

APPENDIX A

CABINET

VOL.5 CTRSAP 1

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

17 SEPTEMBER 2003

Chair: Councillor Miles

Councillors: * Arnold * Mrs Kinnear
* Burchell * Kinsey (4)
* Choudhury * John Nickolay
* Harriss * Anne Whitehead

* Denotes Member present
(4) Denote category of Reserve Member
† Denotes apologies received

RECOMMENDATION 1 - Controlled Parking Zones - Review of Permits

Your Panel received the report of the Interim Head of Environment and Transportation which considered the provision of business permits, special care and school parking permits with Controlled Parking Zones (CPZ), and considered charges for environmentally friendly cars.

Prior to discussing the report, the Panel received a deputation from a representative of a Wealdstone business. The depute informed the meeting that his business had been located in Wealdstone for nearly five years. The business employed five other staff, including one member of staff from outside the borough, and good parking was essential for successful running of the business. He stated that he expected parking facilities for businesses to be provided in the area, especially as residents parking bays were often empty during the day. He added that he would be interested in obtaining a business permit, but the proposed level of cost was prohibitive.

In response to a question from a Member, the depute informed the meeting that his business required convenient parking for both staff and visiting clients. He added that the business permits for the local car parks were also too expensive. In response to further questions, he suggested that £100 was a reasonable amount to pay for a permit, considering residents only paid £40 a year.

Officers informed the meeting that this report considered permits for businesses, schools and carers. He clarified that business permits were designed for operational use, not all day parking by staff. This was a reflection of local and regional policies and was in line with the policies of other boroughs. As the introduction of business permits was a new policy across many boroughs, there was not yet a consistent method of best practice. The results of the policy would be revisited as part of the annual CPZ review, and adaptations made if necessary.

An Officer reminded the meeting that CPZs were only introduced following extensive consultation with both residents and businesses. Policy within CPZs was to make short stay parking easier and restrict long stay parking, such as commuters.

In response to a question from a Member, Officers informed the meeting that a business permit for the multi-storey car park in Wealdstone was £400 per year. He added that it was good practice to charge more for on street parking than off street parking. Following further questions, it was confirmed that the proposal was to charge £500 for an annual business permit to park on the street.

During discussion of the limit of two permits per business, Officers reminded the meeting that the aim of CPZs was to manage parking and prioritise residents. The issuing of more than two permits per business could create problems the parking schemes were designed to solve.

In response to comments from a Member, Officers confirmed that business permits only allowed parking for up to three hours at any one time, unlike permits for the proposed off street car parking. Officers reiterated that this was because there was still too much parking on the street and they were keen to encourage parking in car parks.

A Member commented that Harrow should make greater efforts to accommodate small businesses such as the depute's, or Harrow would lose out to neighboring boroughs. An Officer commented that on street capacity was often a problem, hence the need for a CPZ in the first place, and it was a question of balance between the needs of businesses and residents and others. Following further discussion, a Member informed

the meeting that the cost of a permit was tax deductible.

A Member of the Wealdstone Regeneration Advisory Panel, present to speak on this item, stated her support for the depute and voiced her concern for the effect the high charges would have on Wealdstone. She suggested that there should not be a borough-wide charging policy, instead charges should be bespoke to each area. A Member suggested that the possibility of relating business permit charges to rateable values should be investigated. In response, a Member reminded the Panel that CPZs were put in at the request of local community because of the excessive demands on limited road space.

A Member commented that it acted as a disincentive to use public transport if parking costs were cheaper. Other issues to consider included the environmental impact of car use and the costs of this impact. In conclusion, she suggested that the cost of a permit could be reduced slightly from that proposed.

Following a suggestion from a Member, Officers stated that it was technically possible to issue differing numbers of permits based on the size of applicants' businesses, although it may be difficult to verify the number of employees. He noted that other boroughs did not operate in this way.

The Harrow Public Transport Users' Association Advisor reminded the Panel that roads were for moving traffic, not for parking. Therefore, it was essential that parking charges encouraged the use of off-street parking over on-street parking. He suggested that charges for off-street parking could be reduced to encourage this.

Members noted their support for the Harrow Public Transport Users' Association Advisor's proposal and suggested that certain Pay and Display bays could be made available to business users. A Member also commented that some small businesses were unable to use public transport, as they required a car for their work.

