

	<p style="text-align: center;"><b>Executive</b> 17 November 2008</p> <p style="text-align: center;"><b>Report from the Director of Environment and Culture</b></p>
<p style="text-align: right;">Wards Affected: ALL</p>	
<p style="text-align: center;"><b>Review of Brent's On and Off-Street Parking Charges and Residents' Parking Permits Charges</b></p>	

Forward Plan Ref: E&C 08/09-14

## 1.0 Summary.

- 1.1 This report sets out a proposal to change both on and off-street parking charges in Brent. Previous changes to both on-street (parking meter) and off-street (car park) charges were agreed by the Council's Executive Committee in November 2006.
- 1.2 The changes agreed in 2006 took effect on 1<sup>st</sup> April 2007 and remain in place to the present day. It is therefore timely to review the existing charges and compare Brent to neighbouring authorities with a view to a tariff change in 2009. This way, the Council can remain comparable to those neighbouring local authorities bordering Brent.
- 1.3 Charges for residents' parking permits have also been reviewed and this report proposes that the 'nil charge' currently enjoyed by people who own a vehicle in the 'Band A' Vehicle Excise Duty (tax disc) category (up to and including 100g/ CO<sup>2</sup> /km), is extended to include vehicles in the DVLA 'Band B' (CO<sup>2</sup> emissions up to and including 120g/km) category, and will continue to include all-electric vehicles. A free permit is also extended to include older (pre March 2001) vehicles with engines of up to 1200cc (currently 1101cc).

## 2.0 Recommendations.

- 2.1 That the Executive instructs officers to proceed with increasing on and off-street parking charges to be effective from April 1<sup>st</sup> 2009 or as soon after that date as practical (in light of 2.3).
- 2.2 That the Executive instructs officers to proceed with introducing a nil-charge for the first resident parking permit linked to post-2001 owned vehicles (earliest available 'band' information) which fall within the D.V.L.A "Band B" or pre-2001 vehicles with engine size up to and including 1200cc, to be effective from April 1<sup>st</sup> 2009 or as soon after that date as practical (in light of 2.3).
- 2.3 That the Executive instructs Officers to proceed with Traffic Regulation Orders (TRO's) to implement the proposed on and off-street parking charges and resident parking permit charges. Should there be any objection to the TRO's, the Director of Environment and Culture is authorised to resolve such objections unless it is of a substantial nature in which case a report should be submitted to a future meeting of the Executive to consider such objection. Notices and associated publicity will also have to be completed regarding resident parking permit price changes.

## 3.0 Details.

- 3.1 A widespread consultation in 2007 focussed on the Council's strategic approach to parking in the borough. Members of the public expressed concerns about the disparity between on and off-street parking charges. People also questioned how both the on and off-street parking charges appeared to be illogically and unexplainably structured in relation to stay-times and associated charges across both tariffs. This consultation highlighted the need to apply greater consistency and uniformity across both on and off-street tariffs, and to better align the differential costs of associated with each. Officers have considered these points but believe the on-street tariff should continue to be set in a manner which encourages short term use as this increases the number of motorists that can access each location.

### 3.2 On-street Parking (Pay & display Meters)

The current annual revenue generated by on-street parking charges is approximately £2,950,000/annum. The table below - **Table 1** - proposes a change to the **on-street** parking tariff. It sets out a proposed new tariff that projections indicate could generate approximately an additional £400,000/annum in revenue. Associated revenue projection should be assumed to be correct to within +/- 5%. Where charges are made, all on-street tariffs are standardised across the Borough.

**Table (1) below – Existing and Proposed (2009) on-street (meter) parking charges:**

Length of Stay / charging band	Existing Charge	Proposed 2009 Charge
Up to 20 minutes	30p	40p
Up to 40 minutes	60p	£1.00
Up to 1 hour	£1.50	£1.80
Up to 2 hours	£3.30	£4.00
Up to 4 hours (max)	£5.00	£6.00
Existing / Projected Revenue	£2.95m	£3.394m

**Table 1.**

Please note that in the above table, the amounts indicated in the “Existing/Projected Revenue” row are gross amounts, before contractor (collection) costs are deducted, further details of which are presented in 4.7 under ‘Financial Implications’.

