

Thornwood parking and pedestrian access

DRAFT FOR THE RESIDENT COORDINATOR TO REVIEW | 12 OCTOBER 2026

Purpose: Request a coordinated site assessment of pavement obstruction, visibility at junctions and driveways, and parking pressure around Rowley Mead and Woodside. This briefing separates what photographs show from resident accounts and concerns requiring investigation.

Locations and issues

Rowley Mead / residential corner (exact point to confirm): Photos E01-E02 show a red SUV and small silver car occupying much of the paved pedestrian route beside a curved kerb. Other cars and vans are visible nearby. The resident coordinator also identifies the black Passat and both vans in E13 as parked on a bend, creating a blind spot; this is his location-specific observation pending a sight-line assessment. The images support a request to assess accessible passage and corner visibility; they do not measure remaining width, distance from a junction, parking duration or ownership.

Upper Woodside: Peter reports cars and vans narrowing already narrow pavements, pedestrians entering the carriageway, restricted driveway visibility and several near misses (E03-E04). His later screenshot contains two photos of vehicles projecting across the pavement outside houses (E05). The street attribution comes from his surrounding account; precise addresses and capture dates remain unconfirmed.

Nearby junctions / corner near steps and railings: A community-group resident identifies parking right on a corner near steps and railings (E07). Night photos E08 show a branded commercial van positioned at a curved kerb. Exact junction names, footway boundaries and measurements need confirmation.

Requests for assessment

1. Arrange a joint walkover and parking survey covering Rowley Mead, upper Woodside and the reported corners, including working-day and evening conditions. Include a bin-collection day because residents report additional narrowing.
2. Measure usable footway width and assess wheelchair, mobility-aid and pushchair passage, crossing access, driveway sight lines, junction visibility and emergency/service vehicle access.
3. Confirm highway boundaries, existing restrictions and the responsible highway, parking-enforcement and police routes for each issue. Assess whether current powers can address obstruction.
4. Consider proportionate options such as targeted junction restrictions, suitable bay markings, measures to protect pedestrian space and an enforceable monitoring plan. Explain options and any displacement effects; consult residents before deciding.
5. Assess parking occupancy and duration to establish whether commuter, visitor or commercial parking contributes. Consider liaison with nearby businesses where the survey supports it.
6. Provide a case reference, named lead, assessment timetable and written findings with proposed actions and follow-up monitoring.

Evidence log

Record dates below are upload dates in UK local time, not verified dates of the events. Message clock times do not establish the calendar date. Photos depicting the same scene are not counted as separate incidents.

Ref / source	Location and issue	Evidence status / limits
E01 - 80305.jpg 12 Oct 2026, 08:33	Rowley Mead / corner provisionally attributed from The resident coordinator's context. Pavement occupation.	Photo: red SUV and silver small car across paved route beside curved kerb. Exact position, date/time and clear width unverified.
E02 - 80306.jpg 12 Oct 2026, 08:33	Same corner / alternate view.	Photo: appears to show same vehicles and scene as E01. Corroborating angle, not another confirmed incident.
E03 - 80327.jpg 12 Oct 2026, 15:43	Upper Woodside: pedestrian access, driveway visibility.	Peter's written report: road entry required; older pedestrian and wheelchair user affected; several near misses; bins worsen narrowing on Wednesdays. No dated incident particulars supplied.
E04 - 80328.jpg 12 Oct 2026, 15:43	Woodside: persistence and requested response.	Peter reports worsening over four years; recommends restrictions and enforcement and offers more evidence. Duration and remedy are resident account/opinion.
E05 - 80349.jpg 12 Oct 2026, 17:15	Woodside attribution from related account; houses to identify.	Screenshot includes two photos showing vehicles projecting across pavement. Peter says pattern has lasted years. Original photos, dates and exact locations needed.
E06 - 80348.jpg 12 Oct 2026, 17:15	General parking concerns.	Peter offers involvement and further evidence; says parking has recently worsened. Supports willingness to assist, not a separate incident.
E07 - 79997.jpg 8 Oct 2026, 08:20	Corner near steps / railings; exact junction unresolved.	Community-group report attributed to Les: parking right on corner. Others suggest lines / humps; speed concerns are unmeasured reports.
E08 - 79993.jpg, 79994.jpg, 79996.jpg 7 Oct 2026, 20:53	Residential corner; Rowley Mead attribution from The resident coordinator's context, exact point to confirm.	Night photos show a CityFibre-branded van at a curved kerb, projecting towards the road. Multiple angles appear to depict one arrangement. No confirmed duration, capture time, junction distance or business-storage purpose.

Unverified explanation of parking pressure

The resident coordinator suspects that additional vehicles from main-road cottages and Woodside homes, industrial-estate staff parking for work, and commercial vehicles associated with businesses outside Thornwood contribute to Rowley Mead parking pressure. These are concerns to test through occupancy and duration surveys. The reviewed photos do not establish owners, addresses, employers or vehicle-storage arrangements.

Additional evidence supplied

Attachments reviewed on 12 October 2026. Actual capture dates/times remain unverified; attachment receipt is not an incident date. Street attribution follows the existing case context and requires precise address confirmation.

