

# HAREFIELD HOUSE CAR PARK - PETITION OBJECTING TO THE INTRODUCTION OF PAY & DISPLAY PARKING

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Hayley Thomas Residents Services Directorate
<b>Papers with report</b>	Appendix A - Harefield House Car Park Site Plan Appendix B - Harefield Parking Petition flyer

## 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition objecting to the introduction of Pay & Display parking at Harefield House car park.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for resident parking schemes
<b>Financial Cost</b>	There are no direct financial implications associated with the recommendations within this report.
<b>Relevant Policy Overview Committee</b>	Residents & Environmental Services
<b>Ward(s) affected</b>	Harefield

## 2. RECOMMENDATIONS

### Meeting with the petitioners, the Cabinet Member:

1. discusses with petitioners their concerns with the introduction of parking controls at Harefield House car park.
2. acknowledges the conditions of the Section 106 agreement for the Harefield House/Cedar House redevelopment. This included a clause that if the public car park was not provided within two years of the lease being agreed in November 2014 then it would be assigned back with no obligation to provide a public car park.
3. recalls that following statutory consultation a formal decision was taken by the Cabinet Member in March 2016 to proceed with the introduction of Pay & Display parking in Harefield House car park. The proposals are in line with the majority of

car parks in the Borough, and as such a local Ward Councillor supported the proposals.

4. considers the information produced and circulated locally regarding parking charges within the 'HELP SAVE FREE PARKING IN HAREFIELD!!' flyer, causing unfortunate and unnecessary confusion for residents, many of whom wrongly assumed that the matter related to wider proposals beyond those for the car park alone.
5. notes that following investigations, correspondence was provided to the lead petitioner on 28 April 2016 by the Deputy Director of Planning, Transportation and Community Projects who was fully satisfied that the proper process had been followed throughout.
6. reassures the petitioners that in common with all new parking management arrangements the scheme will be reviewed, usually after 12 months, to determine that the objectives of the scheme are being met.

#### **Reasons for recommendations**

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions and provide reassurances that, in relation to Harefield House car park, the Council is "Putting residents first."

#### **Alternative options considered / risk management**

Officers did consider that given the factual errors of the 'Help Save Free Parking in Harefield' and the 'Keep Free Parking in Harefield' petition titles, a conclusion may have been reached that the petition is based on a false premise.

This could have taken away the right to have the petition heard at a Petition Hearing with the Cabinet Member for Planning, Transportation and Recycling. However it was considered on balance that a Petition Hearing would provide the lead petitioner with an opportunity to state his case and ensure that the Council fully understands the basis of his concerns with regard to the car park.

Hillingdon Council's petition process enjoys high resident participation and satisfaction. The petition process allows members of the public to have direct influence on the decision making process and to raise concerns that are important to them.

#### **Policy Overview Committee comments**

None at this stage.

### **3. INFORMATION**

#### **Supporting Information**

1. Harefield Village has recently benefitted from a range of public realm improvements, shop front grants and business support to regenerate the high street and improve the overall quality

of the village shops and services. From August 2014 to March 2016 the village has received over £550k of investment from Transport for London (Local Improvements Plan) funding as well as the Council's own resources. Key successes include:

- *Three new businesses opening within the village;*
- *19 existing businesses receiving grant funding and free design expertise to improve their shop fronts and signage;*
- *35 businesses benefitting from visual merchandising training and support;*
- *Public realm improvements to upgrade street lighting, refurbish benches and resurface the paving and road, and*
- *Village promotions and events such as the first Harefield Village Market and the Easter Egg Treasure hunt.*

1. In line with these improvements and following a protracted period, Country & Metropolitan Homes Ltd transferred the car park adjacent to Harefield House to the Council as required under a S106 agreement (as defined under the Town and Country Planning Act 1990 and amendments). The Council now has a lease for 99 years, which will expire in 2113.

3. The car park has a total of 50 spaces and, under the terms of the lease, can only be used for public car parking. Formal agreement has been reached for this to become a shopper's car park, named 'Harefield House Car Park' with a four hour maximum time limit to ensure a regular turnover of spaces. The Council's standard limited parking rates will apply, which are as follows:

<b><i>Period of stay</i></b>	<b><i>Hillingdon First rate</i></b>	<b><i>Standard Rate</i></b>
<i>Up to 30 mins</i>	<i>Free</i>	<i>Free</i>
<i>Then each 30 mins to 2 hours</i>	<i>£0.20p</i>	<i>£0.70p</i>
<i>Then each 20 mins to maximum stay</i>	<i>£0.20p</i>	<i>£0.70p</i>

4. It should be noted that these costs are generally uniform across the Borough for short stay parking of a similar nature and, in comparison to other local authorities in the wider local area, the costs to residents are amongst the lowest on offer.

5. As the Cabinet Member will be aware, petitioners in other Hillingdon centres have successfully petitioned in favour of the introduction of these 'stop and shop' tariffs and as a consequence, a large number of such schemes are in operation, with a generally high level of local support.

6. On 11 July 2016, the lead petitioner, in an email to Democratic Services, sought assistance on how to submit an online ePetition and also advised that additional paper signatures were expected to be submitted by a fellow local campaigner but it was feared that these signatures has been lost.

7. A petition with 258 signatures has now been submitted to the Council. The format of the petition means that we cannot be precise about the proportion of resident and business

signatories. It is also unclear how many of the signatories are residents within Harefield ward itself. The titles of the written petition received are:

***Help Save Free Parking in Harefield***

*We, the undersigned call upon Hillingdon Council to withdraw plans to introduce parking charges to Harefield. Also, we do not want any related equipment or resources installed in connection with this.*

***Keep free parking in Harefield Village!***

*The Council want to end free parking in the village: we can get them to rethink at this late stage again!*

8. The petition titles are based on the premise that the Council intends to end free parking and introduce parking charges within Harefield Village itself. This is not and has never been the case. The Council has received a number of enquiries from residents who were clearly of the view that parking charges were being proposed more widely, but as noted, this is incorrect.

