

"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

18 March 2011

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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

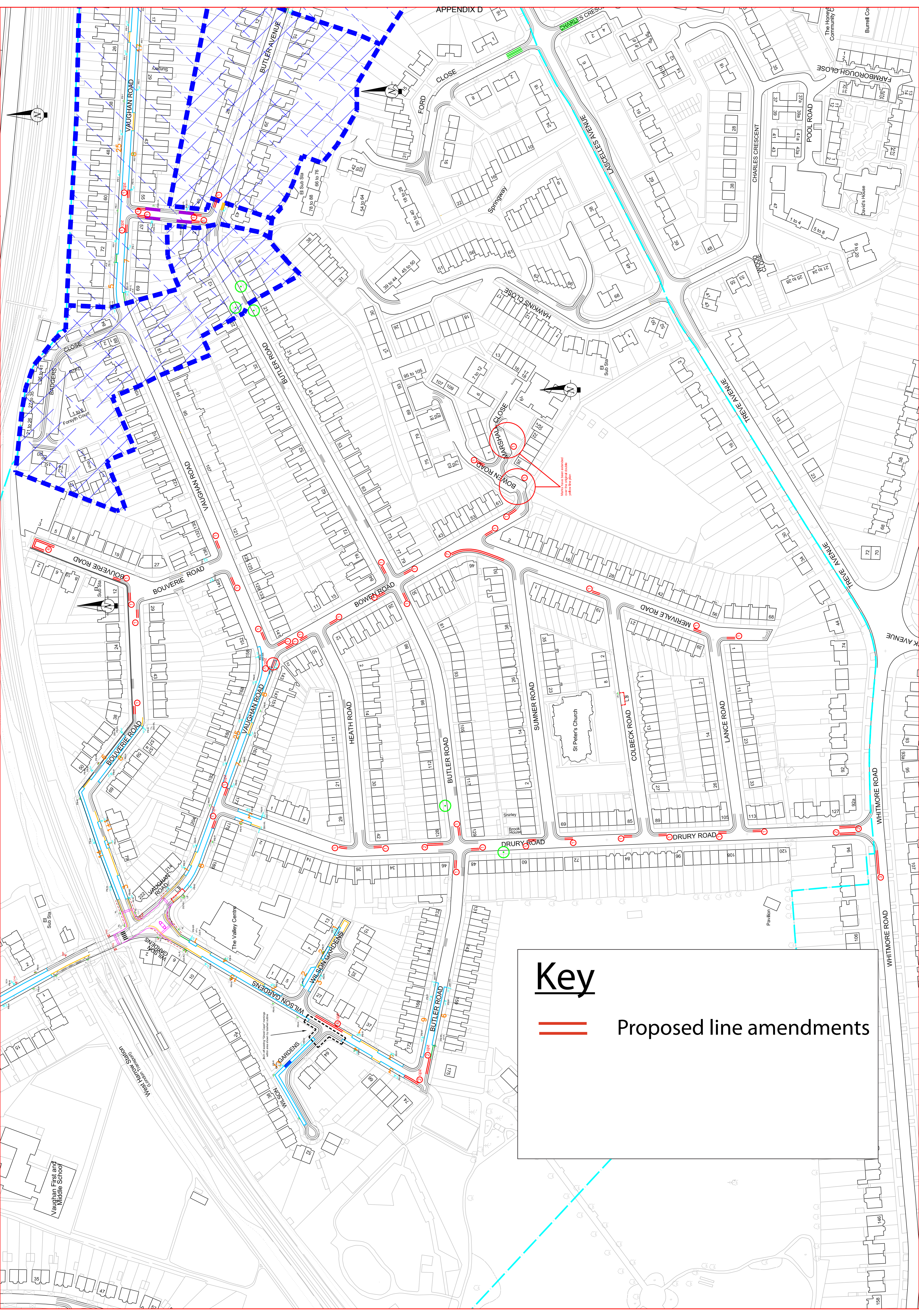
- 1) The Council, by introducing DYLS at the maximum length of 10 metres, failed to consider the increased speed of vehicles due to the greater visibility afforded by the DYLS.
- 2) The Council, by introducing DYLS at the maximum length of 10 metres, simply took too many car parking spaces from the Village. 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

Vaughan First and Middle School

The Valley Centre

St Peter's Church

Pavilion

David's House

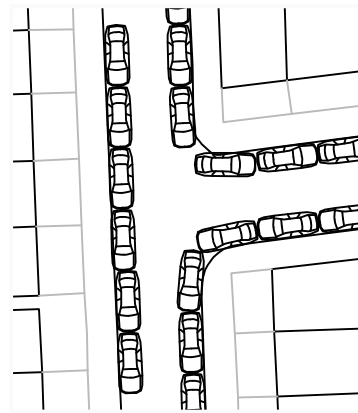
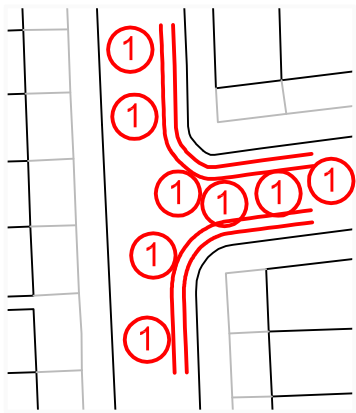
The Henry Community Centre

Burrell Co

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.

