

Appendix A

Notes of Stakeholder Meeting on Parking issues Pinner Road Area (Harrow)

Date 1 June 2005

At : The Lodge, 64 Pinner Road, Harrow

Present

Cllr Phil O'Dell

Cllr Jerry Miles

Cllr John Nickolay

Cllr Bill Stephenson – Chair

Cllr Asad Omar

Cllr Anne Whitehead

Cllr Clive Harriss

Anthony Wood - Harrow Public Transport Users Association

Mr P Koria - Representative of Pinner Road Parade

Ms L Hodgkins - Pinner Road and The Gardens Residents' Association

Ms E Wengenroth - Ditto

Mr D Higgins - Ditto

Alan Goulden - Resident of Devonshire Road

Mr V Shahbazian - Headstone Residents' Association

Vanessa Everitt - Operations Manager Harrow Council

Bill Heale - Principal Engineer, Traffic Management

Stephen Freeman - Project Engineer

Apologies

Mike Faul - Metropolitan Police

John Doherty - Fire Service

Eric Diamond - NW London Chamber of Commerce

The three main parking issues of which officers were aware were outlined. It was noted that no representative of the businesses in the Neptune Road Industrial Estate were present so this issue was not discussed in any detail. Officers suggest limited waiting restrictions at junctions and sharp bends to deal with obstructive parking, although further discussion will be necessary prior to consultation. The meeting was content with this approach as long as parking not displaced to unrestricted roads.

Recommendation: Propose limited double yellow lines at difficult locations for consultation with businesses.

The other two issues were discussed in some detail and it was seen that they were significantly connected.

Petition for Customer Parking on Pinner Road

It was acknowledged that there was strong demand for customer parking on Pinner Road itself, some parking does (illegally) occur on the north (shops) side and there are only peak time restrictions on a section of the south side. The "shops" would like this transferred outside their businesses as the busy nature of the road makes it difficult to cross. ("Shops" here refers to a range of businesses including car showrooms and offices as well as retail outlets).

Residents complain that parking opposite the shops often obstructs access to off-street parking areas in front of houses. Officers explained there were two major difficulties with sanctioning parking on the north side. Pinner Road is on a strategic cycle route and parking would make the cycle lanes ineffective. Visibility of/for vehicles emerging from the “county” roads would be compromised if vehicles were parked on that side of the road. This was confirmed as a current problem by a resident. The visibility criteria set out as guidance by the Department for Transport was outlined and how far the onerous requirements could reasonably be relaxed in these circumstances. Several people questioned the suitability of Pinner Road as a cycle route and suggested rerouting to remove this conflict. It was explained this option had been explored and, whilst there was a route via residential roads to the south which would be a useful addition to the cycle route network, it was not of an appropriate standard to form part of London’s strategic cycle network. Routes along main roads are needed for this and it would run counter to both the Council’s and The Mayor for London’s policies to render the cycle lanes here unusable.

It was repeated that irrespective of the cycle route the visibility issue remained. There were seen to be two options to provide customer parking. With reference to a plan these were:

1. Provide short term parking on the first section of the side roads before the start of the residential frontage. This would be the simplest to achieve. It is important to ensure emergency service access. Residents expressed concerns that such paid for parking would tend to displace non-residential parking further down the side roads unless there was some form of residents parking scheme; and
2. Parking lay-bys could theoretically be created within the current footway area. It was explained that although this could address the difficulties with the cycle route and the junction visibility there were again two difficulties. To maintain a minimum 0.5metre buffer from the cycle lane the lay-bys would need to be at least 2.3 metres deep. The current footway is only 2.7 metres wide with privately owned forecourts between this and the front of the shops. Only a small number of these areas are not private. The first difficulty is that to maintain a minimum 2.0metre footway would require the dedication of about 1.6metre wide strip behind the lay-bys from private ownership to public highway (footway). This would require the co-operation of all the owners relating to each lay-by. The second issue would be the large costs involved, especially in repositioning/protecting services beneath the footway to be converted to lay-bys, in their construction. Several people felt that parking lay-bys had been created elsewhere so the cost should not be a fundamental problem.

It was suggested that the 37metre long bus stop could be shortened if it started immediately after a road junction to enable a longer lay-by. Officers would investigate this though would prefer to strengthen restrictions between the bus stop clearway and the junction as buses too close to junctions inhibit visibility albeit temporarily. Double yellow lines (dyl) would be proposed at all the side road junctions along Pinner Road up to Station Road, North Harrow. It was also agreed that dyl would be appropriate at other junctions to assist refuse and other service vehicles, in particular at the junctions on Sussex Road and at either end of Dorset Road. This will be put forward as such restrictions have been introduced in some previous parking reviews. Officers noted that residents had raised junction visibility concerns along Pinner View (particularly Grafton Road and Moat Drive) and suggested possible dyl should be examined as part of the review. Again these suggestions will be taken forward for consultation.

Residents of Pinner Road would probably support all day waiting restrictions on the section the south side where currently they only apply at peak times to address access obstruction problems. This would additionally address blocking of the cycle lane here and will form part of the consultation.

Recommendation: That an initial consultation with affected businesses take place to ascertain if there is support for dedication of part of forecourts as without this lay-bys are not feasible. Subsequent consultation will need to reflect the result of this consultation. Even if businesses support this proposal, it has to be contingent on securing necessary funding for construction, so shared use (P&D and residents) likely to be necessary on side road returns.

Parking problems in (residential) County roads

Residents of County Road along all of Pinner Road between Harrow and North Harrow have previously been consulted on residents' parking proposals but this was not supported by a majority of respondents. The Council have received quite a number of requests for control subsequently. Headstone Residents Association saw little support from residents towards North Harrow though was concerned that such a scheme could progressively be introduced. A Councillor, from experience on the Traffic and Road Safety Panel, said schemes only spread so far as people were prepared to walk. Shop owners expressed concern over where they would park. They commented these roads appeared as full of parking on weekends suggesting many vehicle belong to residents. Residents suggested one-hour controls would be sufficient to address dumping and long stay parking including associated with garage businesses. Officers explained that an initial study area for potential consultation was suggested but it was for review by the meeting. It was suggested that consultation should use a 2 tiered system like South Harrow, giving residents from a wider area advice on what was been proposed and an opportunity to extend the proposals area. Any scheme would only taken forward to the extent where it enjoyed the support in consultation. Resident's permits currently cost £40 per year for the first vehicle. This and other charges are explained in the consultation documents. In common with similar schemes residents on main roads would normally be able to purchase permits for use in bays within the side roads. This would apply to flats above shops.

Recommendation: Consult residents on one-hour residents parking scheme in the initial study area (roads bounded by and including Pinner View, Sussex Road (east of Pinner Road), Devonshire Road and Pinner Road) and in principle over a wider area (to cover the other County Roads, two or three streets beyond the initial study area) to see if proposals need to be developed.

Other Issues

The possibility of introducing one-way operation in the County Roads was raised but was not supported by residents due to likely increased traffic speeds.

New Harrow Project to investigate any potential for using rear service roads for parking although from previous experience there are many difficulties in developing them.