

APPENDIX D

STATUTORY CONSULTATION COMMENTS

Ref	Road (not in harrow)	Statutory Objection	Officer comments:
2335		Proposals will severely change the facilities to residents. Reduction in the value of the properties, many residents are already discussing what is required to prove this scheme is required.	The proposals designed are to provide a consistent approach to parking for the Hatch End Area and the Borough as a whole. The introduction of parking charges to the public car park will not affect property prices. From the public consultation, residents of various roads located near to the Station are in favour of controlled parking measures being introduced.
2339	COLBURN AVENUE	Charges will be detrimental to local shops, concerned of displaced parking.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.
2321	DOVE PARK	Concerned of FURTHER displaced parking if the charges are introduced already suffering from commuter parking. Why can't we have 1 hour free and CPZ like other parts of the borough?	A co-ordinated approach to parking charges for the car park, and controlled parking measures in the residential roads have been recommended. The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents of Hatch End were consulted via the Public consultation that was carried out in Decemeber 2012. The majority of residents have supported the need for a 1hr am and 1hr pm CPZ to be introduced as a result of the commuter parking issues in their road. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.
2332	DOVE PARK	Concerned about displaced parking traders managed to have their voice heard, why not residents of Dove Park?	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended. The introduction of controlled parking measures are recommended for Dove Park within this report following the public consultation. The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses of Hatch End to address parking displacement whilst meeting the need for a self financing facility in the car park.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2333	DOVE PARK	Concerned with displaced parking.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.
2342	DOVE PARK	The council has ignored the implications for local residents , in particular for those of Dove Park	The majority of Dove Park residents were in favour of controlled parking measures in their road and recommendations for controlled parking measures are made within this report along with various other residential roads affected by commuter parking. These recommendations are made in conjunction with the implementation of co-ordinated parking measures for Grimsdyke car park and Uxbridge Rd parking bays.
2420	DOVE PARK	Concerned with parking displacement and congestion by shoppers and commuters. Double yellow lines recently installed are ignored, parents from the nearby schools damage kerbs and emergency services sometime struggle which is bad because many residents are elderly-frequent use required	The introduction of co-ordinated measures for residential roads and the Grimsdyke Car park will help promote a consistent turnover of users for both on-street and off-street facilities. Highway safety and accessibility is particularly important and Parking enforcement officers will be encouraged to enforce both on-street and off street parking offences.
2423	DOVE PARK	Disabled person - find extremely difficult to park at present time concerned with parking displacement if charges introduced. Concerned with displaced parking.	Suitable disabled parking bays are provided in the car park at no cost to the blue badge holder. Any misuse of these bays will be enforced by the issuing of PCN's. The introduction of co-ordinated measures for residential roads and the Grimsdyke Car park will help promote a consistent turnover of users for both on-street and off-street facilities. A consistent approach to parking charges and controlled parking measures for the Hatch End area will help to control parking displacement.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2538	DOVE PARK	Object to the charges in Uxbridge and car park. Commuters don't use the Station car park it's too expensive. I am in favour of parking scheme - 1 hour morning and 1 hour afternoon to deter parents picking up children from coaches etc.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads has been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses of Hatch End to address parking displacement whilst meeting the need for a self financing facility in the car park.
2317	GRIMSDYKE ROAD	It won't help traders and residents 1 hour free to allow 'pop-in business'	A consistent approach to parking charges for the car park, and controlled parking measures in residential roads has been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses of Hatch End to address parking displacement whilst meeting the need for a self financing facility in the car park.
2449	GRIMSDYKE ROAD	I object to the charges, they would be detrimental to businesses/restaurants this consultation should be carried out in conjunction with a consultation on parking in the adjacent residential roads (Which it is!!)	A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. A nominal fee of 20p per hour has been proposed for the car park. The fee is proposed to create a self financing facility that covers the operating and maintenance cost of the upkeep. Currently this cost is being subsidised by other car park users. This will help to provide parking availability for all users and visitors to Hatch End. Both Statutory and Public consultations have taken place for the car park and for the residential roads respectively. Recommendations are made within this report for both areas.
2327	HILLVIEW ROAD	No-one is in favour surrounding roads being used as a long term car park. Prohibitive costs for installing and patrolling.	Residents have supported controlled parking measures in various roads that are affected by commuter parking. There has been a very low objection rate (3%) to the introduction of parking charges for Grimsdyke Car Park. The introduction of low rate parking charges will help to achieve a self financing facility for the borough.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2330	HILLVIEW ROAD	Concerned with displaced parking cost will be prohibitive unless the charges are raised	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. This will help to provide parking availability for all users and visitors to Hatch End.
2336	HILLVIEW ROAD	Already stated my opposition to the scheme. Concerned about parking displacement. 1/2 hour free in the shop parade.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. This will help to provide parking availability for all users and visitors to Hatch End.
2346	HILLVIEW ROAD	Concerns with road safety, situation is critical as per now already concerned with the consequent parking displacement. Please leave Hatch End as it is - a friendly place to park and shop.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking. Parking availability for users and visitors to Hatch End will be improved.
2419	HILLVIEW ROAD	Detrimental to local businesses charges, however small, will affect the local economy. Concerned with parking displacement and drop off for jigsaw nursery and car wash businesses compromised. No provision for polling officers when Scout hut used for Polling Station. Bays far away from Broadway budget could be better spent.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking whilst controlling commuter parking. Parking availability for users and visitors to Hatch End will be improved. Parents dropping off at the Nursery will not be charged unless they intend on staying for a period of time. Parking charges for the car park with suitable enforcement will promote a greater turnover of vehicles which in turn will help promote the existing car wash business. Polling Officers will need to pay the 20p a hour charges is they choose to use the Grimsdyke car park.
2337	OXHEY LANE	Disagree unless a free period of half an hour is allowed either that or a nominal fee e.g. 20p.	The councils policy is to charge for parking. There is only a couple of free parking arrangements currently found in the Borough, these facilities are normally temporary and usually concern areas under regeneration or redevelopment. However, the current administration intend to review the borough with the intention of providing a consistent parking fee structure, an initial limited free parking period may be considered as part of this review. Currently a 20p an hour nominal fee is proposed for the car park to help promote a self financing facility.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2329	PARK VIEW	Concerned with displaced parking.	<p>A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.</p>
2334	PARK VIEW	Concerned with parking displacement.	<p>A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.</p>
2424	PARK VIEW	1 hour parking limit would impact event at scouts and guides buildings wants a free 1 hour parking, Monday to Friday.	<p>The councils policy is to charge for parking. Free parking arrangements are temporary and usually concern areas under regeneration or redevelopment. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. The proposed charges are for 20p per hour during operational hours. Proposed operational hours are from 8am to 6.30pm, outside of these hours there will be free parking to all users.</p>

