



DRAFT PARKING STRATEGY

SUMMARY

This draft strategy sets out proposed arrangements for the future management of the Council's Parking Services and associated operations. The Parking Strategy is initiated in recognition of the importance of parking in Havering as reflected in increasing levels of car ownership and high usage and the nature of public transport provision in the borough.

The Council adopted a Parking Strategy in 2007. This document builds on that and considers the Council's general approach to available parking, through both its own parking stock and other privately owned car parks and the broad principles of how Council operated parking is delivered on the ground. It concentrates on key themes that have emerged out of recent consultations, recent initiatives from regional and central government and other research, and describes a series of actions that the Council can deliver mainly through its roles as a highway authority and parking provider.

This consultation focuses on ensuring that the Council's parking strategy is based on the following principles:

Parking will be a positive tool to support the Council's wider economic, social and environmental objectives for the borough;

As far as possible, the needs of local residents and businesses will be prioritised over other parking requirements;

As far as possible, the right parking will be provided in the right place, at the right time, at the right price and of the right quality for our customers;

Value for money will be obtained for Council Tax payers;

The borough's parking will be managed in the most effective way;

Council car parks will be provided only where they are the only practical way of effectively meeting the parking demand in the area and the available land is used in the most efficient way;

Local residents and businesses will be informed about and, as much as possible, be encouraged to support the Council's approach to parking.

It then moves on to considering how best to put these into practice in terms of a range of measures that would support the achievement of these objectives.

Summary of key issues for consultation

As part of this consultation Residents and Businesses are asked for: their views on the proposed parking tariffs for parking on street, in car parks and in parks; their views on proposed changes to parking permits; their opinion on parking restrictions and enforcement around schools; suggestions for new parking schemes or amendments to existing schemes and their general comments on the parking proposals and strategy.

It is noted that there areas of on-going work in this strategy:

A review of the permit system will be carried out to reduce the overall number of types of permits and to explore the introduction of “virtual” permits.

The provision of parking for disabled persons to be reviewed to ensure space is optimised and to reduce fraud.

Negotiations with the town centre partners in Romford about appropriate charging regime

Investment in technology and hardware to support the proposed changes.

REPORT DETAIL

Background

Parking Law and Regulations

There are two main areas of legislation that are relevant to parking and which Havering must comply with. They deal with what parking should aim to achieve, what form it takes and how it is operated. The Road Traffic Regulation Act (1984) places a duty on Local Authorities to secure the provision of suitable and adequate parking facilities on and off the highway and the Traffic Management Act (2004) which places a duty on Local Authorities to ensure the free flow of traffic on the roads they manage.

The 1984 Act also enables councils to impose controls on where and for how long vehicles may park, including through the provision of kerbside restrictions and car parks.

The setting of parking charges for all public roads and Council-owned car parks is the responsibility of the Council. These charges are not limited by law but they should be proportionate and based solely on the need to manage parking and traffic locally.

The private parking industry is not regulated in this manner however, Section 106 agreements forming part of development agreements may control the fees that must be charged in the Town Centre. Other planning restrictions may also be applied during the planning process to ensure adequate off street parking is provided where necessary or indeed where car ownership for some developments is positively discouraged.

Havering is responsible for parking enforcement on all adopted roads in the borough except the A127, A12 and parts of the A13 which are governed and controlled by Transport for London. Prior to July 1994, parking enforcement was the responsibility of the police and traffic warden service.

The level of fee for Penalty Charge Notices (PCNs) is set by London Councils, and is as approved by the Mayor of London.

The Council must report annually on on-street and off-street enforcement activities, including total on-street income from parking fees and parking fines, expenditure and the outcomes of policies. It should be noted that any additional income generated from parking fines can only be applied to transport related matters as set out in s55 Road Traffic Regulation Act and that such fines should not be income generating according to guidance. This is done through the Council's Annual Parking Services Performance Report which can be found at the following link:

www.havering.gov.uk/Pages/SearchResults.aspx?k=Parking [annual](#)

[performance report](#)

The Council is required by law to formally advertise any changes to parking restrictions. Where changes are proposed to either the location, hours of operation or general terms of use of parking bays, this involves publishing notices in certain newspapers and fixing notices on site, writing to certain statutory bodies and ensuring relevant documents are made available and publicised to persons likely to be affected.

