

 Brent	Cabinet 20 July 2020
	Report from the Strategic Director Regeneration & Environment
PARKING POLICY 2020	

Wards Affected:	All
Key or Non-Key Decision:	Key
Open or Part/Fully Exempt:	Open
No. of Appendices:	Appendix 1: Parking Policy 2020
Background Papers:	None
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1.0 Purpose of Report

- 1.1 On 16th November 2015, Cabinet agreed the Council's 2015 Parking Strategy. The document provided a strategic foundation for the Council's parking policies and operational practice. It drew together existing policy in a coherent baseline document, with the aim of establishing a firm foundation for future policy development.
- 1.2 The Parking Policy 2020 draws on the 2015 Parking Strategy foundation and framework to provide an update to the Council's parking policies and operational practices since 2015. This document also reflects the up to date priorities and objectives set out in the Council's Long Term Transport Strategy and the Borough Plan. It has been re-titled as a 'Policy' document to more closely reflect its purpose, and to prevent any confusion with the Council's Long Term Transport Strategy.
- 1.3 The Parking Policy 2020 has also been updated to reflect developments in other fields, for example on air quality, carbon reduction and the climate emergency.

2.0 Recommendations

That Cabinet:

- 2.1 Approves the Parking Policy 2020 attached as Appendix A to this report, superseding the Council's 2015 Parking Strategy; and
- 2.2 Specifically notes and confirms the policy revisions set out in paragraph 3.5 of this report that have been introduced since 2015, following Cabinet approval.

3.0 Background

3.1 The Parking Policy 2020, set out in full in Appendix A, has been designed to provide a clear, well-written, comprehensive and coherent baseline policy position. It does not introduce new policy, but instead brings together in a practical and informative way relevant and applicable policies from the:

- 2015 Parking Strategy
- Changes to parking policy agreed by Cabinet during the period 2015-2020
- Long Term Transport Strategy
- Brent Housing's estate parking policy
- Local Plan Development Management Policies 2016
- Mayor of London's Transport Strategy 2018
- London Plan 2016
- Local Development Framework

3.2 The Parking Policy 2020 is designed to be a coherent document setting out the Council's agreed current policies relating to Parking, updated to reflect agreed changes from November 2015 through to March 2020. It has been drafted in an accessible way to facilitate its use in clarifying the Council's parking policy and operational practice for members of the public, and in responding to information requests. The Parking Policy 2020 is compatible with the Council's Long Term Transport Strategy, Local Plan, Air Quality Action Plan and other relevant planning policies.

3.3 In light of the fact that this document draws together existing policy, public consultation has not been undertaken in respect of the Parking Policy 2020. As future policy is developed, public consultation will take place in accordance with the Council's vision and core values.

3.4 The structure of the Parking Policy 2020 is summarised below: *(Pages)*

1. *Introduction 1*
2. *The Parking Strategy in Context 2-8*
3. *Brent's Parking Policies in Action 9-34*
4. *Parking Spaces and New Developments 35-36*
5. *Parking Charges 37-40*
6. *Parking Enforcement 41-45*
7. *Parking Management 46-49*
8. *Future Challenges 50-51*

3.5 The key policy revisions made to the baseline 2015 Parking Strategy, and now reflected in the Parking Policy 2020, are summarised below:

Summary of Amendment	Report Section	Previously Agreed
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Simplification of vehicle carbon emission banding for resident permits	3.24	Cabinet: 14 March 2016
Introduction of 24-month permits and the changeover to virtual permits	5.5	Cabinet: 24 October 2016
Introduction of a diesel surcharge on resident permits	3.26	Cabinet: 14 January 2019
Introduction of a £25 minimum charge for resident permits	3.24	Cabinet: 14 March 2016
Amendments to the price of daily visitor parking permits	3.31	Cabinet: 24 October 2016
Amendments to business permits, withdrawal of business livered permit and introduction of the Lower Place business-only CPZ	3.42 to 3.43	Cabinet delegation: Operational Director Environment: 03 May 2016
Amendments to school permit eligibility	3.44 to 3.46	Cabinet: 14 March 2016
Updating provision for Blue Badges	3.47 to 3.64	Revision to National Scheme updated by DfT
Revision to the Council's Essential User Permit scheme	3.68 to 3.71	Cabinet: 14 January 2019
Updated information on Council-run car parks, taxi ranks, electric vehicle charging points	Various sections within Report	Update on locations and sites
Revisions to the Wembley Event Day permit scheme	3.115	Cabinet: 14 January 2019
Amendments to permit terms and conditions including maximum permitted vehicle weight of 3.5T eligible for residents permit.	3.24 and Appendix A of Parking Policy 2020	Cabinet: 14 March 2016 and Cabinet: 14 January 2019
Revision to parking policies on Brent Council-managed housing estates	3.175	Housing Management Policy
Revision to how Planning officers manage parking issues in development applications	4.1 to 4.10	Brent Local Plan November 2016
Introduction of cameras to enforce parking and loading restrictions in mandatory cycle lanes introduced in June 2020.	6.21	Civil Enforcement of Parking Contraventions (England) General Regulations 2007

4.0 Legal Implications

4.1 The Parking Policy 2020 document brings together the Council's existing parking policies and sets them out in one policy document, including the policy changes that have been made since the introduction of the Council's previous Parking Strategy in 2015. There are therefore no new specific legal implications directly associated with adoption of the Parking Policy 2020 document. The Council is empowered by the Road Traffic Regulation Act 1984 (as amended), the Traffic Management Act 2004, and other specific secondary legislation to provide parking places on and off the highway, to charge for their use, and to carry out parking enforcement activities.

5.0 Financial Implications

- 5.1 There are no direct financial implications arising as a result of the adoption of the Parking Policy, as its contents are limited to policies and procedures that the Council has already adopted.
- 5.2 Any costs linked to implementing the Policy would be met from existing resources. Any additional funding requirement would need to be considered in the light of budget availability.

6.0 Consultation with Ward Members and Stakeholders

- 6.1 Consultation was undertaken with the Lead Member for Environment, Councillor Sheth, during the report's development stage.
- 6.2 In light of the fact that this document draws together existing policy, public consultation has not been undertaken in respect of the Parking Policy 2020. As future policy is developed, public consultation will take place in accordance with the Council's vision and core values.

7.0 Human Resource / Property Implications

- 7.1 None, as there are no requirements for changes to staffing levels or accommodation.

Related documents: 2015 Parking Strategy
 Long Term Transport Strategy

Report sign off:

AMAR DAVE
Strategic Director of
Regeneration and Environment.