

# APPENDIX A

**Rayners Lane CPZ Review  
Stakeholders' meeting  
Tuesday 1<sup>st</sup> December 2009  
Zartoshty Brothers Hall, Zoroastrian Centre, 440 Alexandra Avenue**

## **Chair**

Cllr Susan Hall – Portfolio Holder of Environment and Community Safety (SH)

## **Council Officers**

Paul Newman – Acting Team Leader, Parking and Sustainable Transport (PN)

Andrew Saffrey – Project Engineer, Parking & Sustainable Transport

Owen Northwood – Project Engineer, Parking & Sustainable Transport

Paul Hollands – Refuse Collection

## **Attendance**

Business operator in Alexandra Avenue

Cllr Ashok Kulkarni – Rayners Lane ward councillor

Cllr Brian Gate – West Harrow ward councillor

Cllr Chris Noyce – Rayners Lane ward councillor

Cllr Jerry Miles – Roxeth ward councillor

Cllr John Nickolay – Pinner South ward councillor

Cllr Joyce Nickolay – Rayners Lane ward councillor (part meeting)

Cllr Julia Merison – West Harrow ward councillor

Cllr Thiaia Idaikkar – Roxeth ward councillor

Geoff Tolcher – Metropolitan Police, Rayners Lane Safer Neighbourhoods Team (SNT)

Phil Wood – London Underground

Resident(s) of The Avenue

Resident(s) of Village Way

Resident(s) of Warden Avenue

Resident(s) of West Avenue

Resident(s) of Kings Road

Resident(s) of Yeading Avenue

Resident(s) of Oakington Avenue

Resident(s) of Suffolk Road

## **Apologies**

The Pinner Society

Resident in The Avenue

Resident in Alfriston Gardens

## **Introduction**

SH introduced ward councillors and officers, including representatives of Metropolitan Police SNT and London Underground, to the meeting.

# APPENDIX A

## Main discussion

SH explained the purpose of the stakeholders' meeting was not to make any decisions but was an opportunity for local people to express their views to councillors and officers and that differing views might be expressed but full consultation would follow. The floor was opened for discussion.

A resident in **West Avenue** spoke of refuse vehicles having difficulty accessing because of parking and sometimes crews have to knock on doors to request vehicles to be moved. Concern was expressed that this would also affect emergency services. The resident expressed a wish to join the CPZ. Another resident explained that he understood one commuter to come from Dorset and to park all week.

A resident from the northern half of **The Avenue** reported cars parked between 7am and 7pm on a regular basis. More often than not parking would be disciplined and only along one side, but on occasions offset parking would cause access problems. Speeding traffic is an issue since drivers regard this street as a one-way, because of the remaining carriageway width after parking is only a "single lane". Another resident complained of having difficulty access their driveway because of parking.

A resident in **Village Way** commented that a recent consultation had sought residents' views on a single yellow line along that road and that the majority had requested it on the south side, however the council had implemented it on the north side. JN explained that this was because a restriction on the north side was more convenient as it also dealt with obstructive parking at the junctions, the majority of which are on the north side. A resident in Village Way requested restrictions on both sides of the road because of frequent instances of impasses between buses or lorries. This resident also was concerned that if Village Way were included in a CPZ that it should not have any parking bays in order to keep this main artery clear as it is used by Fire and Ambulance vehicles. SH explained that the council has to be mindful of the wishes of residents who may not wish to have controls in Village Way.

Cllr Noyce reported that a resident who could not attend the meeting had asked him to ask for **Hillcroft Avenue** to be included in the CPZ.

The council's refuse department representative reported that crews often have obstruction problems in **Southbourne Close** and frequently have to reverse in.

Cllr Nickolay suggested that if Southbourne Close and Village Way were consulted, that officers should contact the managing agents for **South Close**, **Exchange Walk**, and **Postmasters Lodge** to include them in the consultation as these private streets might suffer displacement.

Councillors after the meeting also requested that **Alfriston Avenue** be considered, and therefore **Fernbrook Drive** and **The Ridgeway** as adjacent streets are likely to suffer displacement.

A consensus was reached that around the northwest fringe of the existing CPZ, and because of the proximity and similarity to roads already mentioned in discussion, the consultation area should comprise:

- **Alfriston Avenue**
- **Brunswick Close**
- **Central Avenue**
- **Church Avenue**

## APPENDIX A

- **Dewsbury Close**
- **Downs Avenue**
- **Exchange Walk**
- **Fernbrook Drive**
- **Hillcroft Avenue**
- **Postmasters Lodge (private)**
- **South Close (private)**
- **Southbourne Close (private)**
- **The Avenue<sup>i</sup>**
- **The Gardens**
- **The Glen**
- **The Ridgeway (between Imperial Drive and railway bridge)**
- **Village Way**
- **West Avenue**

With no further questions from the northern area, SH invited discussion from other areas in Rayners Lane.

