

Environment and Enterprise  
Corporate Director – Caroline Bruce

## NORTH HARROW AREA PARKING REVIEW Stakeholder meeting minutes

Date: 17<sup>th</sup> July 2013  
Time: 7 pm  
Venue: Savoy Court Community Centre

### Panel

Councillor Asad Omar (AO)	Meeting Chair
Barry Philips (BP)	Portfolio Holder and Headstone South Ward Cllr
Paul Newman (PN)	LB Harrow – Team Leader Traffic and Parking
Alistair Macadam (AM)	LB Harrow – Parking Advisor
Sajjad Farid (SF)	LB Harrow – Project Engineer
	LB Harrow – Traffic Engineer

### Also present:

Councillor William Stoodley (WS)	West Harrow Ward
Councillor Sasi Shuresh (SS)	Headstone South Ward
Councillor James Bond (JB)	Headstone North Ward

23 stakeholders attended and signed the attendance register representing residents and businesses

### Appendix A

Map of area showing the consultation area for the North Harrow Parking Review that was agreed at the meeting

### Minutes

#### Introduction

The Chair, Councillor Asad Omar, opened the meeting welcoming everyone and thanked them for attending. The Chair introduced himself and the panel that consisted of the four council officers listed above.

#### Introduction to consultation process

PN explained the three steps in the consultation process. The first step being this stakeholders meeting, then there will be a public consultation and finally a statutory consultation. There was funding now available in the budget for this work to be carried out during this financial year 2013-2014.

PN explained the council was aware of some of the issues but were here to listen to what the concerns of the residents and businesses were and that the council were starting with a blank piece of paper to try to help with as many of the issues raised as possible.

PN highlighted to the attendees the importance of returning the consultation documents when they are distributed and asked that all those present ensured that they encouraged as many people as possible to return their consultation documents irrespective of their views. It is the results from the consultations that will determine the proposed measures.

### Discussion on parking problems

The Chair initially read a statement from Councillor Bill Stephenson highlighting the local issues relating to Pinner Road, North Harrow Traffic Lights and various County Roads including the view of some residents of Collapit Close requesting a CPZ.

Following the reading of Councillor Stephenson's statement the Chair then opened the floor for discussion allowing everyone to vocalise the problems that they were experiencing.

The following is a list of the issues raised by various attendees.

#### Cambridge Road Car Park

Several residents initially questioned the current notices that were placed on existing lighting columns in and around the Cambridge Road Car Park. Residents were concerned that they would be losing their current arrangement of 1 hour free parking and then 50p per hour there after for the Cambridge Road Car Park.

There seemed to be some confusion between the North Harrow Parking review works and the current Statutory Consultation being carried out for the Borough wide parking charges for which these notices referred to.

In response:

PN – Addressed the meeting and explained the processes relating to the current statutory consultation for the Pay and Display Borough-wide review of parking charges and how this was a completely separate review from the one due to take place in North Harrow relating to the parking issues for the area.

Residents reiterated their concerns over the potential removal of the free 1 hour parking in the car park and asked for some clarification as to why this was happening?

PN – Explained the history of the Cambridge Road Car Park and that the current free parking arrangement for 1 hour was only ever intended to be a temporary arrangement until the new development of flats and retail units were built and then subsequently fully occupied.

Attendees asked: "why can this arrangement not still remain as it was imperative in supporting the local small businesses and the area in general?"

PN – Explained about the decision that had been made at the June 2013 Cabinet committee to rationalise parking charges across the whole of the Borough by introducing tariffs for both on-street pay and display and off-street car park pay and display locations.

PN – Explained how this proposal intends on introducing four main tariff bands across the Borough and confirmed that North Harrow fitted into the “District” category from the proposed tariff structure which equated to an on-street parking charge of 30p per 20mins and 80p per hour for off street car parks.

PN – Reiterated that it was this current statutory consultation that the on-street notices referred to and that anyone was entitled to register an objection to them over a period of 21 days from the start date.

PN – Explained that in some respects the timing of this exercise was unfortunate in relation to the current area parking review taking place for North Harrow for possible controlled parking measures and that this may of contributed to the confusion caused from the existing street notices.

PN – Also informed attendees that in addition to this consultation, the Council had a aspiration to offer some form of free parking within the Borough so were currently carrying out a trial for parking with an initial free period of 20 minutes. This trial was taking place in Rayners Lane and the results of the trial would be reported to the Traffic Advisory and Road Safety Panel in October for a decision on the potential of the Council rolling this structure of charges out across the remainder of the borough.