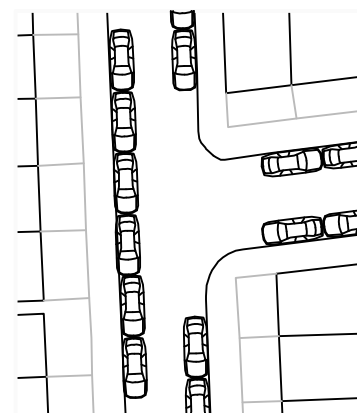
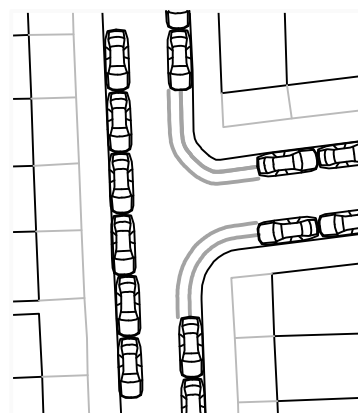
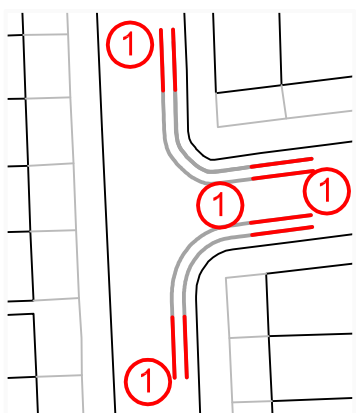


**Before
Spring 2010**

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.



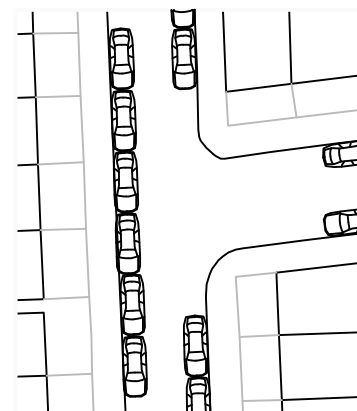
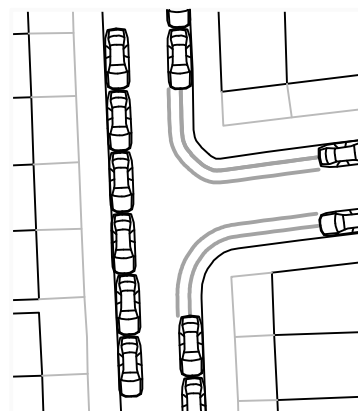
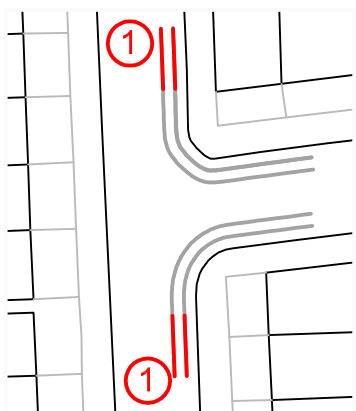
**Alternative
Counter
proposal**

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.



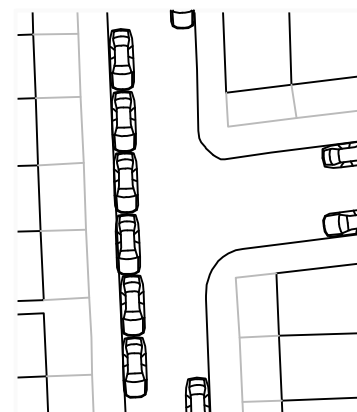
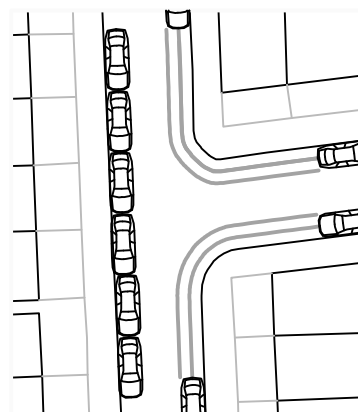
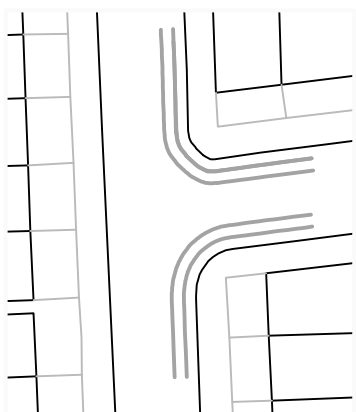
**WHRG
Counter
proposal**

