

Appendix D:  
Letter from Danemead Grove and Petts Hill Residents Association



# Danemead Grove and Petts Hill Residents Association

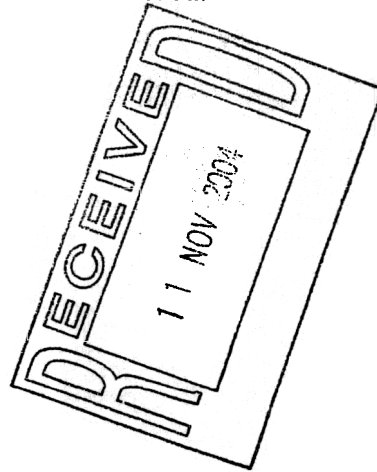


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*Dedicated to Make Northolt a Better Place for All*

7<sup>th</sup> November 2004

**The Leaders of the Council**  
London Borough of Harrow  
London Borough of Ealing



Gentlemen

## **Petts Hill Northolt – Bridge Project.**

I am writing to you on behalf of the 400 or so households represented by this Association together with a number, rising daily, in the vicinity expressing their concern of the above.

So that you are fully in the picture I will detail the location and apologise if you are already familiar with it.

Petts Hill bridge carries the Marylebone – High Wycombe railway line over the A312. From Northolt to a point under the bridge this is Petts Hill and from Harrow to a point under the bridge this is Northolt Road.

South of the bridge Petts Hill is a four lane (two in each direction) carriageway until it reaches a roundabout at which point as well as to a minor road it joins Whitton Avenue West (A4090) and Petts Hill (A312) continues towards the A40.

North of the bridge the road diverts to Alexandra Avenue (A4090) and to Northolt Road (A312) {severe bend}

Through the bridge the carriageway is of two lanes with narrow footways, protected by guardrail, on both sides.

The bridge height is indicated as 14feet 9 ins., on today's standards it should exceed 5mtrs. Additionally the condition of the bridge appears to be poor and it is extremely unsightly.

Over the years the traffic flow in both directions has increased considerably, additional bus routes have been provided, indeed the peak period bus

interchange, the provision of a supermarket in the large 24hour petrol station together with a much improved train service at Northolt Park all contribute to the situation.

It should also be noted that a fire station is located at the junction of the A312 and A4090 and on a direct route from an ambulance station located on the A4090 at Rayners Lane.

Because of the reduction in the carriageway width in the vicinity of and through the bridge the location is acknowledged as a serious bottleneck.

**Having outlined the situation we would at this stage ask you to note that everyone acknowledges the need for action to be taken at this location both to resolve the traffic congestion aspects but most importantly the safety of pedestrians.**

It should be noted that pedestrian traffic from the Ealing side into Harrow is of extremely high levels because of the location of schools and that South Harrow is the nearest shopping centre of any significance

On this latter aspect we would ask that you note that within the last six weeks:

A man was shot at the location.

A container carrying vehicle struck the bridge causing containers to fall.

a Child was knocked down and injured near one of the bus stops while attempting to interchange buses.

Also the murder of a man in a subway, albeit of a totally different type, elsewhere in Northolt together with high levels of violent street crime throughout the area has to be considered in the equation.

For many years various proposals to resolve the situation at the location have been announced and earlier this year a more positive announcement was made that a project was being formulated with an anticipated commencement date of spring 2005.

Details of the project are contained in the 2004/5 and 2005/6 Harrow Borough Spending Plans

The project is contained in the section relating to the bus priority programme and indeed in our view anyone unfamiliar with the area could be excused after reading the detail for believing intention of the scheme is solely to improve bus movements on the 140 route.

The proposals as we understand them are

To construct pedestrian/cyclist subways through the railway embankment on each side of the existing bridge side supports.

To remove the existing footways and re-align the carriageway so as to provide three traffic lanes through the bridge.

Associated works include the provision of CCTV, lighting and alterations to traffic signals, landscaping etc.

Within the detail proposals are outlined for phase two of the project which will entail replacing the existing bridge deck with one which is longer and supported on the pedestrian subways. There is however no indication of assurance that funding will be made available for this from TfL.

Consultation for this project has not been what we would have expected for work of this magnitude bearing in mind the effects during and after completion.

It is our view that consultation with residents should have taken place at conception and not in such a manner where we are told what we are going to have come what may.

Obviously we have had communication with Project Officers from both boroughs and TfL and indeed you may also be aware that at our request Mayor Livingstone visited the site as part of a tour of Northolt recently.

From these discussions we are concerned at statements such as:

**“Ealing and Harrow would very much prefer the new bridge option and intended to bid on this basis”**

From TfL

***“We do not have a role monitoring the work carried out”***

***“But TfL is not responsible for how the borough then carries out the scheme”***

**With all this in mind we call upon both of you to halt this project before it starts for the following reasons:**

- 1. The potential of serious crime to pedestrians through having to walk through subways.**
- 2. The ineffectiveness of one extra traffic lane solving the congestion problems.**
- 3. The potential of the risk of road traffic accidents associated with three lane traffic movements**

4. The proposed phasing of the project does not present best value from a financial point of view.  
*We are given to understand that proceeding to complete reconstruction as a one off will save £1.5 million of our money.*
- 5 The proposed project is solely designed to improve bus travel times.
6. The proposed project on completion will not permit the passage of modern vehicles, on a class A road, which exceed 14ft 9ins in height. The detours required cause increased air pollution and road wear.

We feel that this would then present the perfect opportunity to undertake an in depth study of the traffic, pedestrian and bus interchange situation for the area from the roundabout in Petts Hill into Northolt Road and Alexandra Avenue.

From this, design a traffic management scheme capable of fully resolving, for now and the foreseeable future, all the issues surrounding congestion and pedestrian movements and at the same time create entrances and exits to both boroughs that they deserve and capable of dealing with today's traffic demands.

We have organised a meeting for local residents to take place on 24<sup>th</sup> November and your response by this date would be very much appreciated

For their information we have forwarded copies of this letter to our Ward Councillors and the Mayor of London.

Yours sincerely



Linda Kouparis