

"10/5": The Residents' Solution

A common sense solution for safe and
convenient parking in West Harrow Village

Presented by the West Harrow Residents' Group

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a) Definitions

"Consultation Paper"	Proposed Parking Controls Consultation & Exhibition Paper – May 2009
"Council"	Community and Environment Services of The London Borough of Harrow
"CPZ"	Controlled Parking Zone
"DYLs"	Double Yellow Lines
"Middle Section"	Area between the two CPZs
"Village"	West Harrow Village
"WHRG"	West Harrow Residents' Group

b) Background

The Consultation Paper set out the proposals of the Council for residential parking in the CPZs and the introduction of DYLs.

Despite well documented and unprecedented residents' objections to the proposals, the Council authorised the implementation of DYLs as outlined in the Consultation Paper.

Page 2 of the Consultation Paper referred to DYLs as follows:

"We are also taking this opportunity to introduce DYLs at all junctions, bends and pinch points in order to improve visibility for drivers and pedestrians, increase safety and deter obstructive parking, as set out in The Highway Code."

Rule 140 of the Highway Code states:

"Think before you park. DO NOT park your vehicle where it could endanger or inconvenience pedestrians or other road users, for example: within 10 metres (32 feet) of a junction, except in an authorized parking space."

From the Consultation Paper it is abundantly clear that the objective of the Council in introducing DYLs was to improve the safety and convenience of drivers and pedestrians in the Village.

The Council carried out a "Refuse Vehicle Trial" in September 2010 to demonstrate how their largest Refuse Vehicles required 10 metres to manoeuvre with ease at junctions, bends and pinch points and so save time and expense for the Council.

Since the implementation of the DYLs in the Spring of 2010, the Council has stated that the DYLs cannot be reduced by more than six car parking spaces otherwise the manoeuvrability of their large Refuse Vehicles will be impeded.

c) The various solutions considered

i) The "Zero-Zero" Solution

Please refer to Schedule "A" which demonstrates parking at a crossroad where there are no DYLS. If the area is subject to maximum cars parked it is anticipated that a large vehicle may experience:

- (a) a safe manoeuvre and/or
- (b) readjust by reversing once or twice and/or
- (c) being blocked and having to find an alternative route.

ii) The "5/5" Solution

Please refer to Schedule "B" which demonstrates parking at a crossroad when the DYLS extend five metres. If the area is subject to maximum cars parked it is anticipated that large vehicles may experience:

- (a) a safe manoeuvre and/or
- (b) readjust by reversing once.

iii) The "10/5" Solution

Please refer to Schedule "C" which demonstrates parking at a crossroad where the DYLS extend one side for five metres and the corresponding side for 10 metres. If the area is subject to maximum cars parked it is anticipated that larger vehicles may experience:

- (a) a safe manoeuvre.

iv) The "10/10" Solution

Please refer to Schedule "D" which demonstrates parking at crossroads where the DYLS extend to 10 metres on every corner. This option is currently adopted by the Council in the Village. If the area is subject to maximum cars parked it is anticipated a large vehicle may experience:

- (d) a fast manoeuvre at the junction.

d) WHRG supports

- 1) The aim of Rule 140 of the Highway Code to make car users park their vehicles where they will not endanger or inconvenience pedestrians or other car users.
- 2) The introduction of DYLS to protect kerbs which have been lowered to help wheelchair users and parents of young children.
- 3) The introduction of DYLS on junctions to deter obstructive car parking.
- 4) The introduction of DYLS to aid the movement of emergency vehicles.