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**

APPENDIX D



LONDON FIRE BRIGADE

Harrow Fire Station
500 Pinner Road Pinner Middlesex HA5 5RW
T 020 8555 1200 F 020 7960 3602
Minicom 020 7960 3629
www.london-fire.gov.uk

Paul Newman
Traffic Department
London Borough of Harrow
Harrow Civic Centre

London Fire Brigade is run by the London
Fire and Emergency Planning Authority

Date 4 May 2011
Your Ref WHRG 10/5

Dear Paul

West Harrow Residents Group Parking Restrictions Proposal

Following our meeting in West Harrow on Wednesday 20th April 2011 where representatives from the Residents Association, Local Authority, Police and Fire Service were in attendance. Along with the Fire Appliance and Crew from Harrow Fire Station a 'walking inspection' of the West Harrow area took place; all of the junctions contained within the Proposal were negotiated by the Appliance to assess access.

As a result of these tests it is my professional opinion that access for fire appliances would be compromised should the proposals be accepted and the existing CPZ be relaxed. On this basis I would object to the proposals put forward by the West Harrow Residents Group.

Please do not hesitate to contact me should you require any further information.

Yours sincerely

A handwritten signature in black ink, appearing to be 'John Doherty', written over a horizontal line.

John Doherty MBA. FIFireE
Station Manager

Reply to John Doherty
Direct T 07810 850705
Direct F n/a
E john.doherty@london-fire.gov.uk

APPENDIX D



Working together for a safer London

CENTRAL OPERATIONS

Report on West Harrow Residents Group 10/5 Proposal Fire Appliance Test

Wednesday 20th April 2011 1030 - 1230

The test vehicle was a normal sized fire appliance driven by an experienced London Fire Brigade appliance driver in a professional manner.

The test was carried out at walking pace, and all manoeuvres were conducted in slow time.

No emergency warning equipment was used during the test.

Prior to the test being carried out, myself and a colleague walked the proposed test route and placed cones at each location that parking would be allowed under the 10/5 solution.

The test route started from Colbeck Road from outside St Peters Church car park.

- 1) Left turn from Colbeck Road into Merivale Road.
The appliance was **unable** to turn without hitting the cones. Failed
- 2) Left turn from Bowen Road into Vaughan Road.
The appliance was **able** to turn without hitting the cones. Successful
- 3) Left turn from Vaughan Road into Drury Road
The appliance was **able** to turning without hitting the cones. Successful
- 4) Left turn from Drury Road into Heath Road

APPENDIX D

The appliance was unable to turn without hitting the cones.	Failed
5) Right turn from Heath Road into Bowen Road The appliance was unable to turn without hitting the cones.	Failed
6) Right turn from Bowen Road into Butler Road The appliance was able to turning without hitting the cones.	Successful
7) Left turn from Butler Road into Drury Road The appliance was unable to turn without hitting the cones.	Failed
8) Left turn from Drury Road into Sumner Road The appliance was able to turning without hitting the cones.	Successful
9) Left Turn from Sumner Road into Merivale Road/Bowen Road The appliance was unable to turn without hitting the cones.	Failed

These results show that there were 5 failed turns and 4 successful turns during the test.

From the West Harrow Residents Group 10/5 solution plan, this appears to remove approximately 9 parking places from their total projected gains, however I believe that the argument has always been to have a consistent scheme across the entire West Harrow area, therefore by cherry picking the successful turns and introducing the 10/5 solution but ignoring the failed turns, leaving the present double yellow lines in situ, this consistent approach argument is ignored and discarded.

There were other difficulties around the route, a large rigid UPS delivery van was unable to negotiate the right turn from Bowen Road into Butler Road due to parked vehicles and our cones, and a car (1) turning left from Butler Road into Bowen Road was unable to complete the manoeuvre due to our cones as a car (2) travelling south in Bowen Road approaching the crossroads junction, Vehicle 1 had to give way to vehicle 2 by stopping on the apex of the junction, blocking it almost completely.

There is also the issue of larger vehicles needing access to the area and being unable due to parked vehicles. Local authority refuse vehicles, larger rigid delivery vehicles and larger emergency service vehicles, a London Fire Brigade hose layer and an elevated platform were examples mentioned during the test. From the results of the test the 10/5 solution would clearly not work for these types of vehicles.

The Highway Code is very precise concerning where to and where not to stop or park. It states "**DO NOT** stop or park anywhere you would prevent access for Emergency Services"
It also states "**DO NOT** stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space"

Therefore in conclusion, I have to say that the test was a failure and the 10/5 solution is not viable or workable in its present form.

However that is not to say that there is not room for some relaxation of the double yellow lines to allow some more parking for the residents in the "village", such as in the lay-bys at Marshall Close, the Cul de sac section of Bouverie Road, the Cul de sac

APPENDIX D

section of Merivale Road at its junction with Lance Road and in Bowen Road between Heath Road and Vaughan Road outside nos. 4,-6.

Neil Corfield
PC 848TD
North West Traffic Management Unit

4th May 2011