

Extension of Controlled Parking Zone “S” (Amended) Woodway Crescent

Notice of Proposal Statement of Reasons Draft Orders Plans

00:00 hours on 24th July 2025

23:59 hours on 13th August 2025

London Borough of Harrow

The Harrow (Waiting and Loading Restrictions) (Amendment No. *) Traffic Order 202*
The Harrow (Parking Places) (Amendment No. *) Traffic Order 20**.

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Harrow proposes to make the above-mentioned Orders under Sections 6, 45, 46, 49, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 as amended by the Local Government Act 1985 and all other enabling powers.
2. The general effect of the Order would be to convert the two residents' permit parking bays outside Nos. 40-42 and Nos. 46-48 Woodway Crescent, to 'at any time' waiting restrictions.
3. A copy of the proposed Order and of the Council's statement of reasons for proposing to make the Order can be inspected until the expiration of a period of 21 days from the date on which this notice is published at Greenhill Library, Perceval Square, College Road, Harrow, HA1 1GX between 10.00 a.m. and 6.00 p.m. Monday to Saturday and 11.00 a.m. and 3.00 p.m. Sunday, excluding Bank Holidays. Alternatively, the documents by viewed online @ www.harrow.gov.uk/trafficorders
4. Further information may be obtained by contacting the Transportation Service at transportation@harrow.gov.uk.
5. Individuals or Organisations desiring to object to the proposed Orders should send a statement in writing of their objection and the grounds thereof, to the Head of Traffic, Highways and Asset Management at transportation@harrow.gov.uk quoting reference 25-26, before the aforementioned date.

Dated 24th July 2025 (objection deadline 23:59 hours 13th August 2025).

Poonam Pathak
Strategic Head of Traffic, Highways and Asset Management
Place Directorate, PO Box 1362, Harrow, HA3 3RL

STATEMENT OF REASONS

London Borough of Harrow
The Harrow (Waiting and Loading Restrictions) (Amendment No. *)
Traffic Order 202*

The Harrow (Parking Places) (Amendment No. *) Traffic Order 20.**

To ensure continuity within the existing Controlled Parking Zone “S” The London Borough of Harrow intend to amend the waiting restrictions within the existing controlled parking zone within Woodway Crescent.

When the Council made the traffic orders 2025/15 and 2025/16 which amended the parking bays and waiting restrictions available in Woodway Crescent as part of Controlled Parking Zones “S”, it was noticed that there were a couple of parking bays made that were not safe to implement. This proposal looks to fix this and therefore proposes removing these two bays and install ‘at any time’ waiting restrictions in their place.

This Order is being proposed for the following reasons:

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or

(f) for preserving or improving the amenities of the area through which the road runs

In authorising the advertisement of these proposals, the Council has given consideration to its duty under **s.122 of the Road Traffic Regulation Act 1984** to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway (while having regard to the matters specified in **s.122 subsection (2) of that Act**).



LONDON BOROUGH OF **HARROW**

TRAFFIC MANAGEMENT ORDER

20** No. *

The Harrow (Waiting and Loading Restriction) (Amendment No. *) Traffic Order 20**

Made **

Coming into operation **

The Council of the London Borough of Harrow, after consulting the Commissioner of Police for the Metropolis, in exercise of the powers conferred by sections 6, 124, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a) and of all other powers thereunto enabling, hereby make the following Order:-

1. This Order shall come into operation on *** and may be cited as The Harrow (Waiting and Loading Restriction) (Amendment No.***) Traffic Order 20**.
2. In this Order the expression “enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Harrow (Waiting and Loading Restriction) Traffic Order 2014(c) shall have effect as though for the items in Schedule 1 to that Order numbered 1089 there were substituted the items similarly numbered and set out in columns 1, 2 and 3 of the Schedule to this Order.

