



Cabinet
15 November 2016

**Report from the Strategic Director –
Regeneration and Environment**

For Action

Wards Affected:
ALL

On-Street Parking Management Review

1.0 Summary

- 1.1 This report sets out the approach for a review of the management of on-street parking in the borough. It provides detail of how the review will be scoped and how operational changes to parking management will be implemented.
- 1.2 There are currently 40 Controlled Parking Zones (CPZs) in Brent, and also the Wembley Stadium Protective Parking (WSPPS) scheme which operates within an approximate radius of 1.5 miles of the Wembley National Stadium on event days. CPZs cover approximately 35% of the borough with the WSPPS covering a further 35%, so therefore approximately 70% of the borough's streets have a permit parking scheme in operation, some or all of the time. The WSPPS also operates in some areas that are already in CPZs. This scheme would not preclude streets covered by the WSPPS and not currently in a CPZ, approximately 25% of the borough, from being included in a future CPZ.
- 1.3 CPZs reserve on street parking for residents and businesses through the provision of permit user parking spaces and discourage commuter parking. They encourage the use of sustainable transport and can also benefit road safety and accessibility through the introduction of parking restrictions at junctions.
- 1.4 Brent has the characteristics of both an inner and outer London Borough and predominantly CPZs are situated in the south of the borough. Historically CPZs have not proved to be so popular in the north of the borough and approximately 30% of the borough has no parking controls other than waiting and loading restrictions.
- 1.5 Changes to parking restrictions can potentially be controversial and therefore communication, consultation, and implementation of a review programme will require careful consideration.

- 1.6 The demand for, implementation costs and the impact of any operational changes to the boroughs CPZs, the WSPPS and potential new CPZs are unknown at this time.

2.0 Recommendations

- 2.1 That Cabinet approve the approach for an on street parking management review.
- 2.2 That Cabinet considers the levels of demand, a proposed programme and the financial implications for a review of CPZs and implementing new CPZs, at a future cabinet meeting.

3.0 Background

CPZ schemes and coverage

- 3.1 CPZs are introduced to reserve parking for residents and businesses and encourage the use of sustainable travel through preventing commuter parking. They also benefit road safety through the management of parking in the area and introduction of waiting restrictions, typically near junctions. Residents and their visitors require permits to park during operational days / hours in allocated parking bays, or shared use bays (pay and display bays).
- 3.2 The Council implemented its first CPZ in March 1970 in the Wembley area, with other schemes designed and implemented in the 1990's and 2000's, in response to the introduction of the London Congestion Charging Scheme, mainly in the south of the borough around underground and rail stations using TfL funding. There was also a rolling programme of CPZ reviews to take into consideration any changes in demand.
- 3.3 There are currently 40 CPZs in the borough providing around 33,000 on-street parking places to some 56,000 households. A full list of the boroughs 40 CPZs and their hours of operation is provided in **Appendix A**.
- 3.4 CPZs cover approximately 35% of the borough with the Wembley Stadium Protective Parking Scheme (WSPPS) covering a further 35% so around 70% of the boroughs streets have a permit parking scheme in operation. A borough plan showing Controlled Parking Zones / Wembley Stadium Protective Parking is provided in **Appendix B**.
- 3.5 Approximately 30% of the borough does not have area wide parking controls other than localised waiting and loading restrictions to facilitate access and improve safety.

Cabinet decision

- 3.6 Cabinet has made a commitment to review on-street parking management;
- Cabinet 14 March 2016 - On-Street Parking Service Offer and Charges

"Cabinet has committed to a programme of reviews of existing CPZs, including the boundaries, time of operation, assessment of the adequacy of Pay & Display and dual-use bays. This programme will need to include a review of the Wembley event day zone. This report does not seek to deal with wider concerns regarding CPZs which will be subject to this further review, and a subsequent report to Cabinet." Paragraph 3.6

- Cabinet 27 June 2016 On-Street Parking

CPZ Concerns

2.13 To note that a further report detailing and scoping a comprehensive review of the operation of CPZs will come to Cabinet in the autumn.

