



**Highways Committee  
25 June 2015**

**Report from the Operational Director  
Community Services**

For Action

Wards Affected:  
Stonebridge  
Tokyngton  
Alperton

**Disraeli Road Car Park and Cashless Parking Schemes**

**1.0 Summary**

- 1.1 This report updates the Committee on progress in implementing two parking schemes approved by Cabinet on 15<sup>th</sup> December 2014. It informs the Committee of the results of a statutory consultation to introduce off-street parking controls in Disraeli Road car park, and seeks authority to consult on the introduction of on-street parking controls in the area. The report also seeks authority to introduce two pilot cashless parking schemes in the Park Royal area.

**2.0 Recommendations**

Highways Committee agrees:

- 2.1 To commence consultation on the provision of a new Controlled Parking Zone (CPZ) in the Lower Place Industrial Estate area, and the implementation of associated charges and off-street parking and controls in the Disraeli Road car park;
- 2.2 To commence consultation on the provision of two pilot cashless parking schemes in the Park Royal area; and
- 2.3 To delegate authority to the Operational Director, Community Services, in consultation with the Lead Member for Environment and relevant ward councillors, to introduce the schemes identified in recommendations 2.1 and 2.2 above; subject to the results of consultation and reporting back to the Highways Committee any substantial objections.

### 3.0 Disraeli Road Car Park

#### Background

3.1 Disraeli Road car park, NW10, is in Stonebridge Ward, and has capacity for 74 vehicles. The car park is in the Lower Place Industrial Estate, which comprises several industrial units operating on Barretts Green Road, Disraeli Road, Steele Road and Corby Road. Harlesden Station is 10 minutes' walk away, to the north of the car park; and Middlesex Hospital is within 15 minutes' walk away, to the west of the car park.

3.2 On 15<sup>th</sup> December 2014 Cabinet agreed a proposal to introduce a daily £3 charge at the car park between 8am – 6pm Monday to Friday, subject to public consultation. The rationale for the proposal, outlined in the Cabinet report, is as follows:

- a) The car park is not currently contained within the Council's Traffic Order, and is therefore not regulated in any way.
- b) The site has attracted a large number of complaints from local businesses, in relation to flytipping, and unlicensed vehicles left parked there. It is considered that bringing the car park into the off-street traffic order would mean that the site would be patrolled regularly by Civil Enforcement Officers, thereby managing usage and helping to reduce opportunist crime.
- c) An occupancy survey conducted in October 2014 found that, on normal midweek days, the parking bays were on average 85% occupied. However for some parts of the day parking bays were 97% occupied, and the car park would have reached saturation occupancy had all bays been accessible. Including vehicles parked outside of marked bays, the car park exceeded its safe capacity by 8% at peak occupancy. Many of the vehicles in the car park are parked before 10am and remain there until at least 5pm. Demand for the car park eases at the weekend, with occupancy reducing to 53% of its capacity on Saturdays and 43% on Sundays.
- d) The site currently does not provide any income for the Council, although the Council spends £8,700 p.a. on business rates for the land. In effect, the users of the car park are being subsidised from the Council's general revenue income.

3.3 The proposal was consulted on in February 2015; twenty objections were received. The main concern expressed by objectors was the adverse impact they felt the proposal would have on the amount of parking available to businesses operating in the Lower Place Industrial Estate. Objectors made the following arguments:

- The car park had been intended for the sole use of businesses on the industrial estate; and claims were made by some businesses that they had rights as sole users of the car park.

- The impact of the introduction of parking charges and controls at Central Middlesex hospital could lead to the displacement of vehicles to Disraeli Road car park, and reduce the availability of spaces for local businesses.
- When the industrial estate was opened in the 1970s, two free car parks were provided at Steele Road and Disraeli Road for the sole use of businesses on the estate. Following the sale of Steele Road car park in the 1990s, the council had made assurances that Disraeli Road car park would continue to provide free private parking.

