

COPY EMAIL

Further information from residents for scrutiny

Having had chance now to reframe the Thames Valley Police accident data, please find a spreadsheet attached, which will just about fit on one page of A4

In three years there were 14 accidents in the scheme area of which.....

There are two cycling accidents (one just outside the scheme area). In one the cyclist was drunk, in the other the cyclist was riding on the pavement (illegally) and collided with a car passenger door – the car was stationary. Thus both cyclist accidents were entirely their own fault and preventable by them.

There are five pedestrian accidents, all due to the pedestrian not looking, three took place actually ON the pedestrian lights when the lights were green for vehicle users.

Two accidents were caused by a cat running out into the road

One accident was due to a motor cyclist trying to escape from a Police car (this caused a 'serious' accident though may have been just outside the scheme area)

NO accidents occurred at the Harrow roundabout.

Accidents rates were 8 in 2010 and 2011, and 4 in 2012. They are reducing from a low and, as the descriptions show, very random level. No accident seems to be attributable to Langley Hall primary academy.

The published 'Statement of Reasons' for the scheme mentions the need to 'manage speeds', and 'reduce the likelihood of serious accidents'. This is pure council fantasy.

Not a single accident has 'exceeding the speed limit' as a cause. One accident (the serious accident above when evading a police car) has 'driving too fast for the conditions' as a causal factor. Would the scheme have prevented that?

There is simply NO SAFETY CASE for these proposals. The council either know this and are being disingenuous or do not know in which case they are incompetent.

Meanwhile the lives of 28,000 residents are disrupted in many cases on a daily basis. If each resident uses the Harrow market once a week on average that is 1 million journey a year being disrupted. For what? The scheme is utterly disproportionate. Peak time queues now stretch back to the Station, St Mary's Road, and Parlaunt Road, and there are knock on effects at Parlaunt Road, Market Lane, Spencer Road, and no doubt elsewhere

There was a serious accident caused by travelling too fast. And there was a slight accident when a cyclist was hit by a car at the Harrow roundabout. Is the council policy therefore vindicated? Errrr, no!

In fact a motorcyclist was the victim of the serious accident travelling too fast as a result of trying to escape from a Police car !!!!!!!!!!!!!!!!!!!!!!!

And the cyclist? He/she was drunk !!!!!!!!!!!