

# REPORT FOR: **CABINET**

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|-------------------------------------|---|
| <b>Date of Meeting:</b>             | 18 October 2011   |
| <b>Subject:</b>                     | Parking and Permit Charges Review and Way Forward   |
| <b>Key Decision:</b>                | Yes<br><i>[Affects 2 or more Wards]</i>   |
| <b>Responsible Officer:</b>         | Brendon Hills, Corporate Director Community and Environment   |
| <b>Portfolio Holder:</b>            | Councillor Phillip O'Dell, Portfolio Holder for Environment and Community Safety  |
| <b>Exempt:</b>                      | No  |
| <b>Decision subject to Call-in:</b> | Yes   |
| <b>Enclosures:</b>                  | Appendix A: Parking and Permit charge consultation<br>Appendix B: Consultation results<br>Appendix C: Parking Management and Enforcement Plan |

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

This report sets out the details, background and recommendations suggested to introduce a parking management and enforcement regime suitable for a forward looking Council facing the current environmental and economic situation. It follows on from a borough wide consultation into the structure of parking and permit charges.

### **Recommendations:**

Cabinet is requested to:

- Agree the new structural format for parking and permit charges based on the parking and permit charges consultation
- Request officers to prepare options for introducing credit/debit card payment for parking borough wide

- Approve the *parking management and enforcement plan* which now reflects these changes as well as enables the provision of doctor parking permits and revised eligibility for disabled parking bays
- Delegate authority to the Portfolio Holder for Environment and Community Safety to make minor changes to the parking management and enforcement plan in order to reflect future working practice changes
- Note that detailed parking and permit costs will be presented at the budget setting meetings

**Reason: (For recommendation)**

A new structure for charging for both parking and permits will enable the borough to:

- Simplify parking and permit charges
- Provide increased transparency as to how all charges are set
- Better support the local economic condition

The revised draft parking and enforcement plan will enable the borough to better manage parking and enforcement and ensure that the operational management of enforcement is brought into line with the revised Transport Local Implementation Plan (LIP).

## **Section 2 – Report**

### **Introduction**

- 2.1 A Parking Review has been carried out by officers concerned with delivering transport and parking services, informed by a consultation open to all members of the public. The aim of the review was to ensure that parking opportunities are applied fairly across Harrow, in a logical way that was understood by the public, and in line with the Council's transport policies. There have been indications from a number of sources, such as through the Council's Transport and Road Safety Advisory Panel, petitions to the Council and correspondence with the public, that the current arrangements were not considered equitable and were not easily understood. Also comparisons are often made by the public between the schemes at Harrow and those applied in neighbouring authorities.
- 2.2 As part of this review, a public consultation on the structure of parking and permit charges was undertaken in June and July 2011. The consultation also considered issues around paying for parking using credit or debit cards or pre-pay cards and also considered peak hour charges for car parks to encourage a more efficient use of car parking space. The consultation also sought the views of the public on proposals such as introducing different charges for resident parking permits, based on the emissions produced by the vehicle. This measure to encourage less environmentally damaging vehicles has been

introduced by other local authorities. The consultation document is shown in Appendix A.

- 2.3 In May 2011 Cabinet recommended Council approve a new Transport Local Implementation Plan (LIP2). Unlike the original LIP, this does not include a Parking and Enforcement Plan. In light of this, a revised Parking Management and Enforcement Plan has been prepared. This was necessary to ensure that the drivers understand the Council's approach to enforcement, that the plan remains consistent with LIP2, that continuous improvements to the management of parking and enforcement take place and that the operational management of enforcement is brought into line with the revised LIP2.

## **Options considered**

- 2.4 A parking review was conducted with officers considering the range of service options for on street and off street parking, and comparing the arrangements at Harrow with those of other boroughs – especially in London. The Mayor of London's Transport Strategy proposes that boroughs should work towards achieving pricing differentials based on vehicle emissions, including banded resident parking permits and other on and off-street parking charges, including incentives for electric vehicles. This recommendation was also included in Harrow's Transport Local Implementation Plan which the borough has a statutory duty to implement. The way this has been considered in this paper is based on best working practices from other authorities.

