Brent

Scrutiny Committee – supplementary: parking reports

Thursday 8 October 2015 at 7.00 pm
Boardrooms 3-5 - Brent Civic Centre

Membership:

Members
Councillors:

Filson (Chair)
Colwill (Vice-Chair)
Daly
Farah
Kelcher
Miller
Stopp
Tatler

Substitute Members
Councillors:

Agha, Hector, Khan, J Mitchell Murray, Nerva, Ketan Sheth and Thomas

Councillors:

Kansagra and Maurice

Co-opted Members
Ms Christine Cargill
Mr Alloysius Frederick
Dr J Levison
Mr Payam Tamiz
Iram Yaqub
Vacancy

Observers
Ms J Cooper
Ms C Jolinon
Mrs L Gouldbourne
Brent Youth Parliament representatives

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020 8937 1359, anne.reid@brent.gov.uk

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Agenda

Item   **Page**

6   Parking strategy 2015   1 - 10

Attached is the report from the Chief Operating Officer covering the background and future development of the strategy together with the covering report due to go the Cabinet in November 2015. The Strategy itself has been previously circulated.

Date of the next meeting: **Thursday 5 November 2015**

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	Scrutiny Committee 8 October 2015
	Report from the Chief Operating Officer

For Information	Wards Affected: ALL

2015 Parking Strategy

1.0   Summary

1.1   This covering report accompanies the attached 2015 Parking Strategy, which is due to be considered by the Cabinet at the meeting on 16th November 2015. Scrutiny Members have requested that the 2015 Parking Strategy is presented to the committee in order that their comments on the Strategy can be considered by Cabinet at their meeting in November.

1.2   The 2015 Parking Strategy has been developed to provide a strategic foundation for the council's parking polices and the service's operational practice. It draws together existing policy into a single document, with the aim of providing a clear statement of the council's strategy intent with regard to parking services, which will inform the development of future individual policies. There are no new policy changes recommended within the strategy but the document provides a statement of the principles which underpin policy development.

1.3   The Parking Strategy needs to be viewed in the context of its links to other service areas and objectives, particularly the role of parking policy in relation to economic development, the Local Plan and planning policy, the quality of the local environment and public health objectives. It is a companion to the Long Term Transport Strategy considered by the August 2015 meeting of the Scrutiny committee.

2.0   Recommendations

Members of the Scrutiny Committee are recommended to:-

2.1   Consider and comment on the attached 2015 Parking Strategy and forward their comments to the Cabinet for their consideration at the meeting on 16th November 2015.

3.0   Background

3.1   The 2015 Parking Strategy does not introduce new policy, but instead brings together in a single document the relevant and applicable policies from the existing key documents: The key documents informing the strategy are:

- 2006 Parking and Enforcement Plan
- Changes to parking policy and practice previously agreed by the Executive and Cabinet during the period 2006-2015
- Council's new Long Term Transport Strategy (approved by Cabinet on 24 August 2015 following extensive public consultation during 2014/15)
- Mayor of London's Transport Strategy

3.2   It is designed to be a coherent document setting out the Council's agreed current policies. As such is has not been the subject of public consultation. Any individual policy changes required in order to implement the strategic intent and principles within the Strategy will be the subject of specific public consultation prior to agreement by the council.

3.4   In considering the Parking Strategy it should be borne in mind that the overall strategic approach needs to balance a number of interests and objectives. In particular our strategic parking principles need to take account of ensuring public safety; enabling residents to park near their homes; supporting local economic prosperity; reducing traffic congestion; improving air quality and protecting the quality of the public realm. This can be a challenging set of aims to reconcile and will inevitably require a degree of mediation in achieving an appropriate balance.

Contact Officer.

Cathy Tyson
Head of Policy
Chief Operating Officer's Department

	Cabinet **16 November 2015**
	Report from the Chief Operating Officer
For Decision	Wards Affected: All
2015 Parking Strategy	

Forward Plan Ref:

1. SUMMARY

1.1. The 2015 Parking Strategy has been developed to provide a strategic foundation for the council's parking policies and operational practice. It draws together existing policy in a coherent baseline document, with the aim of establishing a firm foundation for future policy development.

1.2. The Parking Strategy reflects the priorities and objectives set out in the new Long Term Transport Strategy, the Council's Local Plan and the Borough Plan. The main foundation of the 2015 Parking Strategy is the Parking and Enforcement Plan agreed by the Council in 2006.

1.3. The Parking Strategy has also been developed to complement the work of other service areas leading, for example, on: transportation; economic development; planning; air quality; and carbon reduction policy.

2. RECOMMENDATIONS

That Cabinet:

2.1 Approves the 2015 Parking Strategy as set out in Appendix A to this report, superseding the Council's 2006 Parking and Enforcement Plan;

2.2 Re-adopts the priority hierarchy for on-street parking as set out in section 2.25 of the 2015 Parking Strategy (as reproduced in paragraph 3.4 below in this report); and

2.3 Specifically confirms the policy and operational objectives set out in section 2.27 of the 2015 Parking Strategy (as reproduced in paragraph 3.5 below in this report).

