



Cabinet
24 July 2017

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

Wards Affected: All

On- Street Parking Management Review

1.0 Summary

- 1.1 This report provides Cabinet with information on the outcome of the On-Street Parking Management Review which was initiated following Cabinet approval on 15 November 2016.
- 1.2 This report provides details of an analysis of feedback from the public to identify levels of demand for changes and also a desktop analysis to identify areas where there may be on-street parking pressures.
- 1.3 It provides a programme for the development of new CPZs and CPZ reviews to optimise on-street parking management in areas where there is high level of demand and on-street parking pressure.
- 1.4 The report also considers anticipated future levels of demand and a continuing annual review programme.

2.0 Recommendations

- 2.1 That Cabinet notes the responses to the online survey and requests for changes to parking management in the borough.
- 2.2 That Cabinet notes the prioritisation methodology and approves the 2017/18 – 2018/19 programme for reviewing on-street parking management.
- 2.3 That Cabinet notes the financial implications within this report and agrees a budget provision of £0.34m to deliver the programme.
- 2.4 That Cabinet approves the programme for implementing changes to on-street parking arrangements in prioritised areas, subject to public consultation and further approval by Highways Committee.

- 2.5 That Cabinet agrees that the online information, guidance and application process for parking changes remains in place, and that these requests are considered when developing future programmes for Cabinet approval in January each year, with six monthly interim reports providing information on levels of demand and programme progress to Highways Committee.
- 2.6 That Cabinet authorises lead officers to the lead petitioners to inform them of the decisions in relation to their petition, as set out in **Appendix A** of this report.
- 2.7 That Cabinet notes and approves officers' responses to other requests and to comments related to policy decisions in paragraphs 4.22, 4.24 and in **Appendix A**, that are considered outside of the scope of this review.

3.0 Background

- 3.1 Current area wide parking controls in the borough comprise of;
- 40 Controlled Parking Zones (CPZs) covering approximately 35% of the borough
 - Wembley Stadium Protective Parking Scheme (WSPPS) event day only controls covering approximately 35% of the borough (streets can be in both a CPZ and the WPPS)
 - Approximately 30% of the borough does not have area wide parking controls
 - Approximately 25% of the borough is in the WPPS but not in a CPZ, therefore CPZs could be introduced in approximately 55% of the boroughs streets
- 3.2 In recognition of an increase in public demand for parking management changes in the borough, Cabinet approved the report titled; On-Street Parking Management Review at the meeting on 15th November 2016 which set out the approach, scope and how a programme would be developed and implemented.

4.0 Detail

Communication

- 4.1 Officers developed a communications plan in consultation with the Lead Member for Environment. This communication plan used various media and aimed to make the public aware of the fundamental aim of the review.
- 4.2 Information about the on-street parking management review and an online application form was made available from 1st December 2016 whereby residents and businesses could apply for new CPZ's, changes to existing CPZ's or the Wembley Stadium Protective Parking Scheme (WSPPS) or new waiting and loading restrictions.
- 4.3 Residents and businesses who participated in the online survey were also contacted and encouraged to submit petitions to demonstrate community support for proposed new CPZs or reviews of existing CPZs.

- 4.4 A deadline of 24 April 2017 was set for considering responses for the current on-street parking management review programme. However respondents were informed that requests received after this date will be considered for a future programme.

Demand

- 4.5 These publicity and awareness activities resulted in the Council receiving 12 petitions and 464 requests either for new CPZs, the review of existing CPZs or for yellow line restrictions. CPZs have been considered in areas where on-street parking pressures were demonstrated through a high number of requests and from parking surveys.
- 4.6 CPZs were considered in areas where on-street parking pressures were demonstrated through a high number of requests and from parking surveys. CPZs are usually introduced to clusters of streets, in order to minimise the potential for parking being displaced into neighbouring streets. Only streets adjacent to an existing CPZ will usually be considered on an individual basis. For this reason, officers will consider including adjacent streets in the area when developing schemes for consultation.
- 4.7 Proposals for new CPZs or changes to existing CPZs will be dependent on the outcome of a full formal consultation process. The outcome and recommendations will in each case be determined by the Highways Committee.

Petitions

- 4.8 Up to the 24th April, 12 petitions had been received by the Council in response to its on-street parking management review feedback request.
- 4.9 **Appendix A** provides detailed information relating to these petitions, including the number of verified signatures and officers comments and recommendations.

