

# REPORT FOR: **CABINET**

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<b>Date of Meeting:</b>	20 June 2013
<b>Subject:</b>	Parking Charges Review Implementation
<b>Key Decision:</b>	Yes
<b>Responsible Officer:</b>	Caroline Bruce, Corporate Director of Environment and Enterprise
<b>Portfolio Holder:</b>	Councillor Asad Omar, Deputy Leader and Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes
<b>Enclosures:</b>	Appendix A: List of on-street parking bays Appendix B: List of off-street parking bays Appendix C: Parking charges review summary, October 2012

## **Section 1 – Summary and Recommendations**

This report sets out the background, details and recommendations in order to implement the parking review as agreed by Cabinet in October 2011.

### **Recommendations:**

Cabinet is requested to:

1. Agree the new on-street and off-street tiered parking charges and standard charging periods in 2.10 and authorise statutory consultation to amend the traffic regulation orders,
2. Delegate authority to the Deputy Leader and Portfolio Holder for Environment and Community Safety to consider representations received from the statutory consultation and to agree the final scheme for implementation,
3. Agree to implement a trial locally in Rayners Lane with a variation to the tiered parking charges that permits the first 20 minutes of on-street parking free,
4. Agree to undertake a before and after study on the trial in Rayners Lane and delegate authority to the Deputy Leader and Portfolio Holder for Environment and Community Safety to consider the outcome of the study with a view to a wider implementation across the borough as as soon as practicably possible.

### **Reason: (For recommendation)**

To implement a new charging regime for on and off street parking which will enable the borough to simplify parking charges and better support the local economy.

## **Section 2 – Report**

### **Introduction**

- 2.1 Parking charges across the borough vary considerably and there are currently around 15 different types of charges and a variety of different charging periods in force across the borough which is both confusing and annoying for the public.

- 2.2 In line with the Council's Transport Local Implementation Plan a simpler and more transparent system of charging was proposed as a part of a parking review undertaken in 2011/12. This proposed standardising the on-street and off-street charges to a simpler tiered schedule of charges relative to the four types of economic centre classified in the Local Development Framework. This was approved at Cabinet in October 2011.
- 2.3 Further consideration was given to the detailed proposals at the Environment & Enterprise Commissioning Panel in October 2012 and an option to include a free period of parking for the first 20 minutes on-street was agreed.
- 2.4 This report sets out the tiered parking charges to be implemented.

### **Options considered**

- 2.5 The Mayor of London's Transport Strategy (MTS) proposes that boroughs should work towards achieving pricing differentials to manage demand that includes the setting of on and off-street parking charges. This policy was included in Harrow's Transport Local Implementation having taken account of the MTS, current guidance and best working practices from other authorities.
- 2.6 A parking review was undertaken to develop suitable proposals with pricing differentials and a public consultation carried out in the summer of 2011 that included the proposed on and off street tiered charging structure. The public consultation demonstrated support for the proposal and the results were reported to Cabinet in October 2011 and the principle of the structure was approved. Cabinet was advised that officers would subsequently prepare a detailed parking charges proposal for further consideration.

### **Tiered parking charges**

- 2.7 The key principle behind implementing differential charges in Harrow's parking policy is to reduce the use of the private car, to encourage sustainable transport modes, to ensure that on-street parking prioritises short stay visits and longer stay parking is encouraged to use car parks. This is good for local businesses, the environment and personal safety.
- 2.8 Time periods for charging will be standardised across the borough to 20 minutes on-street and 1 hour off-street. Charges for both on-street and off-street parking will be introduced based on four tiers of charges relative to the type of economic centre (local, district, major and metropolitan) classified in the Local Development Framework. The charges will increase with the importance of the economic centre as the mix, quality and quantity of retail outlets typically offered to the customer is more substantial. A list of all the on-street parking bays in the borough is provided in Appendix A and all the off-street parking bays in Appendix B.
- 2.9 A range of charging options was developed in February 2012 and considered by members and a preferred option was chosen based on maintaining similar levels of parking income. This option has been used as the basis for more

detailed financial assessments that were subsequently put to the Environment & Enterprise Commissioning Panel in October 2012. Appendix C provides a summary of the background information submitted to the commissioning panel for information.

- 2.10 During the lengthy period that has elapsed since the original development of the proposed parking charges there have been a number of increases in the existing parking charges structure currently in force as a part of the Council's annual review of fees and charges. The proposed parking charges put to the commissioning panel have therefore been updated based on revised financial assessments to reflect current income levels. The charges proposed to be implemented are as shown in the table below.

<b>PROPOSED CHARGES</b>	<b>Local (£/20 mins)</b>	<b>District (£/20 mins)</b>	<b>Major (£/20 mins)</b>	<b>Metropolitan (£/20 mins)</b>	<b>Long stay* (£/day)</b>
<b>On-street (CPZs)</b>	<b>£0.10</b>	<b>£0.30</b>	<b>£0.50</b>	<b>£0.80</b>	<b>£4.20</b>

<b>PROPOSED CHARGES</b>	<b>Local (£/hr)</b>	<b>District (£/hr)</b>	<b>Major (£/hr)</b>	<b>Metropolitan (£/hr)</b>	<b>Long stay* (£/day)</b>
<b>Off-street (Car Parks)</b>	<b>£0.20</b>	<b>£0.80</b>	<b>£1.20</b>	<b>£1.40</b>	<b>£4.20</b>
On-street (CPZs) comparison	£0.30	£0.90	£1.50	£2.40	£4.20

\* some on-street and off-street parking bays are designated as long stay use

### **Free parking period**

- 2.11 At the Environment & Enterprise Commissioning Panel in October 2012 a range of different options were provided for member's consideration which considered a range of variations on the tiered charging structure to include an element of concessionary free parking. Including a free concessionary period is an aspiration of the current administration aimed at stimulating trade for local businesses. An option to provide the initial 20 minutes parking on-street for free was the preferred option and officers have taken forward the charging proposals on this basis.
- 2.12 In order to prevent users from simply avoiding charges by just continuously taking free tickets it would be necessary to introduce a restriction on the frequency by which a free ticket (20 minutes only) is issued. It is suggested that for normal users restricting access to one free ticket every 4 hours is reasonable and would not be disadvantageous to the majority of users. This also provides a basis for enforcement staff to monitor the usage of free tickets and to establish if there is any inappropriate use. Without this restriction in place no enforcement action would be possible against people that choose to abuse the system.
- 2.13 This restriction on the free period of parking would not apply to tickets where a longer duration of stay is purchased. A free 20 minute period of parking will be incorporated into any ticket where a duration of stay of 40 minutes or longer is

purchased. So for example, a ticket purchased for 40 minutes would incur a charge for only 20 minutes. This arrangement would also be incorporated into the current cashless parking payment system so that a free parking period would be applied into any electronic ticket where a duration of stay of 40 minutes or longer is purchased by mobile phone. The pay by phone system commenced on 1<sup>st</sup> April 2013.

