

# **CABINET**

## **THURSDAY 15 NOVEMBER 2018**

### **PUBLIC QUESTION - WRITTEN RESPONSE**

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**CABINET – 15 NOVEMBER 2018**

**PUBLIC QUESTIONS (ITEM 4)**

[Written Response to Questioner not present at the meeting]

1.

**Questioner:** John Rowe

**Asked of:** Councillor Keith Ferry, Portfolio Holder for Regeneration, Planning and Employment

**Question:** "Is the Council progressing all possible measures to protect and maximize parking availability for existing residents adjacent to the new Civic Centre development, which is already limited at certain times of the day by commuters using Harrow & Wealdstone station (note the station car park itself is often lightly used due to the need to pay to park) and which may be severely affected by the proposed re-development, and can the Council publish details of how it is progressing each of the following mitigations:

1. Increasing the residents only window currently Monday to Friday 10-11am to 8:30 to 6:30;
2. Using some of the vacant land adjacent to the station for parking, possibly constructing a multi-storey parking facility;
3. Subsidising car club spaces in the affected area to encourage occasional drivers not to keep a vehicle;
4. Increasing parking spaces at the new Civic Centre development from the proposed 320;
5. Building bike racks at the station and segregated cycling routes. "

**Response:** 1. Increasing the residents only window currently Monday to Friday 10-11am to 8:30 to 6:30;

The management of parking schemes is generally demand led and restrictions proposed are usually based on the problems reported by people living and working in an area. In general restrictions are only introduced or amended where a substantial case is made by local people for changes to improve highway safety or local parking amenity and also where majority support for measures can be demonstrated. This is because there is a statutory requirement to consult under the Road Traffic Regulation Act which gives the public the legal right to make objections and representations about proposals. It is very difficult to proactively implement changes where no problems currently exist as in general the public will not support that type of change.

2. Using some of the vacant land adjacent to the station for parking, possibly constructing a multi-storey parking facility;

The Council transport plan supports a move towards increasing sustainable transport modes such as walking, cycling and public transport use and reducing private car use. The acquisition of land to provide parking is therefore contrary to this policy

3. Subsidising car club spaces in the affected area to encourage occasional drivers not to keep a vehicle;

The operation of car clubs is normally undertaken by private companies who would set their own pricing strategy and would need to be commercially viable. The council would not subsidise these commercial costs but would help to facilitate the provision of car clubs which is supported by the Council because it reduces private car ownership and car usage in accordance with the policies in our transport plan.

4. Increasing parking spaces at the new Civic Centre development from the proposed 320;

London Plan and local policy is clear that all developments in areas of good public transport accessibility (such as Harrow Civic Centre: PTAL level 4/5) should aim for significantly less than 1 space per unit. The number of private car spaces being proposed has been agreed via thorough negotiation with TfL, the GLA, and the local planning authority to be policy compliant and deemed appropriate for a site with very good public transport accessibility.

5. Building bike racks at the station and segregated cycling routes. "

The provision of cycle parking at stations and development of a network of cycle routes in the borough are key policies within the Council's transport plan. The implementation of these policies is set out in more detail in the council's cycling strategy and cycle action plan. It should be noted that when cycle route schemes are developed the introduction of segregated cycle routes is considered but reallocating and dedicating road space for cycles is dependent on highway space being available. Harrow's highway network does contain many areas where insufficient highway space exists for the level of demand to travel and it may be difficult to provide segregated lanes in many areas.