e) WHRG says

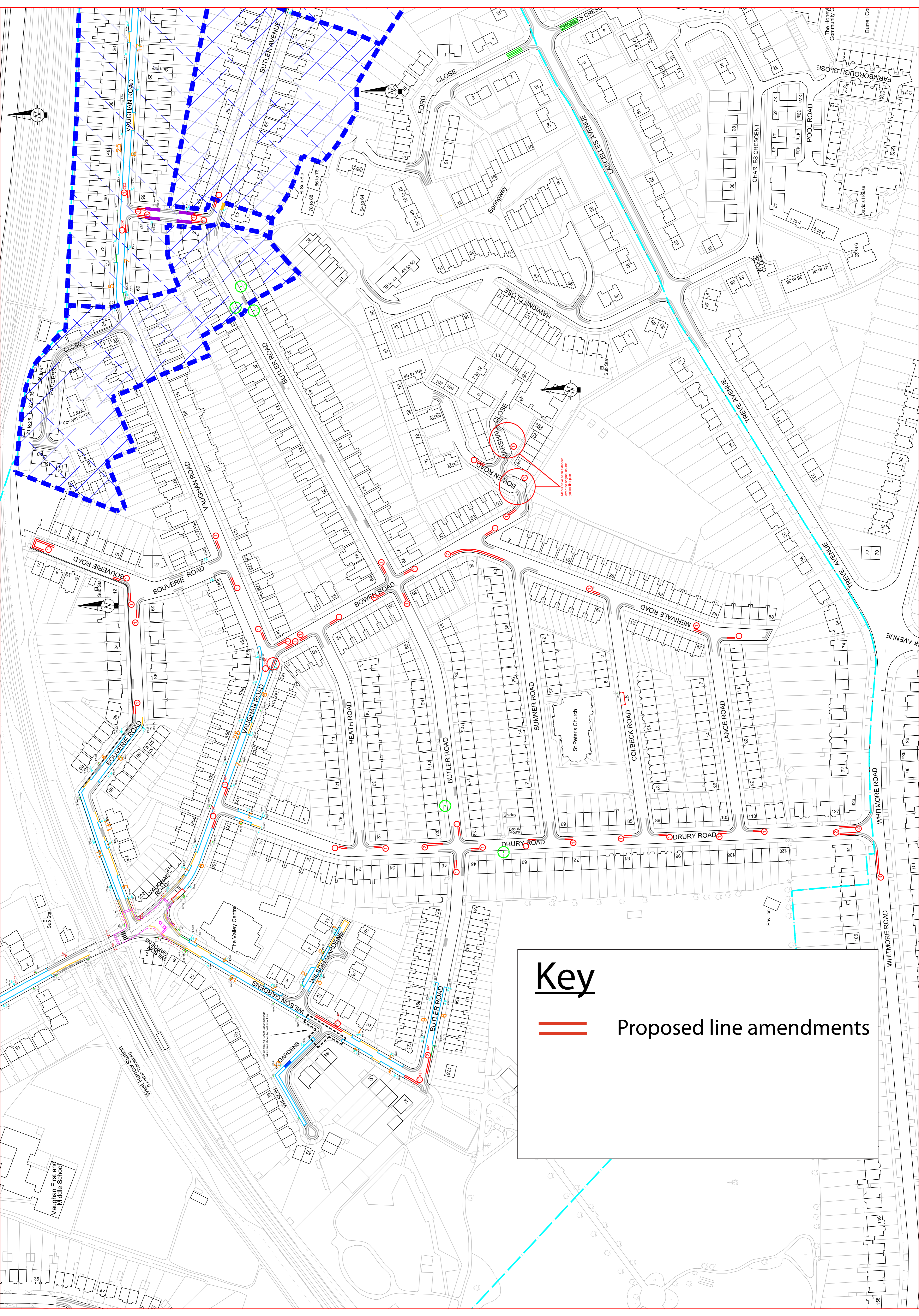
- 1) The Council, by introducing DYLS at the maximum length of 10 metres, failed to consider the increased speed of vehicles due to the greater visibility afforded by the DYLS.
- 2) The Council, by introducing DYLS at the maximum length of 10 metres, simply took too many car parking spaces from the Village. In the evenings and at night, when only residents park, there are just not enough car parking spaces.
- 3) The Council, by introducing DYLS at the maximum length of 10 metres, has caused heated arguments between neighbours when parking and, according to Police statistics, an increase of 350% in reported car crime in the four months following the installation of the CPZ.
- 4) The Refuse Vehicle argument should be dismissed as this was not part of the Consultation Paper which was only to do with the safety and convenience of road users and pedestrians in the Village. The Consultation Paper had nothing to do with the financial viability of the Council and the use of its large Refuse Vehicles.
- 5) Insofar as this argument relates to large emergency vehicles, such as fire engines, it is relevant and of interest to the residents of The Village and must be given serious consideration.
- 6) On the rare occasion of an emergency, The "5/5" Solution would enable fire engines to negotiate junctions in the Village with ease.
- 7) If The "5/5" Solution is adopted it is estimated that at least 110 car parking spaces will be retrieved for residents who live in the Middle Section of the Village.
- 8) If The "10/5" Solution is adopted it is estimated that at least 70 car parking spaces will be retrieved for the residents who live in the Middle Section of the Village.
- 9) If The "10/5" Solution was applied throughout the whole of the Village, then many more car parking spaces would be retrieved.