Dated this ** day of ** 20**

Poonam Pathak
Strategic Head of Traffic, Highways & Asset Management
(the officer appointed for this purpose)

(a) 1984 c.27

(b) 1985 c.51

(c) LBH2014/40

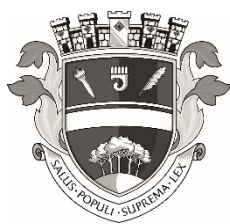
SCHEDULE

1 Item No.	2 Street	3 Prescribed hours see Schedule 3
1048	<p>Woodway Crescent</p> <p>(a) the south-west arm; both sides for its entire length, from its junction with Gerard Road, to its junction with the northern arm of Woodway Crescent.</p> <p>(b) the northern arm:</p> <p>(i) the northern side: from a point 1.5 metres north-east of its common boundary of Nos. 40 & 42 Woodway Crescent to its junction with the south-west arm of Woodway Crescent.</p> <p>(ii) The northern side: From a point 7.2 metres south-west of the common boundary of Nos. 40 & 42 Woodway Crescent, to a point 3.3 metres south-east of the common boundary of Nos. 46 & 48 Woodway Crescent. (on its north-eastern arm).</p> <p>(iii) The southern side: From a point of the common boundary of Nos. 27 & 29 Woodway Crescent for a distance of 14.5 metres in an easterly direction. (to its junction with the north-east arm of Woodway Crescent).</p> <p>(iv) The southern side: From its junction with the south-west arm of Woodway Crescent to its common boundary of Nos. 27 & 29 Woodway Crescent, in a north-easterly direction.</p> <p>(c) The north-east arm</p> <p>(i) The western side; from a point 4.5 metres north of the projected south-eastern building line of No. 29 Woodway Crescent, to a point 10 metres north of that point.</p> <p>(ii) The western side; from its junction with Gerard Road to a point 4.5 metres north-west of the south-eastern building line of No. 29 Woodway Crescent.</p> <p>(iii) The eastern side; from a point 3 metres south-east of its common boundary of Nos. 46 & 48 Woodway Crescent to its junction with Gerard Road.</p>	<p style="text-align: center;">U</p> <p style="text-align: center;">U</p> <p style="text-align: center;">A</p> <p style="text-align: center;">A</p> <p style="text-align: center;">U</p> <p style="text-align: center;">A</p> <p style="text-align: center;">U</p> <p style="text-align: center;">U</p>

EXPLANATORY NOTE

(This Note is not part of the Order but is intended to indicate its general purport.)

This Order further amends the Harrow (Waiting and Loading Restriction) Order 2014, so that the restrictions imposed by that Order on vehicles, with certain exceptions, with regard to waiting, the offer or exposure for sale of goods from vehicles and on advertising activities in certain streets in the London Borough of Harrow, now apply in additional lengths of Woodway Crescent.



LONDON BOROUGH OF **HARROW**

TRAFFIC MANAGEMENT ORDER

20** No. *

The Harrow (Parking Places) (Amendment No. *) Traffic Order 20*

Made **

Coming into operation **

The Council of the London Borough of Harrow, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by Sections 45, 46, 49 and 124 and Parts 1 to IV of Schedule 9 to the Road Traffic Regulation Act 1984(a), as amended by the Local Government Act 1985(b), and of all other powers thereunto enabling hereby make the following Order.

1. This Order shall come into operation on *** and may be cited as The Harrow (Parking Places) (Amendment No. *) Traffic Order 20**.
2. In this Order, the expression “enactment” means any enactment, whether public, general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order the Harrow (Parking Places) Traffic Order 2020(c) shall have effect as though:-
 - (a) for the item in Table 1A of Part 3 to Schedule 5 to that Order numbered 12 there were substituted the item similarly numbered and set out in columns 1, 2, 3 and 4 of Schedule 1 to this Order;

Dated this ** day of ** 202*

Poonam Pathak
Strategic Head of Traffic, Highways and Asset Management
(the officer appointed for this purpose)