## **Background**

- 2.5 Parking charges across the borough vary considerably and the reasons for the differences have been lost over time. There are currently around 15 different types of charges across the borough and this both confuses and annoys the public.
- 2.6 A six week consultation on the structure of parking and permit charges in the borough took place during June and July. This consultation was predominantly web based and included invites to respond being sent to over 400 organisations and individuals, including:

- All Councillors
- Residents
- Resident Associations
- Environmental groups
- Business representatives
- Disabled group representatives
- Schools
- Religious organisations
- Age group representatives
- Specific interest clubs

2.7 Printed consultation documents were also made available in all libraries across the borough and in the Civic Centre. In addition to this, an advert was placed in the July issue of Harrow People advertising the consultation and attention was drawn to the online consultation on the front page of Harrow's web page for much of the consultation period. The consultation was also highlighted in Harrow's business newsletter sent to around 1400 businesses and residents in the borough. Towards the end of the consultation, the consultation was also highlighted on Harrow's Facebook page.

2.8 The full consultation results are provided in Appendix B.

2.9 Summary of the results show:

Support for having just 4 different cost rates for on-street parking zones across the borough

Support for having just 4 different costs rates for car parks across the borough

Support for an option to pay using credit/debit cards

Support for a move to a single cost borough wide for visitor permits

Moving to a resident's permit system based on environmental emissions was not supported

Introducing a peak hour charge for car parks was not supported.

#### *Parking and permit charges*

2.10 Following the consultation, it is recommended that:

- The cost for resident parking permits is **not** revised to be emissions based, though it is recommended that incentives remain for using greener vehicles and the incentives are extended to all types of permits including business permits.
- The cost for paying for on-street parking is revised so that charge rates are based on the extent of shopping characteristics, available car parks, existing public transport links and existing leisure facilities and that there are only four different zone cost rates across the borough. This will enable centres with few shops/businesses to be set at a lower cost rate than areas such as Harrow Town Centre.
- The cost for car parks is revised so that charge rates are based on the extent of shopping characteristics, available car parks, existing public transport links and existing leisure facilities and that there are only four different zone cost rates across the borough. The physical condition of the car parks and their perceived safety will also be taken into account.
- A single cost for visitor parking permits is introduced. This will considerably reduce the overall administrative costs for these permits.

2.11 New permit costs will only come into play as permits are renewed but in all cases existing parking permits will remain valid until their expiry date.

2.12 This report deals with the principles for applying charges for parking through zoning. The setting of the detailed fees and charges takes place annual during the budget setting meetings. Officers would develop the next fees and

charges based on the proposed zones for 2012-13 onwards, if the recommendations are agreed.

#### *Payments by phone using Credit/Debit cards*

- 2.13 The consultation results showed public support for introducing paying by phone for parking using credit/debit cards. Where similar systems have been introduced in other authorities it has led to reduced crime associated with paying for parking, reduce malicious damage to car parking meters to obtain cash and also reduce the costs associated with regularly emptying parking meters. There are options for introducing such schemes with no additional charges to the local authority as the cost can be covered by a small additional charge added to each transaction to cover the overall cost of providing the phone payment service.

If this system is introduced, there may also be additional benefits as it would enable visitor and resident parking permits to be issued / renewed electronically, thereby releasing staff resources to other areas.

It is not intended that introducing the option to pay by phone for parking would remove the existing option of paying by coins. Providing this facility will reduce those people using the excuse of going to get change when a vehicle is parked without displaying a valid permit and will also increase compliance as a result of the significant increased convenience this would offer for short term parking. It has previously been estimated that if compliance increased by 0.75% then revenue would increase by a further £2,000 per annum.

It is common in schemes introduced by other authorities for running costs of cashless parking to be covered by a small charge of less than 20p per transaction which is added to each transaction for paying this way. This charge will be made clear to all users of this service.

In developing plans for cashless payment of parking charges, officers will take account of feasibility work that is taking place on potential discount card schemes.