A Member of the Wealdstone Regeneration Advisory Panel commented that while she would welcome reduced charges for long stay off-street parking, it was still necessary to make Wealdstone more user-friendly.

Officers informed the meeting that only Harrow town centre, Wealdstone, Pinner and Stanmore had provision for off street parking for business use. Spaces were only offered when capacity allowed and preference was given to short-term use.

Following discussion, Members agreed that charges for both on and off street business parking should be reviewed, and should reflect the need to encourage off-street parking. Members also suggested that the Wealdstone CPZ area could be used in any pilot scheme.

Resolved to RECOMMEND (To the Executive)

That

- (1) Business Parking Permits within the Borough's Controlled Parking Zones (CPZs) as described in paragraph 6.12 (with the exception of 6.12 (b) and (f)) of the report and as set out below, be authorised, and officers be authorised to make provision for business permits under the powers provided by Section 45 of the Road Traffic Regulation Act 1984,
 - (a) Business parking should be in shared use (Business/P&D) bay converted from existing parking spaces
 - (b) The maximum stay should be limited to 3 hours or that of the associated P&D, whichever is less.
 - (c) The maximum size of a vehicle should be 2.3 metres high and 5.5 metres long.
 - (d) The maximum number of permits per business per year should be two
- (2) A further report be prepared considering options for setting charges for business permit parking on and off-street.
- (3) The introduction of (1) above be carried out for each zone at their next review
- (4) Carers parking permits as described in paragraph 6.19 of the report and as set out below, be introduced

- (a) In order to minimise abuse, a carer's permit bearing the resident's road name, is issued to the resident in question in receipt of Disability Benefit or Attendance Allowance for use on any visiting vehicle. The permit be free of charge and renewable annually.
- (5) Up to two permits to schools within a CPZ as described in paragraph 6.22 of the report and as set out below, be provided
- (a) When designing future zones, and when reviewing existing ones, a small number of free, or pay and display bays be introduced near school entrances, where this will not unreasonably disadvantage residents, and where off-street parking is not available. These would be intended for school visitors. Where it is not possible to introduce these bays, a Head Teacher be allowed to purchase visitors permits provided the school is within a CPZ and has a Green Travel Plan
 - (b) Where the Head Teacher believes it is essential, for school operational reasons, for staff vehicles to park near to the school, the Head Teacher may apply for up to two "resident's" permits, subject to the following;
 - (i) There is no, or insufficient, on-sit parking
 - (ii) The school has a Green Travel Plan
 - (iii) Such provision will not unreasonably detract from residents parking space
- These permits to be charged at the 'first vehicle' rate and to be endorsed with the school name for use by any vehicle authorized by the Head Teacher.
- (6) The existing 50% discount on residents' permits, offered to drivers of environmentally friendly vehicles, as defined in the traffic order, be made free of charge, as described in paragraph 6.24

[REASON: To control Parking]

RECOMMENDATION 2 - Sudbury Hill Stations Area Controlled Parking Zone - Formal Objections to the Advertised Traffic Order

Your Panel received a report of the Interim Head of Environment and Transportation which considered formal objections to the advertised traffic order to introduce a CPZ in the roads near Sudbury Hill Underground and Overground Stations. Introducing the report, the Chair reminded the meeting that the Panel had agreed to the implementation of the scheme at its last meeting, subject to the consideration of formal objections to the traffic order.

Prior to discussing the report, the Panel received a deputation from residents of Greenford Road. The depute apologised for the late notice of the deputation and stated there had been some difficulties with communication. He stated that it was inappropriate for consultation to be carried out during August and suggested that there could have been several further objections if the traffic orders had been published during September. He requested that implementation of the scheme be delayed for reconsultation with residents. There was support for residents' parking bays, but the scheme would lead to the loss of 16 parking spaces. The need for enough space for lorries to turn was recognised, but the needs of residents should take priority.

The original plans had the existing pedestrian refuge outside 63 Greenford Road positioned further south on Greenford Road, allowing increased residents' parking in this area of the road. Due to an objection from a builder's merchants, the island had returned to its original location with no consultation with residents. This has resulted in insufficient parking for residents of 62-76 Greenford Road. He added that the proposed yellow lines outside 73 Greenford Road would leave the resident with no alternative parking and that residents of Greenford Road were being unfairly punished. He also suggested that the road was too busy for a cycle lane to be effective and that bus stops had lead to the removal of a further six parking spaces on Greenford Road. He appreciated that the scheme was an attempt to stop commuter parking, but stated that the revised scheme would ruin the area.

