

PETITION - HAREFIELD VILLAGE, REQUEST TO RATIONALISE THE PARKING IN THE AREA AROUND THE HIGH STREET

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition putting forward suggestions to improve and rationalise the parking in and around High Street, Harefield.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	Harefield

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their suggestions for improvements to the current on and off-street parking provision in and around High Street, Harefield;
2. Notes the high level of engagement between the Council, local residents' groups including the HTRA and HS2, but also the significant concerns shared by many residents and the Council;
3. Notes the improvements that the Council's Community Engagement and Town Centre Improvement Team have undertaken in High Street, Harefield;
4. Notes that officers are in the process of designing a 'Stop and Shop' parking scheme for High Street, Harefield for consultation; and,
5. Subject to the outcome of the above, consider any suggestions put forward by the petitioners for possible addition to the programme for further investigation.

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate add their request to the parking scheme programme.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 31 signatures has been submitted to the Council with a number of suggestions put forward, following a survey conducted with shop owners and comments from residents raised at monthly meetings of the Harefield Tenants' and Residents' Association (HTRA). In a covering statement, the petitioners have helpfully summarised what outcomes they would like see from the petition.
2. The petitioners have also set out, in a series of detailed appendices to their main petition, more than 36 issues raised during a survey that they appear to have conducted within Harefield. The Cabinet Member may agree that it would be beneficial for all parties to focus on the principal issues of concern at any meeting he has with petitioners, and he may at the same time wish to advise the petitioners to consider raising some of the remainder of their more general concerns through normal channels of engagement, either using the Council's on-line services or with their local Ward Members as appropriate.
3. It is also clear, however, that by far the largest issues of common concern appear to relate to HS2, traffic congestion and parking in the village.
4. The statement makes reference to HS2, which as the Cabinet Member will be aware, is a national infrastructure project underpinned by an Act of Parliament ('The HS2 Act'). Whilst the Council is involved in dialogue with HS2 and their contractors, the Council is very limited in terms of its powers to resist the work that the project entails, or indeed the closures and diversions that are imposed by HS2.
5. Whilst the Council shares many of the concerns that the construction of HS2 is already having upon the lives of many residents and other residential and business communities, the Cabinet Member may wish to remind the petitioners that HS2 has its own public-facing community web-site at <https://hs2inhillington.commonplace.is/>. In addition to this, the main HS2 web-site may be found at <https://www.hs2.org.uk/> . Details of the HS2 complaints process may be found at <https://www.hs2.org.uk/how-to-complain/> .

6. The Council has no responsibility for these HS2 web-sites, or the material published on them, but does share information about HS2 on a Council web-page at <https://www.hillingdon.gov.uk/hs2>.
7. Local residents' groups are also actively involved in monitoring the activities of HS2 in the local area, and as the Cabinet Member may know, the HTRA (cited in the original petition which is the subject of this report) amongst a number of local residents' groups are actively involved in regular meetings with HS2 and the Council in order to discuss the implications of the construction associated with the project.
8. HS2 and their contractors are also obliged to submit applications for works which affect the normal operation of the local road network, just as other bodies do, and for convenient reference these can generally be accessed by the general public at www.roadworks.org
9. HS2 and their Contractors are obliged to confine their construction routes to those set out and defined in the HS2 Act. In the local area, these include:
 - Sections of Breakspear Road South
 - Sections of Harvil Road
 - Swakeleys Road
 - Sections of High Road/ Long Lane
 - Moorhall Road
 - North Orbital Road (outside the Borough)
10. From Harefield's perspective, no HS2 construction traffic should pass through the village, and the Cabinet Member will recall, the Council introduced a 7.5T HGV ban in response to previous concerns. However, the Council shares the concerns of the petitioners and many other residents about the wider impact of HS2 construction activities on the local road network, which clearly includes roads such as New Years Green Lane, Church Hill, Breakspear Road North and many other roads.
11. The Council has already raised serious concerns about the implications of major road closures by HS2, such as in Breakspear Road South, because, in common with many residents, there are obvious implications for local centres such as Ickenham, Harefield and Ruislip. This has been the subject of correspondence between the highest levels of the Council and HS2 management.
12. In terms of matters that the present hearing may be able to focus on, the petitioners have helpfully summarised key parking concerns within Harefield itself:

"1. Introduce long-term parking in the public car park - charging in line with the group highlighted in an attached appendix. This change to be in conjunction with the new time-limited parking restrictions in the High Street (max. two hours)

2. Enforcement of all parking restrictions and improve signage to the car park. "
13. High Street, Harefield, is the main shopping area that serves the local community. Local schools and Harefield Hospital are in close proximity to Harefield Village Centre. The area

is served by TfL U9 and 331 bus routes and the R1, R2 Hertfordshire routes. A location plan is attached as Appendix A.