" Finally, Cabinet has committed to a programme of reviews of existing CPZs, including the boundaries, time of operation, assessment of the adequacy of Pay & Display and dual-use bays. This programme will need to include a review of the Wembley event day zone. This report does not seek to deal with wider concerns regarding CPZs which will be subject to this further review. A business case is in preparation which will be considered by officers at the June Investment Board, and then reported to Cabinet in the autumn." Paragraph 3.9

Demand

- 3.7 The Council has become aware of increasing levels of demand from the public in recent years to either review the operation of existing CPZs, or for requests for new CPZs, particularly in areas where there are high levels of development.
- 3.8 Population growth and increases in car ownership in some areas will also impact on-street parking opportunities. Parking controls encourage the use of sustainable modes of transport including active travel, such as walking and cycling which benefit the health of our communities and air quality.
- 3.9 This is an emerging policy area, but it is unarguably the case that the rapid rise in the population creates more demand for controlled parking. The Council seeks to mitigate this through the Local Development Framework; planning policies that cover the requirement for the number of car spaces depending on the locality and access to public transport. Parking facilities in the borough are finite and whilst the Council can through policy seek to create a place where car ownership is not essential, only in car free developments are residents not granted permits.
- 3.10 Any changes to parking management arrangements are subject to analysing the results of a public consultation process to gauge public demand. Therefore, the financial impacts for a business case will depend on good traffic and parking management rationale, public support for changes and affordability. Parking controls and permit charges are emotive with many residents and businesses having polarised views on the costs and derived benefits. Recently the Council consulted on introducing a new CPZ in Alperton using S106 developer funding following a petition. Although initially there was positive response to public

consultation, there was later a further petition against the proposal and the scheme was later abandoned.

3.11 The main drivers for introducing new CPZs and CPZ reviews include;

- Increased number of requests from residents living in CPZs for the Council to consider changes, typically several per week for 2015/16. Over 3000 responses were received from over 25,000 parking account holders consulted on On-street Parking and Charges 2016 in May 2016. Of these, over 200 requested CPZ changes (although not part of the consultation), these will be analysed in further detail as part of the review
- Ensuring effective on-street restrictions are in place, proportionate to demand and boundaries between zones maximise parking opportunities
- Appropriate types of parking bays are available to meet local needs i.e. disabled parking, pay and display / pay by phone, or shared use parking bays
- Review of signage and markings to ensure clarity and compliance to regulations for efficient enforcement
- Supporting the economic viability of town centres and local shopping areas by optimising short stay parking opportunities and providing loading facilities
- Potential impact of new area parking and traffic management schemes on the network.

Wembley Stadium Protective Parking Scheme

3.12 The WSPPS covers a wide geographical area and was developed in 2004 and became operational in 2006 at a cost in the region of £1.6M. In 2008 the restrictions operational on Wembley National Stadium event days were changed from 8am – Midnight on to 10am – Midnight. There have been no reviews of the operation of the scheme since 2008.

3.13 Non-official car and coach parking takes place in car parks and on private commercial land in the vicinity of Wembley stadium on event days, offering a cheaper rate than the official car parks. This is estimated to amount to an additional 2,000 cars being parked in the area on event days adding to traffic congestion in the area and difficulties with crowd management arrangements.

3.14 This constitutes a change in land use under planning law and therefore enforcement action can be taken unless land owners can prove this practice has continued for 10 years since the first official stadium event, namely, the FA Cup Final on 19 May 2007. Officers are planning to take enforcement action before April 2017 and will consider the potential impact of parking displacement and potential additional controls and enforcement requirements.

3.15 Tottenham Hotspur Football Club are playing their home UEFA Champions League matches at Wembley stadium for the 2016/17 season, and may play all their home matches at Wembley Stadium for the 2017/18 season while White Hart Lane is being developed. This may impact on the operational and enforcement requirements for the WSPPS.