#### *Doctor parking permits*

- 2.14 Some parking problems have been identified for doctors on call where the surgeries are located in CPZs. A new doctor parking permit is recommended to be made available to assist doctors working at selected surgeries. Doctors would only be eligible for this permit under strict conditions. The surgery must show that they have actively made attempts to resolve the parking problems for the surgery through other means such as developing local travel plans for all their staff and encouraging patients to arrive at the surgery by means other than car; and it must be shown that there is insufficient off-street parking to accommodate the effective working of the surgery. This will be demonstrated by comparing how many full time equivalent doctors are registered at the surgery and how many off-street parking spaces are available. A maximum of 2 permits per surgery will be considered and it is recommended that the cost is set in line with that of business permits. The condition for being allowed these permits would be regularly reviewed to limit abuse.

#### *Disabled people parking bays*

- 2.15 Improved criteria for eligibility for new disabled parking bays has been developed. The new criteria will enable disabled parking bays to be introduced for either children or passengers if applicants and the residential location meet the required criteria. For all applicants, the criteria for applications are better defined for the public so that inappropriate applications are reduced and the decision making process less contentious.

*Car park peak hour charging*

- 2.16 The consultation investigated public support for introducing peak period charging to encourage use of car parks during the times of the day when the car park is less busy. This did not receive public support and it is therefore **not** recommended that this is further considered at this time.

*Business parking permits*

- 2.17 The original parking and enforcement plan did not clearly clarify that businesses who own greener vehicles are eligible for a reduced charge parking permits for off-street parking. This is made clearer in the revised parking management and enforcement plan and actual costs for these permits will be included in the next annual Fees and Charges report to Cabinet.

*Parking Management and Enforcement Plan*

- 2.18 A revised draft *parking, management and enforcement plan* has been prepared. This includes detailed information on all parking policy, management and enforcement that the borough undertakes. The document was originally a required part of the Harrow LIP. This is no longer the case and the plan has been rewritten to be a stand alone plan providing more details on the revised policy included in the recently approved LIP2. To ensure that the plan does not become outdated, costs are not included in it. Costs for permits and parking are routinely updated in the *Parking in Harrow* booklet and on Harrow's website. The revised draft *parking, management and enforcement plan* will be available in the Members' Library from 22nd September.

- 2.19 The significant changes in the revised draft plan concern the following:

- Charge rates for all zones are revised so that the rate is based on the extent of shopping characteristics, an assessment of the economic viability of retail in the area, available car parks, existing public transport links and existing leisure facilities and that there are only four different zone cost rates across the borough as recommended in Section 2.10.
- Charge rates for car parks are revised so that charge rates are based on proximity to major retailers, public transport provision and leisure facilities and the physical condition of the car parks and their perceived safety. It is recommended that there are only four different zone cost rates across the borough as recommended in Section 2.10.
- A single cost for visitor parking permits is introduced as recommended in Section 2.10.
- Criteria for eligibility for new doctor parking permits as recommended in Section 2.14

- Criteria for eligibility for disabled parking bays as referred to in Section 2.15
- A reduced cost for off-street parking permits for businesses using environmentally friendly vehicles as referred to in Section 2.17.

- 2.20 Other changes made to the parking, management and enforcement plan include details on how enforcement is managed – such as prioritisation of locations that impact on traffic flow including cycling and pedestrian traffic flow and particularly impact on bus flow. This is in line with the Traffic Management Act Network Management Duty.
- 2.21 The Council is keen to assist retailers and the public to maintain viable and sustainable local shopping areas. Supporting our town centre, our local shopping centres and businesses is a key priority, and parking charge holidays is one way that localities may be supported. To assist the promotion of local retail areas, the Council will look to have parking charge suspensions associated with planned events.
- 2.22 The Council will develop proposals to introduce charging in main car parks that are currently free of charge to be consistent across the portfolio of Council run car parks.

## **Implementation Process**

- 2.23 Following the approval of the Fees and Charges report by Cabinet the following will need to take place:
- 2.23.1 *Parking charges*
- 2.23.2 To implement the agreed change to both on-street and off-street parking charges, a full statutory consultation on the revised structure of parking charging will be required. People will be allowed to make objections to this consultation during a 21 day period. Any objections or representations need to be considered before implementing any changes.
- 2.23.2 *Visitor parking permits*
- 2.23.3 To implement the agreed change in visitor parking permit charges, a variation notice will be publicly advertised for 21 days and then the changes can be introduced. During this time, permits will be printed and then the system will go live from the end of the 21 day notice period.
- 2.23.4 The revised visitor parking permit charges will be introduced for new permits only.
- 2.24 Upon approval of this Cabinet paper, officers will explore options for the cost effective introduction of the use of credit/debit cards to pay for parking by telephone.

