



**Highways Committee
23rd March 2011**

**Report from the Head of
Transportation**

For decision

Wards Affected: All

**Standardising of arrangements for short term (controlled)
on street parking**

1.0 Summary

- 2.1 This report advises the Committee of proposals to standardise arrangements for charging for short term on street parking, where that parking is controlled, across the Borough.
- 2.2 The effect of the proposals would be to, over-time, identify locations where (controlled) free short term parking is allowed and, subject to appropriate consultation and the identification of resources, introduce pay and display parking in those areas.
- 2.3 The report seeks approval to commence that process.

2.0 Recommendations

- 2.1 That the Committee gives approval to proposals, as set out in this report, to introduce pay and display parking controls at locations where free, but controlled, parking arrangements currently exist.
- 2.2 That the Committee delegates authority to the Head of Transportation to implement pay and display controls at identified sites subject to appropriate consultation arrangements being followed and the identification of funding for implementation.

3.0 Background

- 3.1 On 13th December 2010, in a report on fees and charges, the Executive noted proposals to “review anomalies for charging for on-street parking spaces on Bridge Road (Wembley), Preston Road and on the Park Royal Industrial Estate”.

Parking in Brent is managed through the use of a range of controls.

These range from the use of Controlled Parking Zones (CPZ's) where all on street parking space is defined and controlled to controlled arrangements in town centres/shopping areas where a proportion of on street parking space is defined and controlled to other (chiefly residential) areas where yellow line controls exist primarily for the maintenance of road safety and to minimise congestion.

Charging for parking, where appropriate, is an integral part of the management arrangements.

- 3.2 Within CPZ's, visitors, other than those who have access to visitor permits, pay for on street parking through “pay and display” arrangements when controls are in force.

Brent has adopted a policy of having a single scale of pay and display charges across the Borough regardless of where the parking bay is situated and whether the bay is within or outside a CPZ. Accordingly a motorist pays the same charge (per hour) for parking in a pay and display bay in Kingsbury as in Queens Park, Harlesden or Wembley.

- 3.3 However, there exists a relatively small number of locations within the Borough where parking is controlled but - for local or historical reasons, no charge for parking is made. In the main these are locations where parking is allowed, between specific times, free of charge for a limited period provided that the motorist does not return to that location after a specific period of time.

4.0 Proposals

- 4.1 There are a number of issues relating to these “free short term” parking bays:

- (i) Firstly they represent an inconsistency. Motorists parking in these bays do so free of charge whilst they would be charged at other generally similar locations. As a result visitors are effectively encouraged to visit certain areas/locations to the possible detriment of others.
- (ii) Secondly, the arrangements at these locations could be argued as contrary to the Council's policy of encouraging the use of more sustainable transport modes and discouraging non-essential car journeys.
- (iii) Lastly, because they are difficult to enforce without significant deployment of resources, there is a low level of compliance with the controls (in relation to

the maximum stay period) and as a result their purpose (to provide short stay parking for visitors) is undermined.

4.2 It is proposed to undertake a programme of identifying locations where “free short term” parking bays exist within controlled parking areas and, subject to proper consultation processes being followed, and the identification of the necessary resources, introducing pay and display parking in those areas. Such a programme would, over time, address the issues identified above.

4.3 It is not proposed to introduce pay and display arrangements in areas where no parking controls, other than simple yellow line controls, currently exist. Changes at those locations would require a separate process to be followed – as is currently the case.

4.4 Examples:

4.4.1 To date, two locations have been identified for action. These are at Preston Road and Bridge Road. At both these locations, free parking is allowed between specific times.

4.4.2 A number of site visits by officers has identified that many of the spaces at Preston Road are occupied for longer than the free (1hr) period and over a longer period in Bridge Road. This precludes a reasonable turnover of space and hence does not necessarily support local business. It also does little to discourage non-essential car use.

4.4.3 Conversely, the effect of the short, (one hour) maximum stay, period on compliant motorists is to discourage them from using the bays on Preston Road for tasks (eg visiting adjacent businesses) that are likely to take over one or two hours to complete. Again this does not necessarily support local business. This would be addressed by the introduction of “pay and display” parking which allows parking for longer periods (but discourages longer stays through the charging scales).