The Department for Communities and Local Government (DCLG) launched a consultation in December 2013 which proposed a change in the general approach to the enforcement of parking with the aim of ensuring parking strategies complement and enhance efforts to improve high streets and town centres. The main proposed changes to legislation and guidance included:

- Restricting the use of CCTV for parking enforcement,
- A right for local communities to require councils to review aspects of their parking strategies,
- A statutory requirement for authorities to allow a grace period before issuing a penalty charge notice in some circumstances.
- The encouragement of a less heavy-handed approach to enforcement
- The consideration of changes to the payment regime after appeal

The remainder of this consultation report sets out the details of the Parking strategy and the specific issues being addressed during the forthcoming consultation.

National Guidance

Government guidance on how councils should deal with parking in new developments is provided in the National Planning Policy Framework. This states that, in setting local parking standards, councils should take into account accessibility, the type, mix and use of development, current and future public transport, local car ownership and the need to reduce emissions.

They should also seek to improve the quality of parking in town centres and set appropriate charges that do not undermine the health of town centres as well as ensuring enforcement is proportionate.

National guidance, provided primarily through the Department for Transport (DfT) also provides advice to councils on how they may best deliver their own parking. The guidance states that a good parking regime is one that uses quality-based standards that the public understands, which are enforced fairly, accurately and promptly, and which contribute to ensuring the free flow of traffic on the road network.

Regional and Local Parking Policies and Guidance

At the regional level the Mayor of London sets out his policies on parking, and what he expects local authorities to do in their policies, in his London Plan (July

2011) and Mayor's Transport Strategy (2010). The Mayor's strategic approach to parking in new development is that he wants to see an appropriate balance between encouraging developments and preventing excessive car parking which could undermine more sustainable ways to travel, the Council is working towards delivering these outcomes where appropriate.

Parking standards for various kinds of new development across the Capital are set out in the London Plan and it is expected that these should be used by boroughs to set their own standards, although the need for flexibility is recognised in some circumstances such as struggling town centres.

The Mayor also seeks to ensure fair and consistent enforcement of parking and loading restrictions across the capital and parking charges which encourage vehicles with lower emissions through partnership working with London Boroughs.

London Councils and other stakeholders.

The Council works with other London Councils to share practice and procedures. In terms of guidance there is a London-wide code of practice for enforcement that covers issues such as the training and equipping of CEOs to ensure they carry out their duties professionally and competently. There is also a code of practice for the use of CCTV enforcement. All of these documents are publicly available on London Councils website at:

www.londoncouncils.gov.uk/policylobbying/transport/parkinginlondon/default.htm

Havering Council - Policy Context, Estate and Management Arrangements

The backdrop for consideration of any parking strategy is the Council's Local Plan and approach to its Transport Infrastructure and network management. This plan is currently being revised and any implications for parking strategy from that review will be fed into this consultation

Havering is a large outer London Borough, with high levels of car ownership. It is the boundary of Zone 6 for those who wish to use the tube or train system and therefore attracts commuter parking from adjacent areas.

Parking needs to contribute to the competitiveness, regeneration and environmental quality of the borough through the right amount, location and design of parking facilities. This contributes to managing the road network and reflects land use and transportation planning policies.

The framework that the Council has adopted to enable it to manage parking in the Borough has a number of key elements:

These include:

- The design consultation and implementation of minor traffic and parking schemes

- A policy for the creation of new or extension of existing controlled parking zones (CPZs). The adopted approach is to introduce consistent controls where there is a shortage of kerb side parking for residents and businesses, defined traffic problems have been identified and there is local community support. The consideration of CPZs by the Council can be triggered through new development proposals or residents putting forward areas for change provided there is support for the development and implementation of such.
- A policy of introducing Pay and Display parking schemes in smaller shopping parades and high streets. This has improved turnover and there is a demand for the introduction of similar schemes.
- The management of car parking in Council owned car parks and in car parks in parks. The council manages 27 sites and 2800 paid for spaces, in addition the council has over 110 parks and green spaces, and whilst many are local amenity parks, in walking distance of many residents, other have sporting facilities, or are near transport hubs and attract commuters as well as park users.
- Working in partnership with the private sector where there are privately owned car parks to ensure adequate provision and consistent charging. There are 4509 private parking spaces in the Borough, mainly in Romford
- Maintain the provision of an enforcement service and back office processing of permits, season tickets and appeals. The Council has consistently been ranked in the bottom 3 in London for PCN ticket issue and income generation, reinforcing the approach to strategic Traffic and Parking control.
- The adoption of a charging and permit regime for parking that balances the needs of local economy and residents with practical traffic management and cost recovery issues.
- The provision of a large number of free bays including on and off street spaces which are free of charge to disabled blue badge holders and on-street bays which have short stay for general use.

