

# Bentley Wood School Improvements

## Introduction of Double Yellow Lines and Extension of School Keep Clear Markings

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### Statement of Reasons

Notice of Proposal

Draft Traffic Orders

Plan

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Consultation Period

11 September 2025

to

1 October 2025

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## Statement of reasons:

To promote road safety, reduce congestion, and protect vulnerable road users, the following traffic restrictions are proposed and maintained:

### 1. School Keep Clear Markings

These zigzag yellow lines are placed outside school entrances to:

- **Protect children and families** during peak drop-off and pick-up times.
- **Prevent stopping or parking**, ensuring clear visibility for both drivers and pedestrians.
- **Maintain access for emergency and school transport vehicles.**

### 2. Double Yellow Lines Near Junctions

Double yellow lines indicate **no waiting at any time**, and are essential near junctions to:

- **Preserve sightlines** for drivers entering or exiting junctions.
- **Prevent obstruction** that could lead to accidents or hinder turning movements.
- **Support safe pedestrian crossings** by keeping corners and junctions clear.

### 3. Single Yellow Lines

Single yellow lines restrict parking during specific times (e.g., school hours or peak traffic periods). These are used to:

- **Balance parking needs with traffic flow**, allowing limited parking outside restricted hours.
- **Discourage long-term or inappropriate parking** in areas that need to remain clear during busy periods.
- **Support local access** while maintaining safety and visibility.

Project Officer: Abobaker Abdalla

London Borough of Harrow

The Harrow (Waiting and Loading Restrictions) (Amendment No. \*) Traffic Order 202\* and The Harrow (Prohibition of Stopping Outside Schools) (Amendment No. \*) Traffic Order 202\*

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Harrow proposes to make the above-mentioned Order under Sections 6, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 as amended by the Local Government Act 1985 and all other enabling powers.
2. The general effect of the Order would be to introduce Waiting Restrictions and to extend existing School Keep Clear markings, as detailed and at times indicated in the Schedules below.
3. A copy of the proposed Order and of the Council's statement of reasons for proposing to make the Order can be inspected until the expiration of a period of 21 days from the date on which this notice is published at Greenhill Library, Perceval Square, College Road, Harrow, HA1 1GX between 10.00 a.m. and 6.00 p.m. Monday to Saturday and 11.00 a.m. and 3.00 p.m. Sunday, excluding Bank Holidays.
4. Further information may be obtained by contacting the Transportation Service at [transportation@harrow.gov.uk](mailto:transportation@harrow.gov.uk).
5. Persons desiring to object to the proposed Orders should send a statement in writing of their objection and the grounds thereof, to the address below or via email to; Head of Traffic, Highways and Asset Management at [transportation@harrow.gov.uk](mailto:transportation@harrow.gov.uk) quoting reference 25-30 AA, before the aforementioned date.

Dated 11<sup>th</sup> September 2025

Poonam Pathak

Strategic Head of Traffic, Highways and Asset Management

Culture, Environment & Economy, PO Box 1362, Harrow, HA3 3RL

SCHEDULE 1 – NO WAITING AT ANY TIME (DOUBLE YELLOW LINES) Time zone (A)

Certain lengths of:

**Binyon Crescent, Bridges Road, Brockhurst Close, Masefield Avenue, Newbolt Road and Sitwell Grove.**

SCHEDULE 2 – NO WAITING 8AM TO 10AM AND 2PM TO 5PM MONDAY – FRIDAY (SINGLE YELLOW LINES)  
Time zone (CH)

Certain lengths of:

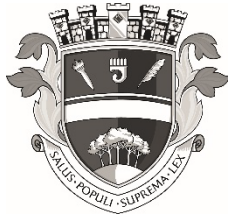
**Masefield Avenue**

SCHEDULE 3 – NO STOPPING 8.15AM TO 9.15AM AND 2.30PM TO 4.30PM MONDAY – FRIDAY ON ENTRANCE  
MARKINGS

Certain lengths of:

**Binyon Crescent and Bridges Road**

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# LONDON BOROUGH OF **HARROW**

2025 No. \*\*

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The Harrow (Waiting and Loading Restriction) (Amendment No. 15\*) Traffic Order 2025

Made \*

Coming into operation \*

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The Council of the London Borough of Harrow, after consulting the Commissioner of Police for the Metropolis, in exercise of the powers conferred by sections 6, 124, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a) and of all other powers thereunto enabling, hereby make the following Order:-

1. This Order shall come into operation on XX<sup>th</sup> Xxxx 2025 and may be cited as The Harrow (Waiting and Loading Restriction) (Amendment No.15\*) Traffic Order 2025.
2. In this Order the expression “enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Harrow (Waiting and Loading Restriction) Traffic Order 2014(c) shall have effect as though;
  - for the items in Schedule 1 to that Order numbered 825, 1073 and 1075, there were substituted the items similarly numbered and set out in columns 1, 2 and 3 of Schedule 1 to this Order; and
  - the items numbered 1289, 1290 and 1291 are inserted into Schedule 1 to that Order as set out in columns 1,2 and 3 of Schedule 1 to this Order.

