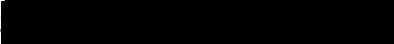


This letter has been sent on behalf of the signatories by



Email 

Councillor Philip O'Dell
The Environment and Community Safety Portfolio Holder
Room 102, Labour Group Office
PO Box 2
Harrow Civic Centre
Station Road
Harrow
HA1 2UH

Dear Councillor O'Dell

Proposed Wood Lane Bus Route & Road Widening to Stanmore Hill

We write this letter on behalf of residents of the Stanmore Hall complex, Little Common and several independent householders on Wood Lane. We believe this letter reflects the views of most of these residents and endeavours to include all the points they have raised independently. A petition will be circulated to confirm support for the views expressed in this letter.

The road widening works which started on Monday 5th March took us all by surprise. While we objected to the bus route when the plan was circulated in July last year we heard nothing further from the council and, when the new bus stop erected in Wood Lane was dismantled in the 3rd quarter of 2011, we thought our appeal had succeeded.

We submit that this route will create hazardous conditions, traffic jams, noise and pollution with no significant benefit.

We feel the council failed to provide a properly detailed proposal in July 2011, failed to consider our objections, failed to reply to them, failed to keep us informed and failed to consider alternatives. Whether legally required to or not a well run council should properly communicate with residents and stakeholders.

Our arguments and some constructive suggestions follow:

1. Risk

The road and pavements are narrow, pavements vary from side to side of Wood Lane, vehicles park on the corner opposite the Little Common pond. Buses will drastically increase the risk of serious accidents and injury to motorists, cyclists and pedestrians.

2. Traffic jams.

Wood Lane already carries much traffic, increased at times by events in the two religious centers or the sports fields. The traffic backs up at the T junctions to Brockley Hill and particularly into Stanmore Hill. Buses and their stops will obviously aggravate this severely. This coupled with any parked cars will block the road completely and create chaotic traffic conditions.

3. Noise levels, Pollution.

The buses will lead to stationary traffic at both ends of Wood Lane dramatically increasing noise levels, pollution, and vibration to residents whose properties border on Wood Lane. The road widening will bring the traffic and consequent noise & vibration still closer to the properties at this corner.

4. We dispute the arguments¹ that:

- a. **Buses will ease traffic.** Has any study or analysis been carried out? If so can we get copies? The two religious centers are already served by the 142 which is a 6 to 7² minute walk yet we submit few of their attendees use this service, most travel in cars.
- b. **The service will serve the Royal National Orthopaedic Hospital:** There is an existing service on the A5 with proper bus lay-bys. If this is inadequate then it could be augmented. The Aspire and RNOH complex is huge and comprises many spread out buildings. Disabled or most elderly people need an internal shuttle system from any bus stop to reach virtually anywhere within this complex. We submit that a service on Wood Lane will not solve this problem. See suggestion 6b below.
- c. **The service will serve the Religious centers:** As noted above these are 6-7 minutes walk from the 142 service in Stanmore Hill. The planned stop at Aspire is again a similar walk to these centers so offers no benefit over the 142 service to people travelling from Stanmore Station.

¹ Hanif Islam emails of 6 & 9 March 2012.

² These centres are approximately 0.3 and 0.4 miles from the 142 bus stops in Stanmore Hill

- d. **The service is to serve Bentley Grove:** We understand the service is to be funded from the Bentley Grove development and is intended to serve this development. Yet the distance from Bentley Grove to the proposed bus stop in Wood Lane³ is almost identical to the 142 stop in Wood Lane and about a 13 minute walk.⁴

5. Failure by the Council to provide adequate detail in July 2011

We feel some key aspects of the service were not made clear in July and some are still not clear to us. This lack of clarity will have prejudiced proper feedback from the people affected by the service and we submit that a new, clear proposal should be circulated before any such bus service is introduced. These aspects are:

- a. **The size of the buses.** We note that tests were conducted on two full size buses and they could pass, "albeit slowly". We also note that the bus company has been asked to look at smaller buses, indicating that the council shares our concerns. However it seems this is still not resolved.
- b. **The Position of Bus Stops.** We note one is positioned directly outside the Islamic centre, virtually on the T junction with Warren Lane. The traffic at this point can be heavy with people from the centre directing cars outside it. Has the impact of a bus stopping in the midst of this already difficult situation been considered?
- c. **Road Widening.** We were unaware of the road widening carried out at the intersection with Stanmore Hill.
- d. **Bus Lay-bys or wide road sections to allow other vehicles to pass.** We now understand no such road widening will be carried out.

6. Some constructive suggestions:

- a. Augment the 107 service to the Brockley Hill bus stops to provide a very good service to the RNOH and Aspire. In fact by diverting the 107 from Canons Corner to Stanmore Station and then back up Brockley Hill, virtually the same objectives could be achieved, with the additional advantage of linking Edgware & Stanmore Stations.
- b. Work with Aspire & RNOH to extend or provide a shuttle service within the Aspire & RNOH complex to provide good transportation within the complex and to the bus stops on Brockley Hill.⁵
- c. Improve the frequency and consistency of the 142 service so that it may better serve the residents. This service can be irregular and times between buses can sometimes be more than 20 minutes against the published 10.

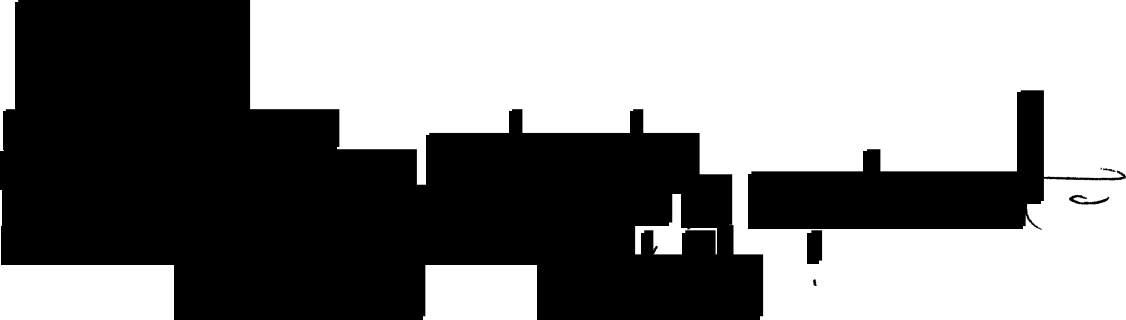
³ We assume this will be at the entry to Aspire since this is where the bus stop that was removed was sited.

⁴ This measures between 0.6 to 0.7 miles.

⁵ We do not have details of any existing privately run service within this complex.

We hope this letter will encourage your group to revisit this proposal and properly explore the alternatives. If we are correct in our view that the proposal of July last year was incomplete then we submit this should be made clear and reissued for further comment.

Yours sincerely

A large area of the document is redacted with black ink, obscuring the name and title of the sender. The redaction consists of several overlapping black rectangular blocks of varying sizes. On the right side of the redacted area, there is a handwritten mark that appears to be a signature or initials, possibly 'J. C.', written in blue ink.