The Council's Annual Parking Services Performance Report sets out a number of operational policy aims for its parking service. These can be summarised as :

- to ensure that the public highway can be used by all and that parking space is shared between competing demands through regulation and pricing
- maintain safety on the public highway and in the borough's car parks;
- ensure that traffic is able to flow through the borough freely

- provide accessible parking for the disabled and elderly;
- monitor parking demand and provide adequate parking facilities for all;
- maintain access to services and amenities; and provide a fair and consistent enforcement service

Consultation on a new Parking Strategy

The strategic aim of parking is to improve all aspects of the quality of life of residents while helping local businesses flourish.

The following section sets out the proposed objectives which will achieve this aim. Some of the previous objectives of the Parking Strategy 2007 have been modified to reflect the findings of the in house review and these changes are referenced where relevant.

The key objectives are;

Objective 1: Meet statutory requirements

Objective 2: Prioritise local residents and businesses and provide the right parking

Objective 3: Provide effective management and value for money

Objective 4: Monitor and improve traffic Management Operations

Objective 5: Deliver effective customer service, information, compliance and support

Objective 1: Meet statutory requirements

In undertaking all its parking functions, the Council will ensure that it meets its statutory requirements in the most efficient and effective way and contribute positively to all the Council's identified objectives. The latter will be an iterative process including considering the consequences of changes in the operation of parking on the Council's statutory duties and identified corporate objectives and vice versa.

Objective 2: Prioritise local residents and businesses and provide the right parking

The Council will seek to prioritise the parking needs of local residents and businesses through:

- **The nature and operation of its parking charges and service**

The Council has carefully considered how best changes to its charging regime can meet the respective needs of residents and businesses. It is therefore proposing to **consult on a new charging regime for Pay and Display and Outlying car parks based on a premise of 30 minutes free**

(made up of 20 mins free parking, and a 10 minute grace period) – then a charging regime of £1 for 1 hour, £1.5 for 2 hours and £2 for 3 hours as set out in “The Councils Financial Strategy” Cabinet report.

This regime is designed to benefit both residents and businesses, encouraging the use of town centres and differentiating between charging for very quick visits whilst remaining affordable. The borough is still comparatively low cost against all of its neighbours.

Charging has been introduced in 3 car parks in parks. The regime of outlying car parks has been applied with modification recognising that whilst many parks are primarily local amenities some are subject to commuter parking and contain a range of sporting facilities. For the majority of local residents their local park is an amenity that they walk to and car parking is a peripheral issue.

The Council is proposing to **consult on introducing charging into all Parks car parks with a similar principle of 30 minutes free (20 mins free parking, plus a 10 minutes grace period) , followed by a charge of £1 for up to 3 hours.**

- **The approach it takes to the allocation of parking facilities and the creation of new or modification of existing parking restrictions;**

The current arrangements for the design and implementation of parking schemes are that they are driven either by residents or the Council initiating a scheme design process and this being subsequently consulted on and considered by the Highways Advisory Committee before being determined by the Cabinet Member. A series of powers are delegated to the Head of Streetcare to implement minor changes.

An informal review of traffic measures in a geographic area was undertaken last year and it identified that the consequences of dealing with issues piecemeal was that parking management in areas could be improved by adopting a more consistent approach to traffic restrictions and ensuring there were no unintended consequences of measures.

The DCLG is also currently consulting on proposals for residents to challenge Charges and regulation if they think it is inappropriate.

The proposal here is that as part of this consultation **residents and businesses are asked to identify areas for schemes and changes to traffic regulation so that the Council can develop a plan of works for the next 4 years to improve parking measures. It should be noted that the Council is already progressing works to extend some CPZ's and to**

introduce more Pay and Display Parking these are set out in appendices A & B below.

Clearly the Council has limited resources and this will need to be implemented over a period of time but strategically it enables all the measures for a particular area to be considered together so the parking and traffic impacts can be assessed.