A resident of **Warden Avenue** came forward to report severe congestion of parking in that road and **Spinnells Road**, which included vans parking at junctions forcing pedestrians to walk in the road as crossing points were blocked. This was echoed by residents of **Capthorne Avenue**. The SNT representative suggested that the council modify the geometry of Warden Avenue's junction with **Kings Road**.

SH explained that across the wider area, all junctions would have double yellow lines introduced to deal with visibility and obstruction issues and this had proved successful in a number of other areas. This would be done irrespective of that road being included in a CPZ.

Residents also reported concerns about the junction of Capthorne Avenue and **Torbay Road**, as the traffic priorities here are different to other adjacent junctions, leading drivers to not give way. SH said that any immediate maintenance to remedy this would be undertaken as a priority. One stakeholder suggested a Stop sign and marking instead of Give Way. Another stakeholder reported that HGVs using satellite navigation get stuck down the no-through-road section of Torbay Road, having to use the school entrance to turn around.

SH suggested adopting Capthorne Avenue as the southern consultation boundary, as far as Torbay Road, and the northern part of Torbay Road. Those who attended accepted this suggestion but a resident also suggested that **Drake Road** be included as it is just as bad as Warden Avenue, as is **Clitheroe Avenue** and **Kings Road**. JN added that the streets at the western end of **High Worple** should also be included.

On the basis of the comments above, a practical consultation area on the southern fringe of the existing zone would include parts of:

- **Capthorne Avenue**
- **Clitheroe Avenue**
- **Drake Road**
- **High Worple**
- **Kings Road north of Drake Road**
- **Lucas Avenue<sup>ii</sup>**
- **Newlyn Gardens**
- **Ovesdon Avenue**
- **Rayners Lane between Clitheroe Avenue and Fairview Crescent**
- **Raynton Close**
- **Spinnells Road**
- **Torbay Road, its northern half**
- **Trescoe Gardens**
- **Warden Avenue**
- **Waverley Road, its northernmost section**
- **Worple Way**

## APPENDIX A

There were no further questions from this area and SH invited other stakeholders to participate.

### **Other topics**

One stakeholder enquired about the reduction of the cost of parking in Rayners Lane station car park. As this is London Underground property, the council has no control over it, but even if parking were cheaper drivers would still be tempted to look for free on-street parking, and therefore a CPZ is the only practical solution to manage commuter parking.

A businessman at an address in **Alexandra Avenue** asked if it was possible to use some of the wide footway for parking. SH reported that this approach can be very costly due to underground services and that Harrow could not afford it on its own. However PN reported that a scheme is to be commenced imminently funded by Transport for London to provide inset parking bays within the wide footway of Alexandra Avenue.

A resident in **Suffolk Road** wanted to know why permits are not free. SH explained that Harrow is unable to afford this.

Several stakeholders asked for clarification on the consultation procedure and timetable. SH explained that CPZs are only introduced in areas where there is a majority who support it, and that may mean only part of a street becoming part of a zone. An officer indicated that consultation documents would be distributed in about 2 ½ months' time. SH could not make any firm promises of timetable beyond that, as West Harrow had been in a similar position with stakeholder consensus, only to be met with stronger than expected local opposition. As a guide, it took just under 12 months from the initial West Harrow stakeholder meeting for a recommendation to be made by Traffic and Road Safety Advisory Panel (TARSAP), but SH stated that no assumptions on timetable could be made following the West Harrow experience. One resident asked if this meant Rayners Lane could be dropped, and SH replied that the stakeholder meeting means the consultation ball is now rolling and that she wouldn't waste residents' time by arranging a meeting without consultation taking place as a result.

The meeting commenced at 7.30pm and finished at 8.30pm

---

<sup>i</sup> Although not present at the meeting, one invited stakeholder expressed the opinion via correspondence that the remaining section of The Avenue did not need to be included in a CPZ.

<sup>ii</sup> Although one resident didn't think Lucas Avenue needed to be included, it would be unfair to consult neighbouring streets – i.e. Drake Road and Clitheroe Avenue – without giving Lucas Road the same opportunity. Lucas Avenue is a convenient southern boundary, as it has no neighbouring roads to the south. Similar reasoning is applied to justify the inclusion of Rayners Lane, between Clitheroe Avenue and Fairview Crescent.