3. BACKGROUND

3.1 The 2015 Parking Strategy, set out in full in Appendix A, has been designed to provide a clear, well-written, comprehensive and coherent baseline policy position. It does not introduce new policy, but instead brings together in a usable and informative way relevant and applicable policies from the:

- 2006 Parking and Enforcement Plan
- Changes to parking policy and practice previously agreed by the Executive and Cabinet during the period 2006-2015
- Council's new Long Term Transport Strategy (approved by Cabinet on 24 August 2015 following extensive public consultation during 2014/15)
- Mayor of London's Transport Strategy

It is designed to be a coherent document setting out the Council's agreed current policies. It has been drafted in an accessible way to facilitate its use in clarifying the Council's parking policy and practice for members of the public, and in responding to information requests. The Strategy is compatible with the Council's Local Plan and other relevant planning policies, and the Borough Plan

3.2 In light of the fact that the Strategy draws together existing policy, additional public consultation has not been undertaken in respect of the 2015 Parking Strategy. As future policy is developed, public consultation will take place in accordance with the Council's vision and core values.

3.3 The structure of the 2015 Parking Strategy is summarised below:

		Pages
1.	*Introduction*	*1*
2.	*The Parking Strategy in Context*	*2-8*
3.	*Brent's Parking Policies in Action*	*9-32*
4.	*Parking Spaces and New Development*	*33-34*
5.	*Parking Charges*	*35-38*
6.	*Parking Enforcement*	*39-44*
7.	*Parking Management*	*45-48*
8.	*Future Challenges*	*49*

3.4 Paragraph 2.25 of the Parking Strategy reproduces the priority hierarchy for on-street parking originally agreed in the Council's 2006 Parking and Enforcement Plan. This is as follows:

- Local disabled resident parking need
- Non-local disabled parking need
- Local resident parking need
- Essential worker in the delivery of public service
- Local business operational parking/servicing need
- Short-stay shopper/visitor parking need
- Long-stay shopper/visitor parking need
- Long-stay commuter parking need

This priority hierarchy has been specifically referred to by the Council when considering amendments to parking charges since 2006, and will continue to be taken into account when assessing parking need.

3.5 Section 2.27 of the 2015 Parking Strategy lists the proposed Policy and Operational Objectives for the operation and development of the Council's parking service. These are compatible with the former 2006 Parking and Enforcement Plan and the Council's Long Term Transport Strategy.

Policy objectives

The Council seeks:
- To improve the safety of all road users.
- To provide affordable parking spaces in appropriate locations to promote and serve the needs of the local economy.
- To assist in providing a choice of travel mode and enable motorists to switch from unnecessary car journeys, to reduce traffic congestion, carbon emissions and pollution.
- To promote carbon reduction and improved air quality by encouraging the use of vehicles with lower emission levels
- To support local businesses by facilitating effective loading and unloading, and providing allocated parking where appropriate.
- To provide the right balance between long, medium and short stay spaces in particular locations
- To achieve a turnover of available parking space in shopping and commercial areas, to maximise business activity and promote economic growth
- To assist the smooth flow of traffic and reduce traffic congestion.
- To enable residents to park near their homes.
- To facilitate visitor parking, especially by those visiting residents with personal care needs.
- To assist disabled people with their parking needs, and enhance their access to local shops and key amenities
- To prioritise parking controls to support the needs of local residents and businesses over event traffic.

Operational objectives

The Council aims:
- To set a level of charges which balances demand and supply for parking spaces across the borough.
- To provide an efficient service which constantly seeks to improve.
- To be fair, consistent and transparent in our dealings with customers.
- To publish clear statistical and financial information on a regular basis.

3.6 Section 5.2 of the strategy describes the Council's approach to parking and CPZ permit charges, reflecting balanced transport policies and overarching environmental aims and objectives. The broad criteria for charges are set out as follows, although each case will be considered on its own detailed merits:

Highest charge	Locations that are highly accessible by public transport, walking and cycling and therefore have the greatest potential for mode shift, and which suffer high levels of congestion and parking stress.
↓	Locations where the environmental impact of high motor traffic volumes is greatest, including congestion, costs to the economy, air pollution, noise, danger and community severance. The most acutely affected areas are generally within parts of the borough designated as Air Quality Management Areas.
	Locations where enhancement and maintenance of the built environment is most needed and where parking and motor traffic volumes are judged to significantly undermine the quality of the built environment and discourage walking and cycling.
Lower charges	Areas where local strategies for transport are directed towards restraining the use of private cars.
Higher charges	Secondary shopping locations on the edges of town centres and including smaller district centres with good public transport, cycling and walking accessibility, where nevertheless the car plays a significant role in maintaining a viable local economy.
↓ Lowest charge or free (in exceptional circumstances only)	Areas that have poor public transport accessibility and low density catchment areas, where the car is acknowledged as an essential tool to meet daily needs. In local shopping areas, the Council will consider the merits of providing free short stay parking (maximum half an hour) in order to facilitate 'stop and shop'.
Exceptions to the general rule	Charges for specified users, low emission vehicles and city car club vehicles will be varied according to their adjudged contribution to reducing the negative externalities of car use. Cycle parking will be provided free of charge except where there is good reason to make a charge (for example to cover the reasonable costs of maintenance and (re)provision of long stay facilities). Motorcycle parking will also be free of charge, but only until such time as the Council identifies a robust mechanism for registering that a motorcyclist has paid for parking.