### *Credit/Debit card payment*

- 2.24.1 Initial feasibility work indicates that depending on which system is selected, the set up costs are either free or up to £3,000. Most providers of the service absorb this cost into the running costs of the operation. All suppliers of this service supply temporary signage to establish the scheme. It is then the Council's responsibility to replace the signage as required with permanent signs. Harrow parking is currently in a position to prepare and advertise a tender to provide this scheme as soon as this decision is approved.

### **Resources, costs**

- 2.25 Charges for permits and parking will be set through the fees and charges budget proposal through future meetings of Cabinet and the Council.
- 2.26 The cost of enabling the use of credit/debit cards for paying by phone for parking is cost neutral to the borough as costs are borne by those using this facility through a small surcharge on all transactions.
- 2.27 Any additional cost, for example the statutory consultation for the proposals will be met through existing service budgets.

### **Staffing/workforce**

- 2.28 The Council employs existing staff with the expertise to do the work outlined in this paper with additional support through the Capita partnership as required.

### **Legal comments**

- 2.29 Changes to all Controlled Parking Zone and car park Traffic Orders has to be carried out in accordance with the procedures set out in the Road Traffic Regulation Act 1984 and regulations made there under. This includes the requirement to advertise a Public Notice at least 21 days prior to any change.
- 2.30 Penalty Charge Notice income, together with income from on-street parking charges, must go into a separate parking account, regulated in terms of the Road Traffic Regulation Act 1984. This Act provides that any surplus of income over expenditure can only be used in limited circumstances.

### **Financial Implications**

- 2.31 The February 2011 Cabinet meeting that agreed the medium term financial strategy included a reference to a parking review and an evaluation that this could have an impact of a net increase in revenue from parking of £75k per annum. Currently financial monitoring indicates that the income from parking related activity is less than forecast.
- 2.32 If the principles set in this report are agreed, officers will develop revised charges and fees for the setting of the budgets and the Medium Term Financial Strategy at future Cabinet meetings for:



- Visitor and Business parking permits
- On-street parking permits
- Car park charges

2.33 Officers will develop viable options and business cases for the use of credit/debit cards for paying for parking with the aim that it is cost neutral to the borough as costs are borne by those using this facility through a small surcharge on all transactions.

### Performance Issues

2.34 The changes recommended through the revised plan will help the borough achieve its corporate priorities as well as helping meet the Community and Environment performance targets.

2.35 Implementing this strategy will have a positive impact in a variety of areas and in particular regarding disabled parking spaces and reduced CO<sub>2</sub> emissions. It is an objective of both Harrow and the Mayor of London to reduce CO<sub>2</sub> emissions borough wide. The increased attention to enforcement to improve bus and general traffic will help to do this.

### Environmental Impact

2.36 Some environmental gains will be achieved from ensuring that the enforcement regime is geared towards encouraging traffic flow in general and improved bus flow in particular.

2.37 Localised improvements to air quality will result from these changes.

### Risk Management Implications

Risk included on Directorate risk register? No

Separate risk register in place? No

| Risk   | Likelihood  | Impact      | Mitigation  |
|--|-------------|-------------|---|
| Changes introduced are not well received by public | Significant | Significant | In addition to the consultation set out in this paper, statutory consultation is required for the proposals. A communications strategy will be implemented to explain the |

| Risk   | Likelihood  | Impact      | Mitigation   |
|--|-------------|-------------|--|
|  |             |             | changes  |
| Environmental benefits cannot be guaranteed          | Significant | Marginal    | As vehicle technology improves, the environmental aspect of the scheme will diminish.  |
| Income generated does not meet budgeted expectations | Significant | Significant | The complex budget for this group of services provides opportunities to mitigate this risk through efficiency and changes to activity level. |

## Equalities implications

Was an Equality Impact Assessment carried out? Yes

- 2.38 No adverse impact on any equality groups has been identified. However the revised parking management and enforcement plan will offer benefits to those requesting the provision of disabled parking spaces.

