

**REPORT FOR: TRAFFIC & ROAD
SAFETY ADVISORY
PANEL**

Date of Meeting: 23rd November 2011

Subject: **INFORMATION REPORT**
Parking Review Update

Responsible Officer: Brendon Hills – Corporate Director
Community & Environment

Exempt: No

Enclosures: Appendix A - Public consultation
document
Appendix B - Consultation results

Section 1 – Summary

This report provides an update on the parking review, following the borough wide parking consultation on the structure of parking and permit charges and the subsequent cabinet meeting of 18 October 2011 which considered the consultation outcome. It also provides information on the way recommended changes will be introduced.

FOR INFORMATION

Section 2 – Report

Parking review consultation

- 2.1 The aim of the parking review is to ensure that parking opportunities are applied fairly and consistently across Harrow in a logical structured way that is easily understood by the public and accords with the Council's transport policies set out in the Transport Local Implementation Plan (LIP). As part of the review a borough wide consultation on a revised structure for parking and permit charges took place as well as a review of procedures identified in the parking management and enforcement plan bringing it into line with the LIP.
- 2.2 The details of the parking review can be seen in the public consultation document in Appendix A which is self explanatory.
- 2.3 The parking review consultation took place during June and July 2011 and the response from the public indicated support for the following changes:
- Having just 4 different cost rates for on-street parking zones across the borough;
 - Having just 4 different costs rates for car parks across the borough;
 - Providing an option to pay using credit/debit cards;
 - Moving to a single cost borough wide for visitor permits.
- 2.4 Some of the changes proposed were not supported as follows:
- Moving to a residents' permit system based on environmental emissions;
 - Introducing a peak hour charge for car parks.
- 2.5 A more detailed breakdown of the results of the consultation are provided in Appendix B.
- 2.6 Following this review, the parking management and enforcement plan was revised to ensure it was consistent with the results of the consultation as well as well as taking account of changes required to ensure best practice for parking operations.
- 2.7 The results of the parking consultation along with the changes recommended in the revised parking management and enforcement plan were considered by Cabinet on 18th October 2011 and they agreed the following:
- To introduce a the new structural format for parking and permit charges based on the parking and permit charges consultation;

- Officers to prepare options for introducing credit/debit card payment for parking borough wide;
- To approve the parking management and enforcement plan;
- 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.

Parking management and enforcement plan

2.8 A number of key changes have been made to the parking management and enforcement plan and agreed by cabinet which include:

- Charge rates for all zones to be 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 following the consultation;
- 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 following the consultation;
- A single cost for visitor parking permits is introduced as recommended following the consultation;
- Criteria for eligibility for new doctor parking permits as recommended;
- Criteria for eligibility for disabled parking bays is revised;
- A reduced cost for off-street parking permits for businesses using environmentally friendly vehicles.

2.9 More information on doctors' parking permits, disabled parking and business permits is detailed below.

Doctors' parking permits

2.10 A new doctors' parking permit is 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 parking bays

- 2.11 An improved criteria for eligibility for new disabled parking bays will be introduced. 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.

Business parking permits

- 2.12 The original parking and enforcement plan did not clearly clarify that businesses who own greener vehicles are eligible for a reduced charge parking permit 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.

Next steps

- 2.13 Officers are currently in the process of developing the detailed on-street and off-street parking and permit charges across the borough in accordance with the outcome of the review and the Cabinet recommendations. This will set out the exact charges across the borough relative to the local area and aims to make charges clearer and more consistent. A full public consultation and statutory consultation will be undertaken on the detailed proposals once the detailed proposal is agreed with the Portfolio Holder.
- 2.14 Subject to consultation, the proposed charges will subsequently need to be considered by Cabinet as a part of the wider consideration of the council's annual fees and charges. The implementation of the changes are currently planned to be undertaken in the 2012-13 financial year subject to Cabinet approval.
- 2.15 Proposals will also be developed to introduce charging in main car parks that are currently free of charge in order to be consistent across the range of Council run off-street car parks. Officers are also exploring cost effective options for the introduction of the use of credit/debit cards to pay for parking by telephone.
- 2.16 Once any changes are made, general information regarding parking and charges will be updated on the Council's website and in the "Parking in Harrow" booklet which is made available at council offices and also via the My Harrow account system available to local people through the website.

Section 3 – Further Information

- 3.1 The purpose of this report is to update the panel about a key change to the structure of parking charges agreed by cabinet. No further updates will be provided as officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding progress with implementation.

Section 4 – Financial Implications

- 4.1 The February 2011 Cabinet meeting which agreed the medium term financial strategy included a reference to a parking review and an evaluation that this would have a net increase in revenue from parking of £75k per annum. Officers are developing revised charges and fees as a part of the parking review in order to achieve this through changes to:

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

- 4.2 In addition to this, officers are developing 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.

Section 5 – Corporate Priorities

- 5.1. The following corporate priorities will benefit from the changes proposed:

Keeping neighbourhoods clean, green and safe:

Making improvements to the parking arrangements helps to remove illegal and dangerous parking and thereby improves the local environment.

United and involved communities, a council that listens and leads:

All these revisions are in response to public dissatisfaction with the current vast array of parking charges and little transparency into how they are set.

Supporting and protecting people who are most in need:

Revisions will introduce greater clarity over the provision of disabled bays.

Supporting our town centre, our local shopping centres and businesses:

Economic viability of shopping centres will be considered in setting all charges.

Name: Kanta Hirani



on behalf of the
Chief Financial Officer

Date: 08/11/11

Section 7 - Contact Details and Background Papers

Contact: Ann Fine, Transport Policy Officer, 0208 424 1496, ex 2496.

Background Papers:

Parking and permit charges review paper for cabinet meeting of 18th October:
<http://moderngov:8080/documents/g60641/Public%20reports%20pack,%20Tuesday%2018-Oct-2011%2019.30,%20Cabinet.pdf?T=10>

Minutes to this meeting are yet not available at time of writing this report.

Parking management and enforcement plan:

http://www.harrow.gov.uk/downloads/file/10429/parking_management_and_enforcement_plan

Parking Review Update - Appendix A Public Consultation Document

Consultation



Parking and Permit Charges Consultation

*Harro***ur**o**u**ncil
LONDON

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 one of four zones 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 one of four zones 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.	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. 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.

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 CO₂ / environmental emissions.



Parking and Permit Charges Consultation

Current costs	Example proposed costs				
1st vehicle £49 per year 2nd vehicle £60 per year 3rd vehicle £82 per year 4th vehicle and all subsequent vehicles £131 per year Environmentally friendly vehicles free	For cars registered after 28th February 2001		Cost (£)/year		
	CO₂ 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 ₂ 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. 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.

Parking Review Update - 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