

## Appendix C – Main proposals and reason for them

Proposals	Reason
Reviewing and extending the period for which waiting and loading restrictions apply on Pinner Road	This road is one of the most major roads in the borough and on London's strategic route network (SRN). The traffic management act and other legislation place responsibilities on the council to address safety and congestion on such roads for all road users. Such roads are busier now than when present restrictions introduced some 30 years ago.
Double yellow lines around junctions and approaches to crossing points along Pinner Road.	This is to improve visibility of traffic emerging from side roads or for pedestrians crossing in conjunction with other safety scheme measures on the road.
Double yellow lines outside much of the shopping parade	Similar visibility issues occur here but are exacerbated by illegal parking on the waiting restrictions which currently apply Mon-Sat 8am-6.30pm. The creation of inset parking proved very difficult due to private forecourts and construction costs. Provision for short term customer parking is proposed in the side roads. Restrictions before 8am or after 6.30pm will affect relatively few businesses. Need to quantify?
Changing the peak time only waiting restrictions opposite the shops to apply as for the rest of the road.	This was seen, years ago, as the safer place for parking for the shops due to junction visibility issue, however now little space exists without blocking vehicle accesses. Short term customer parking is proposed for side roads which will remove the need to cross the busy road. Additionally any absence waiting restrictions in the middle of the day would allow parking to be displaced from side roads onto the SRN which cannot be allowed.
Pay and display parking in the first section of side roads.	This will provide short term customer parking in a safer location than the illegal parking outside the shops. A low initial tariff is suggested to encourage use and turnover. Short term free parking would be difficult to enforce.
The above proposals as a whole.	Will address the businesses request for customer parking relatively close to the businesses in a safer location than the present illegal parking and in a viable way rather than the inset bay.
Double yellow lines at junctions.	Enables council enforcement against obstructive parking at a location which the Highway Code says drivers should not park. Obstructive parking can cause visibility or access problems especially for larger vehicles like refuse collection and emergency services.
Controlled parking zone and resident parking scheme of one hour Monday to Friday	Addresses residents complaints about all day parking from non residents making it difficult to find parking close to their homes during the day.