

## Appendix A

### BURNT OAK BROADWAY – POSSIBLE NEW PARKING CONTROLS

#### KEY STAKEHOLDER MEETING

1. Notes of stakeholders meeting held at Burnt Oak Christian Fellowship, Oakleigh Avenue, Edgware, HA8 5DT on Thursday 11 September 2008 at 7pm.

2. **Attendees:**

*Chair:* Councillor Susan Hall – Environment and Road Safety Portfolio Holder

John Phillips	Buckingham Road resident
Eric Diamond	North West London Chamber of Commerce
Dough Cannings	Kenton Road Cycling Club
Mr R Ludgate	Queensbury Householder's Association
Maria Tavares	QARA Group of Associations
Ken Hasley	William Ellis Residents' Association
Ken Southern	Edgware Safer Neighbourhoods Team
G Meyer	Edgware Safer Neighbourhoods Team
H Morrison	Vancouver Road resident
M Gurh	Vancouver Road resident

*Ward Councillors:*

Nan Asante  
Mrinal Choudhury  
Margaret Davine

*Other Councillors*

Julia Merison  
Phillip O'Dell  
John Nicholay

*Officers:*

Paul Newman	HC - Senior Highways Engineer
Owen Northwood	HC - Project Engineer

- 2 **Apologies:**

Apologies were received from the following:

Councillor Gerry Miles	Labour Group representative on TARSAP
G Campioni	Canons Park Residents' Association
John Docherty	London Fire Brigade
Anthony Wood	Harrow Public Transportation Users Group (H P T U A)
R Dunwell	QARA Group of Associations
Karen Grinter	LB Barnet – Project Engineer highways design team
Hossein Amir Hosseini	LB Brent – Traffic management
Dennis Thompson	HC - Traffic and Highways Network Manager

3. **Chairman's introduction:**

Each attendee introduced themselves for the benefit of others.

Councillor Susan Hall welcomed stakeholders to the meeting and explained that the purpose of the meeting was to hear what parking problems resident, business and other representative groups have in the area, the likely effect on Harrow's roads by the parking controls proposed by Barnet on adjacent road in their borough and what parking measures Harrow residents' in the Burnt Oak area would like.

It was explained that Harrow's review of parking in the area had been brought forward in the programme because of Barnet's consultation on parking measures on their side of Burnt Oak Broadway.

Copies of an agenda together with a plan showing the roads in the area of Burnt Oak Broadway were circulated.

4. **Officer introduction:**

An officer explained that Barnet council were in the process of consulting on a controlled parking scheme on roads in their borough. Barnet's proposals are for a Controlled Parking Zone (CPZ) to operate Monday to Friday between 10am-11am and 2pm-3pm centred on Burnt Oak Station. A drawing showing Barnet's proposals was displayed at the meeting.

The current position with Barnet's review is that they are analysing the consultation responses and are hoping to announce a decision at the end of September 2008.

The officer considered that it would be likely that parking would be displaced into roads on the Harrow's side of the borough boundary. Advice received previously from the council's parking consultant is that commuters will park their vehicle up to 20 minutes walk from their destination. It is for this meeting to consider how much of this displaced parking is likely to affect the roads in the area.

5. **Open Discussion**

***A resident of Buckingham Road enquired why despite having petitioned the council for parking measures to be introduced in their road, that area around Canons Park Station will not be looked at until Winter 2010 – 2011.***

Whilst it was acknowledged that this meeting did not include the area around Canons Park Station, the council receive numerous request and petitions across the whole of the borough for parking controls to be implemented. However to put parking restrictions in one street may affect adjacent streets due to displaced parking which has an effect on the wider community. Therefore the council have decided to consider such parking measures on an area basis. All requests for parking controls are considered annually by the Traffic and Road Safety Advisory Panel (TARSAP) in February in order to decide each scheme's priority. The Chair invited this matter be discussed separately outside the current meeting.

***Resident groups questioned how a CPZ scheme would work.***

Officers explained that a controlled parking zone is implemented to reduce commuter parking throughout the day by the introduction of a parking controlled period, which could be from 1 hour a day, two separate 1hour periods during the day or any period up to all day. Within the zone resident parking bays would be provided at locations where they would not cause an obstruction and be indicated by white road markings together with a permit parking sign erected on a post. The rest of the zone area would have a yellow line. This would allow vehicles to be parked in the bays and on the yellow lines providing that they do not cause an obstruction out-side the period of the controlled hour. During the operation of the controlled period, only those vehicles displaying a valid permit would be allowed to park in the parking bays. Those vehicles parked without a valid permit or parked on a yellow line during the controlled period would be likely to incur a penalty charge notice (PCN) issued by the Council's parking enforcement attendants.

The cost of a resident's permit is currently £41.50 for the first vehicle. The cost increases for 2nd and 3<sup>rd</sup> or more vehicles.

Residents can purchase visitor's permits for their visitors if they wish to park during the controlled hour. Visitor permits come in the form of "scratch cards" and are sold in books of 10. The current cost for a one-hour zone is £10 (£5 for senior citizen).

The council has just published a booklet on parking controls explaining how they work together with a section of answers to frequently asked questions. The booklet is intended to be available on line at the Harrow council's web site and will be delivered to all consultees together with the consultation document.

***A resident stated that since the Edgware Community Hospital had introduced car parking charges it is very difficult to find a parking space near the hospital.***

***One resident stated that people park tight up to driveways making it difficult to drive in and out. Another resident stated that they had the same problem in Stag Lane where shoppers' park across their driveways.***

Officer stated that a CPZ scheme would deter obstructive parking in that parking bays would be introduced only where it safe to park. It was acknowledge that such schemes do reduce the number of parking spaces available on street. However such measures do free up the street to general traffic flow and create a safer environment. Residents who encounter obstructive parking should contact the council's parking enforcement section who have powers to issue penalty charge notices (PCN's) to those vehicles parked across a dropped kerb with out permission.