2.14 A significant challenge that arises in managing this arrangement is how to minimise any inappropriate use. This is important because any abuse of the system can weaken the operation of the parking restrictions and enforcement and potentially bring the parking regulations into disrepute. In general IT based solutions which are self enforcing are more effective and reliable than a reliance on the use of enforcement by parking attendants. An evaluation of the different systems available to manage free parking is summarised in the table below.

Mode of operation	Advantages	Disadvantages
1. Ticket issue from pay and display machine	<ul style="list-style-type: none"> <li>• Easy to install,</li> <li>• Low cost</li> </ul>	<ul style="list-style-type: none"> <li>• Easy to abuse,</li> <li>• Greater loss of parking income,</li> <li>• Increases running costs due to greater machine usage and maintenance</li> <li>• Increases enforcement costs (more staff resources needed)</li> <li>• Lack of control will reduce the availability of short term parking space, this will disproportionately affect mobility impaired people</li> </ul>
2. Electronic ticket issue through cashless system (mobile phone)	<ul style="list-style-type: none"> <li>• Easy to setup using existing cashless parking system provider,</li> <li>• Supplier's IT server controls access to the free parking period,</li> <li>• Low cost,</li> <li>• No adverse impact on parking control</li> <li>• No additional enforcement required</li> </ul>	<ul style="list-style-type: none"> <li>• Whilst 92% of people have access to a phone, those people without a phone would not have access,</li> <li>• Possibly more inconvenient to use than a pay and display machine for short stay visits</li> </ul>
3. Use of a card system at pay and display machine	<ul style="list-style-type: none"> <li>• Easy to use,</li> <li>• Card system supplier's IT server controls access to the free parking period,</li> <li>• No adverse impact on parking control</li> <li>• No additional enforcement required</li> <li>• Can be restricted to residents only</li> </ul>	<ul style="list-style-type: none"> <li>• Expensive to install and operate (installing card readers / modems in P&amp;D machines, card management software, card issue, etc.),</li> <li>• Requires a complex IT solution to link equipment from different providers</li> <li>• Implementation period of 9-12 months</li> </ul>

<p>4. Use of a keypad system at pay and display machines (registration number is entered when paying for ticket)</p>	<ul style="list-style-type: none"> <li>• Slightly more involved process to issue tickets (providing registration number),</li> <li>• Current P&amp;D machine supplier's IT server controls access to the free parking period,</li> <li>• No adverse impact on parking control</li> <li>• No additional enforcement required</li> </ul>	<ul style="list-style-type: none"> <li>• Expensive to install and operate (installing keypads, modems in P&amp;D machines, use of supplier's server, etc.),</li> <li>• Implementation period of 6-9 months</li> </ul>
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2.15 Over the last 6-9 months the concessionary free parking period was linked with the development of the Harrow Card Project (item 3 in the above table) which has been subject to a feasibility study. However, it will now not be possible to deliver the Harrow Card project by the end of 2013 due to ongoing consideration of the scheme, and so an alternative system will need to be considered. Item 4 on the list would also be difficult to implement within this timescale as there are significant infrastructure improvements and technical issues involved in delivery.

2.16 Items 1 and 2 are the only systems which could be implemented in a shorter timescale within the current calendar year and members have expressed a preference for item 1 as this is used in the neighbouring borough of Hillingdon in conjunction with a card system. As this option does involve a number of potential disadvantages it is recommended that a trial of the system is undertaken before a decision is taken to implement the system borough wide. Members have suggested undertaking a trial in the Rayners Lane CPZ.

2.17 A full before and after study will be undertaken to assess the impact of the trial and the outcomes and recommendations will be reported to the Deputy Leader, Environment and Community Safety for further consideration before a wider implementation of the scheme across the borough is undertaken.

### **Implementation**

2.18 The implementation of the tiered charging structure and free parking period will require all of the traffic regulation orders in the borough with pay and display parking controls to be amended.

2.19 The standardisation of the charging time periods and setting of charges for both on-street (20mins) and off-street (1 hr) pay and display bays will require a full statutory consultation to be undertaken before confirming the traffic regulation orders. This consultation would allow the public to make representations or objections to the proposals and Cabinet will need to delegate authority to the Deputy Leader and Portfolio Holder for Environment and Community Safety to consider representations and agree the final scheme to be implemented.

- 2.20 The physical changes made to all pay and display machines involve updating the setup of the machines to revise tariffs and amending any information displayed to customers. This is the same process undertaken for implementing the annual fees and charges amendments.
- 2.21 The proposed timetable for implementing the measures subject to cabinet approval is as follows:

<b>Implementation stage</b>	<b>Time scale</b>
Statutory consultation (traffic regulation orders)	July 2013
Consideration of representations (Portfolio Holder)	August 2013
Implementation of changes to pay and display machines	September – November 2013

## **Legal implications**

- 2.22 This report is recommending that the parking charges proposal be taken forward to implementation. Subject to the statutory consultation requirements, which the council needs to comply with, the council has powers to change charging time periods for pay and display bays under the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedure) (England and Wales) 1996.

## **Financial Implications**

- 2.23 The proposal to introduce a free parking period for the first 20 minutes of parking will reduce income from on-street parking bays. The financial assessment undertaken for the commissioning panel has indicated that there will be an annual reduction in parking income of approximately £522k as a consequence of this measure.
- 2.24 Cabinet in February 2013 considered and agreed the Council's Final Revenue Budget and Medium Term Financial Strategy 2013/14 to 2016/17. This budget included growth for the parking review measures (detailed in this report) of £261k in 2013/14 and £307k in 2014/15. This is split between years owing to implementation being planned mid year.
- 2.25 There is a further risk to enforcement income and the fair use of parking, if the changes are not supported by the appropriate controlled ticketing system to enable enforcement. The additional impact on enforcement income is not yet quantifiable at this stage.

## **Performance Issues**

- 2.26 There are no specific performance measures identified.
- 2.27 The advice from London Councils is that the setting of parking charges is principally aimed at managing parking demand such that the occupation of

parking bays does not exceed an average of 85%. The occupation of bays is monitored by undertaking parking occupancy surveys. A sample is generally undertaken in a range of locations across the borough.