Another key issue that forms a fundamental part of this process is **parking and traffic congestion around schools**. This is a key priority, particularly in the context of population growth and increasing school rolls and the Council has to act positively to ensure these issues are effectively dealt with. This will be a priority for the parking service both in terms of scheme design and ensuring that an appropriate enforcement regime is in place. That process needs to be as effective as possible. **This issue will be addressed within the consultation.**

The final key issue is the relationship with other car park operators, the private operators in Romford town centre car parks are obliged to charge customers at not less than the rates set by the Council. This condition is included within legal section 106 agreements signed as part of planning permissions.

It is noted a number of private operators are not compliant with the existing agreements and it is proposed that the Council enter into a discussion with those operators with a view to re-establishing an agreed approach to charging for car parking in Romford Town Centre.

- **Other Parking considerations**

The Council will use its powers to ensure the right type, quantity, cost and quality of parking is provided in its facilities, as resources allow, and as part of any new development by:

- taking into account Havering's current and future characteristics in terms of public transport accessibility, car usage and ownership, parking capacity,
- patterns of land uses and resulting travel behaviour
- Considering the realistic opportunities available to change travel behaviour within particular areas and individual developments in the context of local constraints;
- Having regard to other parking approaches within the borough and in neighbouring authorities to ensure that individual areas and the borough

as a whole remains competitive and imbalances or inconsistencies do not have harmful consequences;

- Requiring high standards of design to ensure parking is safe, convenient and accessible

Objective 3: Deliver effective management and value for Money

The Council will remain an owner and operator of public parking and will seek to maximise the effectiveness of the parking service while ensuring value for money for Council Tax payers by:

- Continuing to develop appropriate and cost effective ways of improving the parking service particularly through the utilisation of modern technology and more efficient processes. This will include introducing pay by phone service in some car parks.
- Changing the general parking charges to ensure the price of parking reflects the Council's overall parking priorities and the cost of parking provision, including improving efficiency, so that the parking function remains self-financing
- Reviewing the range of permits available and the charges for these. **Resident's views are sought on the proposed Permit charge changes in "The Councils Financial Strategy Report"**.
- Ensuring that any additional income generated from the Council's parking function continues to be used for the appropriate statutory purposes to secure the maximum benefit for Council Tax payers
- Ensuring that, where excess capacity is identified and/or acceptable development opportunities present themselves on Council car park sites a more efficient use of the land is pursued having regard to the car park's function in the local area.
- Ensuring that, where temporary spare capacity is identified within Council car parks at certain times, short term use of these facilities for other purposes is supported, provided the use results in a positive benefit to the wider area.

In addition to this the Council will continue to review the delegation on decision making on minor and non-controversial traffic management issues and amend the delegation to the Head of Streetcare where this facilitates more cost effective management of the process

Objective 4: Review and improve traffic management operations

The Council will seek the authority to enforce moving traffic contraventions to improve driver behaviours in the London Borough of Havering and to improve Road safety and overall traffic management.

The London Local Authorities and Transport for London Act 2003 gave the power to London authorities to take on the civil enforcement of certain moving traffic contraventions (MTCs) by decriminalising the offences, thereby transferring the enforcement responsibility from the Police to the Council. In 2007 the Traffic Management Act 2004 consolidated this legislation.

Objective 5; Deliver effective customer service, information, compliance and support

The Council will seek to maintain high levels of customer service and communicate effectively with the public regarding the parking function to maximise understanding compliance and support by:

- Developing and implementing a communications plan for parking
- Continuing to identify opportunities to improve customer service through improved systems and staff training
- Ensuring relevant information on the operation and performance of parking is made available in a clear and accessible way
- Ensuring that appropriate performance indicators, standards are in place to encourage continued improvement.

Consultation process

Following a period of consultation with local residents, businesses, and other key stakeholders the Council will consider any feedback to help further develop the Parking Strategy, this parking strategy will be underpinned by a detailed consultation plan. This consultation closes on 29th December 2014

Responses to the Parking Strategy consultation will be considered and appropriate amendments made to the document, amendments will be communicated back for final approval of the Parking Strategy and the Parking Strategy Action Plan as appropriate. Once finally agreed the Parking Strategy will then be formally adopted and published on the Councils website

The Road Traffic Regulation Act 1984 sets out the process that must be followed when making changes to parking fees and charges. There is no requirement for a formal consultation period and amendments are made by variation order which requires public notices to be displayed in the affected car parking locations and by public notices in the local press, however in light of the sensitivity around parking it is intended to consult on the total items contained within this parking strategy.