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2425	PARK VIEW	<p>Uneconomic to enforce, we object to pay for money-losing schemes. 2 parking meters will be required so high costs and meagre return. Charging regime of 20 minutes serves no purpose if the spaces can be paid for 4 hours in advance.</p>	<p>Parking charges for the car park, and controlled parking measures in residential roads have been jointly recommended. The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park. The councils policy is to charge for parking. There are only a couple of areas within the borough that have free parking arrangements, these facilities are normally temporary and usually concern areas under regeneration or redevelopment. However, the current administration intend to review the borough with the intention of providing a consistent parking fee structure, an initial limited free parking period may be considered as part of this review. Currently a 20p an hour nominal fee is proposed for the car park during operational hours which are proposed to run from 8am to 6.30pm. Outside of these operational hours the car car park will be free to all users.</p>
2533	PARK VIEW	<p>Object to residential charges before Impact of charges in Grimsdyke and Uxbridge Rd are evaluated service road. Broadway will be affected by displaced parking. A 20p per 10 minutes is nominal and difficult to enforce. Disproportionate number of disabled bays on service road.</p>	<p>The introduction of parking charges for the car park, and controlled parking measures in residential roads has been jointly recommended via this report. The report proposes that a Statutory Consultation process is carried out for the measures proposed in several residential roads where there have been majority support. No decision on residential parking or charges has currently been made. The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Currently a 20p an hour nominal fee is proposed for the car park during operational hours that would apply from 8am to 6.30pm. Outside of these operational hours the car car park will be free to all users. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.</p>