Comments by councillors

- 4.10 Officers received several comments from Councillors broadly relating to removing P&D machines, free Sunday Parking, parking bay sizes and enforcement.
- 4.11 Councillors also requested the following changes;
- Kensal Triangle is in KG Zone, it operates Monday to Friday from 8.30 am to 6.30 pm but there are parking pressures during Notting Hill Carnival. Residents should be consulted on restricting parking at weekends and for the Notting Hill Carnival period.
 - Wembley Traders are requesting the provision of Pay and Display parking bays on Wembley Park Drive and in the area.
- 4.12 Officers will consider these comments in the design of parking changes in the borough. Officers considered a review of KG zone to help mitigate the effects of

the Notting Hill and P&D parking in the Wembley Park Drive for inclusion in the programme.

Analysis of online requests

- 4.13 An analysis of requests received between 2nd December 2016 and 24th April 2017 has been summarised below. It should be noted that we did not receive a sufficient number of online requests for changes to individual streets or areas to indicate a high level of support for changes, as typically there were only one or two requests per street.
- 4.14 464 responses for changes to parking restrictions were also received. Some responses included more than one request, e.g. requesting new CPZ and yellow line restrictions. Of those that requested changes, 307 already live in a CPZ, 157 do not and 75 live in the WPPS area.
- 4.15 For new CPZ requests: there were 112 requests (24% of all requests) for new CPZs from areas that are not in a CPZ, of which only 19 said they would submit a petition. Most requests were from HA9 (1 petition, 24 requests), NW10 (1 petition, 20 requests) and HA0 (19 requests).
- 4.16 A detailed breakdown of petitions and requests for new CPZs by postcode have been provided in **Appendix B**. The results have also been reflected on the CPZ map of the borough in **Appendix C** to assist with identifying clusters of higher demand, and potential future opportunities to extend existing CPZ boundaries to the neighbouring streets who have asked for CPZ.
- 4.17 However, since only one petition (with 15 signatures) has been received relating to North End Road (in the Wembley stadium area), and there is no indication of high levels of support, these opportunities will be considered as part of a future programme.
- 4.18 Based on the petitions and requests received three new CPZ schemes for the following streets are recommended. These schemes have high scores in the prioritisation matrix in **Appendix E**.
- New CPZ on Parkside and Campbell Gordon Way
 - New CPZ on North End Road and surrounding roads
 - New CPZ in Honeypot Lane area (Alpine House development, already planned using S106 funding following representations from residents in 2016)

Requests for CPZ Reviews

- 4.19 There were 9 petitions and 258 requests (56% of all requests) for a review of existing CPZs. Most requests came from zone GM (5 petitions, 30 requests), zone C (2 petitions, 20 requests), zone E (2 petitions, 2 requests), zone MW (19 requests) and zone KQ (18 requests).
- 4.20 44 requests asked for increasing operation days or times, 90 requests asked for reducing operation days or times, and 106 requests asked for something else, or didn't specify what changes they want.

- 4.21 A summary of petitions is provided in **Appendix A** and requests for new CPZs and requests to review existing CPZs and the Wembley Stadium Protective Parking Scheme (WSPPS) have been provided in **Appendix B**. New CPZ requests and CPZ reviews are reflected on the CPZ map of the borough in **Appendix B** to help visually identify CPZs with a higher demand for change. All requests for CPZ reviews which are supported with a petition, have been scored in the prioritisation matrix in **Appendix E**.

Requests for changes to the WSPPS

- 4.22 We received 13 requests and 1 petition (petition 9) in relation to WSPPS. A comparatively small number of requests to changes to the WSPPS were made given the context of the number of permits issued and the increased number of events that will be held at Wembley National Stadium in 2018/19 with temporary arrangements for Tottenham Hotspur FC. It is therefore not recommended that changes to the WSPPS are made in the programme.

Requests for yellow line restrictions

- 4.23 A total of 59 (13%) of responses were yellow line requests, of which 9 did not include information about the underlying parking issues which are sought to be addressed. These requests will be assessed for inclusion in Transport for London (TfL) funded annual short sections of waiting restrictions programme.

