

LONDON BOROUGH OF HARROW

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

WEDNESDAY 22 SEPTEMBER 2004

Concerns re: access to/egress from Uxbridge Road from Westfield Park

Reference from the Development Control Committee Meeting held on 7 July 2004

1. Arising out of the discussion on a planning application which related to Westfield House and Hillsdale, Westfield Park, Pinner, a Member pointed out that, although an increasing number of flats had been built in this area, there remained only one point of access and egress onto Uxbridge Road, and, as many cars parked near the junction, visibility at the junction was poor, both of which factors contributed to traffic congestion at this location. The Member requested that the matter be referred to the Traffic and Road Safety Advisory Panel with the request that a parking study be carried out.
2. Following a vote, it was RESOLVED that the action outlined above be agreed.
3. The Interim Head of Environment and Transport has advised as follows:
 - 3.1 Preliminary parking surveys were carried out in mid-July prior to the end of the school summer term. At the time, construction work was underway on the development mentioned above and the contractor was, on occasion, using cones to prevent parking near the junction with Uxbridge Road to maintain clear access for large delivery vehicles visiting the site. To obtain a true indication of the parking problem highlighted and avoid the misleading picture that may otherwise have arisen as a result of the contractor's actions, surveys were carried out several times a day over a period of three days. Carrying out the surveys over a number of days and at different times of day was also intended to help assess the relative proportions of resident, visitor and commuter parking.
 - 3.2 On the occasions when the road was clear of builders traffic cones significant double parking occurred on Westfield Park between the Elm Hatch and Uxbridge Road junctions (see plan in Appendix 1) even though there was space available to park more safely further into Westfield Park. From the pattern of parking over the survey period the parking appears to be related, in the main, to residents and short-term visitors using the nearby shops and restaurants. The double parking narrows the road to approximately 3.5 metres, insufficient to allow free flowing two-way traffic on the immediate approach to the Uxbridge Road junction. Difficulties are compounded by vehicles parking very close to the traffic islands at the junction. This results in poor intervisibility between vehicles turning left off Uxbridge Road and vehicles exiting Westfield Park through the area of double parking and severely restricts the manoeuvring space available to take evasive action when two vehicles unexpectedly meet head on.
 - 3.3 In order to provide sufficient manoeuvring space for vehicles to pass one another in the immediate junction area 'No Waiting at any Time' restrictions are needed from the junction with Uxbridge Road for a distance of at least 20 metres into Westfield Park (both sides of road – see plan in Appendix 1). Whilst more extensive restrictions extending on the west side perhaps as far as the junction with Oakdene Close would ease traffic flow still further, there is a need to also consider the convenience and amenity of residents. Waiting

restrictions extending 20 metres into Westfield Park would involve the loss of four parking spaces and appear to strike the best balance overall.

- 3.4 The measures could be included within a local safety scheme that is programmed for the area in the current financial year. However, as public consultation on that scheme has now been carried out a separate consultation exercise will be needed to gauge local feeling ahead of publishing the necessary traffic order.
- 3.5 **It is recommended (for decision by the Environment and Transport Portfolio Holder) that officers take all necessary action to implement 'No Waiting at any Time' restrictions on both sides of the road in Westfield Park over a distance of 20 metres measured along the centre line of Westfield Park from its intersection point with the northerly channel of Uxbridge Road (as shown on the plan in Appendix 1), subject to the consideration of any objections.**

FOR CONSIDERATION

Background Papers

1. Minutes of the Development Control Committee meeting on the 7th July 2004

Contact: Rebecca Arnold, Committee Section, Law and Administration division. Tel: (Direct Line) 020 8424 1269. E-mail:rebecca.arnold@harrow.gov.uk