

Environment and Enterprise  
Corporate Director – Caroline Bruce

## HEADSTONE LANE AREA PARKING REVIEW

### Stakeholder meeting minutes

Date: 7<sup>th</sup> July 2015  
Time: 7:15 pm  
Venue: Julie Cook Hall, Augustine Road

Panel  
Councillor Barry Kendler (BK) Meeting Chair and Chair Traffic and Road Safety  
Advisory Panel (TARSAP)

#### Also present:

Councillor Susan Hall (SH)	Hatch End Ward Councillor
Councillor John Hinkley (JH)	Hatch End Ward Councillor
Councillor Jean Lammiman (JL)	Hatch End Ward Councillor
Councillor Janet Mote (JM)	Headstone North Ward Councillor

16 stakeholders attended and signed the attendance register representing residents, Hatch End High School and local Safer Neighbourhood Teams of the Police

Andrew Leitch (AL)	LB Harrow – Team Leader Parking
Stephen Freeman (SF)	LB Harrow – Project Engineer
Roz Seedburgh	LB Harrow – Housing

Apologies received from a ward councillor, a resident and the lead petitioner (Long Elmes shops)

### Appendix A

Map of area showing the consultation area for the Headstone Lane Area Parking Review that was agreed at the meeting

### Minutes

#### Introduction

The Chair, Councillor Barry Kendler, opened the meeting welcoming everyone and thanked them for attending. The Chair introduced himself and the panel that consisted of the council officers listed above. He also noted the other councillors that were in attendance in the audience.

### Introduction to consultation process by Andrew Leitch

The steps in the consultation process were explained. The first step being this stakeholders meeting, then there will be a public consultation and finally a legal statutory notification.

It was explained that the council was aware of some of the issues but were here to listen to what the concerns of the residents and businesses were. The council had no preconceived schemes or ideas what will happen as it was up to the residents to tell us what their issues were. The council were there to try to help with as many of the issues raised as possible although definitive solutions would not be possible at this meeting.

It was explained that even if no controls were supported by the residents the council would take this opportunity to install double yellow lines at all junctions, bends and narrow parts of the carriageway to reinforce the well-established rules of the Highway Code where motorist should not be parking and to keep accesses clear for emergency and service vehicles.

It was stressed to the attendees the importance of returning the consultation documents when they are distributed and asked that all those present ensured that they got as many people as possible to also return their consultation documents. It is the results from the consultation that will determine what measures are proposed and it is therefore very important that officers could be confident in the recommendations made to the Portfolio Holder. This was the opportunity for the residents to consider what they thought their parking problems were and what they thought may be a suitable solution.

Mention was made that when looking at the results officers consider them on a road by road basis, however if there is a definitive split in support officers will recommend controls be installed in part of a road only. Also residents need to be mindful that if they choose not to support any controls and an adjacent road does support they are then likely to suffer displaced parking. The consultation will contain a supplementary question that gives those that may initially not support controls to change their mind if the adjoining road do want controls.

### **Discussion on parking problems**

The Chair opened the floor for discussion on what problems people are experiencing

Following is a list of the issues raised by the attendees.

#### Augustine Road

Commuter parking for rail station

Traffic and parking associated with the nearby school including parking on footway

Lack of enforcement on existing double yellow lines and school markings

Cars being worked on in the street and various vehicles being dumped for days at a time before and after being worked on

Larger transport vehicles parking taking up multiple parking spaces

Not enough space for parking

Speeding vehicles

Other anti-social behaviour

Not all residents would be interested in trying to sort out the parking problems.

### Fernleigh Court

Supported double yellow lines at junctions mentioned in introduction by AL  
Commuter parking for rail station  
Road is narrow so parked vehicle can cause obstruction

### Long Elmes

Nowhere outside shops for customers due to commuter parking for rail station  
In service road two cars cannot pass as it is too narrow  
Some parking needs to be provided for shoppers  
Parking problems associated with GP's surgery.