### 3.3 **Off-street Parking (car parks)**

Existing annual revenue generated by **off-street** parking charges is approximately £415,000/annum. The table below, **Table 2**, sets out proposed changes to the off-street (car park) tariff, which, if adopted, could generate additional £35,000/annum revenue, approximately.

**Table (2) below – Existing and proposed (2009) off-street car parking charges.**

Length of Stay	Existing Charge (1 <sup>st</sup> April 2007)	Proposed 2009 Charge
Up to 1 hour	£0.50	£1.00
Up to 2 hours	£1.50	£2.00
Up to 3 hours	£2.50	£3.00
3 hours or more (including all day / until car park closes / midnight)	£5.00	£5.00
Existing / Projected Revenue	£415k	£435-£440k

**Table 2.**

3.4 Members are asked to note that 20 and 40 minute charging bands have remained unchanged since July 2005. The upper tier charge for 20 and 40 minutes used from 2003 is also unchanged. For example, a 20 minute on-street stay in Brent has remained unchanged from the upper charge of 30p since 2003.

- 3.5 In order to maintain consistency with neighbouring boroughs and with the natural effect of inflation – Brent’s parking charges should be amended to more closely reflect what is charged by comparable, neighbouring boroughs. Increases to both on and off-street parking charges consistent with neighbouring boroughs are important in ensuring that parking is not displaced into Brent from the (seven) neighbouring boroughs, particularly at the borough-borders.
- 3.6 Since April 1<sup>st</sup> 2007 (and presently) Brent charges an average of £1.24/hour for on-street parking and £0.83/hour for off-street parking. The charges made in other boroughs vary significantly and are set out in **Table 5** – below. Officers have considered the average charges per hour to make comparison easier.

**Table (5) below – On-street parking charges of six neighbouring boroughs – compiled via visits to key borough ‘High-Street’ Locations on 13<sup>th</sup> and 15<sup>th</sup> October – 2008:**

Borough	Charge	Per hour	Max Stay	Location
Harrow	50p / 10 mins	£3.00	2 hours	Lyon Road: Harrow-on-the-Hill
Kensington & Chelsea	50p / hr to £3.00/hr	50p / £3.00	Many locations – max 30mins.	Borough-wide.
Hammersmith	£1.20 / 30 min	£2.40	2 hours	Black Road: Hammersmith Town Centre
Ealing	30p / 10 mins	£1.80	1 hour	The Broadway: Ealing Broadway
Camden	20p / 10 mins	£1.20	2 hours	Iverson Road: Kilburn
“	20p / 5 mins	£2.40	2 hours	Hawley Crescent: Camden Town
Barnet	30p / 15 mins	£1.20	None	Woodstock Road: Golders Green
<b>Brent</b>	<b>30p / 20 mins</b>	<b>£0.90</b>	None	Borough-wide
	<b>Average borough charge</b>	<b>&gt; £2.00/hr</b>		

**Table 5.**

**NB:** This above table shows borough’s ‘minimum stay-times’ for on-street parking which were found as part of an ad-hoc audit of some common ‘town centre’ locations in neighbouring boroughs. The ‘per-hour’ charge is simply a multiplier of the minimum stay time charge and does not reflect the average hourly charge across the entire parking tariff (charging bands) for each authority. Westminster, which has high charges, has not been included in the above comparison.

- 3.7 A key consideration when increasing parking charges is the impact on both residents’ and businesses. People may be less inclined to visit local shops by

car. Whilst the council would prefer people to travel by other means, the local shops provide an important focus for the community as well as offering local services, jobs and acting as a catalyst and support for other business activity. Officers recommend that the proposed tariffs are both reasonable and fair, and consider that changes will not negatively impact on local traders or deter people from parking, in any significant numbers.

3.8 A key objective of the proposed tariff's is to increase turnover of parking spaces to support local businesses and to allow people to be able to go into a couple of shops, for example, to a newsagents or into a grocers for perhaps just one or two items. Maintaining a low (40p) minimum stay time charge is still very reasonable for parking in London and competitive in relation to what other boroughs are charging.