## Corporate Priorities

Please identify which corporate priority the report incorporates and how:

- Keeping neighbourhoods clean, green and safe.
- United and involved communities: A Council that listens and leads.
- Supporting and protecting people who are most in need.
- Supporting our town centre, our local shopping centres and businesses.

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

Name: Julie Alderson  Chief Financial Officer

Date: 22 September 2011

Name: Matthew Adams  on behalf of the  
Monitoring Officer

Date: 22 September 2011

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

Name: Wayne Longshaw  on behalf of the  
Divisional Director  
Partnership,  
Development and  
Performance

Date: 19 September 2011

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

Name: Andrew Baker  on behalf of the  
Divisional Director  
(Environmental  
Services)

Date: 22 October 2011

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

Harrow Local Implementation Plan

<http://www.harrow.gov.uk/downloads/file/9917/lip2>

Equalities Impact Assessment

#### **Contact:**

Ann Fine, Transport Policy Officer, 020 8424 1496 (ext 2496)

**Background Papers:** Harrow Local Implementation Plan  
<http://www.harrow.gov.uk/downloads/file/9917/lip2>

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

**NOT APPLICABLE**

*[Call-in applies]*



## Parking and Permit Charges Consultation

## PARKING AND PERMIT CHARGES CONSULTATION

Harrow Council wants to hear residents' views on revising the way parking and permit charges are set in the borough. There are currently a wide variety of different charges for parking and permits in different locations and although there are often reasons for the differences they are not always obvious and can confuse and annoy the public.

This document is inviting you to comment on how the Council should consider:

- Simplifying all parking and permit charges
- Providing greater transparency as to how the charges are set
- Introducing environmental incentives
- Ensuring short term parking charges for local district centres:
  - Suit the needs of the local area; and
  - Support traders and the wider economic vitality of the area but without encouraging additional car use
- Ensuring that car use is not promoted above using sustainable forms of transport such as public transport, walking and cycling.

This consultation is **not** about how much people should pay for car parking charges but on changing the principles that determine parking charges across the borough.

As a general principle, the borough wishes to direct long term parking towards car parks and to limit the negative effects of on-street commuter parking in residential areas. Short term parking for local district centres also needs reviewing so that it better suit the needs of the locality. Parking charges also need to support the economic vitality of the area but not encourage additional car trips.

Business parking permits are not discussed in this paper and will be reviewed separately.

### Why we charge for parking

Increasing reliance on the car to get around has meant that in many areas demand for parking has outstripped the available roadside parking spaces available. This means that there is simply not enough kerb space to accommodate all the cars wishing to park. Charging for parking allows the borough to better manage the increasingly high parking demand and also allows for the regulations to be properly enforced.

The key problem the borough needs to address is that if parking were free, spaces would be taken up for long periods of time by parked vehicles, significantly reducing the turnover of vehicles coming and going to any area. This would cause major problems for deliveries to premises, would increase congestion, damage the overall economy and make local environmental problems worse. In the days of free parking, there was no incentive for drivers to return to their cars after shopping and to free up spaces for others. The growth in car usage demands that we continually review how we manage parking.

Parking charges play an important role in managing parking demand and ensure that sufficient funds are available to provide effective parking enforcement. Money raised

# Parking and Permit Charges Consultation

from parking enforcement pays for parking attendants, the costs of processing parking fines, road maintenance and other associated costs.

If there is any money left after meeting these costs, it is a legal requirement that it is spent on transport-related improvements within the borough. This includes improving road safety, providing access to parking for residents and businesses in controlled parking areas or to help fund Freedom Passes for the elderly and those with mobility difficulties.

## Managing parking demand and charges



### Harrow's role in Greater London

Parking policy cannot be considered independently from the wider transport policy. Harrow's overall transport policy is provided in more detail in Harrow's Transport Local Implementation Plan (LIP). The LIP is a statutory document agreed by the Mayor of London and sets out Harrow's transport objectives and policies. It also explains the Council's plans for meeting these objectives, a three year programme of investment, and the targets we are seeking to achieve.

