

**REPORT FOR: Traffic and Road Safety
Advisory Panel**

Date of Meeting: 23rd June 2011

Subject: Parking Schemes Programme 2011/12

Key Decision: No

Responsible Officer: Brendon Hills – Corporate Director –
Community and Environment

Portfolio Holder: Councillor Philip O’Dell - Portfolio
Holder for Environment and
Community Safety

Exempt: No

**Decision subject to
Call-in:** Yes, following consideration by the
Portfolio Holder

Enclosures: **Appendix A** - Proposed Revised
Parking programme 2011/12

Appendix B - Local Safety Parking
Schemes Programme - criteria and
prioritisation process

Section 1 – Summary and Recommendations

This report sets out the revised parking programme for 2012/12 following confirmation of the capital programme allocation and also the methodology associated in considering schemes for parking controls under the Local Safety Parking Schemes programme

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that:

- 1) The revised priority list of schemes shown in **Appendix A**, be agreed for 2011/12
- 2) The criteria and process involved in considering sites under the Local Safety Parking Schemes programme (formerly known as the Problem Streets programme) is agreed

The Panel is requested to note:

- 3) The current status of the Parking review and Parking Management and Enforcement Plan review.

Reason:

To prioritise the Controlled Parking Zones, Parking Schemes and Local Safety Parking Schemes programme in 2011/12

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Section 2 – Report

Programme of schemes - 2011/12

- 2.1 At the Panel meeting on 2nd February 2011 the Panel recommended a priority list of schemes for 2011/12, subject to confirmation of funding, which was subsequently approved by the Portfolio Holder for Environment and Community Safety. At the time the amount of funding from the Harrow capital programme had not been confirmed and it was envisaged that only £280k would be available.
- 2.2 At the February panel meeting a request was made by a panel member proposing that Marlborough Hill Wealdstone be also included in the Controlled parking Review of Rosslyn Crescent. It was explained that this review was being funded from S106 monies associated with development of the Mosque site on the corner of Rosslyn Crescent and Station Road and so could not be included. Officers however agreed to review the situation when the final Harrow Capital funding allocation was known.

- 2.3 The funding made available for 2011/12 has now been confirmed at £310K. The opportunity has been taken to include Marlborough Hill in the programme and also to increase funding for the Local Safety Parking Schemes Programme (formally known as the Problem Streets programme) where there are increasing demands from the public for implementing small scale localised parking controls. The evaluation process for this programme is set out elsewhere in this report. The programme for 2012/13 and beyond remains indicative and will be refined at each February meeting of the Panel in advance of the new financial year.
- 2.4 The panel are asked to recommend the revised programme for 2011/12 shown in **Appendix A** to the Portfolio Holder for approval.
- 2.5 Progress with the delivery of the 2011/12 parking schemes programme can be seen in the general Progress Report also included on the agenda for this Panel meeting.

Local Safety Parking Schemes Programme – Prioritisation Process

- 2.6 This programme, formerly known as the Problem Streets Programme, deals with more isolated locations where localised parking problems and issues occur. Typically remedial measures consist of proposals for single / double yellow lines at junctions, bends and narrowings in order to improve access. These measures also support the well established principles in The Highway Code.
- 2.7 Many requests are received each year asking for parking controls. These come from councillors, refuse collection department, emergency services and the public. The effects of parking at undesirable locations can impact on drivers, pedestrians and those with mobility difficulties. The number of requests far exceeds the financial and staff resources to enable them all to be implemented and consequently a formal appraisal system is utilised to prioritise schemes and direct the limited resources to the neediest locations.
- 2.8 The prioritisation process has been refined over time and is similar to processes used in some other London boroughs. The criteria used and the scoring system is set out in **Appendix B** for information. The criteria used focuses on prioritising sites where safety or access is compromised. A higher score indicates a higher priority. Once a location is assessed and a predetermined threshold score is exceeded then the site is included in the priority list and subsequently progressed to the required statutory consultation process before implementation of the scheme.
- 2.9 Because of the significant costs in undertaking statutory consultation which includes the legal requirement to advertise both the proposal and notification of making the necessary traffic orders, the prioritised sites are batched together and progressed as one traffic regulation order in order to reduce costs. The proposed funding for this programme is increasing over the 2010/11 year from £20k to £40K in order to meet the increasing number of

sites to be dealt with and the significant staff costs involved in dealing with the numerous requests. It is envisaged that 2-3 batches of sites will be taken forward during the current financial year.