3.9 **CO<sup>2</sup> Emissions and Resident Parking Permit Charges .**

Through advances in technology and engine design, car companies are now producing and marketing models which have lower CO<sup>2</sup> emissions, relative to past designs. The average level of CO<sup>2</sup> emissions for new cars has fallen by 13.1% since 1997 to 164.9 g/km and total CO<sup>2</sup> emissions from all cars in use has fallen by 4.8% over the same period (*DEFRA 2008*).

3.10 The banding used by the DVLA to levy vehicle licence charges provides an appropriate framework for determining the structure of an emission based charge for Brent. Since March 2001, vehicle registration documents have shown the level of CO<sup>2</sup> produced by the vehicle being registered and this is used as the basis for the DVLA banding system. However as this data is not available for older cars the DVLA banding for vehicles registered prior to March 2001 is based on **engine size (cc)** alone.

3.11 **Table 6** details the DVLA banding structure and charges for cars registered after March 2001. It can be seen that the DVLA banding structure provides an incentive for people to drive less polluting vehicles by charging significantly more to licence high polluting or larger-engined vehicles.

DVLA ANNUAL VEHICLE LICENCE CHARGE (Cars Registered After March 2001)

DVLA Band	CO <sup>2</sup> Emissions (G/km)	Annual Vehicle Licence Charge (£) from March 2008	
		Diesel or Petrol Car	Alternative Fuel Car
<b>A</b>	Up to 100	Free	Free
<b>B</b>	101-120	35	15
<b>C</b>	121-150	120	100
<b>D</b>	151-165	145	125
<b>E</b>	166-185	170	150
<b>F</b>	Over 185	210	195
<b>G</b>	Over 225	400	385

**TABLE 6**

- 3.12 **Table 7** shows the DVLA banding structure and charges for cars registered before March 2001.

DVLA LICENCE CHARGE (Cars Registered Before March 2001)

Engine Size (cc)	Annual Licence Charge (£) from March 2008
Not over 1549	120
Over 1549	185

TABLE 7

- 3.13 As part of a sustainable parking strategy, an impact on vehicle emissions can be made by introducing a charging system for parking which provides incentives for people to choose to drive or switch to models which produce less CO<sub>2</sub>. In November 2006, the Council agreed to give free first parking permits to residents using vehicles with engines under 1101cc. It was also agreed that residents with 'all-electric' vehicles should be exempt from permit charges. This Report proposes to offer further incentive to people to drive less polluting vehicles by including **Band B** and **1101-1200cc** vehicles in the free resident parking permit policy.
- 3.14 To assess the potential impact of the proposed charges on revenue received by the Council **502** recent applications for residents' permits (an approximate 3% sample) were analysed to determine the existing spread of residents' vehicles in relation to the DVLA bands.
- 3.15 Of the audit of 502 applications, 179 (36%) were for vehicles registered after March 2001. A breakdown of the DVLA banding for these vehicles is given in the Table 3.8.

PERCENTAGE OF 'LIVE' RESIDENTS' PARKING PERMITS BY DVLA BAND  
Vehicles registered after March 2001

DVLA Band	No. of Vehicles	%
<b>A</b>	0	0
<b>B</b>	12	7
<b>C</b>	50	28
<b>D</b>	39	22
<b>E</b>	46	25
<b>F</b>	18	10
<b>G</b>	14	8
<b>Total</b>	<b>179</b>	<b>100</b>

TABLE 8

- 3.16 Analysis of the sample indicates that the majority (75%) of post March 2001 vehicles owned by residents fall within DVLA bands C,D,E (emissions of 121 – 185 g/km) with much lower percentages for the low emissions bands A and B and the high emissions bands (F and G).

- 3.17 A breakdown by engine size for the 323 vehicles registered prior to March 2001, is given in Table 9.

PERCENTAGE OF 'LIVE' RESIDENTS' PARKING PERMITS BY ENGINE SIZE  
Vehicles registered before March 2001

Engine Size	No. of Vehicles	%
<1000cc	21	7
1001-1200	32	10
1201-1550	51	16
1551-1800	101	31
1801-2400	85	26
2401-3000	26	8
3001+	7	2
<b>Total</b>	<b>323</b>	<b>100</b>