A second member of the deputation informed the Panel that, with the revised scheme she would not be able to park outside her house because of double yellow lines. This was particularly important as she had a young child. She asked the Panel to consider

London Borough of Harrow
On street paid parking

Zone		Description (S)=shared	No of bays	Area Total	Charging Hours	Tariff
A	Pinner	Bridge Street	17	17	08.00 to 18.30 Mon. to Sat	40p per 1/2 hour - 2hr max. stay
	North Harrow	Pinner Road	28		28	08.00 to 18.30 Mon. to Sat
B	Stanmore	Buckingham Parade	50	59	08.00 to 18.30 Mon. to Sat	40p per 1/2 hour - 3hr max. stay
		Church Road	9		08.00 to 18.30 Mon. to Sat.	40p per 1/2 hour - 3hr max. stay
C	Wealdstone	Sandridge Close	22	75	08.00 to 18.30 Mon. to Fri.	£3.00 per visit
		Headstone Drive	29		08.00 to 18.30 Mon. to Sat.	20p per 20 minutes->3hrs £10
		Zone CA(S)	24		08.00 to 18.30 Mon. to Sat.	20p per 20 minutes->3hrs £10
D-K	Harrow	Greenhill Way, Lyon Rd, St. John's Rd	81	275	08.30 to 18.30 Mon. to Sat. 10am-6pm Sun	40p per 10 minutes - 2hr max. stay
		Tariff A	53		08.30 to 18.30 Mon. to Sat. 10am-6pm Sun	30p per 10 minutes - 2hr max. stay
		Tariff B	5		08.30 to 18.30 Mon. to Sat. 10am-6pm Sun	30p per 15 minutes - 2hr max. stay
		Tariff D	29		08.30 to 18.30 Mon. to Sat. 10am-6pm Sun	30p per 15 minutes - 4hr max. stay
		Tariff E	83		08.30 to 18.30 Mon. to Sat. 10am-6pm Sun	30p per 15 minutes - 10hr max. stay
		Station Road, by Civic Centre	20		08.30 to 18.30 Mon. to Sat. 10am-6pm Sun	30p per hour - 2hr max. stay
		High Mead(S)	4		08.30 to 18.30 Mon. to Sat. 10am-6pm Sun	30p per hour - 2hr max. stay
P R	Harrow Harrow	Rosslyn Crescent(S)	24	59	08.30 to 18.30 Mon. to Sat	30p per hour - 4hr max. stay
		Woodlands Road(S)	14		08.30 to 18.30 Mon. to Sat	30p per hour - 2hr max. stay
		Chrystal Way(S)	13		08.30 to 18.30 Mon. to Sat	30p per hour - 2hr max. stay
		Bonnerfield Lane(S)	7		08.30 to 18.30 Mon. to Sat	30p per hour - 2hr max. stay
		Flambard Way(S)	1		08.30 to 18.30 Mon. to Sat	30p per 20 mins - 4hr max stay
M	South Harrow	Northolt Rd	68	116	08.00 to 18.30 Mon to Sat	40p per 1/2 hour. >6hrs £10
	South Harrow	Other Roads(S)	48		08.00 to 18.30 Mon to Sat	30p per 1/2 hour - 4hr max. stay
	Rayners Lane	All bays except those listed below	82		08.00 to 18.30 Mon. to Sat	30p per 20 minutes >6hrs £10
		Alexandra Ave	6		08.00 to 18.30 Mon. to Sat	30p per 20 minutes >6hrs £10
		Imperial Drive-East Side	11		09.30 to 16.00 Mon to Sat	30p per 20 minutes >6hrs £10
		Village Way East-North Side stage 2-Rayners Lane	10		10.00 to 18.30 Mon. to Sat	30p per 20 minutes >6hrs £10
		19	08.00 to 18.30 Mon. to Sat	30p per 20 minutes >6hrs £10		
T	Kenton Road	Kenton Road	32	32	8.00 to 18.30 Mon. to Sat	20p per 20 minutes - 2hr max stay
	Edgware	Edgware(S)	14		8.30 to 8.30 Mon to Sat	30p per 1/2 hour - 2hr max stay
			Total	803		