- 2.28 Once the implementation of the new parking charges is completed a period of time will be allowed for parking trends to settle before undertaking parking occupancy surveys. This information will be compared with data taken before implementation to establish the performance of the new charging structure in meeting the target level of occupation.
- 2.29 The effects on income will need to be closely monitored and this will be achieved through the normal monthly budgetary monitoring processes.

### **Environmental Impact**

- 2.30 The implementation of differential parking charges is included in the council's LIP policies. The LIP underwent a Strategic Environment Assessment which identified overall improvements to quality of life, human health and improved air quality. No negative environmental impacts were identified. Introducing differential parking charges will contribute to these areas of improvement.

### **Risk Management Implications**

- 2.31 Risk included on Directorate risk register? No. Is there a separate risk register in place? No.
- 2.32 The main risks identified with the project relate to the operation of the free concessionary parking period. The risks are:
- Greater loss of parking income,
  - Increased running costs from greater machines usage and maintenance
  - Increased enforcement costs to police the arrangement
  - A reduction in the availability of short term parking space, this will disproportionately affect mobility impaired people
- 2.33 The mitigation for these risks is to undertake a trial of the free concessionary parking system in Rayners Lane and to monitor the impact before considering whether to take forward the measure borough wide.

### **Equalities implications**

- 2.34 Was an Equality Impact Assessment carried out? Yes.
- 2.35 A full equality impact assessment was undertaken as a part of developing the original charging proposals and was submitted to Cabinet in October 2011 with a report on the parking review public consultation. No adverse impact on any equality groups was identified at that stage.



- 2.36 It is not considered that the proposals set out in the current report have any additional equality impacts because the basic principle of the proposal remains the same. There are positive impacts of the scheme on some protected groups and the benefits are likely to be as follows:

<b>Equalities Group</b>	<b>Benefit</b>
Disabled - Mobility impaired  Age – Elderly	Improved access to controlled parking space due to more effective management of parking demand  Ability to park in closer proximity to chosen destination reducing walking distances  Improved safety from finding parking space more easily and less interaction with through traffic on the network

- 2.37 Consideration of the equalities implications is a continuing duty and so the EqlA will be reviewed and, if necessary, updated in light of any relevant responses from the statutory consultation prior to any final decision of the Deputy Leader and Portfolio Holder for Environment and Community Safety.

### **Corporate Priorities**

- 2.38 The differential parking charges will support the corporate priorities as follows:

<b>Corporate priority</b>	<b>Impact</b>
Keeping neighbourhoods clean, green and safe	Setting charges to manage parking demand effectively makes streets safer by giving easier access to parking space and reducing the movement of traffic searching for parking space
United and involved communities: A Council that listens and leads	The council has listened to the community during the parking review consultation (summer 2011) and recommended a charging regime that meets the needs of the majority of residents and businesses
Supporting and protecting people who are most in need	Setting charges to manage demand effectively helps vulnerable people by freeing up parking space for carers, friends and relatives
Supporting our town centre, our local shopping centres and businesses	The changes to parking charges will support local businesses to serve more customers by aligning charging with the status of economic centres

### **Section 3 - Statutory Officer Clearance**

Name: Kanta Halai	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 20/05/13		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 20/05/13		

### **Section 4 – Performance Officer Clearance**

Name: Martin Randall	<input checked="" type="checkbox"/>	on behalf of the Divisional Director Strategic Commissioning
Date: 16/05/13		

### **Section 5 – Environmental Impact Officer Clearance**

Name: John Edwards	<input checked="" type="checkbox"/>	Divisional Director Environmental Services
Date: 16/05/13		

### **Section 6 - Contact Details and Background Papers**

#### **Contact:**

David Eaglesham  
Service Manager – Traffic & Highway Network Management  
020 8424 1500  
[david.eaglesham@harrow.gov.uk](mailto:david.eaglesham@harrow.gov.uk)

#### **Background Papers:**

Cabinet report – October 2011 – Parking charges review

**Call-In Waived by the  
Chairman of Overview  
and Scrutiny  
Committee**

**NOT APPLICABLE**

*[Call-in applies]*

## APPENDIX A – ON-STREET PARKING BAYS

Category	CPZ Ref	CPZ area	Street name	Existing tariff	Operational times	Spaces	Proposed tariff
Local	CS	Canons Park Station	STATION PARADE	20p for 30 minutes	8am - 6.30pm Mon - Sat	20	£0.10 per 20 mins
Local	D	Harrow Town Centre	HEADSTONE ROAD	40p per 15 minute	8.30am - 6.30pm Mon – Sat & 10am - 6pm Sun	7	£0.10 per 20 mins
Local	N	Sudbury Hill	CAVENDISH AVENUE	20p per 20 minute	8am - 6.30pm Mon - Sat	4	£0.10 per 20 mins
Local	N	Sudbury Hill	FERNBANK AVENUE	20p per 20 minute	8am - 6.30pm Mon - Sat	3	£0.10 per 20 mins
Local	N	Sudbury Hill	GREENFORD ROAD	20p per 20 minute	8am - 6.30pm Mon - Sat	14	£0.10 per 20 mins
Local	N	Sudbury Hill	ROSEBANK AVENUE	20p per 20 minute	8am - 6.30pm Mon - Sat	8	£0.10 per 20 mins
Local	U	Pinner Rd & County Roads	BEDFORD ROAD	20p per 30 minute	7am - 7pm Mon - Sat	6	£0.10 per 20 mins
Local	U	Pinner Rd & County Roads	DEVONSHIRE ROAD	20p per 30 minute	7am - 7pm Mon - Sat	8	£0.10 per 20 mins
Local	U	Pinner Rd & County Roads	NEPTUNE ROAD	20p per 30 minute	9.30am - 5.30pm Mon – Fri & 9.30am - 1.30pm Sat	12	£0.10 per 20 mins
Local	U	Pinner Rd & County Roads	NEPTUNE ROAD	20p per 30 minute	7am - 7pm Mon - Sat	7	£0.10 per 20 mins
Local	U	Pinner Rd & County Roads	OXFORD ROAD	20p per 30 minute	7am - 7pm Mon - Sat	7	£0.10 per 20 mins
Local	U	Pinner Rd & County Roads	PINNER ROAD	20p per 30 minute	7am - 7pm Mon - Sat	10	£0.10 per 20 mins
Local	U	Pinner Rd & County Roads	PINNER VIEW	20p per 30 minute	7am - 7pm Mon - Sat	3	£0.10 per 20 mins
Local	U	Pinner Rd & County Roads	RUTLAND ROAD	20p per 30 minute	7am - 7pm Mon - Sat	7	£0.10 per 20 mins
Local	V	Vaughan Road	UNNAMED LINK ROAD	20p per 30 minute	9.30am - 5.30pm Mon - Fri & 9.30am - 1.30pm	8	£0.10 per 20 mins
Local	W	West Harrow	BLENHEIM ROAD	20p per 30 minute	8am - 6.30pm Mon - Sat	3	£0.10 per 20 mins
Local	W&U	West Harrow	THE GARDENS	20p per 30 minute	8am - 6.30pm Mon - Sat	6	£0.10 per 20 mins
Local	W&U	West Harrow	THE GARDENS	20p per 30 minute	8am - 6.30pm Mon - Sat	1	£0.10 per 20 mins

