

## Appendix C – Main proposals and reasons for them

Proposals	Reason
Double yellow lines at junctions.	Enables council enforcement against obstructive parking at locations where the Highway Code outlines drivers should not park. Obstructive parking can cause visibility or access problems especially for larger vehicles such as refuse collection and emergency services.
Controlled parking zone and resident parking scheme: One hour controls Monday to Friday	Addresses resident's complaints regarding all day parking from non-residents which makes it difficult to find parking close to their homes during the day.
Pay and display parking and loading bay outside the small parade in Blenheim Road.	This will provide short-term customer/visitor parking throughout the day, these businesses would otherwise be disadvantaged if a CPZ extends to this location. There are relatively few residential addresses in the near vicinity. A low initial tariff is suggested to encourage use and turnover. The loading bay is proposed for servicing for similar reasons.
Pay and display parking (shared use with permit parking) by the small parades in The Gardens and Vaughan Road.	Similar to above but demand for customer/visitor parking is seen as less significant and there is more need for permit parking respectively. This will provide greater versatility.
Pay and display parking (shared use with permit parking) at station end of Bouverie Road	This could provide some parking for those using West Harrow as residential property on one side only. As shared use this would still be available for permit parking if needed.
Pay and display parking (shared use with permit parking) and loading bay by doctors practice in Colbeck Road	This will provide short-term parking for patients throughout the day who otherwise would be disadvantaged if a CPZ extends to this location. Despite there being an off-street car park associated with the church this is reported as being full at times due to activities in the church. This on-street space is also closer to the surgery. The shared use option provides versatility for use by permit holders. The loading bay is proposed as a means of keeping a space clear even from blue badge holders to allow access for ambulances. It does provide slightly more versatility than a dedicated ambulance bay, which would be used infrequently.
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.
Reviewing and extending the waiting and loading restrictions apply on Bessborough Road (and Treve Avenue)	Will be subject of future consultation dependent on the outcome of this consultation. This would be necessary to stop parking displacing onto the main 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 were introduced some 30 years ago.