3.4 Additional points highlighted in objection responses were that:

- A number of businesses had recently started to use Disraeli Road car park to store untaxed vehicles making it difficult for genuine users to find spaces in the car park.
- The council should consider how the car park could be managed through the introduction of parking permits for local businesses.

#### User rights to Disraeli Road car park

3.5 In response to the issue of potential user rights to Disraeli Road car park, a review of the Council's title deeds and registered titles has taken place. The Council was the original freeholder when the Lower Place Industrial Estate was set up, and it entered into lease arrangements with a number of local businesses in the 1970s. Some of those leases included a clause giving leaseholders rights to use spaces within the Steele Road car park (which was later sold) and/or the Disraeli Road car park. From the 1990s onwards, leaseholders surrendered their leases and instead purchased freehold interests in their premises. These freehold acquisitions do not appear to have made provision for continued car parking rights in the Disraeli Road car park, which remains in the Council's ownership.

3.6 Officers wrote to the 60 local businesses in the area, requesting that any written evidence of user rights be submitted. No evidence was forthcoming.

#### Parking occupancy survey of Lower Place Industrial estate

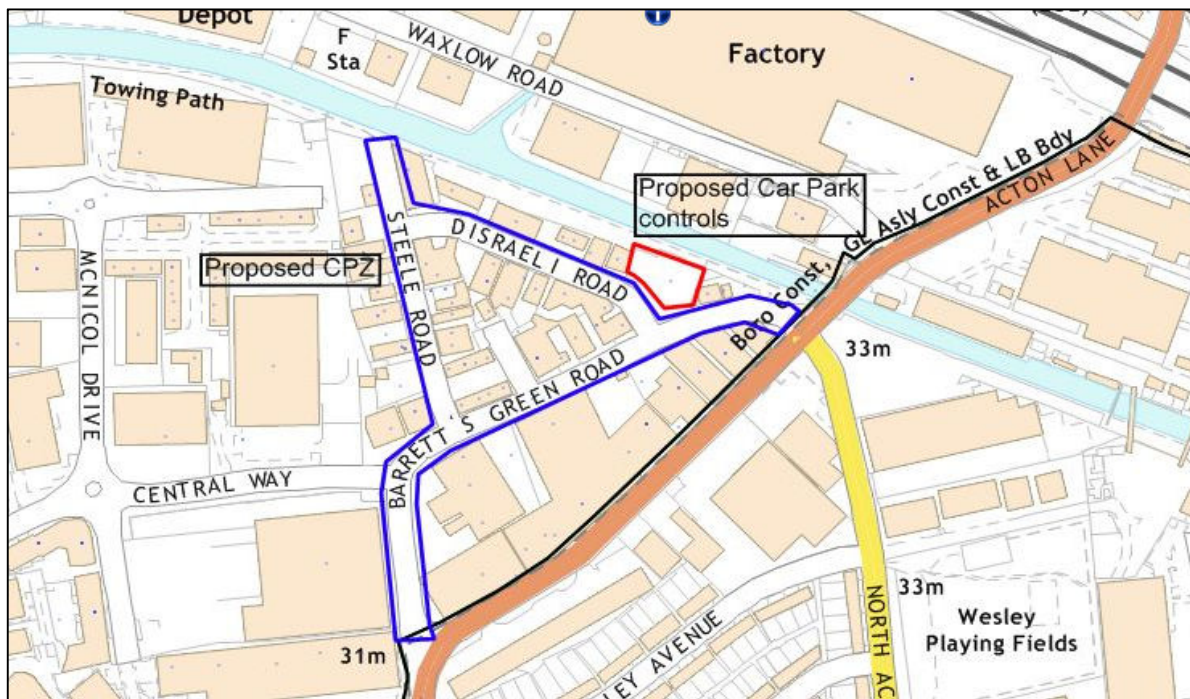
3.7 The introduction of parking controls and charges at Disraeli Road car park is dependant on the introduction of on-street controls in the Lower Place Industrial Estate area. Without on-street controls it is highly likely that vehicles would be displaced from the car park onto the street, and there is already evidence that demand for kerb side parking space is exceeding capacity.