#### Cumberland Road

Proposed no parking on one side of the road  
Reported that access from refuse vehicles had been problematic

#### Dukes Avenue - Longfield Primary School

Concerns from parent of the school:  
Parents stopping on yellow lines + zig zag makings  
There has a been an increase of 30 pupils in the last year  
Further increase of 30 pupils from September 2013  
Parents parking across existing driveways  
Parking problems have got worse over the years  
Where will teachers park?  
Doctors surgery opposite increasing parking demand  
Parents parking in adjacent residential roads creating problems  
Have the council considered the expansion of Vaughan School and this implication on parking for North Harrow

#### Durham Road

Said that they had been hit with a quadruple whammy:  
A new gym without parking provisions  
Bus Station creating parking from bus drivers  
Nearby Businesses using the road for parking

The removal of free parking in car park creating an increase in on-street demand

Residents of Durham Road also reported:

Poor parking on-street from the Community Centre creating chaos

Concerns about emergency vehicles not being able to access the road

Resident received a ticket when their own driveway had been blocked by parking

Resident's car windscreen being smashed 2 times

Smashed glass in the street

Parking of surplus cars taking place from Northern Motors (nearby business)

House at the top of the road using a lot of space for parking from multiple vehicles

Residents feel that no-one cares about their issues

Parkthorne Drive

Doctors Surgery and Dentists – littering from car drivers

Renting of houses with multiple occupancy and several cars exacerbating the parking problems

Reported that one house had 7 cars

Somerset Road

Increase in parking from the Bus Station expansion

Increase in business parking from the development of Sage House

Residents angry about the lack of joined up working from the Council

Residents angry about a total allocation of only 2 spaces for parking from the increase in business users and development of the top floor of Sage House

The introduction of the West Harrow CPZ has created displacement parking

Parking free of charge and people being able to walk to West Harrow had increased parking demand

Station Road

The Community Hall functions create parking issues and demand in Station Road

Community Hall creating parking chaos from Friday lunchtime prayers

Nursery at corner creating parking problems, safety issues and illegal parking across driveways at drop off and pick up times.

St.Johns Fisher School

Very disappointed and huge concerns about the implications for parents if the free parking for 1 hour period is removed from the Cambridge Road Car Park.

It was highlighted that the current arrangement of parking for free and walking to School was beneficial and featured largely in their existing school travel plan.

The current arrangement had helped parents and children getting to school and had helped to assist both parents and children in terms of safety.

Felt that the removal of the free parking period would be going against the School and its existing Travel Plan.

BP – Said the council would work with the Schools to come up with options to try to address this issue

### Surrey Road

Safety concerns from residents regarding speeding from people trying to grab the last spaces and the safety concerns relating to them and their children  
Bus drivers using space within the street  
Littering of the street from cigarette butts, bottles and other rubbish  
Skip at the northern end of the road for the last 2 years encouraging littering + creating an eye sore  
Business parking from nearby garage is occurring, sometimes up to 12 cars at a time  
Road rage incidents and aggressive confrontations between residents and nearby business users have occurred  
Increase in demand for parking from expansion of local businesses  
Increase in parking demand from bus drivers due to increased local bus garage services.  
Commuter parking from North Harrow Station  
Overall poor environment for residents  
Residents not treated seriously when complaining about their issues  
Fears that there could be a loss of life occur as a result of the safety issues  
Encouragement and support from several residents for a CPZ

### Surrey Road – Petition

A petition containing 8 signatures supporting the need for a Controlled Parking Zone was received at the meeting (from a resident of the road) and will be reported to the October TARSAP

### Sussex Road

Safety concerns from residents regarding speeding from people trying to grab the last spaces and the safety concerns relating to them and their children  
Bus drivers using space within the street  
Business parking from nearby garage is occurring, sometimes up to 12 cars.  
Increase in demand for parking from expansion of local businesses  
Commuter parking from North Harrow Station

### North Harrow Community Partnership

A message passed on from local shop keepers to say that they rely on passing trade and that it is important to keep a free parking period facility  
The Council should look at the area holistically  
It would be sensible that the car parks support the local shops and businesses by allowing a free parking period  
Highlighted the issue with St. John Fisher School utilising current free 1 hour parking in the car park  
The key issue is allowing the businesses to function.  
Queried the pricing structure in relation to the cheaper charges found in the Hatch End car park of 20p per hour.

PN – Then explained the charging structure in the “Local Development Plan” and explained that North Harrow sat in the District Category of these proposals meaning that the pay and display charges were higher than Hatch End.