Dated this \*\* day of Xxxx 202\*

Poonam Pathak

Strategic Head of Traffic, Highways & Asset Management

(the officer appointed for this purpose)

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(a) 1984 c.27

(b) 1985 c.51

(c) LBH2014/40

**SCHEDULE 1 Waiting restrictions**

1 Item No.	2 Street	3 Prescribed hours see Schedule 3
1073	<b>Masefield Avenue</b>	
	<p>(a) the west side,</p> <p>(i) between the extended northern kerb-line of Uxbridge Road and a point 18.00 metres north that extended kerb-line;</p> <p>(ii) between a point 12.00 metres south of the extended southern kerb-line of Newbolt Road and a point 12.00 metres north of the extended northern kerb-line of Newbolt Road;</p> <p>(iii) from a point 10.0 metres south of the extended southern kerb-line of Bridges Close, to a point 10.0 metres north of the extended northern kerb-line of Bridges Close;</p> <p>(iv) from a point 18.0 metres north of the northern kerb-line of Uxbridge Road to a point 12.0 metres south of the extended southern kerb-line of Newbolt Road.</p> <p>(b) east side,</p> <p>(i) between the extended northern kerb-line of Uxbridge Road and a point 18.00 metres north that extended kerb-line;</p> <p>(ii) between a point 10.00 metres south of the southern kerb-line of Flecker Close and a point 10.00 metres north of the northern kerb-line of Flecker Close.</p>	<p align="center"><b>A</b></p> <p align="center"><b>A</b></p> <p align="center"><b>A</b></p> <p align="center"><b>CH</b></p> <p align="center"><b>A</b></p> <p align="center"><b>A</b></p>
	<i>[Amendment No. 3 (02/05/15) &amp; No. 147 (01/08/25)]</i>	
1075	<p><b>Newbolt Road</b></p> <p>(a) both sides,</p> <p>between the extended western kerb-line of Masefield Avenue and a point 12.0 metres west of that extended kerb-line.</p> <p align="center"><i>[Amendment No. 3 (02/03/15)]</i></p> <p>(b) north side,</p> <p>from the extended eastern kerb-line of Sitwell Grove to a point 20.5 metres east of that extended kerb-line;</p> <p>(c) south side.</p> <p>from the extended eastern kerb-line of Brockhurst Close to a point 14.8 metres east of that extended kerb-line;</p>	<p align="center"><b>A</b></p> <p align="center"><b>A</b></p> <p align="center"><b>A</b></p>
825	<p><b>Sitwell Grove</b></p> <p>(a) both sides,</p> <p>(i) the inner kerb-line of the triangular island at its junction with Binyon Crescent and Bridges Road;</p> <p>(ii) from the extended kerb-line of Binyon Crescent/Newbolt Road to a point 16.0 metres north of that extended kerb-line.</p> <p>(b) east side,</p> <p>between the extended southern kerb-line of Bridges Road to a point 39.6 metres south of that extended kerb-line (measured along kerb and includes the outer kerb of the triangular island).</p> <p>(b) west side,</p>	<p align="center"><b>A</b></p> <p align="center"><b>A</b></p> <p align="center"><b>A</b></p>

	between the extended southern kerb-line of Binyon Crescent to a point 38.6 metres south of that extended kerb-line (measured along kerb and includes the outer kerb of the triangular island).	<b>A</b>
<b>1289</b>	<p><b>Binyon Crescent</b></p> <p>(a) north side,</p> <p>(i) from the extended western kerb-line of Stilwell Grove, at their southern junction, to a point 18.7 metres west of that extended kerb-line.</p> <p>(b) the south side,</p> <p>(i) between the extended western kerb-line of the outer kerb of the triangular island at the junction of Binyon Crescent/Bridges Road/Sitwell Grove and a point 7.5 metres west of that kerb-line.</p> <p>(ii) between the extended kerb-line of Brockhurst Close and a point 24.5 metres west of that extended kerb-line.</p> <p>(c) west side,</p> <p>(i) from a point 5.2 metres south of a point in line with the common boundary of Nos. 59-61 Binyon Crescent, southwards for 10.0 metres.</p> <p>(ii) from a point 10.0 metres south of the extended southern kerb-line of the unnamed service road fronting Nos. 1-10 Binyon Crescent and the Bede Anandappa Centre to a point 10.0 metres north of the extended northern kerb-line of the unnamed service road fronting Nos. 1-10 Binyon Crescent and the Bede Anandappa Centre.</p> <p>(d) the unnamed service road fronting Nos. 1-10 Binyon Crescent and the Bede Anandappa Centre,</p> <p>between the extended kerb-line of Binyon Crescent and a point 24.5 metres west of that extended kerb-line.</p>	<p><b>A</b></p> <p><b>A</b></p> <p><b>A</b></p> <p><b>A</b></p> <p><b>A</b></p> <p><b>A</b></p> <p><b>A</b></p>
<b>1290</b>	<p><b>Bridges Road</b></p> <p>(a) both sides,</p> <p>from the extended western kerb-line of Masefield Avenue to a point 10.0 metres west of that extended kerb-line.</p> <p>(b) the south side,</p> <p>between the extended eastern kerb-line of the outer kerb of the triangular island at the junction of Binyon Crescent/Bridges Road/Sitwell Grove and a point 8.8 metres east of that extended kerb-line.</p>	<p><b>A</b></p> <p><b>A</b></p>
<b>1291</b>	<p><b>Brockhurst Close,</b></p> <p>from the extended southern kerb-line of Binyon Crescent/Newbolt Road to a point 9.5 metres south of that extended kerb-line.</p>	<b>A</b>