3.8 On 12<sup>th</sup> May 2015 a parking occupancy survey was conducted by officers from the Transportation service. It found that parking occupancy in the area was 98% of capacity between 7 am and 8 am; 102% of capacity between 12pm and 1pm; and 80% of capacity between 5 pm and 6 pm. The survey found that several roads were occupied at over 100% of their capacity, that vehicles were commonly parked across dropped kerbs restricting access to and from business premises, that vehicles were often parked on pavements, and that several motorbikes which appeared to be either for sale or stored for repair were occupying kerbside parking space. Details of this survey can be found in Appendix A.

## Proposal

- 3.9 In order to find a parking solution that will benefit local businesses and visitors, and taking account of the objections received, it is proposed to consult stakeholders on the introduction of parking controls in the local area. The proposed scheme would seek to manage excess demand for parking space, make short stay parking available to local businesses, prevent misuse of parking spaces, and mitigate against vehicle displacement from commuters and visitors to Central Middlesex Hospital.
- 3.10 Officers recommend that the area shown in Fig 1, bounded by Steele Road, Disraeli Road and Barrett's Green Road, is included in the proposed new CPZ area. The location of the Disraeli Road car park is also shown.

Fig 1. Lower Place Industrial Estate



- 3.11 The consultation would cover the introduction of the following specific proposals:
- A Controlled Parking Zone based on standard operational days & times i.e. 8.30 am to 6.30 pm, Monday to Friday. Alternative options would be included for longer or shorter operational hours than standard, and for the inclusion of weekends and bank holidays. In accordance with standard practice, each local business would be eligible to purchase up to three business permits, priced at £360 per annum.
  - Provision of dual-use on-street parking bays, for business permit holders and visitors. A cashless only 'Park and Pay' tariff for visitor parking would be introduced, subject to

detailed scheme design. This would be a new tariff priced at £1 per hour for up to 5 hours, and £6 for longer stays. This on-street tariff would be higher than the short stay tariff in the car park, to encourage short stay motorists to use the car park. Consultees would have the opportunity to comment on the proposed new tariff.

- c) The introduction of loading bays where space is available, subject to detailed scheme design.
- d) The control of motorcycle parking in the CPZ using designated motorcycle bays with a maximum permissible stay, subject to detailed scheme design.
- e) Off-street parking charges and enforcement in Disraeli Road car park operating in conjunction with the CPZ. Monitoring and enforcement of the car park would be provided between 8am and 8pm, from Monday to Sunday.
- f) Making one section of Disraeli Road car park (comprising 56 spaces) available to season ticket holders only during operational controls. This would be aimed at employees that work in the area. This new tariff would be priced at £400 p.a., the permit charge previously approved by Cabinet for car parks elsewhere in the borough.
- g) Making one section of Disraeli Road car park (comprising 18 spaces) available for short stay parking during operational controls. A new tariff would be introduced: free for the first hour; and then £1 per hour, limited to three hours; and with no return within two hours.
- h) Prohibiting overnight parking in the car park, to prevent the car park being used for storing unlicensed vehicles.

3.12 All responses to the consultation will be fully considered before making any changes to on-street and off-street parking controls in the area.

3.13 A review of the scheme would be carried out after 6 months and 12 months following implementation.

## **4.0 Cashless Parking Schemes**

### Background

4.1 Ealing Council has successfully introduced cashless parking schemes within their part of the Park Royal industrial area to control demand for commuter parking.

4.2 On 15<sup>th</sup> December 2014, Cabinet agreed to the introduction of similar schemes at suitable locations within this borough. Two locations were recommended by officers for possible implementation: the North Circular slip road (approx. 100 spaces); and the Park Royal Industrial Estate (approx. 150 spaces).