Local	X	Edgware South (Burnt Oak Broadway)	BACON LANE	50p per 30 minute	8am - 6.30pm Mon - Sat	32	£0.10 per 20 mins
Local	X	Edgware South (Burnt Oak Broadway)	BURNT OAK BROADWAY	50p per 30 minute	8am - 6.30pm Mon - Sat	24	£0.10 per 20 mins
Local	X	Edgware South (Burnt Oak Broadway)	COLUMBIA AVENUE	50p per 30 minute	8am - 6.30pm Mon - Sat	26	£0.10 per 20 mins
Local	X	Edgware South (Burnt Oak Broadway)	NORTHOLME GARDENS	50p per 30 minute	8am - 6.30pm Mon - Sat	3	£0.10 per 20 mins
Local	X	Edgware South (Burnt Oak Broadway)	OAKLEIGH AVENUE	50p per 30 minute	8am - 6.30pm Mon - Sat	5	£0.10 per 20 mins
Local	X	Edgware South (Burnt Oak Broadway)	THE CHASE	50p per 30 minute	8am - 6.30pm Mon - Sat	9	£0.10 per 20 mins
Local	X	Edgware South (Burnt Oak Broadway)	THE HIGHLANDS	50p per 30 minute	8am - 6.30pm Mon - Sat	3	£0.10 per 20 mins
Local	X	Edgware South (Burnt Oak Broadway)	VANCOUVER ROAD	50p per 30 minute	8am - 6.30pm Mon - Sat	5	£0.10 per 20 mins
District	A	Pinner	BRIDGE STREET	60p per 30 minute	8am - 6.30pm Mon - Sat	17	£0.30 per 20 mins
District	A	Pinner	MARSH ROAD	50p per 30 minute	8am - 6.30pm Mon - Sat	17	£0.30 per 20 mins
District	B	Stanmore	CHURCH ROAD	50p per 30 minute	8am - 6.30pm Mon - Sat	5	£0.30 per 20 mins
District	B	Stanmore	COVERDALE CLOSE	50p per 30 minute	8am - 6.30pm Mon - Sat	10	£0.30 per 20 mins
District	B	Stanmore	MERRION AVENUE	50p per 30 minute	8am - 6.30pm Mon - Fri	17	£0.30 per 20 mins
District	B	Stanmore	RECTORY LANE	50p per 30 minute	8am - 6.30pm Mon - Sat	2	£0.30 per 20 mins
District	B	Stanmore	STANMORE HILL	50p per 30 minute	8am - 6.30pm Mon - Sat	20	£0.30 per 20 mins
District	B	Stanmore	THE BROADWAY	50p per 30 minute	8am - 6.30pm Mon - Sat	53	£0.30 per 20 mins
District	C	Wealdstone	SANDRIDGE CLOSE	£4.20 per visit	8am - 6.30pm Mon - Sat	25	£4.20 per visit
District	CA	Wealdstone	CANNING ROAD	30p per 20 minute	8am - 6.30pm Mon - Sat	4	£0.30 per 20 mins
District	CA	Wealdstone	GORDON ROAD	30p per 20 minute	8am - 6.30pm Mon - Sat	3	£0.30 per 20 mins
District	CA	Wealdstone	GRAHAM ROAD	30p per 20 minute	8am - 6.30pm Mon - Sat	8	£0.30 per 20 mins
District	CA	Wealdstone	GRANT ROAD	30p per 20 minute	8am - 6.30pm Mon - Sat	5	£0.30 per 20 mins

District	CA	Wealdstone East	HEADSTONE DRIVE	30p per 20 minute	8am - 6.30pm Mon - Sat	29	£0.30 per 20 mins
District	CA	Wealdstone	HIGH STREET	30p per 20 minute	10am - 6.30pm Mon - Sat	4	£0.30 per 20 mins
District	CA	Wealdstone	HIGH STREET	30p per 20 minute	8am - 6.30pm Mon - Sat	2	£0.30 per 20 mins
District	CA	Wealdstone	LADYSMITH ROAD	30p per 20 minute	8am - 6.30pm Mon - Sat	8	£0.30 per 20 mins
District	CA	Wealdstone	LOCKET ROAD	30p per 20 minute	10am - 3pm Mon - Sat	4	£0.30 per 20 mins
District	CA	Wealdstone	MASONS AVE	30p per 20 minute	10am - 4pm Mon - Sat	4	£0.30 per 20 mins
District	CA	Wealdstone	MONTROSE ROAD	30p per 20 minute	8am - 6.30pm Mon -Sat	12	£0.30 per 20 mins
District	CA	Wealdstone	SPENCER ROAD	30p per 20 minute	8am - 6.30pm Mon - Sat	5	£0.30 per 20 mins
District	CA	Wealdstone	THOMSON ROAD	30p per 20 minute	8am - 6.30pm Mon - Sat	12	£0.30 per 20 mins
District	CA	Wealdstone	WOLSELEY ROAD	30p per 20 minute	8am - 6.30pm Mon - Sat	15	£0.30 per 20 mins
District	F	Harrow Town Centre	CRYSTAL WAY	50p per 30 minute	8.30am - 6.30pm Mon - Sat	12	£0.30 per 20 mins
District	F	Harrow Town Centre	FLAMBARD ROAD	40p per 10 minute	8.30am - 6.30pm Mon -Sat	6	£0.30 per 20 mins
District	H	Stanmore (station area)	BROCKLEYSIDE	40p per 30 minute	8am - 6.30pm Mon - Sat	4	£0.30 per 20 mins
District	H	Stanmore (station area)	COURT DRIVE	20p per 30 minute	8am - 6.30pm Mon - Sun	4	£0.30 per 20 mins
District	H	Stanmore (station area)	LONDON ROAD	40p per 30 minute	8am - 6.30pm Mon - Sat	3	£0.30 per 20 mins
District	H	Stanmore (station area)	LONDON ROAD	20p per 30 minute	8am - 6.30pm Mon - Sun	7	£0.30 per 20 mins
District	K	Harrow Town Centre	BLAWITH ROAD	50p per 30 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	2	£0.30 per 20 mins
District	K	Harrow Town Centre	HIGH MEAD	60p per hour	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	4	£0.30 per 20 mins
District	K	Harrow Town Centre	NIBTHWAITE ROAD	50p per 30 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	11	£0.30 per 20 mins
District	K	Harrow Town Centre	STATION ROAD	60p per hour	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	9	£0.30 per 20 mins
District	L	Rayners Lane	ALEXANDRA AVENUE	40p per 20 minute	8.30am - 6.30pm Mon - Sat	34	£0.30 per 20 mins