f) "10/5": The Residents' Solution


The Council designed the DYLS solely with the aid of a computer software package and ignored all other considerations. WHRG has consulted widely and now proposes The "10/5" Solution - a common sense solution for safe and convenient parking the the Village

WHRG proposes:

- 1) The "10/5" Solution which allows large emergency vehicles such as fire engines to negotiate junctions in the Village with ease.
- 2) The "10/5" Solution which allows adequate visibility for pedestrians and car users but will not give too much visibility which encourages drivers to use excessive speed in the Village.
- 3) The "10/5" Solution which will provide an extra 70 car parking spaces in the Middle Section of the Village and will provide much more additional parking when The 10/5 Solution is applied to the whole of West Harrow Harrow Village, so improving the standard of living of those residents who have a car and need a space to park their car.
- 4) The "10/5" Solution which will assist good relationships between neighbours by avoiding bad parking experiences.
- 5) The "10/5" Solution which will provide a reasonable balance between a safe driving experience and making the Village an attractive place to live.
- 6) The "10/5" Solution as an example of local residents designing local solutions for local problems.



Key

 Proposed line amendments

Key

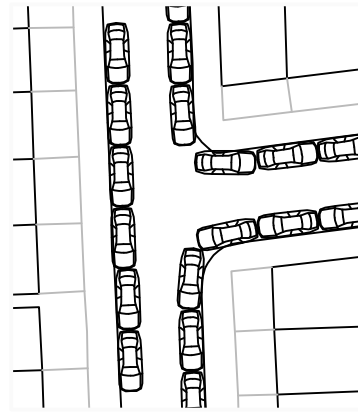
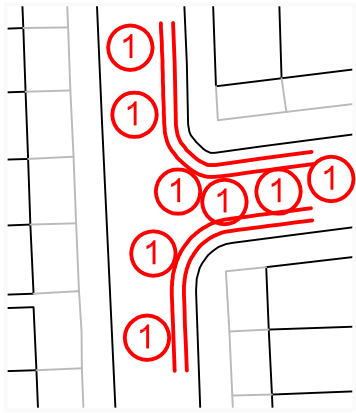


Proposed line amendments

Schedule "A" The 0/0 Option

If the area is subject to maximum cars parked it is anticipated that a large vehicle may exercise:

- (a) a slow and cautious manoeuvre and/or
- (b) readjust by reversing once or twice and/or
- (c) being blocked and having to find an alternative route.

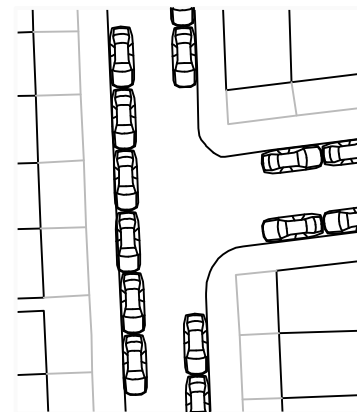
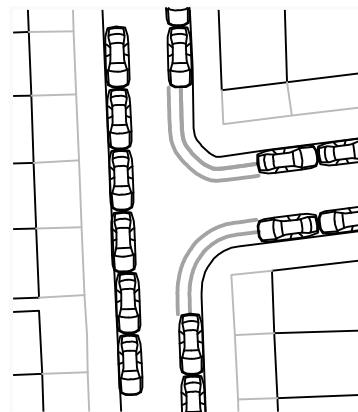
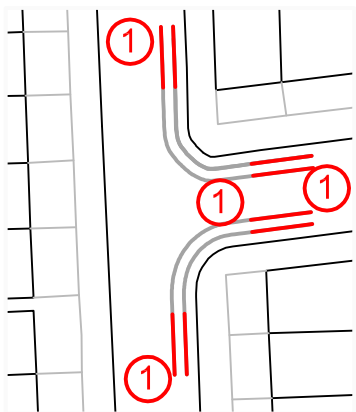


**Before
Spring 2010**

Schedule "B" The 5/5 Option

If the area is subject to maximum cars parked it is anticipated that a large vehicle may exercise:

- (a) a slow and cautious manoeuvre and/or
- (b) readjust by reversing once.