4.2 By introducing a daily charge and short term parking bays the schemes would aim to: control all day parking; increase the availability of parking bays for short stay business visitors; reduce parking congestion caused by commuters; mitigate against displaced

parking following the introduction of similar schemes by Ealing; reduce vehicle based emissions and improve air quality; and help promote the use of sustainable transport.

### Approach

- 4.3 It is recommended that consultation commence on these two pilot cashless parking schemes. The proposed charges would be aligned with those of LB Ealing, which offers an all day tariff of £2.20 from 9 am to 5 pm, Monday to Friday. Short stay parking would also be made available for business visitors, where there is a need. This would be free for up to 2 hours, with no return within 2 hours
- 4.4 To determine the most suitable pilot locations, parking occupancy surveys would be conducted focusing on the areas of highest occupancy. Locations will be considered for inclusion in the pilot scheme based on the following criteria:
- a) Excessive parking congestion;
  - b) Where local businesses would benefit from the availability of short stay business visitor parking; or
  - c) Where alternative public transport options are available nearby.
- 4.4 Consultation would take place with local businesses and stakeholders on the detail of the pilot schemes. All responses to the consultation will be fully considered before taking forward any changes to on-street and off-street parking controls in the area.
- 4.5 Reviews of the scheme will be carried out 6 months and 12 months after implementation. This will consider parking occupancy and any displacement caused through the introduction of these charges.

### Timeframe

- 4.6 The table below shows the indicative timeframe for the implementation of the pilot schemes. The timetable assumes that no substantive objections are received. Should substantive objections be received, officers would report back to Highways Committee seeking a decision on whether to progress the schemes.

<b>Activity</b>	<b>Due Date</b>
Highways Committee recommended to endorse the introduction of pilot cashless parking scheme	25 <sup>th</sup> June
Conduct parking occupancy surveys and identify pilot locations for the schemes	July
Commence consultation	Early August
Complete the 21 day consultation on the introduction of the scheme/s	End August
Complete review of consultation responses	Early September
Delegated authority reports approved (only if there are no substantive objections)	End September
Introduce associated signs and lines	October

## **5.0 Financial Implications**

- 5.1 The estimated cost of introducing a CPZ in the Lower Place Industrial estate and off-street controls in the Disraeli Road car park is £30,000.
- 5.2 The estimated cost of introducing cashless parking schemes in the Park Royal area is £20,000.
- 5.3 It is proposed that both schemes are funded from the Parking revenue budget allocation for sign and road marking reviews.
- 5.4 The schemes would be self-financing following their introduction, with forecast future revenue covering the continuing maintenance and management costs for both on-street controls and the Disraeli Road car park.

## **6.0 Legal Implications**

- 6.1 Should the introduction of parking controls be approved for implementation, this would require the amendment of the existing Traffic Management Order (TMO) under the Road Traffic Regulation Act 1984.

## **7.0 Diversity Implications**

- 7.1 S149 of the Equality Act 2010 requires the Council to have due regard to the need to eliminate discrimination, and advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not.
- 7.2 There are no identified diversity implications arising from this report and its recommendations at this time. However, an Equality Analysis will be conducted after the consultation with all affected stakeholders is carried out. This assessment will be included in the delegated authority decision report for approval by the Operational Director, Community Services.