### Bancroft Gardens

Convert all or part of green in the centre to some parking for residents

### **Other issues or comments**

Private road/bridle way off Broadfields to garden centre suffers some parking now, what would happen if controls were installed in neighbouring roads?  
Parking areas off the public highway along Augustine Road, how would they be controlled?  
What are the options for disabled blue badge drivers?  
Council must be part responsible for parking issues due to allowing school expansion and other developments with not enough parking  
If cpz to go ahead make it same time as school pick up and drop off to stop school traffic  
Make Theobald/Augustine/Secker one way system with the 'in' at Theobald. Mention of petition submitted to previous TARSAP  
Make area 20mph zone especially considering proximity to (primary) school.  
Speeding issues in Augustine Road, Long Elmes and on the Headstone bends  
There should be a zebra crossing on island outside shops in Long Elmes and at the junction with Headstone Lane  
Trees overhanging approach to zebra outside school in Headstone Lane

### **Possible Solutions and comments on above points**

Officers addressed meeting to comment on possible solutions to the issues raised.  
Other comments also given by councillors present  
Residents need to decide what sort of restriction they think would work as a Controlled Parking Zone (cpz) would remove commuter parking but would not help with the number of vehicles residents own in the area.  
Traffic associated with schools is difficult due to the number of schools and the resources available to tackle this. There are two CCTV cars specifically to tackle issues around schools.  
Travel plan officers work closely with schools to try to encourage other forms of transport to/from school.

Controls such as Pay and Display (P&D) could be installed near shops to remove commuters but still encourage a turnover of vehicles for shoppers particularly in Long Elmes.

In narrow roads where any car parked could cause an obstruction it may be more practical to have restrictions covering the whole road.

The council as the highway authority do not have jurisdiction over the areas of road that are not classified as public highway including the parking areas in Augustine Road or the green in Bancroft therefore if any controls were installed in these road these area are not included. It would be for Housing to decide how to control these areas. Traffic will work with Housing to discuss options if they were willing to assist.

A land registry search for the owner of the private portion of road off Broadfields has not provided any property owner details so we are unable to comment on that at this time.

Possible off-street traffic orders will need to be obtained for any controls to be installed in bridle way and other parking areas as detailed above.

Some of the recent planning applications were refused by the council but later overturned on appeal. The council has to be confident it can defend refusals of planning permission.

National dispensation regarding disabled blue badge drivers was summarised at the meeting. Blue badge holders can park in P&D and permit parking bays free of charge.

One way systems can control vehicle conflict but can also be extremely inconvenient for residents particularly those at or near the ends of the system as they have the furthest to travel to get to or from their properties

Issues regarding speeding, 20mph and zebra crossing will be passed to the Traffic team for their consideration

Current indicative costs of parking permits were given at the meeting but it will be fully detailed in the consultation documents.

If a CPZ is implemented enforcement levels will increase but this is focussed on controlled period.

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

The Chair opened the discussions on the possible consultation area

Map of the area was presented 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. There was general agreement that the area was satisfactory, although maybe a bit large to start with, but at least if residents are included in the consultation they can opt not to have any controls so any final scheme progressed may be smaller than the consultation area.

It was reiterated that it is extremely important that the residents return their questionnaires so that officers can formulate the best solutions to try to tackle as many of the issues as possible. It will not be possible to solve every single issue.

Options detailed in the opening introduction were highlighted again but it is for the residents to tell the council what the issues are and what they think are possible solutions, whether it commuter or residents parking that are causing the issues identified at the meeting.

## **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. Contact details of the project engineer will also be included in all documentation sent out so they can be contacted at anytime to discuss any issue in relation to the scheme that the consultees may have as it will not be possible to respond to all individual responses received.

All responses will be analysed and proposals developed from this. These will be discussed with the local ward councillors before a report is presented to the Portfolio Holder for Environment, Crime and Community Safety (PH) for his consideration and his final approval to proceed to Statutory Notification. The PH decision record is also published on the council website and will include a copy of the full report.

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 notification stage.

## **Closing comments from Chair**

The Chair brought the meeting to a close thanking everyone for attending, also reiterating the point about getting the consultation documents returned to the council

Meeting concluded at 9:00pm

Minutes by Andrew Leitch – Drafted 8<sup>th</sup> July 2015  
- Approved 24th July 2015

# APPENDIX A

## Headstone Lane area parking review

Consultation area for area-wide review  
agreed by Stakeholders meeting