District	L	Rayners Lane	IMPERIAL DRIVE	40p per 20 minute	8.30am - 6.30pm Mon - Sat	38	£0.30 per 20 mins
District	L	Rayners Lane	RAYNERS LANE	40p per 20 minute	8.30am - 6.30pm Mon - Sat	62	£0.30 per 20 mins
District	L	Rayners Lane	RAYNERS LANE	40p per 20 minute	10am - 6.30pm Mon - Sat	3	£0.30 per 20 mins
District	L	Rayners Lane	VILLAGE WAY EAST	40p per 20 minute	10am - 6.30pm Mon - Sat	11	£0.30 per 20 mins
District	L	Rayners Lane	VILLAGE WAY EAST	40p per 20 minute	8.30am - 6.30pm Mon - Sat	9	£0.30 per 20 mins
District	L	Rayners Lane	WARDEN AVENUE	40p per 20 minute	8.30am - 6.30pm Mon - Sat	5	£0.30 per 20 mins
District	M	South Harrow	BROOKE AVENUE	50p per 30 minute	8am - 6.30pm Mon - Sat	7	£0.30 per 20 mins
District	M	South Harrow	BROOKE AVENUE	£4.20 per visit	8am - 6.30pm Mon - Sat	13	£4.20 per visit
District	M	South Harrow	EASTCOTE ROAD	50p per 30 minute	8am - 6.30pm Mon - Sat	3	£0.30 per 20 mins
District	M	South Harrow	NORTHOLT ROAD	50p per 30 minute	10am - 6.30pm Mon - Sat	2	£0.30 per 20 mins
District	M	South Harrow	NORTHOLT ROAD	50p per 30 minute	8am - 6.30pm Mon - Sat	57	£0.30 per 20 mins
District	M	South Harrow	PARKFIELD ROAD	50p per 30 minute	8am - 6.30pm Mon - Sat	2	£0.30 per 20 mins
District	M	South Harrow	SCARSDALE ROAD	50p per 30 minute	8am - 6.30pm Mon - Sat	4	£0.30 per 20 mins
District	M	South Harrow	SHERWOOD ROAD	50p per 30 minute	8am - 6.30pm Mon - Sat	13	£0.30 per 20 mins
District	M	South Harrow	SOUTH HILL AVENUE	50p per 30 minute	8am - 6.30pm Mon - Sat	20	£0.30 per 20 mins
District	M	South Harrow	SOUTH HILL AVENUE	£4.20 per visit	8am - 6.30pm Mon - Sat	14	£0.30 per 20 mins
District	M	South Harrow	STANLEY ROAD	50p per 30 minute	8am - 6.30pm Mon - Sat	8	£0.30 per 20 mins
District	M	South Harrow	WARGRAVE ROAD	50p per 30 minute	8am - 6.30pm Mon - Sat	5	£0.30 per 20 mins
District	M	South Harrow	WHITBY ROAD	50p per 30 minute	8am - 6.30pm Mon - Sat	4	£0.30 per 20 mins
District	P	Harrow Town Centre	ROSSLYN CRESCENT	70p per hour	8.30am - 6.30pm Mon- Sat & 10am - 6pm Sun	24	£0.30 per 20 mins
District	S	Flambard Road	ELMWOOD AVENUE	30p per 20 minute	8am - 6.30pm Mon - Sat	4	£0.30 per 20 mins

District		North Harrow	ARGYLE ROAD	50p per 30 minute	8am - 6.30pm Mon - Sat	2	£0.30 per 20 mins
District		Kodak	HEADSTONE DRIVE	20p per 30 minute	8am - 6.30pm Mon - Sat	11	£0.30 per 20 mins
District		Kenton Pay and Display Zone	KENTON ROAD	30p per 20 minute	8am - 6.30pm Mon - Sat	13	£0.30 per 20 mins
District		Civic Centre	MARLBOROUGH HILL	£4.00 per visit	8am - 6.30pm Mon - Sat	10	£4.20 per visit
District		Kenton Pay and Display Zone	MAYFIELD AVENUE	30p per 20 minute	8am - 6.30pm Mon - Sat	3	£0.30 per 20 mins
District		Civic Centre	MILTON ROAD	60p per hour	8am - 6.30pm Mon - Sat	14	£0.30 per 20 mins
District		North Harrow	PINNER ROAD	50p per 30 minute	8am - 6.30pm Mon - Sat	28	£0.30 per 20 mins
District		North Harrow	STATION ROAD	50p per 30 minute	8am - 6.30pm Mon - Sat	13	£0.30 per 20 mins
District		Kenton Pay and Display Zone	WILLOWCOURT AVENUE	30p per 20 minute	8am - 6.30pm Mon - Sat	5	£0.30 per 20 mins
Major	TA	Edgware (south)	HANDEL WAY	70p per 30 minute	8.30am - 8.30pm Mon - Sat	4	£0.50 per 20 mins
Major	TA	Edgware (south)	MEAD ROAD	70p per 30 minute	8.30am - 8.30pm Mon - Sat	3	£0.50 per 20 mins
Major	TA	Edgware (South)	WHITCHURCH LANE	70p per 30 minute	8.30am - 6.30pm Mon - Fri	26	£0.50 per 20 mins
Major	TB	Edgware (north)	CANONS DRIVE	70p per 30 minute	8am - 6.30pm Mon - Fri	7	£0.50 per 20 mins
Major	TB	Edgware (north)	EDGEWARE ROAD	70p per 30 minute	8am - 6.30pm Mon - Sat	16	£0.50 per 20 mins
Major	TB	Edgware (north)	MONTGOMERY ROAD	70p per 30 minute	8am - 6.30pm Mon - Fri	7	£0.50 per 20 mins
Major	TB	Edgware (north)	RYE WAY	70p per 30 minute	8am - 6.30pm Mon - Fri	12	£0.50 per 20 mins
Major		Edgware	HIGH STREET	70p per 30 minute	9.30am - 4.30pm Mon - Fri	5	£0.50 per 20 mins
Town Centre	D	Harrow Town Centre	COLLEGE ROAD	50p per 10 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	4	£0.80 per 20 mins
Town Centre	D	Harrow Town Centre	GREENHILL WAY	50p per 10 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	17	£0.80 per 20 mins
Town Centre	D	Harrow Town Centre	JUNCTION ROAD	60p per 15 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	11	£0.80 per 20 mins
Town Centre	D	Harrow Town Centre	KYMBERLEY ROAD	40p per 10 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	4	£0.80 per 20 mins