4.0 Detail

- 4.1 Officers will undertake a review of on-street parking management and the operation of the boroughs 40 CPZs, WPPS and areas where there are no area controls. **Appendix C** – Review Programme Key stages provides details of the process.
- 4.2 It is envisaged that over a 4 month period, officers in the Highways and Infrastructure and the Parking and Lighting teams will scope a CPZ review programme.
- 4.3 The review scope will include a technical assessment considering the suitability of existing CPZ boundaries and whether these areas should be increased or decreased in size. It will involve a desktop analysis of available on-street parking spaces considering supply and demand.
- 4.4 It will also include improving the operational review process, the methodology for reviewing and amending CPZs in the borough.
- 4.5 The scope will consider the following factors;
- Strategic objectives in the borough plan
 - Numbers and categories of parking and loading bays e.g. residents shared use, Pay & Display / Pay by Phone, disabled parking bays
 - Permit data and parking space availability
 - Enforcement and PCN issuance data
 - Local amenities e.g. places of worship, schools, shops and
 - Development areas
 - Event day parking arrangements
 - Accident and congestion data
 - Prioritisation and programme development
 - Residents and businesses comments and concerns
 - Consultation process improvements and information made available to the public
- 4.6 This information would be used to assess demand for parking changes in the borough and inform the programme for CPZ reviews and for introducing new CPZs.
- 4.7 To gauge levels of demand, officers will create an online form which will be available on our Parking webpages and collate and consider requests.
- 4.8 The online form will ask residents and businesses the following type of questions;
- Do you experience parking problems in your street and the local area?
 - Would you like the Council to consider a CPZ in your area?

Or for those already in a CPZ;