9. This is not to say that parking controls would not be considered if such a change was required, in the form of a petition, but as there has been no such request there are no plans to make any other changes to parking in the shopping centre of Harefield Village.

10. Now that a lease on the car park has been agreed, Harefield House car park will operate on the same basis as all Hillingdon's Shoppers' car parks with 30 minutes free parking for everyone and a maximum stay of up to four hours. The extent of the area where Pay & Display parking is to be introduced is shown in the site plan; please see Appendix A attached.

11. An ePetition, with the title 'Keep parking in Harefield free' has also been submitted by the lead petitioner via change.org.

12. Officers were made aware in December 2015 of a somewhat misleading flyer that was being distributed within the Village entitled 'HELP SAVE FREE PARKING IN HAREFIELD.' Please see copy reproduced at Appendix B. Officers have been careful to stress that the proposals for parking charges relate solely to the Harefield House Car Park and nowhere else in Harefield, but it is apparent from the emails subsequently received from residents that the text contained within the flyer has caused significant confusion.

13. It should be noted that from the earliest correspondence regarding Harefield House car park received from the lead petitioner in July 2015, officers across Town Centre Improvements, Parking Services and Democratic Services have worked diligently to provide information as requested by the lead petitioner in his regular emails, including guidance on how to organise a petition. This support was acknowledged by the lead petitioner in a recent email of 9 September 2016.

14. Correspondence was received from the lead petitioner on 20 April 2016 and a written response was sent on 28 April 2016 by the Deputy Director of Planning, Transportation and Community Projects who was fully satisfied that the proper process has been followed throughout.

15. As part of the planning proposals to redevelop the Harefield House site, a Section 106 agreement was put in place that would allow the Council to lease the land and regulate the car

park on similar terms to those set by the Council in respect of their car parks for the public at large.

16. If the Council had failed to action the section 106 agreement within the specified time frame, the land owner would have been able to retain the area for his own uses and management, and would have had no obligation to maintain the area as a car park. The Cabinet Member will appreciate that this is an important obligation and by honouring its obligations, the Council has best served the interests of local residents through ensuring that the car park remains available as an asset for all to use.

17. Prior to the Council taking control of the car park the management and enforcement of the car park was carried out by the land owner of Harefield House. Residents, businesses and local Ward Councillors are keen to increase available parking in the village centre, which at present has limited available on-street parking. To ensure that the car park provides a good turnover of spaces for shoppers, and to allow the Council to properly maintain the land, as stipulated in the lease agreement, Pay & Display parking was proposed for the car park.

18. As the Cabinet Member will recall, from 16 September to 7 October 2015 the Council undertook statutory consultation on a proposed Pay & Display arrangement, as indicated in the site plan (Appendix A). During this period public notices were placed on nearby lamp columns, in a local newspaper and the London Gazette. Four objections were received during the consultation period, two from local businesses, one from the local infant school and one from a local resident.

19. A Harefield Ward Councillor also contacted officers regarding the proposals and provided the following comment; *'After looking at the whole situation, I cannot see any reason why this car park should not incur the same charges as other Council car parks. Although I have sympathy for the objections there were only a few and Harefield does not have any restricted street parking so in some ways we are more fortunate than most.'*

20. The responses to the consultation were reported to the Cabinet Member to consider and on 16 March 2016 approval was given to proceed with the installation of Pay & Display parking restrictions proposed for Harefield House car park. The function of this 'Cabinet Member Report' is to allow the Council to consider the basis and background of any objections and, dependent on the views taken, to make the Council's formal decision on the matter.

21. It is recommended that the Cabinet Member meets the petitioners and discusses their concerns. In common with all new parking management arrangements the scheme will be reviewed, usually after 12 months, to determine that the objectives of the scheme are being met.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report.

Cabinet Member approval was granted to proceed with the Pay & Display proposals within the car park, which are scheduled to go live on 10 October 2016.

The Cabinet Member should be aware the section 106 agreement includes a clause that if the public car park is not provided by November 2016 then it would be returned to the developer who could elect to use it for other purposes.

#### **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

##### **What will be the effect of the recommendation?**

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns

##### **Consultation Carried Out or Required**

Statutory consultation was carried out between 16 September and 7 October 2015 by the insertion of public notices in the local newspaper and displayed on site.

#### **5. CORPORATE IMPLICATIONS**

##### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications noted above.

##### **Legal**

The decision makers must ensure that there is full consideration of the representations that have been received and the Council have to consider their statutory duty under section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The statutory duty must be balanced with the concerns raised by any objectors.

In considering the responses received, the Council must ensure that there is a full consideration of all representations arising including those which do not accord with the Officers recommendation. The Council must be satisfied that the objections from the public have been taken into account.

The Council's power to make an order imposing parking controls is set out in the Road Traffic Regulation Act 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

In exercising any of the powers under the Road Traffic Regulation Act 1984, the Council has to consider its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. This statutory duty must be balanced with any concerns raised, and the Council must ensure that there is a full consideration of all representations arising including those which have not arisen and do not accord with the officer's recommendation. The Council must be satisfied that objections from the public were taken into account.

### **Corporate Property and Construction**

There are no property implications resulting from the recommendations set out in this report.

### **Relevant Service Groups**

None at this stage.

### **6. BACKGROUND PAPERS**

None.