4. FUTURE DEVELOPMENT OF THE PARKING STRATEGY

4.1. The 2015 Parking Strategy is intended to provide a firm foundation for future development of policy and practice. A number of potential areas for policy development have already been identified:

- Parking at Electric Vehicle Charging Points (EVCP)
- Car club parking
- Parking provision for places of worship, particularly during specific formal events and ceremonies
- Event day parking for visitors to residents
- Updating the terms and conditions of parking permits, with clarification of the definitions of households, residents and bays.
- Bringing together criteria for permit issue in a single document for publication on the council's website
- Opportunities for greater channel shift e.g. virtual permits, introducing Interactive Voice Recognition telephony, increasing cashless parking
- Greater involvement of residents in managing on-street parking provision in their locality
- The Council's approach to the introduction and review of Controlled Parking Zones (CPZs) within the context of a growing population and associated expansion in school places, and taking account of available resources
- Linking parking policies with economic priorities in specific localities

Resources for policy development are necessarily limited, and it is therefore important to prioritise. Particular reviews could be led by the Parking & Lighting and/or Transportation services, as appropriate.

4.2. This report also provides an opportunity for both Cabinet and Scrutiny Members to consider areas which they would like to see identified as priorities for policy development, taking account of the resource constraints referred to above.

4.3. The Council's Parking service also intends to keep abreast of innovative developments introduced in London and elsewhere which could be considered for introduction in Brent. Examples include:

- GPS tracking of Civil Enforcement Officer locations to improve deployment, and enhance the responsiveness of the service to resident requests for enforcement
- Body Worn Video for CEOs to improve safety, training, the reliability of PCN issuance, and the accuracy of appeal decisions
- Innovative approaches to enforcement outside schools at peak times
- Customer Service Excellence accreditation of the service
- Extending the Park Mark® scheme to the remainder of the council's car parks

5. FINANCIAL IMPLICATIONS

5.1. There are no direct financial implications arising as a result of the adoption of the Parking Strategy, as its contents are limited to policies and procedures that LB Brent has already adopted.

5.2. Any costs linked to implementing the Strategy would be met from existing resources. Any additional funding requirement would need to be carefully considered in the light of budget availability.

6. LEGAL IMPLICATIONS

6.1 The Parking Strategy brings together the Council's existing parking policies. There are therefore no new legal implications associated with adoption of the Parking Strategy. The Council is empowered by the Road Traffic Regulation Act 1984 (as amended), the Traffic Management Act 2004, and other specific secondary legislation to provide parking places on and off the highway, to charge for their use, and to carry out parking enforcement activities.

7. DIVERSITY IMPLICATIONS

7.1. The Parking Strategy brings together the Council's existing parking policies. There are therefore no new diversity implications associated with adopting the Parking Strategy.

8. STAFFING / ACCOMMODATION IMPLICATIONS

8.1. There are no requirements for changes to staffing levels or any alteration of accommodation.

9. BACKGROUND PAPERS

LB Brent Parking & Enforcement Plan October 2006
LB Brent Borough Plan 2015-2019
LB Brent Long Term Transport Strategy
LB Brent Local Plan
LB Brent LDF adopted Core Strategy
LB Brent LDF adopted Wembley Area Action Plan
LB Brent LDF retained UDP policies
LB Brent Local Implementation Plan 2011-14
LB Brent Annual Parking Reports 2013-14 and 2014-15
LB Brent Census Profile
LB Brent Heavily Parked Street Survey 2014
LB Brent Parking Competition Analysis
London Councils Civil Enforcement Officers' Handbook

Executive Report: *Parking Services Transformation, 23 April 2012*
Executive Report: *Parking service simplification and pricing,*
19 September 2012
Executive Report: *Cashless Parking, 19 September 2012*
Executive Report: *Statutory consultation on proposed changes to parking tariffs, charges and permits, 15 July 2013*
Cabinet Report: *Event Day Parking and Vehicle Removals Pilot, and future arrangements for remaining visitor scratch cards, 13 October 2014*
Cabinet Report: *Changes to Council-Owned Car Parks, 15 December 2014*
Cabinet Report: *Long Term Transport Strategy, 24 August 2015*

10. CONTACT OFFICERS

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