Existing on-street parking charges

APPENDIX B

Appendix C

Other Outer London Boroughs
Business Permit Charges

Barnet	£125 or £250	Probably relates to 1 hour or all day zones
Enfield	£45 or £590	Enfield town centre (£590) is an all day zone, others are all 1 hour zones
Havering	£45	
Hillingdon	£120	
Redbridge	£78	All day zone, also valid in 2 car parks.
Waltham Forest	£225	Any worker, not business essential. (£275 from April 2003)

Based on a survey undertaken in March 2003. Charges relate to 2002/03

LONDON BOROUGH OF HARROW CAR PARKS

ONE	CAR PARK	SPACES	AREA TOTALS	TYPE	Public	Business	Disabled	Tenant	CHARGING HOURS	TARIFF (including VAT)
A	Chapel Lane	154		Pay and Display	116	33	5	0	8.00am-6.30pm Mon-Sat	Mon - Fri 60p per hr, £10 over 6 hrs Sat - 60p per hr 60p per hour, £10 over 6 hrs 60p per hour.
A	Love Lane	183		Pay and Display	177	0	6	0	8.00am-6.30pm Mon-Sat	
A	Waxwell Lane	111		Pay and Display	89	20	2	0	8.00am-6.30pm Mon-Sat	
A	Marsh Road	8	456	Business	0	8	0	0	8.00am-6.30pm Mon-Sat	
B	The Broadway (Surface)	38	298	Pay and Display	38	0	0	0	8.00am-6.30pm Sat only	40p per hour
C	Canning Road (North)	64		Pay and Display	64	0	0	0	8.00am-6.30pm Mon-Sat	40p per hour
C	Grant Road	18		Pay and Display	11	0	7	0	8.00am-6.30pm Mon-Sat	40p per hour
C	Palmerston Road	27		Pay and Display	25	0	2	0	8.00am-6.30pm Mon-Sat	40p per hour
C	Peel House Multi-Storey	257		Pay on Foot	160	63	10	24	7.30am-8.30pm Mon-Sat****	40p per hour
			366							
D	Davy House	97		Pay and Display	96	0	1	0	8am-6.30pm Mon-Sat 10am to 6pm Sun	£1.70 1st 2 hrs, £1 each additional hr £3.00 Mon-Fri, £2.00 Sat&Sun
D	Gayton Road	283		Pay on Entry	255	26	2	0	12 midnight-6.30pm Mon-Sat 10am-6pm Sun	
D	Greenhill Road	46		Pay and Display	41	5	1	0	8am-6.30pm Mon-Sat 10am to 6pm Sun	
D	Greenhill Way	274		Pay and Display	263	0	11	0	8am-6.30pm Mon-Sat 10am to 6pm Sun	
D	*Queens House Multi-Storey	450		Pay on Entry	90	60	0	300	12 midnight-6.30pm Mon-Sat 10am-6pm Sun	£2.20 1st 2 hrs, £1.10 per hour or part hour £3.00 Mon-Fri, £2.00 Sat&Sun
D	St Johns Road	17		Pay and Display	16	0	1	0	8am-6.30pm Mon-Sat 10am to 6pm Sun	
D	Vaughan Road	48	1215	Pay and Display	45	0	3	0	8am-6.30pm Mon-Sat 10am to 6pm Sun	£1.70 1st 2 hrs, £1 each additional hr 2 hrs £1.20, 4hrs £1.70, 6hrs £2.20, over 6hrs £2.70
	Belmont Circle	50		Free	50	0	0	0		
	Cambridge Road	150		Pay and Display	142	0	8	0	8.00am-6.30pm Mon-Fri	30p per hr, £3 over 3hrs
	Grimsdyke	86		Free	86	0	0	0		
	Kingshill Drive	25		Free	24	0	1	0		
	Portland Crescent	13	324	Free	13	0	0	0		
	TOTAL	2399		TOTAL	1801	215	60	324		

* 400 spaces Sat & Sun
****Closed outside these hours

(Excluding VAT)	Business Permits			Company
	Area	Reg. no. specific	Company	
	Annual	6 Mths	3 Mths	p/a
Pinner, Stanmore, Wealdstone, North Harrow	£400	£275	£225	£525
Harrow Town Centre (inc. VAT)	£700	£400	£250	£750

CARPARKS-new.xls

Oct-03

APPENDIX D - Existing car park charges