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2536	PARK VIEW	<p>No reasons given for the charges - just to keep pace with other areas of Harrow. It will put further pressure on the service road, which will be clogged by traders and employees' cars, further discouraging trade. A 30 min free in the car park should be applied. Charges will harm parents using the Scout hut</p>	<p>Free parking arrangements are temporary and usually concern areas under regeneration or redevelopment. Parking charges will not be enforced for parents dropping off and picking up at the nursery or scout hut providing they are not staying. The current council policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. There are only a couple of free parking arrangements currently found in the Borough, these facilities are normally temporary and usually concern areas under regeneration or redevelopment, however, the current administration intend to review the borough with the intention of providing a consistent parking fee structure, an initial limited free parking period may be considered as part of this review. Currently a 20p per hour nominal fee is proposed for the car park during operational hours which are 8am to 6.30pm. Outside of these operational hours the car park will be free to all users.</p>
2340	ROYSTON GROVE	<p>Proposal will make the service road unavailable for residents charges and will leave the service road constantly occupied by commuter. Residents will go away from Hatch End. Would like to see charges in the service road with a 1 hour or 30 minute free parking.</p>	<p>Proposed charges for the Grimsdyke car park are 20p per hour. The councils policy is to charge for parking. Free parking arrangements are temporary and usually concern areas under regeneration or redevelopment. Following the previous Public consultation for the service road, where there was strong public opposition, the decision was made not to introduce parking charges for the Broadway.</p>

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2315	UXBRIDGE ROAD	Lives in Uxbridge, Works in Hatch End No convenient public transport to get there, this will increase my cost of travel to work.	There is available free on street parking in the Hatch End area within a five minute walk from the shops. The councils policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. The recommendations help to provide parking availability for residents where there is an existing high level of commuter parking in their roads. A nominal 20p parking fee is proposed for the car park which is in line with the surrounding charging structure for the area and would be consistent with existing borough policy. The implementation of a nominal charge will help promote a consistent turnover of users for the car park whilst promoting a self financing facility.
2313 2316	UXBRIDGE ROAD	Managing agent for retail properties above charges won't help businesses already struggling - one unit is vacant, it will be even more difficult to rent it out. Tough times for business retail this won't help. Respectfully shelve the plan.	The councils policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. The recommendations help to provide parking availability for residents where there is an existing high level of commuter parking in their roads. A nominal 20p parking fee is proposed for the car park which is in line with the surrounding charging structure for the area and would be consistent with existing borough policy. The implementation of a nominal charge will help promote a consistent turnover of users for the car park whilst promoting a self financing facility.
2318	UXBRIDGE ROAD	Staff and I use the car park - we don't want to pay that would increase the travelling costs. Free car park one of the few positive things we get from Harrow Council we would be sorry to lose it.	The councils policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. A nominal 20p parking fee is proposed for the car park which is in line with the surrounding charging structure for the area and would be consistent with existing borough policy. The fee is proposed to create a self financing facility that covers the operating and maintenance cost of the upkeep. Currently this cost is being subsidised by other car park users. The implementation of a nominal charge will help promote a consistent turnover of users for the car park whilst promoting a self financing facility.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2319	UXBRIDGE ROAD	Lives in Stanmore, works in Hatch End mum-to-be, the extra cost will reduce the practicality of my pace of work and will burden my household budget.	Free on-street parking is still available in the Hatch End area for short or long term parking. The recommendations help to provide parking availability for residents where there is an existing high level of commuter parking in their roads. A nominal 20p per hour parking fee is proposed for the car park which is in line with the surrounding charging structure for the area and would be consistent with existing borough policy. This nominal charge will help to promote a self financing facility.
2320	UXBRIDGE ROAD	Works in Hatch End, uses the restaurants in Hatch End. Would stop doing so if charges are introduced.	The councils policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue.
2322	UXBRIDGE ROAD	Doesn't own a vehicle but reckons it will be detrimental for the area, in every sense - businesses, residents, etc.	Parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Parking availability for users and visitors to Hatch End will be improved.
2328	UXBRIDGE ROAD	Not clear if parking restricted to 1 hour or if it is possible to stay longer the cost will outweigh the advantages unless the charges are increased.	The proposed charges as advertised allow for long term parking on a 20p per hour basis during the operating hours of 8am - 6:30pm and free outside of these hours. This nominal fee of 20p per hour has been proposed for the car park. The fee is proposed to create a self financing facility that covers the operating and maintenance cost of the upkeep. Currently this cost is being subsidised by other car park users. There are only a couple of areas within the borough that have free parking arrangements, these facilities are normally temporary and usually concern areas under regeneration or redevelopment. However, the current administration intend to review the borough with the intention of providing a consistent parking fee structure, an initial limited free parking period may be considered as part of this review. Currently a 20p an hour nominal fee is proposed for the car park during operational hours which are proposed to run from 8am to 6.30pm. Outside of these operational hours the car car park will be free to all users.
2331	UXBRIDGE ROAD	Shopkeepers: If you take away the free parking there is no reason left to come to Hatch End. Supermarkets are already taking away businesses.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking. The measures are designed to help provide parking availability for users and visitors to Hatch End. End.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2338	UXBRIDGE ROAD	<p>Resident for 30 years, no pay for parking until now, why now you want to do so? No reason given to introduce charges, money raising scheme? Negative impact on community, what has this scheme got to do with traffic and road safety and/or community safety?</p>	<p>The councils policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. A nominal 20p parking fee is proposed for the car park which is in line with the surrounding charging structure for the area and would be consistent with existing borough policy. Outside of the proposed operational hours of 8am - 6.30pm the car park would be free to all users. Enforcement of these areas will help minimise local road safety issues created by illegal parking. Parking availability for users and visitors to Hatch End will be improved.</p>
2341	UXBRIDGE ROAD	<p>Charges will drive commuters in the service road and our customer will not be able to park and visit our premises would want a short stay parking scheme in the service road with small charge and max 2 hour stay.</p>	<p>The introduction of parking charges for the car park, and controlled parking measures in residential roads have been jointly recommended. The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Proposed parking charges for the car park are for 20p per hour. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.</p>
2343	UXBRIDGE ROAD	<p>Lives on the parade on top of one shop concerned with parking displacement, residents cannot find parking in the service road.</p>	<p>The proposals for parking charges run from 8pm to 6.30pm, outside of these operating hours the car park is free. The service road allows free parking all day following the decision not to implement charges from the previous Public Consultation. The introduction of parking charges for the car park, and controlled parking measures in residential roads were jointly consulted on and are now being recommended. The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Proposed parking charges for the car park are for 20p per hour. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.</p>