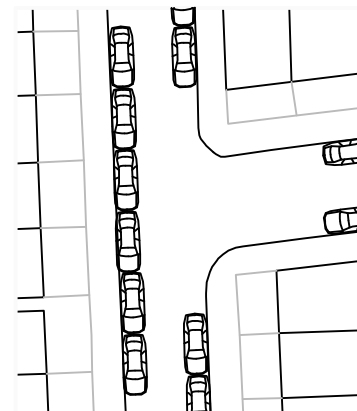
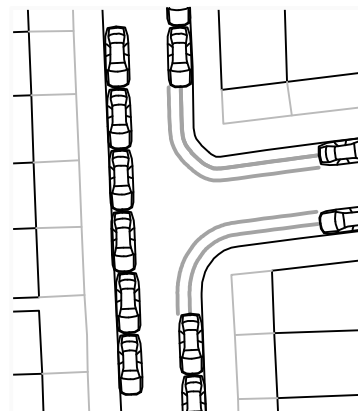
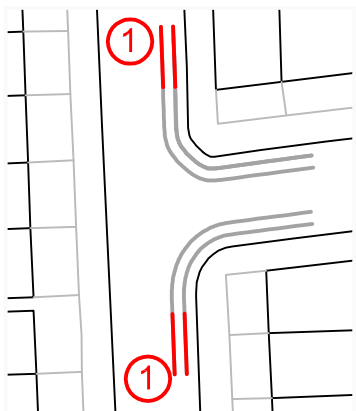
**Alternative
Counter
proposal**

Car parks recovered:
IN CPZ: ~24
OUT CPZ: ~86
TOTAL: ~110

Schedule "C" The 10/5 Option

If the area is subject to maximum cars parked it is anticipated that a large vehicle may exercise:

- (a) a slow and cautious manoeuvre.



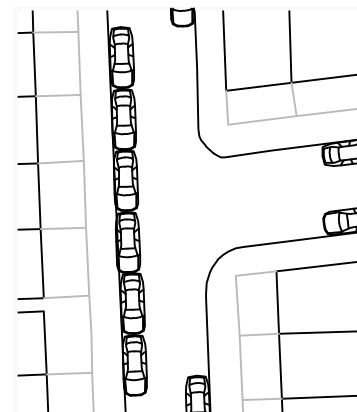
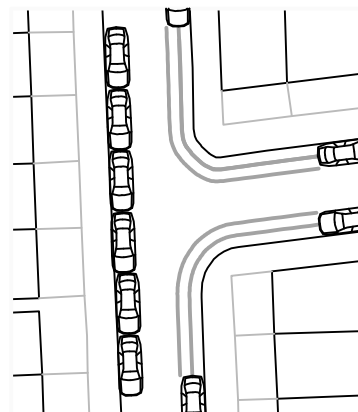
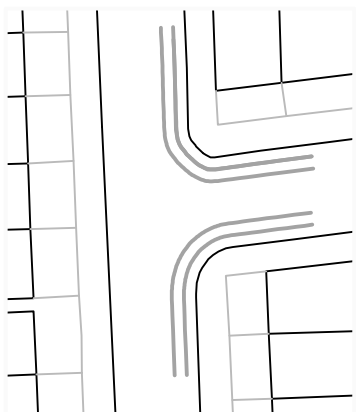
**WHRG
Counter
proposal**

Car parks recovered:
IN CPZ: 11
OUT CPZ: 59
TOTAL: 70

Schedule "D" The 10/10 Option

If the area is subject to maximum cars parked it is anticipated that a large vehicle may exercise:

- (a) a fast manoeuvre at the junction.



**Currently
adopted by
the Council**