

PROPOSED CAR POUND -SUPPORTIVE STATEMENT

**Site: Public Pay and Display Car Park Rear of
213-219 FIELD END ROAD, EASTCOTE, HA5 1QZ**

Reference: 2022/D/337 Version 1

Date: November 2022

Introduction of a Vehicle Removal & Car Pound operation.

1. Background

Since the award of the parking enforcement contract was approved by Council in Jan 2022, officers have been seeking to introducing the new parking enforcement service.

One of the proposed elements of the new parking enforcement service is the introduction of a vehicle removal and car pound operation, which had previously been requested by Members in 2021 but a suitable car pound site could not be located (at that time the only established site that could be made available was a pound in Park Royal, which was felt to be too far away).

Under this element of the service, vehicles that are parked illegally would be removed and taken to a car pound. The motorist would then have to pay for the vehicle removal service. If the vehicle was not collected, then it would be disposed of.

2. Findings

The council currently operates and enforces 33 no. public car parks within the borough which consist of small surface car parks to large multi-storey car parks in Uxbridge. Some of the sites are designated as short-term car parks to assist local shopping areas, whilst others are designated as long-term car parks which are suitable for commuters as they allow all day parking.

An assessment of the car park sites was undertaken, and the conclusion identified that the Northview Car Park, Eastcote, site appeared to be the most suitable. The car park is a long stay car park used by local shoppers and commuters using the Eastcote tube station to travel to work or other destinations.

Due to the shape and layout of the car park, it is possible to effectively fence off end of the car park to form Car Pound without affecting use of the remaining section of the car park. The car park is bounded on one side by the railway lines and on the other side by resident's gardens so it would be unlikely to cause any impact on to residents.

Ariel view of the carpark is as follows:

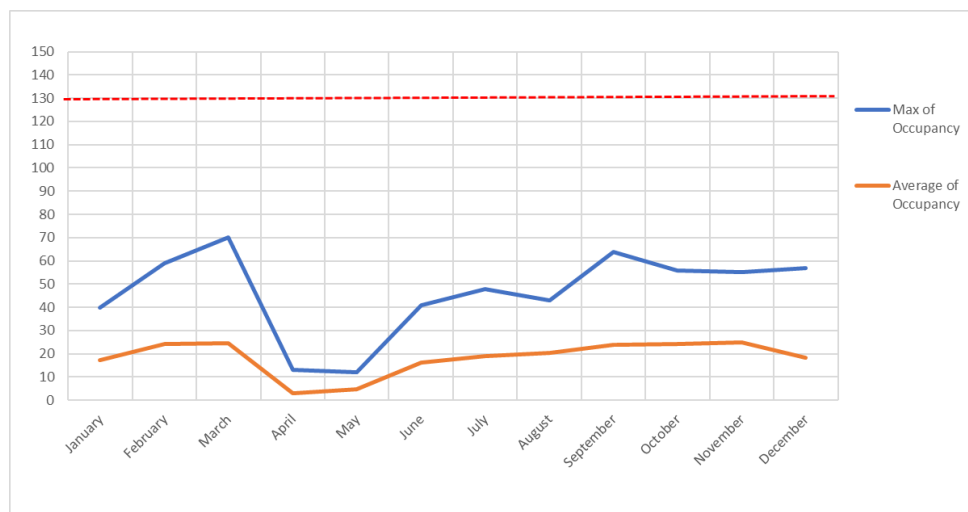


Whilst locating a car pound in this car park the proposal would affect the capacity of the car park. Nearby there is also a private TFL car park, operated by NCP, which people have the option to use.

Northview Car Park use has changed since the onset of the Covid-19 pandemic due to changes in working pattern of the commuters as people have an option of working from home.

Recent analysis of usage of the car park during 2021 was undertaken and this shows that currently, the car park is underused and there is more than adequate space in the car park such that the loss of 30 spaces for the car pound will not affect current usage.

The analysis confirmed that there is a total of 127 spaces in the car park, which consist of 113 standard bays, 7 disabled Blue Badge bays and 7 Brown Badge Older Persons bays. The graph below shows average occupancy:



3. Other key factors:

Part conversion of the existing carpark would raise following matters:

- Security and safe access to the site.
- Day-to-day management of the car pound
- Benefits

These matters are set out as follows:

Security and safe access works

To keep any removed vehicles safe from theft/damage the car pound will have a security fencing placed all around it. For safe access and security, the secure fencing will have a holding area with a pair of lockable gates so people can only enter one gate at a time, this stops unauthorised access when the gate is opened to allow a vehicle to enter or exit.

The area will need lighting and CCTV for monitoring purposes. The existing CCTV and lighting columns are sufficient for the Car Pound use.

To manage and operate the service there will be a small office unit for dealing with customers for taking payments, etc . The office will be self-sufficient modular unit with office space, toilet, tea making faculties all powered by built in generator and solar panels.

It is anticipated that an average of 4-6 traffic violated cars per day will be brought to the car pound on standard pick-trucks. Generally, staff on site will be alerted in advance prior bringing cars to the site to avoid awaiting time and disruption to other car park users.

The site will operate from 8.00am-8.00pm 7 days a week with one staff.

Day-to-day management

Under the terms and conditions of the parking enforcement contract, APCOA would operate the site on behalf of the Council and store all removed vehicles at this site. They would deal with taking payments for releasing vehicles.

The enforcement service will deal with illegal parking in disabled bays, blocking across residents' driveways, park in dangerous locations or are untaxed (and also often uninsured and/or not roadworthy) and "persistent evaders" clocking +100 parking tickets.

There is an established central service called TRACE. The TRACE service provides details of all removed vehicles, including where it has been towed away to and the procedure for release. The Police also have links into this service and if someone reports a vehicle as stolen the Police will check TRACE to ensure that it has not been towed away before processing a stolen vehicle report.

Benefits

The far end of the carpark is found to be less used and as access to the public carpark is unrestricted, the presence of staff operating the Car Pound will add further surveillance to report any anti-social behavior or breach of security affecting neighboring gardens. Controlled access to the Car Pound will have added comfort of deterrent of intruders to all residents whose gardens backs on to the proposed the Car Pound area.

As well as removing vehicles that are parked in a dangerous or obstructive position, it will also enable the Council to support residents by removing vehicles that are parked across their access or parked on the footway which forces them to walk in the road.

Towing away foreign or unregistered vehicles, also has the added benefit of encouraging the drivers to abide by parking and traffic regulations in future as they are aware that we can then pursue them (which, in turn, helps to keep our road network safe).

Finally, it is worth noting that many vehicles that are not registered with DVLA, or are untaxed, are also found to be uninsured and unsafe as they do not have an MOT. Taking actions against these vehicles, by removing them, will help to make Hillingdon's streets safer for our residents.

END