Other requests

- 4.24 During the review of responses received from residents and businesses, the following themes related to on-street parking issues were identified, many of which are considered outside of the scope this review.
- Requests for better enforcement: 22 requests, these requests have been passed to the Parking enforcement team for review and action.
 - Requests for provision of more P&D bays: 7 requests, Officers recommend that these are included in the review programme.
 - Complaints about large number of vans and large vehicles which occupy excessive length of kerbside, and are sometimes left on streets for long periods: 9 requests, Officers recommend that this issue is subject to a separate report to Highways Committee.
 - Requests for clarification and consistency as to (whether or not) bank holidays are included within CPZ operation times: 2 requests. Information about CPZ operation during bank holidays is available on the Councils website. Bank Holiday restrictions are also indicated on CPZ entry signs.
 - Complaints about excessive number of new crossovers across the borough which has reduced available number of on-street parking spaces: It has also been suggested that parking bays should be marked in front of crossovers. Officers note concerns and recommend that this should be considered when the Vehicle Crossover and Parking Policies are reviewed. Although parking bays outside crossovers would enable residents to park legally across their access, this is likely to result in obstructive parking.
 - Requests for marking individual on-street parking bays, seeking to increase the number of cars able to park on kerbside: 3 requests. Officers do not recommend that individual parking bays are marked as this would reduce flexibility for

parking and would be more likely to reduce the number of parking bays available, especially where smaller vehicles are parked.

- Request for updating existing detailed CPZ maps which sometimes do not include up-to-date information about different types of parking bays located inside controlled parking zones: 2 requests. The CPZ map on the Council's website does not provide detailed information on the type and number of parking bays in the area. Plans can be updated as areas are reviewed. Officers do not believe that making detailed plans available will be particularly useful to residents.
- Among the requests for reduced operation times in existing CPZs, 9 requests explicitly asked for short (i.e. up to 2 hours) restriction times in the morning and afternoon in order to deter commuter parking, while allowing free visitor parking. Officers in Parking are of the opinion that short duration restrictions will result in on-street parking pressure during times when restrictions are not in place; and significantly increase the difficulty of providing enforcement because of the resulting inefficiencies in the deployment of Civil Enforcement Officers. Officers have undertaken a benchmarking exercise through London Councils, and recommend that a report on the advantages and disadvantages of short duration CPZs is considered in more detail at a future Cabinet meeting.
- Install meters which you can post-pay (i.e. pay after time has elapsed) rather than having to estimate how much time parking may be needed. Officers do not consider that this would be beneficial in terms of managing short term visitor parking, would increase non-payment, and would in practice be impossible to enforce as: CEOs would be unable to anticipate which motorists might seek to evade payment; and vehicles would be driven off before a check could be made. There is no legal mechanism for issuing retrospective penalty charge notices (PCNs).

Desktop Analysis

- 4.25 A desktop analysis was carried out using available data to identify where there may be on street parking pressures; considering the mix of on-street parking spaces available, number of properties and businesses in the area, and the number of parking permits issued. The purpose of this exercise was to use data available to indicate areas where there is likely to be on-street parking pressures and those which are likely to have additional capacity.
- 4.26 The number of on-street parking spaces available in each zone were obtained from the figures specified in Brent Annual Parking Review Report 2015-2016 and were updated, as necessary, using detailed layout maps of the CPZs in the borough. The analysis considered the number of residents parking permits in each zone in comparison to the number of parking bays available and the number of PCNs issued in each zone relative to the number of parking bays available to residents.
- 4.27 **Appendix D** is a plan showing zones that are likely to experience parking pressure in relation to the number of permits issued against spaces available.
- 4.28 Officers are of the opinion that it may be beneficial for some zones be merged together, subject to consultation. This aims at providing more parking spaces for the residents of zones with higher parking pressure. The residents of zones with lower parking pressure may also find it desirable to be able to park in a higher

number of streets in the area. As no petitions or a significant number of requests have been received in relation to reviewing these zones, no further actions are recommended at this stage and these opportunities should be considered in the future.

- 4.29 Officers have also considered the number of one year permit sales in the borough for all zones in relation to operational days and times, to predict the impact on any changes to the number of permits likely to be purchased by residents in comparison with the likely cost of management and enforcement. . However, this is not a consideration in the CPZ decision making process and is for budget planning purposes only.

5.0 Prioritisation of new CPZ and CPZ review programme

Prioritisation methodology

- 5.1 The most suitable criteria which can establish legitimate demand for change (either as new CPZ or CPZ review schemes) have been identified in developing the prioritisation matrix.
- 5.2 Based on the petitions received, and the results of analysing survey responses and desktop study, and evidence of on-street parking pressure from surveys, 10 options for new CPZ or CPZ review have been considered in the prioritisation matrix.
- 5.3 A scoring system to weight these criteria was devised to score each of the above options, and produce a priority number for each scheme. **Appendix D** contains the prioritisation matrix and the scores of the options against these criteria.