Ref / files	Location and issue	Observed facts / limits
E09 - 80329.jpg, 80253.jpg	Woodside houses / garages	Near-identical views of a dark SUV projecting across the paved route and another car partly on the pavement. Related to the first photo in E05; not additional confirmed incidents.
E10 - 80332.jpg, 80247.jpg	Woodside houses / garages	Near-identical views of a grey SUV across the paved route, with a red car nearby. Related to the second photo in E05. Remaining width and highway boundary unmeasured.
E11 - 80250.jpg	Woodside / white-fronted house	Rental-branded white van sits across much of the paved footway, with its front at the kerb. Image supports accessible-passage assessment; ownership, duration and purpose unverified.
E12 - 80346.jpg, attached 80328.jpg	Peter correspondence	Overlaps E04-E06 and includes thumbnails of E09-E11. Resident allegations of years of persistence are distinct from what the photos show. Screenshots omitted from council-facing illustration pages.
E13 - 80290.jpg, 80291.jpg, 80292.jpg	Rowley Mead attribution / verge and path	Related views of parked vans and a car by the kerb. A separate path remains visible behind a grass verge; vegetation encroaches on its edge. The resident coordinator identifies the black Volkswagen Passat and both vans as parked on a bend, creating a blind spot. This location-specific resident observation requires a sight-line assessment. The photos do not establish measured visibility distances or commercial storage.

Additional assessment point

The resident coordinator reports that the black Passat and both vans in E13 are parked on a bend and create a blind spot. Assess visibility in both directions around this bend, including how parked vehicles affect approaching drivers and pedestrians crossing. Record available sight distances and consider targeted parking controls if warranted. Include vegetation clearance and usable path width in the Rowley Mead walkover. Distinguish kerbside parking from obstruction of the separate path. At Woodside, assess vehicles projecting from garage forecourts across the pedestrian route as well as vehicles parked along the kerb.

Photographic examples

E01-E02: residential corner, provisionally associated with Rowley Mead. Exact junction / nearest address to be added before submission. Capture dates and times unverified.



Left: E01. Right: E02. Two viewpoints appear to depict one parking arrangement. Vehicles occupy much of the paved route; no pedestrian diversion or near miss is captured.

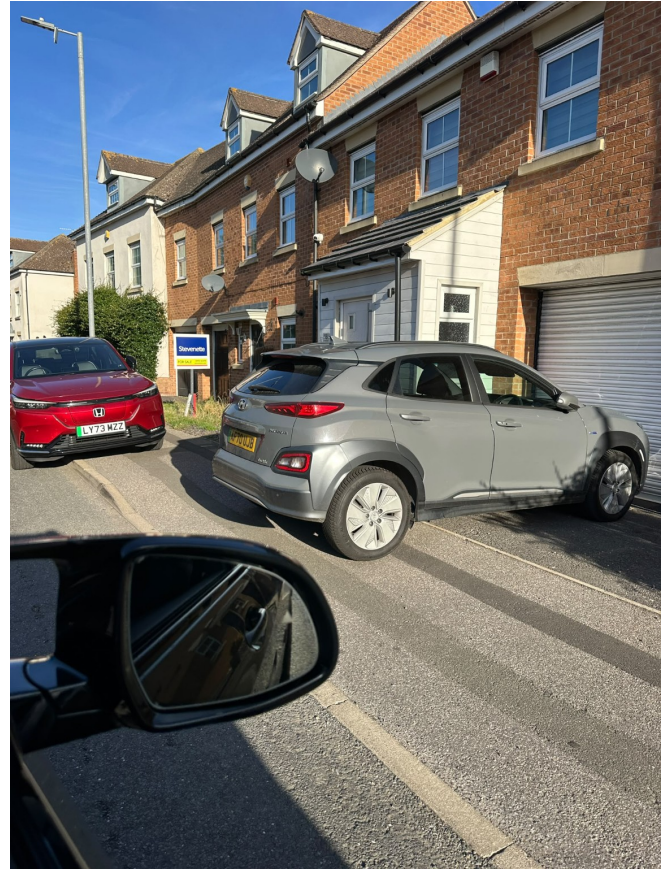
Checks to complete before submission

Confirm each location using a map pin or nearest house/junction; confirm photographer and actual date/time from originals where possible. Request dated particulars for each near miss and repeated observation. Record unobstructed footway width and junction distances only where safely measured. Retain original images and messages. Use evidence references above for all new records.

The council-facing summary omits residents' telephone numbers and private message screenshots. Peter's reports are paraphrased; check his agreement before identifying him or attaching his messages. No conclusion about an offence, collision history, measured speed or parking entitlement is made.

Woodside: clearer photographic evidence

E09-E11: full-size views corresponding to resident-supplied thumbnails. Locations and capture dates to confirm. These images document vehicle positions; reported near misses and repeated occurrence remain resident accounts.



Left: E09, dark SUV across the paved route. Right: E10, grey SUV across the paved route.



E11: van across the footway outside a white-fronted house. Remaining accessible width needs measurement.