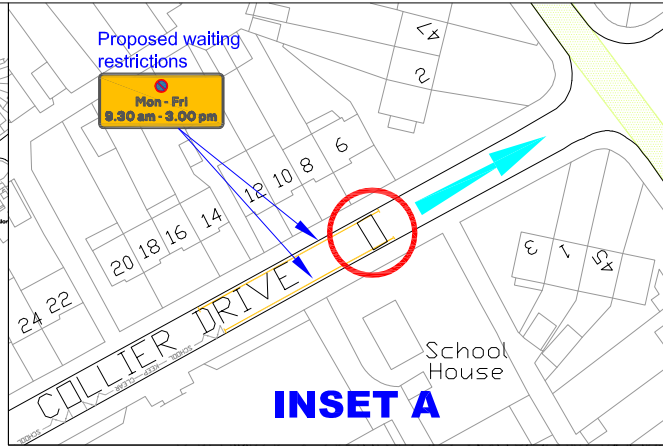
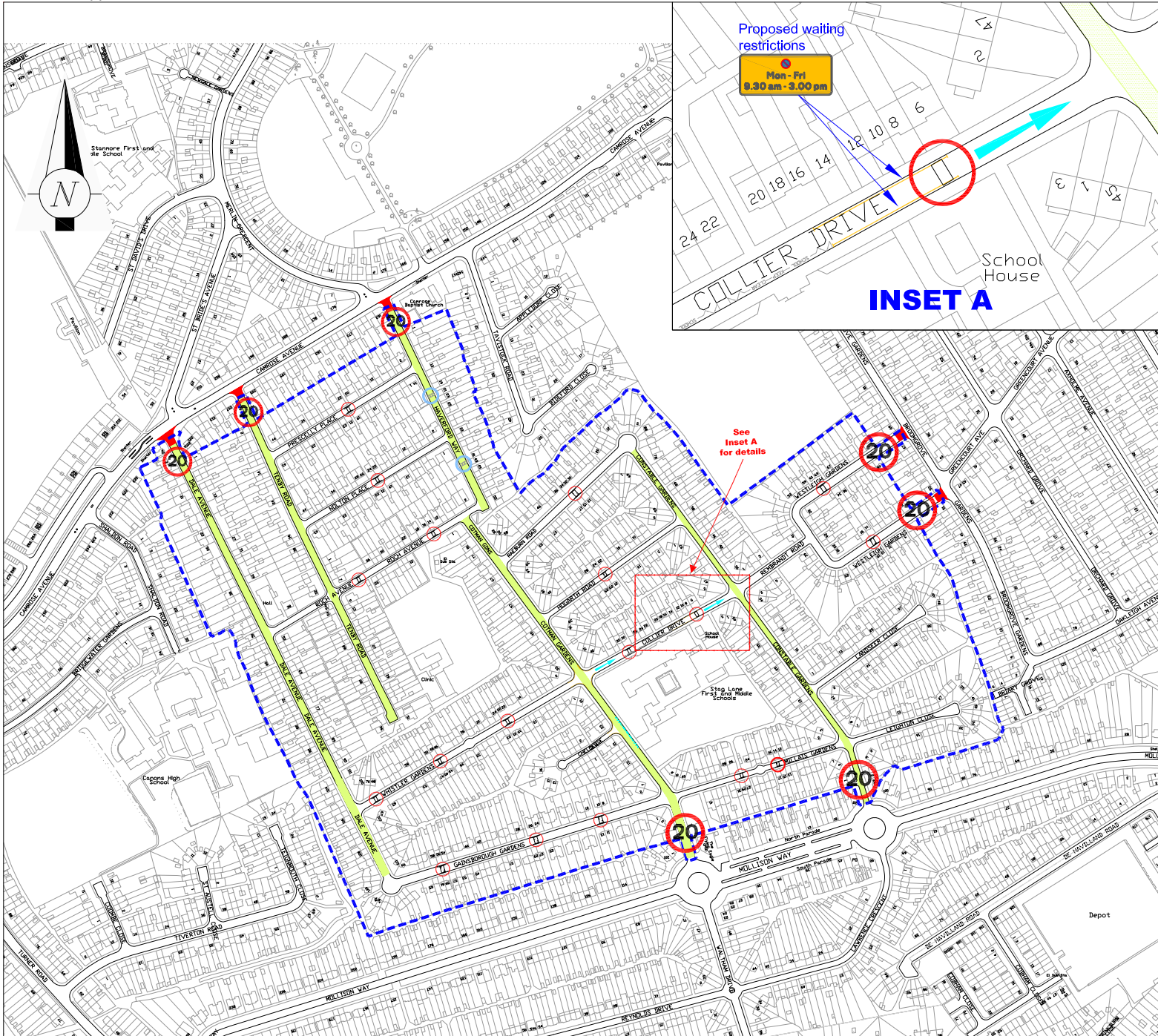
Fax: 020 8424 7662

Email: carlos.foster@harrow.gov.uk








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 20 mph zone entry
-  Proposed 20 mph zone boundary
-  Proposed road hump
-  Proposed entry treatment with raised table
-  Speed cushions to be re-instated
-  Proposed one-way
-  Streets with existing traffic calming features



COMMUNITY & ENVIRONMENT
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Project
**STAGG LANE FIRST AND MIDDLE
SCHOOL 20 MPH ZONE**

Title
PROPOSED MEASURES

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

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