TABLE 9

- 3.18 Table 9 indicates a concentrated grouping (73%) of vehicles with engines in the mid-range (1200 – 2400cc) with lower percentages of small and large engine vehicles.
- 3.19 The analysis also indicates that, under the proposed charging system, an additional **1,900** existing first resident permit holders, will be eligible for a free first parking permit. The cost to the Council of implementing this policy is set out in Section 4. The figure will most certainly increase over future years as more people buy new or used cars within the cheaper V.E.D and Member's are asked to note this. The uptake of such vehicles and therefore associated cost to the Council is impossible to project with any degree of accuracy with this in mind.
- 3.20 The Traffic Regulation Orders (TRO's) will need to be advertised as detailed in this report and there are other costs associated with changing the existing tariffs and informing people of the changes to resident parking permit charges, set out in the next section (4). The Director of Environment and Culture will be requested to resolve any minor objections to the TRO's should they be received. However, should there be any major objections then a report will need to be submitted to a future meeting of this Committee identifying a clear way forward.

#### 4.0 Financial implications

- 4.1 Current yearly income levels are approximately:

- On Street parking charges revenue is £2.95m;
- Off Street parking charge revenue is £415,000.

The proposed increases in parking charges set out in this report would have a positive effect on income to the Council's parking account, as seen in **Tables 1 and 2**. Additional income would be approaching £500,000/annum in 2010-2011, if the changes to the tariff are implemented in 2009. The reason for this

is set out below. Additional income would improve the ability of the Council to maintain the Controlled Parking Zone (CPZ) scheme. All income from parking charges is ring-fenced for spending on transport schemes, such as sustainability and safety related initiatives.

- 4.2 Financial amounts included in this report are projections based on parking income data for 2007/8. The amounts should be treated as indicative - actual income will depend on driver behaviour and other factors, such as the global economic down-turn affecting people in the UK. Also - an error factor of approximately 5% should be assumed when assessing projected revenue set out in this report. Income is based on ticket sales information from the limited number of meters the Council currently has linked or 'networked'. New parking meter machines linked to central computers are currently being implemented and will better inform this exercise in future years. However, it should be noted that factors such as human (driver) behaviour and more recently, economic factors, are challenging to determine with certainty.
- 4.3 With this in mind, officers have spent a significant amount of time modelling and discussing the effects of numerous pricing scenarios in previous versions of this report in respect of numerous proposed parking tariffs that were considered. It became apparent from studying the effects of previous parking charge increase how market forces are very prevalent. If a certain charging band is increased out of proportion to that of another band, the result can be a significant decrease in usage of that particular band. Clearly, higher charges result in less demand. In relation to off-street (car park) charges, it should be noted that if car park charges begin to approach or indeed – mirror - the cost of on-street parking, people simply choose to park on-street instead if they can. This is often more convenient for them and closer to where their desired destination is and so to be expected.
- 4.4 Previous changes to the parking tariff in Brent have shown a small decrease in parking revenue within the first 6-12 months of price increases as drivers react to new charges. Therefore, the first full financial year when the projected revenues are likely occur, would be 2010-2011 (assuming the introduction of a new tariff on April 1<sup>st</sup> 2009). Revenues generated in 2009-2010 might be below these amounts.
- 4.5 Some comparison was made with Brent's neighbouring boroughs as part of this exercise (as seen previously in **Table 5**). It was found that off-street (car park) charges vary greatly from area to area and between boroughs. As an example, the London Borough of Ealing's car-parking tariff has been included as **Appendix 1**. It should be noted that Ealing appears to be the cheapest Authority for parking out of all Brent's 7 neighbouring boroughs and so it should not be used as the sole 'benchmark' for Brent's parking charges. LB Ealing's charges vary significantly, from being free, through to 30p/hr, 60p/hr, 80p/hr and £1.00/hr. Harrow's car parking charges vary from being free, through to 40p/hr, 50p/hr, 70p/hr, 90p/hr through to "£3.40 per visit". With this in mind, it is unfeasible to provide an "average" of off-street car parking charge



made by any particular borough and therefore an average of the five boroughs used for the on-street

4.6 In addition to Traffic Regulation Orders costing around £3,000, other associated costs should be considered. These include re-programming the parking meters to take account of the changes in tariff and additional collection costs incurred as the contractor has to empty the machines more frequently (see 4.7). Immediate costs would include:

- Parkeon/Metric Software charges: £2,500;
- Labour charges for tariff down load: £3,000;
- Car park signs to amend: £780;
- Inserts: £500.