JB – Confirms that he has received various phone calls and emails in the last several days (prior to the meeting) and confirms that from these responses he can state that 99% of businesses would oppose the withdrawal of the 1 hour free parking facility from Cambridge Road car park.

JB - Stated that it is very important to keep this facility for businesses in the Area and strongly opposes their removal.

Other areas or comments

A resident asked why are there are no traffic wardens patrolling the county roads and outside the Schools?

### Possible Solutions

PN encouraged attendees and their neighbours to comment on possible solutions to the issues raised.

Parking if a fluid situation and can be very emotive

The council has limited tools available to use within current government guidelines and legislation

Parking controls, maybe in the form of short term pay and display parking for some areas such as shopping areas and CPZ's for residential areas.

All respondents need to tell us what the main problems are eg which days, which times, is it mainly weekday commuters?, or is it at weekends when people are using other facilities in the area?

Businesses may be helped by having loading bays but others may want other parking controls or disabled parking bays

As part of the scheme double yellow lines will be installed at all junctions, bends and narrowing's to reinforce the well established rules in the Highway Code and where it is unsafe to park regardless if any other controls installed in the wider area

All properties within the consultation area will receive a consultation document but it is up to the resident or business to respond and encourage as many people as possible to do the same.

It is important that this happens as following a recent parking review carried out in another area the council is now receiving a lot a correspondence from residents wanting controls in their part of the road when they had not previously responded to the consultation exercise.

This meant that no restrictions were proposed or implemented in their section of the road.

The consultation response rate is reported to councillors and TARSAP panel and the results are discussed with the ward councillors. A map is produced and shows the ward councillors detailed consultation responses. This map gives the councillors a detailed analysis of the responses by area and allows them to potentially proceed with confidence regarding recommendations made by officers.

BP also responded

Encouraging as many people to respond as possible as it makes it clearer for the engineers and councillors as to what the residents want to proceed with

The council is here to help but needs responses from the consultation  
Parking is a very emotive subject and it can be challenging for the council to come up with a balanced solution that most people would agree to

### Extent of area and options to be consulted on and Summary

PN opened the discussions on the possible consultation area

PN presented a map of the area to the meeting that showed a suggested area derived from where the council had received previous complaints about parking – it was for the meeting to discuss this and make any changes it wanted to.

PN explained the theoretical boundary already drawn on the plan showing the suggested area. The north-west section of this boundary currently being bordered by the existing Pinner CPZ which is currently under review.

The south-west being bordered by the existing Rayners Lane CPZ Zone L and to the south-east the boundary being bordered by both area reviews taking place for Zone W and Zone U.

PN detailed what the consultation documents will consist of – some background information explaining what this is about along with the project engineers contact details, a map of the agreed consultation area, a questionnaire and an information booklet that contains more details on CPZ(s) and frequently asked questions relating to them. A pre-paid reply envelope would also be included. On the back of the document is a sentence in 11 different languages to try to reach as many people as possible in Harrow by offering a translation of the document into a language that they may be more comfortable with.

The council needs to know what the residents want – if a 1 hour CPZ would solve the issues or if a longer period would be preferred. It was highlighted to the meeting that the longer the restrictive times the more inconvenience this may cause for residents and their visitors, so the residents need to decide in the privacy of their own homes what they feel would best suit the area and their needs based on the current problems that they have.

Officers will try to keep restrictions as consistent as possible throughout an area to avoid any confusion for residents, their visitors and other users of the area.

### Where do we go from here?

Now that the consultation area has been identified the project engineer will start preparing consultation documents, questionnaires and plans that will be delivered to all residential and business properties within the agreed consultation area.

Public exhibitions will also be held during the public consultation period, usually one weekday, one weekday evening and one Saturday to allow as many people as possible to come to see the plans and talk face to face with the project engineer and other officers. Contact details of the project engineer are included in all documentation sent out so they can be contacted at anytime to discuss any issues in relation to the scheme that the consultees may have.

All responses are analysed and proposals developed from this. These will be discussed with your local ward councillors before a report is presented to the next available TARSAP

for their consideration. The report is also published on the council website a week before the TARSAP meeting date. The panel then passes the agreed recommendations to the Portfolio Holder for Environment and Community Safety for his final approval to proceed to Statutory Consultation. Statutory Consultation is the only process that is required under current national legislation and it can take a year before any measures are actually installed on the ground.

It is important that people return the consultation documents so that the council can get any scheme as right as possible as it is not possible to add any other proposals at the statutory consultation stage.

#### Closing comments from Chair

The Chair brought the meeting to a close thanking everyone for attending

Meeting concluded at 8.45pm

Minutes by Alistair Macadam 25<sup>th</sup> July 2013