Town Centre	D	Harrow Town Centre	LYON ROAD	50p per 10 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	42	£0.80 per 20 mins
Town Centre	D	Harrow Town Centre	ST JOHN'S ROAD	50p per 10 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	21	£0.80 per 20 mins
Town Centre	D	Harrow Town Centre	STATION ROAD	40p per 10 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	5	£0.80 per 20 mins
Town Centre	E	Harrow Town Centre	GROVE HILL	60p per 15 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	2	£0.80 per 20 mins
Town Centre	E	Harrow Town Centre	LANSDOWNE ROAD	60p per 15 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	22	£0.80 per 20 mins
Town Centre	E	Harrow Town Centre	LOWLANDS ROAD	60p per 15 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	25	£0.80 per 20 mins
Town Centre	E	Harrow Town Centre	PETERBOROUGH ROAD	60p per 15 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	12	£0.80 per 20 mins
Town Centre	E	Harrow Town Centre	WHITEHALL ROAD	60p per 15 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	11	£0.80 per 20 mins
Town Centre	F	Harrow Town Centre	BONNERSFIELD LANE	40p per 10 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	6	£0.80 per 20 mins
Town Centre	F	Harrow Town Centre	BONNERSFIELD LANE	60p per 20 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	12	£0.80 per 20 mins
Town Centre	F	Harrow Town Centre	BONNERSFIELD LANE	60p per 20 minute	8.30am - 6.30pm Mon - Sat	8	£0.80 per 20 mins
Town Centre	F	Harrow Town Centre	SHEEPCOTE ROAD	40p per 10 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	15	£0.80 per 20 mins
Town Centre	F	Harrow Town Centre	STATION ROAD	40p per 10 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	24	£0.80 per 20 mins
Town Centre	K	Harrow Town Centre	DOMINION PARADE	60p per 15 minute	8.30am - 6.30pm Mon - Sat & 10am - 6pm Sun	5	£0.80 per 20 mins
Town Centre	R	Woodlands Road	WOODLANDS ROAD	60p per hour	8.30am - 6.30pm Mon - Sat	14	£0.80 per 20 mins

**Total pay and display parking bays 1364**

## APPENDIX B – OFF-STREET PARKING BAYS

Category	Area	Car Park	Existing tariff	Operational times	Spaces	Proposed tariff
District	Wealdstone	Palmerston Road	60p/hr	8.00am - 6.30pm Mon - Sat	27	£0.80 per 60 mins
District	Wealdstone	Peel House - multi storey	60p/hr	7.30am - 8.30pm Mon - Sat	257	£0.80 per 60 mins
District	North Harrow	Cambridge Road, North Harrow	£0 (first hour), 50p/hr (up to 4hrs), £3.50 (over 4hrs)	8.00am - 6.30pm Mon - Fri	150	£0.80 per 60 mins
District	Pinner	Chapel Lane	80p/hr, over 6 hrs £11.40	8.00am - 6.30pm Mon - Sat	154	£0.80 per 60 mins or long stay £11.40 / visit (6 hrs+)
District	Pinner	Love Lane	80p/hr, over 6 hrs £11.40	8.00am - 6.30pm Mon - Sat	183	£0.80 per 60 mins or long stay £11.40 / visit (6 hrs+)
District	Pinner	Waxwell Lane	80p/hr, over 6 hrs £11.40	8.00am - 6.30pm Mon - Sat	111	£0.80 per 60 mins or long stay £11.40 / visit (6 hrs+)
District	Stanmore	The Broadway	60p/hr	8.00am - 6.30pm Mon - Sat	9	£0.80 per 60 mins
Town	Harrow Town Centre	Queens House - multi storey	Long stay Mon - Fri £4.20 / visit, Sat & Sun £2.60 / visit	Mon - Sat, 12 M'night - 6.30pm and Sun 10am - 6pm	450	£1.40 per 60 mins or long stay £4.20 / visit
Town	Harrow Town Centre	Gayton Road	Long stay Mon - Fri £4.20 / visit, Sat & Sun £2.60 / visit	Mon - Sat, 12 M'night - 6.30pm and sun 10am - 6pm	283	£1.40 per 60 mins or long stay £4.20 / visit
Town	Harrow Town Centre	Davy House	Min charge £2.10 (first 2hrs) then £1.40/hr	8.00am - 6.30pm Mon - Sat & 10am - 6pm Sun	97	£1.40 per 60 mins
Town	Harrow Town Centre	Vaughan Road	Min charge £1.60 (up to 2hrs), £2.10 (up to 4hrs), £2.70 (up to 6hrs), £3.30 (over 6 hrs)	8.00am - 6.30pm Mon - Sat & 10am - 6pm Sun	48	£1.40 per 60 mins
Town	Harrow Town Centre	Greenhill Way	Min charge £2.50 (first 2hrs) then £1.40/hr	8.00am - 6.30pm Mon - Sat & 10am - 6pm Sun	274	£1.40 per 60 mins
Town	Harrow Town Centre	St Johns Road	Min charge £2.00 (first 2hrs) then £1.20/hr	8.00am - 6.30pm Mon - Sat & 10am - 6pm Sun	17	£1.40 per 60 mins
<b>Total pay and display parking bays</b>					<b>2060</b>	

## APPENDIX C - PARKING CHARGES REVIEW SUMMARY

### Background

Harrow's parking policy is aimed at reducing overall use of the car, to ensure that on-street parking prioritises short stay parking and longer stay parking is encouraged to use car parks. This is good for local businesses, the environment and personal safety.

Proposals have been agreed to revise the parking charges to deliver the above parking policy objective. In October 2011, following public consultation, cabinet agreed a structure for a tiered set of four different zone charges borough wide on-street and in car parks based on the local development framework categories for economic centres with standard charging periods (20mins on-street, 60mins in car parks) introduced.

Based on the four different zone charges, a number of options were originally considered by members, however members were very keen to investigate further the possibility of providing some concessionary parking. Because of this, no changes were implemented and it was agreed that one of the charging options (shown below) would be further investigated regarding the impact of offering some concessionary or free parking. The Corporate Director of Resources has continually recommended that extreme caution be taken before offering any discounted charges.