**Total: £6,780.**

4.7 Members are asked to note that as additional parking revenue is generated - associated 'collection costs' from the parking contractor rise. Broadly, for an additional 20% increase in revenue over and above current amounts, a £62,000 charged is incurred. This is comprised of:

- 1 additional vehicle (incl. running cost) = £8.4k;
- 2 additional cash collector = £36.2k;
- 1 additional cash counter = £17.5k.

This can be broken down to approximately **1% of every additional £3,000** in additional revenue, in terms of calculating costs on additional revenue. For example, variation 1 in Table 1 generates additional 8.14% revenue. Therefore, collection costs would be approximately (8 x £3,000) - £24,000 - if this variation was to be implemented. Resultantly, small amounts should be deducted from the projected revenue amounts projected for both on and off-street parking revenue within this Report.

4.8 Current revenue from 17,200 live permits in Brent is £937,000. Approximately 7% of all vehicles in Brent fall into the "Band B – 1101-1200cc" category. Permits issued linked to this category generate approximately £63,000 of revenue to the Council. Factoring in the necessary traffic orders and further administrative arrangements required to implement the policy, would cost in the region of £70,000 (in lost revenue) to the Authority.

4.9 This (£70,000) figure will most certainly rise in future years as more people purchase vehicles falling into the Band A or B categories. For example, manufacturers are now producing family-sized cars such as the Ford Focus, Renault Megane and Volkswagen Golf, which fall into this category of V.E.D banding. This is something officers and Members must continue to review if the policy is adopted as a significant dent in the £900,000/year parking permit account could arise over a number of years.

## 5.0 Legal implications

- 5.1 Any changes to the existing parking charges and charges for parking permits require alterations to the current Traffic Orders under Sections 45, 46 and 46a of the Road Traffic Regulation Act 1984. The statutory processes are set out by the Secretary of State
- 5.2 The changes in parking charges will require a period of statutory consultation which includes a time where comments and objections can be received. These objections can be considered by the Director of Environment & Culture if the Executive so authorises if they are considered to be of a minor nature under delegated powers but it is felt to be appropriate for major objections to be reported back to the Executive to be resolved.

## 6.0 Diversity implications

- 6.1 In all of its policy and associated 'on-street' changes in Environment and Culture, officers strive to ensure that services meet the varied individual needs and expectations of local people and that everyone has equal access to services, regardless of their race, heritage, gender, religious or non-religious belief, nationality, family background, age, disability or sexuality. Officers are very astute in recognising that services must be relevant, responsive and sensitive, and that the Council must be perceived as fair and equitable in its provision of services by our service users, by our partners and the wider community. We aim to ensure that our contractors and others who deliver our services also share our vision and values.
- 6.2 In Chapter 4 of Brent's Transport Plan – the "Local Implementation Plan", officers addressed the transport barriers for equality target groups (as defined by the Greater London Authority and other groups) in great depth. Groups include:
- Women;
  - Black and minority ethnic people;
  - Children and young people;
  - Older people;
  - Disabled people;
  - Homosexual, bisexual and trans-gender people;
  - People from different faith groups.
- 6.3 Two possible impacts have been addressed in this assessment:
1. A **negative** or **adverse** – where the impact could disadvantage one equality target group or some equality target groups. This disadvantage may be differential, where the negative or adverse impact on one

particular group of individuals or one equality target group is likely to be greater than on another;

2. An impact that will have a **positive impact** on an equality target group, or some equality target groups, or improve equal opportunities and / or relationships between groups. This positive impact may be differential, where the positive impact on one particular group is likely to be greater than on another.

6.4 Officers have looked at Census data information as part of this Report, and considered that from the aforementioned groups, Women, Older people and Black and minority ethnic groups might be most affected by changes to the parking tariff. This is because socio-economic data and research suggests that a higher proportion of people in these groups are generally, particularly in some parts (generally – the south) of the borough - and in specific Wards (for example – Stonebridge and South Kilburn) - less economically affluent.