#### EXPLANATORY NOTE

(This Note is not part of the Order but is intended to indicate its general purport.)

This Order further amends the Harrow (Waiting and Loading Restriction) Order 2014, so that the restrictions imposed by that Order on vehicles, with certain exceptions, with regard to waiting, loading, the offer or exposure for sale of goods from vehicles and on advertising activities in certain streets in the London Borough of Harrow, now apply in additional lengths of roads within the Borough.



# LONDON BOROUGH OF **HARROW**

## TRAFFIC MANAGEMENT ORDER

202\* No. \*

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The Harrow (Prohibition of Stopping Outside Schools) (Amendment No. \*) Traffic Order 202\*

Made \*

Coming into operation \*

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The Council of the London Borough of Harrow, after consulting the Commissioner of Police for the Metropolis, in exercise of the powers conferred by Sections 6, 7 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a), as amended by the Local Government Act 1985(b), and of all other powers thereunto enabling, hereby make the following order:-

1. This order shall come into operation on XX<sup>th</sup> Xxxx 2025 and may be cited as The Harrow (Prohibition of Stopping Outside Schools) (Amendment No. \*) Traffic Order 2025.
2. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this order, The Harrow (Prohibition of Stopping Outside Schools) Traffic Order 2017(c) shall have effect as though there were added to the Schedule to that order the item numbered 4 as set out in the Schedule to this order.

Dated this Xxxx day of Xxxx 2025

Poonam Pathak

Strategic Head of Traffic, Highways & Asset Management

(the officer appointed for this purpose)

## SCHEDULE

4	<b>Bentley Wood High School</b>	<b>Binyon Crescent/Bridges Road</b> the north-side, between a point opposite the common boundary of Nos. 83 and 85 Binyon Crescent and a point 43.56 metres east of that point.	8.15am – 9.15am & 2.30pm – 4.30pm Mon – Fri
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**No stopping**  
 Mon - Fri  
 8.15 - 9.15 am  
 2.30 - 4.30 pm  
 on entrance markings

Proposed extend existing school keep clear markings to the maximum length 43.56 metres.

**Mon - Fri  
 8 - 10 am  
 2 - 5 pm**

Proposed single yellow line operating  
 Mon - Fri  
 8-10 am  
 2-5 pm

**NOTES**  
 1 ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED

- GENERAL KEY**
- EXISTING DOUBLE YELLOW LINES
  - PROPOSED DOUBLE YELLOW LINES
  - PROPOSED SINGLE YELLOW LINE
  - 1 PROPOSED NEW SIGN ON NEW POST
  - 1 PROPOSED NEW SIGN ON EXISTING LAMP POST

**SIGN DETAILS**



Material	Dimensions
Sign	300 x 450
Post	1100 x 100
Signpost	1100 x 100
Signpost	1100 x 100
Signpost	1100 x 100
Signpost	1100 x 100
Signpost	1100 x 100

For the purposes of this plan, the London Borough of Harrow is the authority for the purposes of the Traffic Signs Regulations and General Directions 2002.

**LONDON BOROUGH OF HARROW**  
**ENVIRONMENT DIRECTORATE**  
 TRANSPORTATION  
 P.O. Box 100, Harrow, Middlesex HA1 1ST, UK  
 Tel: 020 8356 8000

Department/Project of Revision	Scale	Sign
Project		
<b>Bentley Wood School</b>		
<b>safety improvement</b>		
Scale	Drawn	Checked
1:500 (BA 1)	JA	NS
Drawn by	Date	
QT	04/09/24	
As Issued File		