The parking and permit charges in Harrow must fit in with this wider policy if we are to improve overall quality of life.

## Relationship between on-street charges and car parks

The provision of on-street parking and local car parks should not be treated independently. If car park charges are high it causes parking to spill onto nearby streets and frequently onto residential roads in the wider area. This can upset local residents if they struggle to park near their own homes, whilst services and businesses cannot operate effectively in such an environment. Other problems include shortages of on-street parking spaces, empty car park spaces and damage to public transport services and the pedestrian environment.



## PROPOSED CHARGES – WHY DO CHARGES NEED TO VARY?



### On-street charges

Charges for parking on-street vary widely throughout the borough. The charges differ as demand on parking spaces differs. There is clearly a greater need in the town centres to manage demand than in other areas. For example, it does not make sense for parking charges to be the same in Harrow Town Centre as in Burnt Oak. This is part of what we are trying to reflect in the proposed changes.

We want your views on changing to just 4 different cost rates for on-street parking zones across the borough.

| Current costs  | Proposed costs  |
|--|---|
| These range from 20p per 20 minutes parking to 50p per 10 minutes and a whole range of charges in between. The rationale for the 15 different types of charges across the borough has been lost over time. | <p>Classify all locations into <b>one of four zones</b> with different cost rates for each zone.</p> <p>Zones will be classified by the extent of shopping characteristics, available car parks, existing public transport links and existing leisure facilities. Harrow Town Centre will be the highest cost rate and locations with few shops/businesses will be the lowest cost rate.</p> <p>On boundary roads the borough will attempt to work towards a better joint approach with neighbouring authorities.</p> |

### Car park charges

We want your views on changing to just 4 different cost rates for car parks across the borough

| Current costs   | Proposed costs   |
|---|--|
| Costs vary between all car parks. The reasons for the differences are no longer apparent. | <p>Classify all locations into <b>one of four zones</b> with different cost rates for each zone. Rates will be based on proximity to major retailers, public transport provision and leisure facilities. The physical condition of the car parks and their perceived safety will also be taken into account.</p> <p>An increased charge during the peak times for busy car parks to encourage more efficient use of car parking spaces and to encourage car park use at times in the day when the car park is less busy.</p> |



# Parking and Permit Charges Consultation

## Paying for parking

We would like to know if you would find it helpful to be able to pay for parking using credit or debit cards or a pre-pay card.

| Current costs   | Proposed costs   |
|---|--|
| Currently drivers pay for parking on-street and in car parks using cash only. | <p>Giving drivers the ability to pay for parking by credit or debit cards and/or using a mobile phone is increasingly popular with many drivers. It reduces the amount of cash drivers need to carry around with them. Introducing cashless parking would also help the authority become more efficient because the convenience means drivers are more likely to pay, and it reduces cash collection costs and risks.</p> <p>Cashless parking is being considered in Harrow, though a pre-pay card would also be available for drivers who do not have a credit or debit card or do not want to use them to pay for parking.</p> |

## PARKING PERMITS

### Resident parking permits

The proposed changes aim to introduce environmental considerations into the charges. The new charges will provide a small incentive for car owners to move to more environmentally friendly vehicles. This follows the well established DVLA vehicle licensing structure.

If we make the change proposed below, costs of permits will be reduced for many residents.

We would like to know if you support the principles of moving to a residents' permit system based on CO<sub>2</sub> / environmental emissions.