- 2.10 Any statutory objections to parking proposals are considered and discussed with the Portfolio Holder for Environment and Community Safety. Any decisions are made either through a Portfolio Holder report or via the Service Manager – Traffic & Highway Network Management, depending on how contentious they are. In non contentious locations the decision on objections is generally given to officers in accordance with the decision-making process reported to TARSAP in September 2010.
- 2.11 It is worth noting that the larger scale area parking reviews generally on the periphery of CPZ's which also include proposals for single / double yellow lines at junctions, bends and narrowings are carried out in conjunction with the main CPZ scheme or review and not as a part of the Local Safety Scheme programme.

Parking Review

- 2.12 A review of parking permits, on-street and off-street parking controls across the borough is being taken forward following a review of the current controls in operation. It is planned to undertake a consultation in June /July 2011 on any proposed revisions and a verbal update will be given at the meeting.
- 2.13 The outcome of consultation will be reported to the September Cabinet meeting and an update reported to the September meeting of this panel.

Parking Management and Enforcement Plan review

- 2.14 The existing Parking Enforcement Plan was developed in parallel with the original Local Implementation Plan (LIP) that covered the period 2005/6 to 2010/11 in terms of infrastructure investment. This plan set out in one document the council's policies for dealing with parking and enforcement in the context of the Mayor's Transport Strategy. It also covered operational matters like criteria for permits.
- 2.15 Under the TfL guidance for the preparation of LIP2, an associated Parking Enforcement Plan is not required and consequently a revised stand alone document is being developed to replace it. The opportunity has been taken to review the format of the document to be called the "Parking Management and Enforcement Plan" which needs to provide the policy links to the LIP and Mayor's Transport Strategy (MTS), strategies for implementing those policies as well as containing clarification on the operational matters associated with enforcement which are utilised by a number of separate council departments.
- 2.16 The proposed Parking Management and Enforcement Plan will need to incorporate any outcomes from the Parking Review consultation mentioned above and consequently it will also be reported to the September meetings of Cabinet and this Panel.

Financial Implications

- 2.17 The parking programme for 2012/13 is funded from the Harrow Capital Programme and is set out in **Appendix A**. The programme for 2012/13 and beyond is indicative and subject to the provision of funding from the Harrow Capital Programme.

Risk management Implications

- 2.18 There is an operational risk register for transportation projects which covers all the risks associated with developing and implementing physical alterations to the highway. This would include the implementation of parking controls. Each individual scheme's risk register is included in the Community & Environment Directorate Risk Register.

Equalities Implications

- 2.19 The proposed programme was assessed as a part of the EqlA undertaken for the Local implementation Plan which included the parking programme of work. No negative impact on any of the equality groups was highlighted and some positive impacts were identified particularly for children and people with mobility difficulties.
- 2.20 When the individual schemes in the programme are developed, the impact of the proposals on the equalities groups will be assessed as an integral part of the design process in order to ensure that final scheme designs do not have any negative impact.

Corporate Priorities

- 2.21 The parking programme will help achieve the council's new corporate priorities:

Corporate priority	Impact
Keeping neighbourhoods clean, green and safe	Parking controls assist the elderly, disabled and mobility impaired to safely cross roads at junctions and use of dropped kerb facilities.
United and involved communities: A Council that listens and leads	There are well established consultation processes involved in progressing parking controls both for amenity and safety reasons
Supporting and protecting people who are most in need	Parking controls assist the elderly, disabled and mobility impaired to safely cross roads at junctions and use of dropped kerb facilities. Parking controls provide concessions to blue badge holders to park on yellow lines, in permit and pay & display bays (subject to certain criteria) that would not be available if the road was inaccessible because of long term commuter parking.
Supporting our town centre, our local shopping centres and businesses	Parking Controls can support such centres as it encourages the maximum use of limited parking facilities by making use of the turnover of parking

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 25/05/11		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 03/06/11		

Section 4 - Contact Details and Background Papers

Contact:

Paul Newman – Team Leader - Parking & Sustainable Transport
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Background Papers:

None