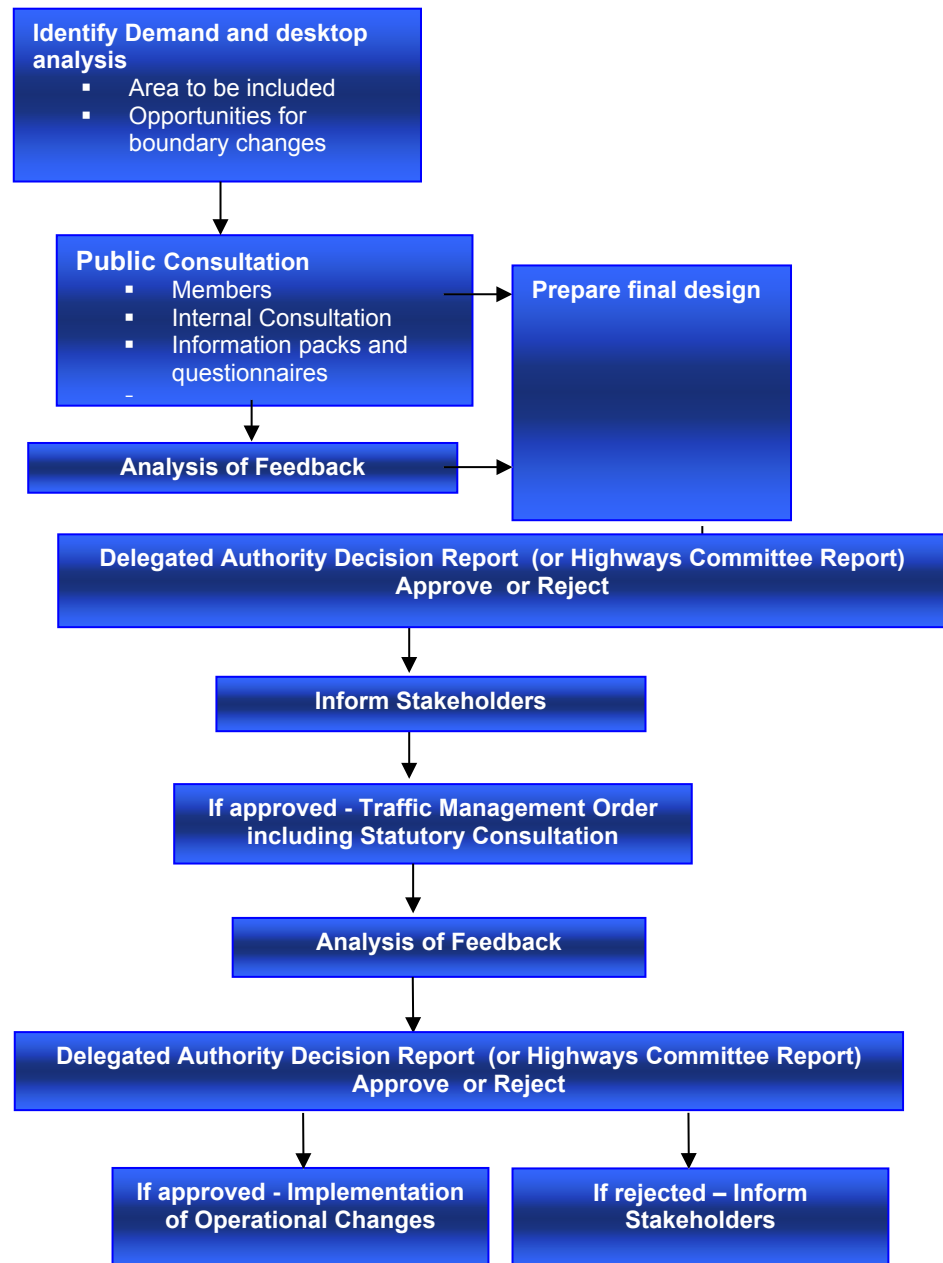
- Are you satisfied with the operational days / hours in your CPZ?
 - In your opinion, should the operational days / hours be increased or decreased?
 - Are the types of parking bays provided in your area (Resident's Permits, Pay and Display / Pay by Phone, Shared use etc.) suitable?
 - Do you have any specific concerns?
- 4.9 The online form, survey questions, key messages and information available on our website will be developed in consultation with the Lead Member for Environment.
- 4.10 Information from the online forms and previous requests will be analysed to help develop the approach to the review programme.
- 4.11 The approach will be to target the review of areas where there are numerous requests for change and evidence of on-street parking pressures.
- 4.12 Parking surveys will also be used to evidence on-street parking demand and parking pressures. For new CPZs the surveys would identify resident and non-resident parking in the area, and for existing CPZs, establish parking demand and availability during the hours of operation and when not in operation.
- 4.13 The approach would include setting guidelines for introducing new parking controls or reviewing existing parking controls, for example;
- New CPZs will be considered in areas where on-street parking pressure can be evidenced
 - Individual streets will not be considered as this would result in parking displacement; only clusters of several streets would be considered
 - There would need to be evidence of support for new CPZs to avoid abortive preliminary design and consultation costs, either through requests online or from petitions
 - Similarly, existing controls would only be reviewed where there is evidence of a high level of support for change
- 4.14 In summary, the review process and targeted approach based on levels of demand will enable the Council to;
- Collate requests from stakeholders for new CPZs or changes to the operation of their existing CPZ or the WSPPS via our website
 - Undertake an analysis of existing parking management arrangements and on-street supply and demand in areas where requests are received and evidenced
 - Develop a programme for implementation of parking management changes
 - Prioritise schemes based on set criteria and develop a better understanding of future costs and budget implications
 - Consider any opportunities for changes to CPZ boundaries to improve parking availability and consistency in operational controls in the area

- Improve on-street parking management arrangements on an area wide basis

Operational Review Key Stages

4.15 Where it is evident that changes to on-street parking arrangements are a priority, schemes will be progressed to the operational review stage see Fig 1.

Fig 1 – Operational review key stages and decisions



4.16 The process for new CPZs would be the same as detailed in Figure 1.

4.17 Where there is majority support for a scheme, the Head of Highways and Infrastructure shall approve a delegated authority decision report that will be

made available to the public via the consultation pages on the Councils website. If the outcome is not conclusive or there are significant objections, the decision would be referred to the Highways Committee.