4.4.4 The controls and number of bays affected at Preston Road and Bridge Road are set out below.

Location	Preston Road (including side roads)	Bridge Road
Nos of parking spaces (approx)	96	20
Period of controls	Monday –Saturday 8am – 6.30pm	Monday – Saturday 9.30 – 4.30pm
Maximum stay period	1 hr	Unlimited
Maximum stay period on Event days	2 hrs	2 hrs

4.4.5 The introduction of pay and display arrangements at these locations is not anticipated to cause significant displacement to nearby locations where it would adversely impact on road safety, congestion or local amenity. In the case of Preston Road, parking may be displaced to the nearby public car park which is under-utilized and has lower charges than apply “on-street”. In the case of Bridge Road, the closest adjacent roads are protected by existing yellow line controls.

Committee will need to note that Bridge Road was the subject of a proposal to introduce pay and display controls relatively recently and the proposal did not receive local support.

A small number of other locations where similar anomalies exist have been identified. These include Harrow Road by Park Lane, Harrow Road (by the North Circular Road) and Wembley Park Drive. Subject to Committee’s approval of the recommendations, and proper consultation, it is proposed to introduce pay and display in those areas.

The roads in Park Royal referred to in the 13th December 2010 report to the Executive are fundamentally different to the locations identified above. It is proposed to review those locations, and report back to Highways Committee, as part of a separate review.

5.0 Proposal - Summary

5.1 It is envisaged that a small number of similar inconsistencies exist across Brent. It is proposed to identify those locations and, subject to the proper process being followed and the necessary resources being identified, introduce pay and display at those locations.

It is not proposed to introduce a pay and display arrangements at local shopping parades or small groups of retail premises where no parking controls of any kind currently exist.

6.0 Consultation

6.1 It is not considered appropriate to seek views on individual site proposals by means of a questionnaire.

It is proposed to inform residents and businesses in the immediate area vicinity of the proposed changes of the proposals and invite representations as part of the statutory consultation associated with the necessary amendments to Traffic Orders. The statutory process requires that all representations are appropriately and properly considered (by the Committee or as delegated to Officers) before any decision on implementation is made.

6.2 The use of letters to notify stakeholders of any proposals would ensure proper engagement takes place prior to any decisions being made.

7.0 Financial implications

- 7.1 The cost of identifying locations, developing proposals and undertaking the necessary consultation is estimated to be around £10,000 and can be met from the (Transportation) Revenue budget for 2011/12.
- 7.2 However, the proposals would not be progressed without identification of capital budget for the installation of pay and display machines and signage and a satisfactory financial business case.
- 7.3 The estimated costs and income associated with the two locations described is as follows:

Location	Nos of machines required	Cost of machines and signage (£k pa)	Operational costs (£k pa)	Estimate of income (pa) from charges (£k pa)
Bridge Road	2	10.0	2.0	34.00
Preston Road	8	40.0	6.0	162.00
Total	10	50.0	8.0	196.00

- 7.4 The projection is that the proposals would generate an estimated nett machines and signage would be approximately £9k which could be met from the nett additional income of £179k pa. There is therefore a satisfactory business case for a self funded scheme which can be funded either through prudential borrowing or through the Parking Revenue Account. Any other site where similar proposals were developed would need to have a similarly sound business case before they could be progressed to the consultation stage.

8.0 Legal Implications

- 8.1 The “pay and Display” and permit parking methods of parking control and parking prohibitions (waiting and loading restrictions) associated with implementing the CPZ’s detailed will require the making of a traffic regulation order under the Road Traffic Regulation Act 1984. The procedures to be adopted from making the actual order and any amendments thereto are set out in the Local Authorities ‘Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 8.2 The procedures require a period of statutory consultation, which mean the authority, must properly consider any comments and objections to be schemes. If it fails to do this the implementation of the scheme would be unlawful and it would be impossible to enforce. If the process is not carried out properly the decision could be challenged by way of judicial review with the same result.
- 8.3 Members have authorised the Director of Transportation to commence the statutory consultation process in respect of certain schemes and to consider and reject objections of representations if he thinks that they are minor or vexatious. If following the consultation process it is considered the schemes or any of them

should go ahead then the Director of Transportation is authorised to implement the schemes. This means a further report will not be brought before this committee prior to implementation if there are no objections, or only minor or vexatious objections, which the Director considered should be overruled.

9.0 Other implications

9.1 No other significant implications.

Background Papers

None

Contact Officers

Tim Jackson – Head of Transportation, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA9. Telephone: 020 8937 5151. E-mail tim.jackson@brent.gov.uk.