14. The Cabinet Member will be aware of a major programme of work which has been undertaken within the centre of Harefield Village, with an extensive shop-front grant scheme and many other projects outside the scope of this petition hearing. There is helpful coverage of some of this work at <https://www.hillingdon.gov.uk/article/28805/Harefield-Village-Centre-improvements>
15. The Cabinet Member will recall a previous petition with 21 signatures was submitted requesting a possible 'Stop and Shop' parking scheme for the High Street. As a result of the petition, the request was added to the extensive parking scheme programme and officers are in the process of preparing a detailed design on a scheme for possible informal consultation.
16. The Cabinet Member will also be aware of a petition submitted by residents of Lovett Road, Harefield, requesting the following:

"A parking management scheme to restrict parking to residents and provision of double yellow lines on corners to remove the risk of a serious collision and ensure a clear access to Rylestone". It is further suggested that "the critical times weekdays being 8:00 and 9:00 and 16:30 and 18:30, when carers are visiting their clients on the care home".

The parking issues that residents of Lovett Road have highlighted appear to be somewhat unique to their road and generally, it does not appear that there is broad support for an area wide Parking Management Scheme in Harefield Village.

17. The petitioners have suggested possible changes to the current parking arrangements and charging regime in the car park at the rear of the properties on High Street. At the January meeting of the Harefield Tenants' and Residents' Association, the minutes of which were attached to the petition, the following comments were noted:

"Most of the feedback was to do with the parking in the village and the need to revisit and resolve this as it was putting strain on the viability of the whole village. Staff parking, shoppers parking etc.

We have an empty car park due to the cost and time restrictions on it with the local roads and the High Street taking the brunt of that. It is very important that something is done in a timely manner to keep the High Street vibrant or we will lose many of the businesses which are there, many are struggling to survive at present".

18. The introduction of parking charges at Harefield House car park stemmed from the original planning approval for the Harefield House development, which included a provision of a 99-year lease for the Council to provide and maintain this area as a public car park. If the Council had failed to take on the lease of the car park, the land would have been reassigned back to the stewardship of the developer with no obligation on them to maintain this as a public car park.
19. Data provided by the Council's Parking Enforcement Team, who are responsible for the management of the parking regime in this car park, shows that in the financial year 2017/

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2018, 31,580 tickets were dispensed from the Pay and Display machines rising to 32,284 in year 2018/ 2019. 75% of the visits took advantage of the 30 minutes free parking, which would indicate that visitors are using the car park for short-stay parking for the High Street.

20. In terms of signage to indicate the location of the car park, there are three existing signs, one on the roundabout at the northern end of the High Street at the junction with Breakspear Road North and two close to the entrance to the car park, one for northbound traffic and one for southbound traffic. The Cabinet Member will be aware that the primary road signage must comply with national standards set out in a document called the 'Traffic Signs Regulations and General Directions (2016)'. However, in view of petitioners' concerns, the Cabinet Member may be minded to ask officers to review the current car park directional signage.

Financial Implications

There are none associated with the recommendations to this report, however, if the Council were to consider the introduction of parking restrictions in High Street or any other of the surrounding roads, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss the petitioners suggestions.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce a 'Stop and Shop' parking scheme on the High Street and possibly a Parking Management Scheme in the surrounding area, consultation will be carried out with residents and businesses to establish if there is overall support.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs that there are no direct financial implications associated with this report.

Legal

There are no special legal implications for the proposal to informally consult residents and businesses on parking restrictions. Informally consulting residents and businesses is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer's recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered at that time.

Corporate Property and Construction

None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received