With regard to Stag Lane this is a boundary road shared with Brent council. Officers were asked to look into which council should be responsible for parking issues on this road.

**(Foot Note:**

**Following the meeting it has been established that Harrow is responsible for parking issues on its side of Stag Lane)**

***A resident requested whether it was possible to introduce footway parking especially where the road width is narrow.***

An officer stated that council will consider footway parking in cases where residents have no alternative to off-street parking. However to introduce footway parking is very costly to the council since the footway has to be strengthened to protect underlying services from damage from the weight of vehicles parked on the footway.

***Another issue raised was concern of illegal footway parking in Burnt Oak Broadway***

Officers responded that Civil Enforcement Officers (CEO's) do have powers to issue parking tickets in the form of Penalty Charge Notice (PCN's) to drivers of illegally parked vehicles. Unfortunately they are not able to police the area 24 hours a day, however officers will request that parking enforcement increase the number of times they visit the this area subject to availability of CEO's .

***Resident groups felt that it was unjust that they would have to pay for parking outside their own house.***

In the strictest terms, no one has the right to park a vehicle on the highway. However, in reality, majority of homes now have at least one vehicle and kerbside space must be managed. Each new zone created is allocated a budget from the council's purse to cover the costs necessary to introduce a scheme. This expenditure must then be recovered. The method of recovering this expenditure is through the sale of permits to those who will benefit from the scheme, i.e. the residents.

Those residents who have off street parking do not need to purchase a parking permit unless they wish to park on the highway during the controlled hour(s).

***Resident group questioned that the area around the development for Ellis sports ground should be included with Burnt Oak Broadway to have parking controls.***

Officers explained that there is money available from the developer to review and implement necessary parking controls in this area. However until the development site is finished and occupied the effect on neighbouring streets can not be full assessed and that the money from the developer is not available until completion of the development. Also, should a consultation be carried out at the present time it is likely that residents would respond that they do not have a current parking problem.

***A representative for businesses emphasised that businesses also needed off street parking spaces to operate effectively. Should a CPZ be introduced, parking spaces for shoppers will need to be provided together with spaces for businesses who will need parking for longer periods for their visitors.***

An officer stated that at the design stage consideration will be given to provide short and long term pay and display parking spaces. Businesses within a controlled zone can purchase a business parking permit. These permits are zone specific. Vehicles displaying a business permit can park in residents parking bays in the zone.

The cost of a business permit is £306 per annum.

To be eligible for a business permit, businesses must show that their vehicles are required for operation purposes and that the vehicle must be registered to the company making the application. Businesses will need to provide evidence of their ownership of the vehicle and its business status.

Business permits are restricted to two per business.

**The consensus of the meeting was that proposed extent of the consultation area should be an area bound by Bacon Lane to the north, Stag Lane to the south and extend from Burnt Oak Broadway to Broomfield Road.**

***A question from the floor asked what happens next.***

Officer informed the meeting that first a design has to be worked up suitable for the public to be consulted on. Consultation would be undertaken in the new year.

The results of the consultation would then be reported to the Council's Traffic and Road Safety Advisory Panel. Providing that these results were clear-cut (either for or against the scheme) they would make their appropriate recommendations to the Portfolio holder for her decision. The Council look for majority support.

Once the Portfolio Holder has given their decision to proceed with the scheme, the Traffic Orders necessary to implement the scheme have to be advertised nationally and in the local press for a minimum of 21 day period, this is a statutory requirement which gives other member of the public the opportunity for objections to be made. Unfortunately with schemes of this nature objections are invariable received. These objections are reported to the panel and providing the objections are either resolved or set a side the scheme can precede.

The length of time to implement a scheme from consultation stage can vary from 6 months to 18 months depending on the responses from consultation and objections received (if any).

## **6 Summing Up**

Councillor Susan Hall (chair) stated that the consultation process was the residents' and businesses' opportunity to determine what parking controls they wanted in their area. This was not a money making scheme for the council.

She stressed that Harrow council will not impose a scheme on the local residents. The council would look for a clear majority from the consultation process as to which streets would want to be included in a scheme. Also because of the costs involved in carrying out the consultation process, the council is unlikely to carry out another review in this area for some considerable time since there are pressures from other areas requesting parking controls.

**Officers recommend to: -**

- 1. prepare a scheme based on the consensus of this meeting to include the following roads:**

Bacon Lane, Vancouver Road, The Chase, Broomgrove Gardens, Northholme Gardens, Axholme Avenue, Orchard Grove, Columbia Avenue, Greencourt Avenue, Burnt Oak Broadway, Oakleigh Avenue, Briary Grove, Park Way, The Highlands, Argyll Gardens, Kenmore Gardens, Strathmore Gardens, Gordon Gardens, Stage Lane.

**A plan of the agreed extension area for the purposes of consultation is attached.**

**7 AOB**

There being no other business the Chair warmly thanked those attending the meeting. The meeting closed at 8.00pm.

**Provisional Programme**

Consultation March 2009

Results of the consultation reported to TARSAP on June 2009

Advertise Traffic Management Orders: Autumn 2009.

Consider objections (if any) September 2009

Provided that the result of the consultation show that there is support for the scheme and there is no need for further consultation and subject to sufficient funding being available, the scheme could be implemented by Winter 2009-2010.