## **Background Papers**

15<sup>th</sup> December 2014 Cabinet Report – Changes to Council Owned Car Parks  
15<sup>th</sup> December 2014 Cabinet Report – 2015/16 and 2016/17 Budget Report

## **Appendices**

Appendix A - Lower Place Industrial Estate Parking Occupancy Survey

## **Contact Officers**

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## Appendix A - Lower Place Industrial Estate Parking Occupancy Survey

### Disraeli Road Area Parking Survey Tuesday 12th May 2015.

Disraeli Road Area Parking Survey Tuesday 12th May 2015.										Time: 7:00- 8:00	
Road Name	Kerb Length (m)	Of which suitable for parking (m)	Equivalent parking spaces	No. of vehicles					Parking Occupancy	Notes	
				Car	LGV	HGV	MB	Total			
Barretts Green Road	N	420	214	43	27	8	0	1	36	84%	
	S	420	118	24	19	3	0	0	22	93%	Two cars observed to be over DK therefore occupancy over capacity.
Corby Road	E	71	15	3	2	0	1	0	3	100%	Cars usually parked on the pavements
	W	71	42	8	10	0	0	0	10	119%	Cars usually parked on the pavements
Disraeli Road	N	193	89	18	12	7	1	0	20	113%	Over capacity explained by one car on DYL and one in front of DK.
	S	193	97	19	16	6	0	0	22	113%	Over capacity explained by one car on DYL and two in front of DK.
Steele Road	E	206	79	16	12	2	0	0	14	89%	Results exclude twelve motorbikes which appeared to be for sale or stored for repair
	W	206	76	15	13	2	0	2	17	112%	Over capacity explained by two cars were parked over DK
Car park				77	73	1	0	0	74	96%	Over capacity explained by three cars on the passages of the car park

Disraeli Road Area Parking Survey Tuesday 12th May 2015.										Time: 12:00- 13:00	
Road Name		Kerb Length (m)	of which suitable for parking (m)	Equivalent parking spaces	No. of vehicles					Parking Occupancy	Notes
					Car	LGV	HGV	MB	Total		
Barretts Green Road	N	420	214	43	24	3	0	1	28	65%	
	S	420	118	24	23	5	0	0	28	119%	Four cars observed to be over DK
Corby Road N	E	71	15	6	8	0	0	0	8	132%	Cars usually parked on the pavements
	W	71	42	17	14	0	0	0	14	83%	Cars usually parked on the pavements
Disraeli Road	N	193	89	18	12	8	0	0	20	113%	Over capacity explained by one car on DYL and one in front of DK.
	S	193	97	19	20	5	0	0	25	128%	Over capacity explained by two cars on DYL and four in front of DK.
Steele Road	E	206	79	16	13	1	0	33	14	89%	Results exclude 33 MB which appeared to be for sale or stored for repair
	W	206	76	15	15	4	0	1	19	125%	Over capacity explained by four cars were parked over DK
Car park				77	81	2	0	0	83	108%	Over capacity explained by six cars on the passages of the car park

Disraeli Road Area Parking Survey Tuesday 12th May 2015.										Time: 17:00-18:00	
Road Name		Kerb Length (m)	of which suitable for parking (m)	Equivalent parking spaces	No. of vehicles					Parking Occupancy	Notes
					Car	LGV	HGV	MB	Total		
Barretts Green Road	N	420	214	43	18	4	0	0	22	51%	
	S	420	118	24	19	4	0	0	23	97%	Two cars observed to be over DK therefore occupancy over capacity.
Corby Road N	E	71	15	6	6	0		0	6	100%	cars usually parked on the road pavement
	W	71	42	18	13	0	0	0	13	74%	cars usually parked on the road pavement
Disraeli Road	N	193	89	18	8	10	0	0	18	101%	Over capacity explained by one car on DYL and one in front of DK. 2 cars were parked on the pavement
	S	193	97	19	17	5	0	0	22	113%	Over capacity explained by one car on DYL and two in front of DK. 5 cars were also parked on the pavement
Steele Road	E	206	79	16	9	0	0	23	9	57%	Results exclude twenty three MB which appeared to be for sale or stored for repair. 19 MB were also parked on pavement
	W	206	76	15	11	2	0	0	13	86%	Over capacity explained by four cars were parked over DK
Car Park				77	61	2	0	0	63	82%	Over capacity explained by four cars were parked within the isle of the car park

### Parking Occupancy of Disraeli Road Area on Tuesday 12th May