6.5 However, officers are confident that a degree of affluence is required to own a private car in the first instance, and hence the very poorest (in a financial sense) residents of Brent will not be overly vulnerable to the modest parking charge increases proposed in this Report. Officers also believe that making larger increases to the upper bands of the tariff, (i.e. – 70p and £1.00) will facilitate a higher turnover of parking space for those that wish to park for a shorter (and considerably/intentionally cheaper) amount of time. Officers consider that the proposed tariff affords a positive impact for people who are less affluent.

6.6 The current arrangements to provide enhanced parking opportunities for vehicles displaying blue disabled badges will remain in place.

## **7.0 Staffing / accommodation implications**

7.1 The proposed changes to the existing Traffic Regulation Orders will be undertaken using existing staffing resources from both Transportation and 'Streetcare' Service Units.

## **Background Papers:**

- Brent's statutory Transport Plan - the "*Local Implementation Plan (LIP) – 2006-2011*";
- Chapter 7 of the LIP "*Parking & Enforcement Plan*" – Brent's statutory response to the Mayor's Transport Strategy "The Mayor's Transport Strategy" – Greater London Authority (2001);
- "*Review of Residents' Parking Permits*" – Brent Council Executive Committee Report – 13<sup>th</sup> November 2006;
- "*Review of Parking Charges*" – Brent Council Executive Committee Report – 13<sup>th</sup> November 2006;

- Sections 45, 46 and 46a of the Road Traffic Regulation Act 1984.

**Contact Officers:**

Any person wishing to inspect the above papers should contact Mr. Phil Rankmore - Acting Director of Transportation (020 8937 5128) or Mr. Irfan Malik - Assistant Director of Environment & Culture (020 8937 5001).

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**Richard Saunders,  
Director of Environment & Culture,  
Brent Council.**

**Appendix 1 – LB Ealing & LB Harrow Car Parking Charges.**

**EALING**

<b>Name</b>	<b>Spaces</b>	<b>Charges</b>	<b>Days &amp; Hours of Operation</b>
Arden Road - Surface W13	27 1 M/C 2 x D/B 3 x Motorbike	£1.00 per hour	08.00-18.00 Mon-Sun
Churchfield Road – Surface W3	57 x P&D 2 x D/B 1 x Car Club 4 x Motorbike 1 M/C	60p per hour for 1 <sup>st</sup> 3 hours, £1.20 per hour after 3 hours	08.00-18.00 Mon-Sun
Deans Gardens - Surface W13	46 2 M/C's 4 x D/B	£1.00 per hour	08.00–18.00 Mon-Sun
Featherstone Terrace – Surface (Southall)	143 x P&D 7 x D/B 2 M/C's	80p per hr or £3 all day	08.00–18.00 Mon-Sun
George Street – Surface W7	83 3 x D/B	60p per hour or £2 all day	08.00–18.00 Mon-Sun
Greenford Broadway – Surface	149 x P&D 10 x D/B 4 M/C's	80p per hour	08.00–18.00 Mon-Sun
Gurnell Pool, W13	139 x P&D 4 x D/B 10 x Mother & Child 3 M/C's	30p per hour	06.00-22.00 Mon-Fri 07.00-18.00 Sat-Sun
<i>Herbert Road</i> MSCP (Southall)	252 8 M/C's 12 D/B's 2 Lifts Change Machine	£1.00 per hour £1.00 for 1 <sup>st</sup> hour then £1.50 (Only Sat & Sun)	08.00-18.00 Mon-Sun
Northolt Swimerama	56 x P&D 6 x D/B 6 x Mother & Child 2 M/C's	30p per hour	06.00-22.00 Mon-Fri  07.00-18.00 Sat-Sun

