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Date: 9th November 2016

Our Ref: mtg61 GWP

Job No: 13192

Re: GWP

Meeting 61 Double Yellow Lines on Sir Frank Williams Avenue

GWP

Attended by

Tim Barnard	B&A
Rebecca Bowker	TW
David Slingo	GWPR
Ryan Moore	OCC
Anthony Kirkwood	OCC

Distribution Attendees,

	<p>A meeting was called to consider the presence of double yellow lines on Sir Frank Williams Avenue.</p> <p>DS confirmed that with a few exceptions people have adjusted to the presence of double yellow lines on the road, effectively becoming resigned to their presence.</p> <p><u>Stopping on Double Yellow Lines</u></p> <p>DS noted that an absolute moratorium on stopping on the road was not acceptable to residents particularly in the Northern Neighbourhood.</p> <p>AK noted that under the traffic regulations stopping to load and unload on double yellow lines is perfectly acceptable. Reference should be made to the highway code.</p>	
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Parking availability

It was noted that parking on Sir Frank Williams Avenue was never intended at planning stage. Adequate parking was to be available in adjoining roads around the development.

RM noted that shared surface widths had been increased in the District Neighbourhood above those agreed in the District Neighbourhood where lessons have been learnt as the development had proceeded.

DS noted that it was good that lessons have been learnt.

TB noted that parking on Sir Frank Williams Avenue would impair visibility and the free movement of traffic along the road noting that the road included bus services and would also soon include HGV movements associated with the construction of the supermarket in the district centre.

Reasoning behind proposal for double yellow lines

TB presented a drawing of the road identifying the reasoning behind the implementation of the yellow lines for Sir Frank Williams Avenue.

The key consideration was the safe movement of traffic noting that the road would not only be heavily used by cars but would also be heavily used by buses, school coaches and HGVs serving the supermarket and other retail units in the District Centre.

The tabled drawings presented colour coding to identify the reasons for incorporating double yellow lines along Sir Frank Williams Avenue, and can be summarised as follows:

Maintaining Visibility at

- Road Junctions
- Private Drive Crossovers
- Bus Stops
- Pedestrian Crossings
- Road Narrowings

Refuse Vehicle Manoeuvres in and out of housing areas

- To ensure no parked cars adjacent to junctions that would prevent the safe turn of refuse vehicles and other large vehicles.



<p>Tight Bends</p> <ul style="list-style-type: none">• To maintain full width of carriageway to enable buses and HGVs to safely manoeuvre around bends. <p>Inappropriate Parking Away From Residential Dwellings</p> <ul style="list-style-type: none">• From A4130 up to Ash Way.<ul style="list-style-type: none">• Boundary Park Perimeter <p>DS noted that he could not fault the reasoning given for the implementation of double yellow lines but would question the basic design of the layout of the road.</p> <p>RM noted that the highway layout had been designed to meet highway design standards and to suit a traffic speed of 20mph throughout the development and that the basic design was acceptable.</p>	
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