Members agreed a number of other changes which included moving to a single cost for visitor permits and revising the charges for resident parking permits with a significant increase in the charge for a resident's second and third car parking permit. These changes have now been implemented.

The charging option favoured by members and agreed for further consideration has been used as the basis for the more detailed financial assessment in this paper. This option maintained similar levels of income to existing levels. Whilst further consideration of appropriate concessions was being investigated an interim set of charge increases was implemented in 2012/13 which increased charges in areas where increases would have been increased under the proposed tiered option.

While parking is clearly an important issue for all shopping areas in the borough, it should be noted that in 2011, Transport for London produced a customer service report called *Travel and Spend in London's Town Centres*. The results of this research showed that people who walk or use the bus to get to a town centre spend more per head per month than other mode users. While their spend per visit is lower, this higher monthly spend is due to the higher frequency of visits by bus and on foot.

The latest analysis offered in this paper considers the 2011/12 charges and income as a reference point because that is the latest full year of data available.

### Existing and proposed charges

CHARGES	Local (£/hr)	District (£/hr)	Major (£/hr)	Metropolitan Town Centre (£/hr)	Long stay* (£/day)	% change in income (10/11 data)
<b>On-street (CPZs)</b>						
Existing	£0.40 - £1.20	£0.40 - £1.20	£1.00	£0.80 - £3.00	£3.50	

<b>Proposed</b>	<b>£0.30</b>	<b>£0.90</b>	<b>£1.50</b>	<b>£2.10</b>	<b>£4.00</b>	<b>-3.8%</b>
<b>Car Parks</b>						
Existing	Free	£0.40 - £0.70	N/A	£0.65 - £1.15	£2.40 - £3.50	
<b>Proposed</b>	<b>£0.20</b>	<b>£0.60</b>	<b>£1.00</b>	<b>£1.30</b>	<b>£4.00</b>	<b>+6.4%</b>

\* There are very few long stay on-street car parking places and these are located behind Harrow and Wealdstone station and also near South Harrow station. These are specifically targeted at commuters in areas where there is very little conflict with other demands for parking.

### Comparisons with other boroughs

The following table gives an idea as to the on-street charges in neighbouring boroughs. This list is a quick summary derived from looking at their web pages and at the London Gazette and almost certainly does not cover all on-street charges in the boroughs shown.

<b>Borough</b>	<b>On-street parking charges</b>	
Barnet	Up to 30mins £1 Up to 1 hr £2 Then variations between areas such as: Up to 90 mins £3 Up to 2 hrs £4 Up to 3 hrs £4 Over 3 hrs £7 Up to 4 hrs £5 Over 4 hrs £7	
Brent	Less than 20 mins 60p Less than 40 mins £1.50 Less than 1 hr £2.40 Less than 2 hrs £6.00 Less than 4 hrs £9.00	
Ealing	Different areas: Free (1 <sup>st</sup> 30 mins) 30p for next hour 90p for less than 2 hrs	Free (1 <sup>st</sup> 60 mins) 60p per hour up to max £1.80 Over 4 hrs £1.20 per hour £9 for a full day
Hillingdon	30 mins Free (but ticket must be displayed) 60 mins 70p 90 mins £1.40 Up to 2 hrs £2.10	Hillingdon First Cardholders 30 mins Free (but ticket must be displayed) 60 mins 20p 90 mins 40p Up to 2 hrs 60p

### Surveys

Early in 2012, the Council undertook new parking surveys in selected areas around the borough to establish the duration of stay for vehicles parked in various locations in the

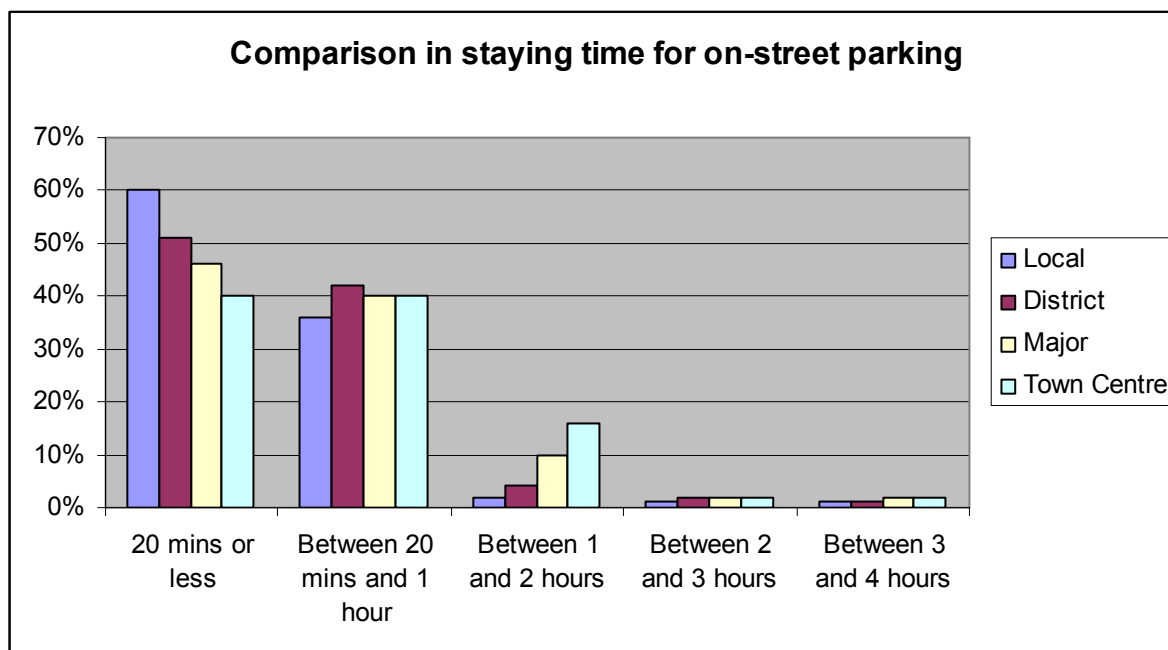
different types of commercial centre. The data collected was used to provide more accurate estimates of the impact of the new charging regime and the reduction on revenue collected as a consequence of offering reduced charges for the first 20 mins.

The surveys were carried out by Sky High Count on Us who are experts in the field of traffic data collection. On-street parking surveys were conducted at various locations in local, district major and town centres for a full day during the hours the regulations were in force. These surveys were done by people walking up and down the streets counting cars during the hours of enforcement. Care was taken that these surveys did not take place during school holidays. Greenhill Way, St John’s Road and Gayton Road car parks were also all surveyed on a weekday and on a Saturday.

