

**Notes of Meeting to discuss parking outside restaurants High Road, Harrow Weald held
on
1st December 2008 at 3pm at Civic Centre Harrow**

Present

Navin Shah	London Assembly Member & Harrow Councillor
Scott Lester	TfL Buses
Roger Pye	TfL Network Assurance Team
Dennis Thompson	Harrow Traffic & Highway Network Manager
Hanif Islam	Harrow- Transport Planner
Paul Newman	Harrow Parking & Sustainable Transport
Stephen Freeman	Harrow Parking & Sustainable Transport
Mr Farooqi	Ishq Restaurant
Mr Antio	Fiddlers Restaurant

The meeting had been requested by Navin Shah. The meeting commenced by discussing the status of High Road Harrow Weald outside the two restaurants and who had control over any proposals. **RP** confirmed that the road forms part of the Strategic Road network (SRN) and that under legislation Harrow was under an obligation to notify them of any proposals that could affect the road. Ultimately TfL had the final decision on what proposals were implemented. The legislation also permitted TfL to reverse any proposals implemented without TfL consent.

SF gave some background to previous communication with Network Assurance Team (NAT) when in 2007 he had approached them about relaxation of parking restrictions from 8pm to 6.30pm on the western side of High Road outside the restaurants when he was reviewing parking restrictions in the area. The response at that time was that NAT would be guided by the response from London Buses. London Buses stated they would object to a relaxation and consequently no changes to parking controls were taken forward. **SF** reminded those present that the effects of parked vehicles are not solely related to the reduction in road width of the actual parked vehicle but also the traffic delay effect of vehicles manoeuvring into and out of the parking space.

SL stated that when the parking restrictions were first implemented as part of a Bus Priority scheme in 1996 there was a broad approach introducing restrictions up to 8pm. **RP** stated that the approach of NAT had changed over the last couple of years and whilst they would take into account the views of London Buses they would now take a more holistic approach when considering the impact on the SRN.

RP confirmed that his team would be willing to look at the situation afresh and **SL** confirmed that he would re-look into the effect on bus services. It was agreed that Harrow would provide NAT with details of the proposals and any supporting information on the effect on Bus Services and traffic flows on the High Road. The information would be provided by the end of January 2009.

In response to questions about what the proposals would be **SF** commented that a relaxation of the parking restrictions on the west side of the High Road from a 8pm to 6.30pm finish would need to be complemented by double yellow lines on the opposite side of the road to maintain road width for traffic.

In response to a question by DT to the restaurant owners about the fact that from 6.30 pm the western side of the High Road would be available for anyone to park without any Pay & Display machine controls it was stated that the arrangements without controls would suffice. Allowing parking before 6.30pm, even under P&D control, would have a greater impact on traffic flow. The high construction cost of providing an inset bay to reduce this impact could not be justified.

There was a question from the restaurant owners as to when the changes could be implemented. DT stated that subject to receiving approval from TfL Harrow officers would need to look at this in the light of a fully committed existing programme both in finance and staff resources.