Name	Spaces	Charges	Days & Hours of Operation
Norwood Road 1: Surface (Southall)	50 x P&D 4 x D/B 2 M/C	80p per hour	0800-18.00 Mon-Sun
Norwood Road 2: Surface (Southall)	22 1 M/C	80p per hour	0800-18.00 Mon-Sun
Perivale Station - Surface (Perivale)	5 x D/B 100 x P&D 2 M/C's 1 x Motorbike	£3 all day,	08.00-18.00 Mon-Sat
Roslin Road	60	Free	-
Salisbury Street – Surface W3	63 x P&D 4 x D/B 1 x Car Club 4 x Motorbike 4 M/C's	80p per hour	08.00–18.00 Mon-Sun
Singapore Road - MSCP W13	102  1 M/C  (400 spaces closed)	60p per hour or £3 all day.	08.00–18.00 Mon-Sun
Singapore Road - Surface W13	72 2 M/C's 5 x D/B 2 x Motorbike 5 x D/B behind BHS	£1.00 per hour	08.00- 18.00 Mon-Sun
South Ealing Road – Surface W5	1 M/C 28 5 x Motorbike	80p per hour	08.00–18.00 Mon-Sun
Springbridge Road - MSCP W5	465 7 M/C's 8 x D/B 9 x Motorbike 9 x Mother & Child 2 Lifts Change Machine	£1.00 per hour e.g. £2.00 2hrs, up to £15.00 15 hrs.	07.00-18.00 Mon-Sun

Name	Spaces	Charges	Days & Hours of Operation
Town Hall – Surface W5	300	£2 all day	<b>Sat &amp; Sun:</b> 08.00 –18.00
22-24 Uxbridge Road W5	11 x P&D 3 x D/B 1 x Perm holder 1 M/C	£1.00 per hour. £2.00 after 3 hours	08.00–18.00 Mon-Sun
Verona Terrace	21	FOC	24/7
Witham Road – Surface W13 *	13 1 M/C	£1.00 per hour	08.00-18.00 Mon-Sun

**Table 7.**

## HARROW.

Name	Total available spaces	Dedicated disabled parking spaces	Hours of operation	Tariff
Chapel Lane	154	5	8am to 6.30pm	Mon-Fri 70p per hour, £10 over 6 hours
Love Lane	183	6	Mon-Sat 8am to 6.30pm	Sat 70p per hour 70p per hour, £10 over 6 hours
Waxwell Lane	111	2	Mon-Sat 8am to 6.30pm	70p per hour
The Broadway (surface)	Mon-Fri 9 Sat 38	0	Mon-Sat 8am to 6.30pm	50p per hour
Palmerston Road	27	2	Sat only 8am to 6.30pm	50p per hour
Peel House Multi-Storey	257	10	Mon-Sat 7.30am to 8.30pm	1st hour free then 50p per hour
Davy House	97	1	Mon-Sat 10am to 6pm Sun midnight to 6.30pm	Minimum charge £1.80 1st 2 hours then £1.10 per hour
Gayton Road	283	2	Mon-Sat	£3.40 per visit Mon-Fri, £2.40 per visit Sat & Sun
Greenhill Road	46	1	10am to 6pm Sun 8am to	Minimum charge £1.80



Name	Total available spaces	Dedicated disabled parking spaces	Hours of operation	Tariff
			6.30pm Mon-Sat	1st 2 hours then £1.10 per hour
Greenhill Way	274	11	10am to 6pm Sun 8am to 6.30pm Mon-Sat	Minimum charge £2.30 1st 2 hours then £1.20 per hour
Queens House Multi-Storey	450	0	10am to 6pm Sun midnight to 6.30pm Mon-Sat	£3.40 per visit Mon - Fri £2.40 per visit Sat, Sun
St Johns Road	17	1	10am to 6pm Sun 8am to 6.30pm Mon-Sat	Minimum charge £1.80 up to 2 hours then £1.10 per hour
St Johns Road	17	1	10am to 6pm Sun 8am to 6.30pm Mon-Sat	£1.80 up to 2 hours then £1.10 per hour
Vaughan Road	48	3	10am to 6pm Sun 8am to 6.30pm Mon-Sat	Minimum charge up to 2 hours £1.30, 4 hours, £1.80, 6 hours £2.30, more than 6 hours £2.80
Belmont Circle	50	0	10am to 6pm Sun 8am to	Free

<b>Name</b>	<b>Total available spaces</b>	<b>Dedicated disabled parking spaces</b>	<b>Hours of operation</b>	<b>Tariff</b>
Cambridge Road, North Harrow	150	8	6.30pm Mon-Fri 8am to 6.30pm	1st hour free, 1-4 hours 40p per hour, over 4 hours £3
Grimsdyke, Hatch End	86	0	Mon-Fri 8am to 6.30pm	Free
Kingshill Drive, West Kenton	25	1	Mon-Fri 8am to 6.30pm	Free
			Mon-Fri	