As can be seen from the results below, because so many people stay such a short length of time, offering any concession for the first 20 mins is extremely costly.

The results of these surveys show average duration of stay to be estimated as follows:

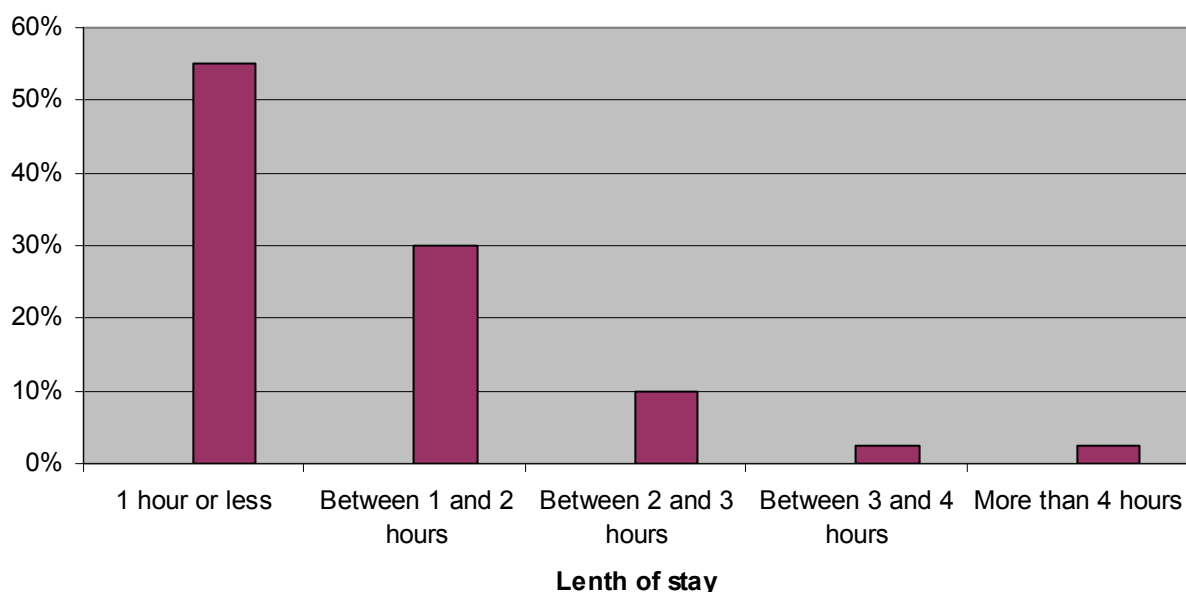
Centre type (on-street)	20 mins or less	Between 20 mins and 1 hour	Between 1 and 2 hours	Between 2 and 3 hours	Between 3 and 4 hours
Local	60%	36%	2%	1%	1%
District	51%	42%	4%	2%	1%
Major	46%	40%	10%	2%	2%
Town Centre	40%	40%	16%	2%	2%



In car parks, the surveys showed average staying time to be as follows:

Centre type (car parks)	1 hour or less	Between 1 and 2 hours	Between 2 and 3 hours	Between 3 and 4 hours	More than 4 hours
Town Centre	55%	30%	10%	2.5%	2.5%

## Length of staying time for town centre car parks surveyed



### Options for consideration

The table below indicates the options members can consider. This includes concessions to support local businesses by offering on-street parking for the initial 20 minutes at a lower rate or for free. The free option is not recommended by officers due to the associated loss of revenue and enforcement capability. These options are all based on a full year.

Item / option	Predicted on-street income (£)	Predicted car park income (£)	Predicted total income (£)	Variance from 12/13 budget (£)	Comments
<b>Comparative data</b>					
Planned income 2012/2013	1,235,222	1,271,829	2,507,051	N/A	Budget plan
Actual income 2011/2012	1,133,614	1,213,730	2,347,344	-159,707	Actual income
<b>Standard charges proposal</b>					
a) Original charging proposal	1,158,036	1,230,327	2,388,363	<b>-118,688</b>	Proposal without concessions
<b>Options based on 20p / first 20mins on-street</b>					
b) Concession in District, Major and Town Centres	938,676	1,230,327	2,169,003	<b>-338,048</b>	Local centres remain at the cheaper 10p/first 20 mins rate
c) Concession in District centres only	1,066,607	1,230,327	2,296,934	<b>-210,117</b>	Local centres remain at the cheaper 10p/first 20 mins rate
<b>Options based on 10p / first 20mins on-street</b>					
d) Concession in District, Major and Town Centres	872,134	1,230,327	2,102,461	<b>-404,590</b>	Local centres are at 10p/first 20 mins already so all areas would be at the same rate for the first 20 mins

Item / option	Predicted on-street income (£)	Predicted car park income (£)	Predicted total income (£)	Variance from 12/13 budget (£)	Comments
e) Concession in District centres only	1,027,955	1,230,327	2,258,282	<b>-248,769</b>	Local centres are at 10p/first 20 mins already so district centres would be at the same rate as local centres for the first 20 mins
<b>Options based on Free / first 20mins on-street</b>					
f) Concession in all areas	754,620	1,230,327	1,984,947	<b>-522,104</b>	There is no effective control mechanism for free tickets and so it would be possible to stay for longer periods than 20 minutes by continuously taking free tickets to extend the duration of stay. This would reduce income to a much greater extent than that indicated in this table. The operating costs of machines would increase and there would be greater pressure on enforcement resources to try to police this arrangement which would be not be effective. This is therefore not a viable option.
g) Concession in Local, District and Major Centres only	922,157	1,230,327	2,152,484	<b>-354,467</b>	Same as (f). Town Centres keep the standard charge rate
h) Concession in Local and District Centres only	937,429	1,230,327	2,167,756	<b>-339,295</b>	Same as (f). Major and Town Centres keep the standard charge rate
i) Concession in Local Centres only	1,132,548	1,230,327	2,362,875	<b>-144,176</b>	Same as (f). District, Major and Town Centres keep the standard charge rate

## Introducing the changes

There is a legal requirement to carry out a statutory consultation on the proposals over a minimum period of three weeks. During this period of time, objections to the changes may be raised and the Council must consider all of these before proceeding to implement the changes.

Normally changes in charging rates only require a statutory notice of 3 weeks to be given and there is no legal requirement to consider representations. However, in this instance full statutory consultation is required because of the standardisation of the charging period duration (20mins on-street, 60mins in car parks) and so any representations received would need to be considered on this basis.