

# Paper Petition Details

## Against the Experimental Traffic Regulations on Grasmere Avenue and Kendal Drive

We the undersigned residents of Grasmere Avenue and Kendal Drive strongly object to the new Experimental Traffic Regulations. This scheme has led to the following:

1. The introduction of the unplanned double yellow lines is causing great difficulty and stress when finding parking. We can no longer park in front of our drives (dropped kerb) and houses; this has created parking issues and tensions not seen before between neighbours.
2. Newly painted parking bays over existing white lines across drives have led to drives being blocked.

The residents of Grasmere Avenue and Kendal Drive have agreed the following solutions would address the above issues:

a) The removal of current road narrowing speed restrictions – including islands and bollards on Grasmere Avenue and Kendal Drive, resulting in not requiring double yellow lines in front of and near residential houses on Grasmere Avenue and Kendal Drive. An alternative solution would be the introduction of speed bumps on Grasmere Avenue and Kendal Drive.

The road narrowing speed restrictions are not required because at best they create traffic congestion during busy times and at worst people regularly drive through at speeds when there is no on-coming traffic.

b) Remove parking bays in front of dropped kerbs and drives on Grasmere Avenue and Kendal Drive to ensure residents have constant access to their own drives. 'Boxed' parking bays can be provided on either side of the drives.

c) Have double yellow lines around the green only between Grasmere Avenue and Kendal Drive (where the current bollards on the green are). No double yellow lines on the residential side opposite the green.

See the map below.

**This petition was received on 22<sup>nd</sup> October 2013.**

**This petition was passed to the Engineer - Parking Development on 23<sup>rd</sup> October 2013.**

**This petition was responded to on 20<sup>th</sup> November 2013 by the Engineer - Parking Development.**

### Final Results

Number of Signatures	274
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### Council Response

Thank you for submitting this petition.

You have raised 3 points in the petition that I will answer below.

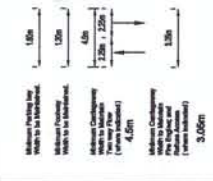
1. Removal of the road narrowing restrictions – This has been completed since the petition was submitted. I hope that you are happy with the outcome.

2. Remove the parking bays in front of dropped kerbs – As I have explained in previous correspondence, removing the parking bays in front of dropped kerbs will mean that residents will no longer be able to park in front of their own driveways. The way that we are required to implement the scheme is to introduce a prohibition on pavement parking in the whole ward, exemptions only apply where there is a marked bay. This would result in vehicles parking fully on the carriageway, potentially causing double parking and blocking the passage for vehicles. The only other alternative would be to stop the parking bays, and then paint a double yellow line across each driveway. This would result in a loss of net parking spaces, however the driveways would be kept clear. This is an option that we are currently considering, and will present it to the local ward members for consideration. If you have any views on this, please do let me know.
3. Have double yellow lines around the green only – A final decision has been made on the extent of the double yellow lines following the removal of the width restrictions. Unfortunately, due to the requirement to maintain forward visibility at the locations of the old width restrictions, some of the double yellow lining will need to stay. The double yellow lines will remain outside No 2 and half of No 4 Grasmere Avenue, and also 1, 1a and 3 Kendal Drive and 20 – 24 Kendal Drive. The forward visibility splay drawings are available from the council upon request.

The scheme has been introduced on an experimental basis and can only be in place for a maximum of 18 months. During the first 6 months after implementation, we will be accepting comments/suggestions/objections etc from residents. This information will be key to ensure that if/when any permanent scheme is decided upon after the 18 month period, the correct scheme is implemented. I have accepted this petition as a representation and your comments will be considered in the decision making process.

**Legend:**

- Boundaries
- Parking Signs
- Private Road
- Informal residential driveway
- Footway Parking line on both sides
- Footway Parking line on one side
- Cycle Way
- Cycleway yellow line
- Existing Cycleway yellow line
- Existing Single yellow line
- Existing Single yellow line
- 100' Proposed Lane



Department of Planning and Built Environment  
 TOWN HALL  
 BATH ROAD,  
 SLOUGH, SL1 3UD.

Based on the Council's Survey and on the information of the Corporation of the Mayor's Surveyors Office.  
 Date Issued: Department of Planning and Built Environment  
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**Title**  
 SIGNAGE DRAWING  
 Proposed Pavement  
 Parking Solutions  
 5 of 10

Scale 1:1.5  
 Date 16.03.13  
 Drawn JVD  
 Checked MM

Doc. No. SBC/TF/100060