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2344	UXBRIDGE ROAD	Current arrangement works well any change will discourage visitors concerned with displaced parking.	The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Proposed parking charges for the car park are for 20p per hour. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.
2345	UXBRIDGE ROAD	Does not explain reasons for objecting sent an email on 28/11/2012 by Paul Newman - asked to supply reasons emailed again on 10/12/12 - part time student and it will impact massively on his budget - I cannot afford to pay for parking.	Free on-street parking is still available in the Hatch End area for short or long term parking. The recommendations help to provide parking availability for residents where there is an existing high level of commuter parking in their roads. The councils policy is to charge for parking. There are only a couple of areas within the borough that have free parking arrangements, these facilities are normally temporary and usually concern areas under regeneration or redevelopment. However, the current administration intend to review the borough with the intention of providing a consistent parking fee structure, an initial limited free parking period may be considered as part of this review. Currently a 20p an hour nominal fee is proposed for the car park during operational hours which are proposed to run from 8am to 6.30pm. Outside of these operational hours the car park will be free to all users.
2347	UXBRIDGE ROAD	Unhappy with the consideration (not given to traders. Staff have to drive around in turns to find parking, no thought given to people's livelihood many clients are unhappy because friends and family cannot even park in front of their homes. Hatch End loses out to the advantage of shopping malls we need our cars to work and commute.	All traders were consulted with for both Public and Statutory consultations. A 3% response rate was received from the statutory consultation. The existing car park is currently used by traders and residents for long term parking. A nominal 20p parking fee is proposed for the car park which is in line with the surrounding charging structure for the area and would be consistent with existing borough policy. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2354	UXBRIDGE ROAD	<p>On behalf of Hatch End Association (of residents) already opposed the charges in the consultation earlier this year, 68.7% were not in favour, yet the report recommended them because 'the public consultation was inconclusive', which was not.</p> <p>Also worried with parking displacement which will affect the service road, with commuters using the free road, preventing customers to the restaurants to use the parking. During the meeting of interested parts 1st November at Civic Centre said it was said that this policy was requested by residents but this is misleading.</p>	<p>The July 2012 TARSAP report recommends that a statutory consultation exercise and a public consultation exercise be carried out together to obtain the views of all residents, and local traders from the Hatch end area. This was felt necessary because it was expressed by residents that there was a commuter parking problem existed in their roads and it was felt that the introduction of parking charges in isolation for the service road and the car park may further affect this. The report recommended that a Statutory consultation exercise be carried out for the car park and Uxbridge Rd bays near to the Station, and that a Public consultation carried out for the residential roads so that the parking problems and subsequent recommendations for the Hatch End area could be made holistically. The current council policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. A constant approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking. Parking availability for users and visitors to Hatch End will be improved.</p>
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APPENDIX D