## Parking and Permit Charges Consultation

| Current costs   | Example proposed costs   |         |               |         |         |
|---|--|---------|---------------|---------|---------|
| 1st vehicle £49 per year<br>2nd vehicle £60 per year<br>3rd vehicle £82 per year<br>4th vehicle and all subsequent vehicles £131 per year<br>Environmentally friendly vehicles free | For cars registered after 28th February 2001   |         | Cost (£)/year |         |         |
|   | CO <sub>2</sub> emissions  |         |               |         |         |
|   |  | 1st car | 2nd car       | 3rd car | 4th car |
|   | 1 - 100 g/km   | 0       | 0             | 0       | 0       |
|   | 101 - 140 g/km   | 40      | 60            | 72      | 86      |
|   | 141 - 165 g/km   | 65      | 98            | 117     | 140     |
|   | 166 - 200 g/km   | 90      | 135           | 162     | 194     |
|   | Over 201 g/km  | 100     | 150           | 180     | 215     |
|   | For cars registered before 28th February 2001 where CO <sub>2</sub> emission data is not available |         | Cost (£)/year |         |         |
|   | Engine capacity  |         |               |         |         |
|   |  | 1st car | 2nd car       | 3rd car | 4th car |
|   | 1 - 1,000cc  | 0       | 0             | 0       | 0       |
|   | 1,001 - 2,000cc  | 65      | 98            | 117     | 140     |
| 2,001 - 3,000cc   | 90   | 135     | 162           | 194     |         |
| 3,000cc +   | 100  | 150     | 180           | 215     |         |

### Visitor parking permits

| Current costs  | Example proposed costs  |
|--|---|
| Cost is based on zones. Cost for a book of 10 is currently £10.20 in some zones and £11.00 in others and £17.00 in others. | £15 each for a book of 10 visitor parking permits for each zone across entire borough. Having a single cost will reduce the administrative cost of the permits.<br><br>Discounts to remain for senior citizens and those receiving mobility benefits. |

## WHAT HAPPENS NEXT

Following consultation, we will consider all the responses and these will influence the changes we introduce. The results of this consultation will also influence the Parking Management and Enforcement Plan that is currently being rewritten. Result of this consultation will also be published on the Council's website.

Before the details of any of the changes to parking take place, a statutory consultation on the details of the changes will be required. The statutory consultation takes a minimum of 21 days. It is this consultation that will determine the charges to be set for all parking changes.

## Appendix B – Consultation results

A six week consultation on the structure of parking and permit charges in the borough took place during June and July. The consultation was predominantly web based with a link to the consultation provided on the front page of the Harrow website for most of the consultation and invites to respond being sent to over 400 organisations, including:

- All Councillors
- Residents
- Resident Associations
- Environmental groups
- Businesses and their representatives
- Disabled groups
- Schools
- Religious organisations
- Age group representatives
- Specific interest clubs

Printed consultation documents were also made available in all libraries across the borough and in the Civic Centre. In addition to this, an advert was placed in the July issue of Harrow People advertising the consultation and attention was drawn to the online consultation on the front page of Harrow's web page for much of the consultation period. The consultation was also highlighted in Harrow's business newsletter sent to around 1400 businesses and residents in the borough. Towards the end of the consultation, the consultation was also highlighted on Harrow's Facebook page.

The consultations solicited a higher than average response for borough parking and transport consultations. In total there were over 130 responses including over 100 responses online and over 20 responses in writing. Consultees were from across the borough and covered the diverse make-up of the Harrow population.

The results follow:

### *1. On-street parking charges*

Consultees were asked if they supported the principle of having just 4 different cost rates for on-street parking zones across the borough.

The results showed:

- 64% supported this principle
- 31% did not support this
- 5% had no opinion

### *2. Car parks*

Consultees were asked if they supported the principle of having just 4 different cost rates for car parks across the borough.

The results showed:

62% supported this principle  
36% did not support this  
2% had no opinion

### *3. Peak hour charging for car parks*

Consultees were asked whether they supported the idea of an increased charge during the peak times for selected car parks within the borough in order to encourage drivers to use car parks at times when car parks are less busy.

The results showed:

31% supported this principle  
65% did not support this  
4% had no opinion

### *4. Credit/Debit/Pre-pay parking*

Consultees were asked if they would find it helpful to be able to pay for parking using a credit or debit card or a pre-pay card?

The results showed:

64% supported this principle  
25% did not support this  
11% had no opinion

### *5. Resident parking permits*

Consultees were asked if they supported the principles of moving to a residents' permit system based on CO2/environmental emissions.

The results showed:

40% supported this principle  
56% did not support this  
4% had no opinion

### *6. Visitor parking permits*

Consultees were asked if they supported simplifying costs for visitor parking permits to a single cost borough wide for a book of 10 permits.

The results showed:

61% supported this principle  
26% did not support this  
13% had no opinion