Regeneration areas

- 5.4 Funding for introducing CPZs may be available under S106 agreements in areas where on-street parking pressures are anticipated.
- 5.5 CPZs may be introduced either by developers or by the Council, either as specific parking schemes or in conjunction with other highway improvements to mitigate the effects of development.
- 5.6 Current S106 funded schemes in the programme are as follows:
- New CPZ on North End road and the surrounding area
 - Honeypot Lane area (Alpine House development)
- 5.7 A potential new CPZ on The Hyde, Colindale, will also be considered as part of a S106 funded public realm improvement scheme. Colindale is a regeneration area with plans in place to build circa 10,000 new homes in Barnet and circa 2,000 new homes in Brent. Barnet have also advised that they plan to introduce an area-wide CPZ within the next 18 months.
- 5.8 Other regeneration areas where CPZs are likely to be introduced in the future includes the Brent Cross Development, with some 200 retail outlets, restaurants and circa 6,700 new homes planned for the area. It is anticipated that circa £180,000 will be made available through developer funds via Barnet for an area-

wide CPZ in the Dollis Hill ward. The new CPZ is likely to be progressed in 2018/19. It is also anticipated that a new CPZ will be required in the Alperton area within the next few years to mitigate the effects of the Northfields development. There are also plans for a developer to introduce a CPZ in the several streets in the Barham Village development in Sudbury later this financial year.

- 5.9 S106 funded schemes will be included in developing the annual CPZ programme in future years.

Programme

- 5.10 Officers have developed a high level programme considering priority, the scale of the scheme, and resources that will be available. Required resources include:

- A project team of two engineers to deliver the programme and engage and consult with residents and local businesses. Employment costs anticipated to be approx. £0.12m.
- Funding to finance signage, road marking, Traffic Management Orders, and the installation of P&D machines. This is anticipated to cost £0.23m.

The design and development of projects within the programme will require extensive public engagement including; consultation, exhibitions and dealing with residents and business groups to determine parking arrangements that will meet local needs.

- 5.11 All proposals will be subject to public and statutory consultation including public exhibitions, and the approval of a report by a future highways committee.
- 5.12 **Appendix F** provides details of the programme for 2017/18 and 2018/19. Future annual programmes will be subject to approval by Cabinet.

6.0 Financial Implications

- 6.1 As set out in paragraph 5.10, the anticipated cost of implementing the programme of CPZs is £0.34m. The budget of £0.34m will be spent over 2017/18 and 2018/19, of this £0.09m will be financed by s106 agreements with the balance of £0.26m met initially from reserves.

- 6.2 The table below sets out the programme's projected expenditure and source of funding.

	2017/18	2018/19	Total
	£m	£m	£m
<u>Expenditure</u>			
Project Team	0.07	0.05	0.12
Implementation Costs	0.11	0.12	0.23
	0.17	0.17	0.34
<u>Funding</u>			
Section 106	0.05	0.04	0.09
Brent Council	0.13	0.13	0.26
	0.17	0.17	0.34

- 6.3 CPZs are implemented to improve parking management and not to make money, however, we recognise in our financial planning that they do generate income, and that this is estimated to be £0.27m annually once they are fully operational.
- 6.4 Any income arising from permit sales and PCN's issued to motorists contravening the new restrictions will be used to support the Boroughs transportation and traffic management initiatives.

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.
- 7.4 Decisions regarding amending current CPZs and making new CPZs will be considered and made by the Highways Committee which has scope to make decisions including scheme approval for traffic management and related matters associated with the public highway. However, for strategic and high level highways and transportation matters involving expenditure over £500k, or matters which have a significant on income, strategies or policies in respect of highways and transportation, these matters will be considered by the Cabinet.

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 Proposed changes to parking management arrangements will be subject to public consultation and equality screening.
- 8.3 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 programme, this will require extensive consultation in developing schemes and cannot be accommodated within the existing staff structure.
- 9.2 A new Project Lead and two engineering staff will be required. Initially, the two senior staff will be recruited on a fixed term temporary basis, initially for 6 months. Permanent appointment will depend on future levels of demand for new CPZs and CPZ reviews in future years. It is envisaged that a third member of staff can be funded from existing budgets following completion of the departmental restructure, which is currently in progress.

10.0 Environmental Implications

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

Appendices

- Appendix A - Petitions
- Appendix B - New CPZ and CPZ Review requests
- Appendix C - Borough plan showing locations of new CPZ and CPZ review requests
- Appendix D - Plan showing CPZs with the highest and lowest parking pressure
- Appendix E - Scheme prioritisation matrix
- Appendix F - 2017- 2018 Programme

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