STATUTORY CONSULTATION COMMENTS

2532	UXBRIDGE ROAD	I work in Hatch End and the extra cost of the parking will substantially reduce my earnings and the practicality of working in the area.	<p>The July 2012 TARSAP report recommends that a statutory consultation exercise and a public consultation exercise be carried out together to obtain the views of all residents, and local traders from the Hatch end area. This was felt necessary because it was expressed by residents that a commuter parking problem existed in their roads and it was felt that the introduction of parking charges in isolation for the service road and the car park may further affect this. The report recommended that a Statutory consultation exercise be carried out for the car park and Uxbridge Rd bays near to the Station, and that a Public consultation carried out for the residential roads so that the parking problems and subsequent recommendations for the Hatch End area could be made holistically. The current council policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking. Parking availability for users and visitors to Hatch End will be improved.</p>
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APPENDIX D

STATUTORY CONSULTATION COMMENTS

2534	UXBRIDGE ROAD	<p>HETA - statement from the Association of Hatch End Traders</p> <p>views of residents and traders have not been taken into account - undemocratic difficult times, charging for parking will not create more spaces for customers - will park elsewhere and another residential CPZ will be necessary charging in Grymsdyke will harm nursery, polling stations, scouts Harrow should help and prevent the decline of the area- no to another North Harrow or Wealdstone</p> <p>£70000 of budget should be spent differently</p>	<p>The July 2012 TARSAP report recommends that a statutory consultation exercise and a public consultation exercise be carried out together to obtain the views of all residents, and local traders from the Hatch end area. This was felt necessary because it was expressed by residents that a commuter parking problem existed in their roads and it was felt that the introduction of parking charges in isolation for the service road and the car park may further affect this. The report recommended that a Statutory consultation exercise be carried out for the car park and Uxbridge Rd bays near to the Station, and that a Public consultation carried out for the residential roads so that the parking problems and subsequent recommendations for the Hatch End area could be made holistically. The current council policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grymsdyke car park does not create any self financing revenue. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking. Parking availability for users and visitors to Hatch End will be improved.</p>
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APPENDIX D

STATUTORY CONSULTATION COMMENTS

2535	UXBRIDGE ROAD	<p>Scouts guides events disrupted and threatened. Parking in Grymsdyke should be free for first hour or half hour charging for parking should not be done before the public consultation has ended and results pondered, doing so would only displace parking to the service road which should be made available for short-term parking, so that charges would not be necessary for Grymsdyke car park</p>	<p>The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Proposed parking charges for the car park are for a nominal fee of 20p per hour. The fee is proposed to create a self financing facility that covers the operating and maintenance cost of the upkeep of the car park. Currently this cost is being subsidised by other car park users. Proposed parking measures will not be implemented unless recommended by the Panel to the Portfolio Holder for Environment and Community Safety. It is important to provide a consistent approach to parking charges for Hatch End as an area, for residents and businesses so that parking displacement issues are addressed. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimdsyke car park does not create any self financing revenue. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area.</p>
2422	WELLINGTON ROAD	<p>No benefits to residents things will be more difficult for businesses.</p>	<p>The July 2012 TARSAP report recommends that a statutory consultation exercise and a public consultation exercise be carried out together to obtain the views of all residents, and local traders from the Hatch end area. This was felt necessary because it was expressed by residents that a commuter parking problem existed in their roads and it was felt that the introduction of parking charges in isolation for the service road and the car park may further affect this. The report recommended that a Statutory consultation exercise be carried out for the car park and Uxbridge Rd bays near to the Station, and that a Public consultation carried out for the residential roads so that the parking problems and subsequent recommendations for the Hatch End area could be made holistically. The current council policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimdsyke car park does not create any self financing revenue. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking. Parking availability for users and visitors to Hatch End will be improved.</p>

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2421	WESTFIELD PARK	<p>Concerned with displaced parking why the service road has no controls at all? Speeding occurs in the Broadway your scheme for charging will not achieve anything.</p>	<p>The July 2012 TARSAP report recommends that a statutory consultation exercise and a public consultation exercise be carried out together to obtain the views of all residents, and local traders from the Hatch end area. This was felt necessary because it was expressed by residents that a commuter parking problem existed in their roads and it was felt that the introduction of parking charges in isolation for the service road and the car park may further affect this. The report recommended that a Statutory consultation exercise be carried out for the car park and Uxbridge Rd bays near to the Station, and that a Public consultation carried out for the residential roads so that the parking problems and subsequent recommendations for the Hatch End area could be made holistically. The current council policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. A constant approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a constant turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking. Parking availability for users and visitors to Hatch End will be improved.</p>
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