5.0 Milestones

5.1 Table 1 identifies the key milestones in the on-street parking review programme;

Table 1 – Key on-street parking review milestones

Milestone	Description (incl. dependencies)	Date
Cabinet approval of On - Street Parking Management Review	Members approve approach and initial funding for the development of the on-street parking / CPZ review programme	15 th November 2016
Appoint project team	Resource to scope programme and manage online request process	November / December 2016
Online information and forms	Develop online information and forms for requesting changes to on-street parking and analyse results	December 2016 and on-going
Programme developed	Programme developed based on data, number of requests and a financial appraisal	December 2016 - February 2017
Cabinet approval for On-street Parking Management Review Programme	Members approve review programme and funding	February 2017
Recruit staff	Resource team depending on outcome	March 2017
Programme commences	Design, consultation and implementation of schemes	April 2017

6.0 Financial Implications

6.1 This report sets out the approach for a review of the borough's parking arrangements in response to demand.

6.2 The policy intent will be to manage traffic and parking in the borough better and to meet residents' concerns as regards parking, to the extent that it is possible to do so. However, in the council will also need to be mindful of the financial implications associated with a future review programme.

6.3 An initial estimate of £40,000 has been identified for the developing the approach and online forms and information. It may be possible to carry out some of the data analysis and website development in house, by re-prioritising existing resources, which would reduce this cost.

- 6.4 Where new CPZs are proposed as a result of this policy work, then there will be costs associated with implementation. Usually these are limited to signage, road marking, traffic management orders, and further P&D machines where appropriate. Where new CPZs are proposed (and subsequently implemented) as a result of policy choices to improve traffic and parking management, they generate a financial payback.
- 6.5 The exact timing of this payback would depend on factors such as the size of the CPZ and the level of subsequent compliance with its terms. However, experience shows that in purely financial terms the costs of implementation are usually recovered within one year. The decision to implement a CPZ would not be determined by this payback calculation, and to re-emphasise the point, changes to existing parking controls would be made where shown to meet residents' concerns and to improve traffic and parking management.
- 6.6 However, the economic reality is that the financial business case for any new CPZs proposed would usually be sound. The costs of implementation would tend to be recovered within one year, and thus it would not be difficult to identify resources necessary to meet demand, since the costs could quickly be recovered.

7.0 Legal Implications

- 7.1 The requirements for publication and consultation regarding the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984 (as amended and hereafter referred to as "the 1984 Act"). On-street parking restrictions are created by orders made by a local traffic authority under the provisions sections 1 and 2 of the 1984 Act (orders prohibiting or restricting the waiting of vehicles or loading and unloading of vehicles); 32(1)(b) of the 1984 Act (parking for which no payment is required) and section 45 of the 1984 Act (parking bays for which payment is made by the motorist). Other related traffic restrictions may be made by traffic management orders made under other provisions of the 1984. Controlled Parking Zones are defined in Regulation 4 of the Traffic Signs Regulations and General Directions 2002, which was made pursuant to the powers set out in the 1984 Act and the Road Traffic Act 1988.
- 7.2 Under section 55 of the 1984 Act, enforcement authorities must keep account of their income and expenditure in respect of on-street parking places. The 1984 Act requires that any surplus must be applied towards specific purposes as set out under Section 55(4) of the 1984 Act.
- 7.3 The civil parking enforcement powers of local authorities are set out in the Traffic Management Act 2004. The Secretary of State for Transport has given statutory guidance under section 87 of the Traffic Management Act 2004 to which local authorities must give due regard when exercising their parking management functions.

8.0 Diversity Implications

- 8.1 The public sector duty set out at Section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct

prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic.

- 8.2 There are no diversity implications arising from this paper and its recommendations at this time.

9.0 Staffing / Accommodation Implications

- 9.1 Additional staff resources (internal or external) will be required to deliver the on-street parking review programme as this cannot be accommodated within the existing staff structure in Highways and Infrastructure. A new Project Lead in the Project Development Service in Highways and Infrastructure will be appointed; initially this will be on a short term contract to develop the scope of the review and programme.
- 9.2 A new team in Project Development to deliver a programme of CPZ reviews and new CPZs with resources depending on the approach, level of public demand and the funding made available.

10.0 Environmental Implications

- 10.1 There are no negative environmental implications of note arising from this report at this time.