(a) 1984 c.27

(b) 1985 c.51

(c) LBH2020/17

SCHEDULE 1

1 Item No. Parking Place	2 Designated Parking Place	3 Maximum No. of parking spaces	4 Special manner of standing
12	<p>Woodway Crescent</p> <p>(a) The south-western arm</p> <p>(i) the south-west side, between a point 4.50 metres north-west of a point opposite the party wall of Nos. 2 and 4 Woodway Crescent and a point 12.00 metres north-west of the extended north-western kerb-line of Gerard Road;</p> <p>(ii) the north-east side, between a point 0.5 metres south-east of a point opposite the northern wall of No. 1 Woodway Crescent and a point 12.00 metres north-west of the extended north-western kerb-line of Gerard Road;</p> <p>(b) the northern arm</p> <p>(i) the north-west side, between a point 2.9 metres west of a point opposite the party wall of Nos. 12 and 14 Woodway Crescent and a point 3 metres south-west of a point opposite the common boundary of Nos. 16 and 18 Woodway Crescent;</p> <p>(ii) the north-west side, from a point 1.1 metres north-east of the common boundary of Nos. 18 & 20 Woodway Crescent to a point 7.7 metres south-west of that point;</p> <p>(iii) the north-west side, from a point 4.4 metres north-east of the common boundary of Nos. 22 & 24 Woodway Crescent to a point 12.3 metres south-west of that point;</p> <p>(iv) the north-west side, from a point 6.4 metres north-east of the common boundary of Nos. 26 & 28 Woodway Crescent to a point 14.1 metres south-west of that point;</p>	<p>5</p> <p>3</p> <p>2</p> <p>1</p> <p>2</p> <p>3</p>	

(v) the north-west side, from a point 5.5 metres north-east of its common boundary of Nos. 30 & 32 Woodway Crescent to a point 11.6 metres south-west of that point;	2	
(vi) the north-west side, from a point 5.9 metres north-east of its common boundary of Nos. 34 & 36 Woodway Crescent, to a point 12.1 metres south-west of that point;	2	
(vii) the south-east side, between a point 0.4 metres north-east of a point opposite the party wall of Nos. 1 and 3 Woodway Crescent and a point 5.50 metres north-east of that point;	1	
(viii) the south-east side, from a point 3.4 metres south-west of the common boundary of Nos. 5 & 7 Woodway Crescent, to a point 10 metres north-east of that point;	2	
(ix) the south-east side, from a point 4.3 metres north-east of its common boundary of Nos. 7 & 9 Woodway Crescent to a point 10.4 metres north-east of that point;	2	
(x) the south-east side; from a point 4.3 metres north-east of its common boundary of Nos. 11 & 13 Woodway Crescent to a point 13.7 metres north-east of that point;	3	
(xi) the south-east side; from a point 2.9 metres south-west of its common boundary of Nos. 17 & 19 Woodway Crescent to a point 8.4 metres north-east of that point;	1	
(xii) the south-east side; from a point 3.8 metres north-east of its common boundary of Nos. 19 & 21 Woodway Crescent to a point 5.6 metres north-east of that point;	1	
(xiii) the south-east side; from a point 8.1 metres north-east of the common boundary of Nos. 23 & 25 Woodway Crescent to a point 14.6 metres south-west of that point;	1	
(xiv) the south-east side; from a point 0.4 metres north-east of the projected south-eastern building line of No. 27 Woodway Crescent to a point 7.9 metres north-east of that point;	1	
(c) the north-east arm,		

	(i) the north-east side, between a point 11.5 metres north-west of the extended north-western kerb-line of Gerard Road and a point 15.5 metres north-west of that point;	3	
	(ii) the north-east side from a point 6.4 metres south-east of the common boundary of Nos. 50 & 52 Woodway Crescent to a point 13 metres north-west of that point;	2	
	(iii) the south-west side, from a point 4.6 metres north-west of the extended south-eastern building line of No. 29 Woodway Crescent in a south-easterly direction for 18.5 metres.	4	

EXPLANATORY NOTE

(This note is not part of the Order but is intended to indicate its general purport)

This Order further amends the Harrow (Parking Places) Traffic Order 2020 so as to redesignate parking places in Woodway Crescent within the London Borough of Harrow and introduce new parking controls on those parking places.