Appendices

Appendix A - Controlled Parking Zones

Appendix B - Controlled Parking Zones / Wembley Stadium Protective Parking - Plan

Appendix C - Review Programme Key Stages

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Appendix A - Controlled Parking Zones

Zone	Location	Hours of Operation
C	Wembley Central	8am – 6.30pm Monday to Saturday excluding Bank Holidays
E	Ealing Road	8am – 9pm every day including Bank Holidays
G	Willesden	8am – 6.30pm Monday to Saturday excluding Bank Holidays
GA	Anson Road	10am – 3pm Monday to Saturday excluding Bank Holidays
GB	Dudden Hill	8.30am – 6.30pm Monday to Friday excluding Bank Holidays
GC	Dollis Hill Station	8.30am to 6.30pm Monday to Friday excluding Bank Holidays
GD	Denzil Road	8.30am to 6.30pm Monday to Friday excluding Bank Holidays
GH	Pound Lane	8.30am to 6.30pm Monday to Friday excluding Bank Holidays
GM	Cricklewood	10am – 9pm Monday to Saturday excluding Bank Holidays
GS	Donnington Road	8.30am – 6.30pm Monday to Friday excluding Bank Holidays
H	Harlesden	8am – 6.30pm Monday to Saturday excluding Bank Holidays
HS	Craven Park	8am to 6.30pm Monday to Saturday excluding Bank Holidays
HW	Wrotesley Road	8am to 6.30pm Monday to Saturday excluding Bank Holidays
HY	Cobbold Road	8.30am to 6.30pm Monday to Friday excluding Bank Holidays
K	Kilburn	8.30am – 6.30pm Monday to Friday excluding Bank Holidays
KB	Brondesbury	8.30am – 6.30pm Monday to Friday excluding Bank Holidays
KC	Canterbury Terrace	8.30am – 6.30pm Monday to Friday excluding Bank Holidays
KD	Dyne Road	8.30am – 6.30pm Monday to Friday including Bank Holidays
KG	Kilburn Lane	8.30am – 6.30pm Monday to Friday including Bank Holidays
KH	All Souls Avenue	12 noon – 3pm Monday to Friday excluding Bank Holidays
KL	Kensal Rise	8.30am to 6.30pm Monday to Friday excluding Bank Holidays
KM	Malvern Road	8am – 6.30pm Monday to Saturday including Bank Holidays
KQ	Queens Park	8.30am – 6.30pm Monday to Friday excluding Bank Holidays but including August Bank Holiday
KR	Kensal Green	8.30am – 6.30pm Monday to Friday including Bank Holidays
	Victor Rd & Napier Rd only	8.30am – 9 pm Monday to Sunday
KS	Brondesbury Park	8am – 6.30pm Monday to Friday excluding Bank Holidays

Zone	Location	Hours of Operation
	Kingsbury Road	8am – 6.30pm Monday to Saturday excluding Bank Holidays
MA	Mapesbury Road	10am – 3pm Monday to Friday excluding Bank Holidays
MC	Anson Road	10am – 9pm Monday to Saturday excluding Bank Holidays
MK	Christchurch Avenue	10am – 3pm Monday to Friday excluding Bank Holidays
MW	Walm Lane	8am – 6.30pm Monday to Saturday excluding Bank Holidays
N	Kenton	8am – 6.30pm Monday to Saturday excluding Bank Holidays
NC	Neasden Town Centre	8am – 6.30pm Monday to Saturday excluding Bank Holidays
NS	Neasden Town Centre	8.30am – 6.30pm Monday to Friday excluding Bank Holidays
NT	Normanby Road	8.30am – 6.30pm Monday to Friday excluding Bank Holidays
	Park Royal	7 am to 7 pm Monday to Saturday excluding Bank Holidays
QA	Queensbury	10am – 3pm Monday to Saturday excluding Bank Holidays
S	Sudbury	7 am – 7pm Monday to Saturday excluding Bank Holidays
SA	Sudbury	10am – 3pm Monday to Friday excluding Bank Holidays
SH	Sudbury Hill	8am – 6.30pm Monday to Saturday excluding Bank Holidays
ST	Sudbury Town	8am – 6.30pm Monday to Saturday excluding Bank Holidays
T	Brentfield Road	At Any Time including Bank Holidays
W	Wembley Hill	8am – 9pm every day including Bank Holidays

**Appendix B – Controlled Parking Zones / Wembley Stadium Protective Parking
- Plan**

Separate plan provided