The DCLG is currently in consultation and propose to introduce a requirement that in response to a petition from local residents and/or businesses, the Council will review its specific parking policy in a specified location, and produce a report for consideration and decision by councillors in an appropriate public council meeting. These proposals have not yet come into law. Statutory

Guidance will direct the methodology to be adopted by the Council to consider petitions raised.

However it should be noted that petitions have a part to play in gauging the level of concern within the community as to whether parking strategy, restrictions or prices should be reviewed.

Changes to parking restrictions or the introduction of new parking/traffic schemes requires a formal process to be followed as set down in the Road Traffic Regulation Act 1984, this includes the advertisement in the proposed location/s and notices placed in the London Gazette and local press. The Councils process includes seeking approval from the Highways Advisory Committee (HAC) to proceed with the initial design and public consultation.

Any objections are reported back to the Committee prior to sign off by the Lead Cabinet Member. The Councils Highway Advisory Committee (HAC) and Officers consider the suitability of an area for the introduction of permitted parking or waiting restriction schemes and a process as required by the Road Traffic Regulation Act 1984 is then initiated including a full statutory consultation. This involves drafting the experimental Traffic Management Orders (TMOs) and the Statutory Notices which must be published in the London Gazette and local press.

Other organisations which the Council is required to consult with under the relevant legislation are groups including the Police, emergency services, road user groups and public transport operators. These groups are asked to submit their comments on the proposals and if there is no formal objection within the statutory time period the Traffic Management orders are made.

Draft Action Plan and Monitoring

To deliver the strategic aim of parking, its associated objectives and policies, a Draft Parking Action Plan will be developed which will be reviewed on an annual or as and when needed basis. It incorporates a range of proposed projects, initiatives or operational changes which the Council will seek to implement.

The Draft Action Plan is a working document and will change over time as actions are progressed, completed or revised. The Draft Action Plan will, therefore, be monitored regularly to ensure it remains relevant and up to date and that issues are identified and effectively dealt with. The outcome of this monitoring will be published in the Council's Annual Parking Services Performance Report. Specifically, the success of the Draft Action Plan will be measured against the objectives set out above.

Equalities Impact Assessments

Draft Equalities Impact Assessments have been produced for both this Parking Strategy and specifically for the extension of charging for car parking in Parks, these will be reviewed in light of comments made during the consultation.

Appendices

Appendix A – Proposed Pay & Display schemes

Appendix B – Proposed CPZ extensions and or New CPZs

Appendix C – Proposed Permit Charges & Permit types

Appendix D - Parking Charges extract from “The Councils Financial Strategy” Cabinet report dated 3rd September 2014.

Appendix A

Proposed Pay and Display Locations		
Road Name	Ward	Approx No of Bays
Marks Road	Brooklands	12
London Road	Brooklands	30
Norfolk Road	Brooklands	4
Knighton Road	Brooklands	4
Longsdale Road	Brooklands	4
Cromer Road	Brooklands	4
Kensington Road	Brooklands	4
Crowlands Road	Brooklands	4
Crow Lane	Brooklands	18
Front Lane/Moor Lane	Cranham	12
Avon Road	Cranham	23
Station Parade	Elm Park	60
Butts Green Road	Emerson Park	7
Petersfield Avenue opposite Hucknall Close	Gooshays	14
Maylands Avenue	Hacton	6
Tadworth Parade	Hacton	50
Whitchchurch Road	Harold Hill	15
The Drive	Harold Wood	4
Bryant Avenue and Local Area	Harold Wood	80
Bates Road	Harold Wood	29
Oak Road	Harold Wood	6
Hampden Road	Havering Park	9
Gobians Avenue	Havering Park	6
Wingletye Lane in service road in turning head	Hornchurch	4
Roneo Corner	Hylands	5

Carter Drive Mawneys & Havering Park	Mawneys	10
Rise Park Parade/Pettit's Boulevard	Pettit's	19
Oakland's Avenue	Romford Town	8
George Street/ Brentwood Road	Romford Town	4
Victoria Road	Romford Town	15
Kings Road O/s St Alban's Church	Romford Town	5
St Andrews Road	Romford Town	4
Cotleigh Road	Romford Town	6
Eastbury Road	Romford Town	6
Kyme Road	Romford Town	6
Craigdale Road	Romford Town	4
Douglas Road	Romford Town	4
Willow Street near Mawney Road	Romford Town	5
Church Lane off Park Lane	Romford Town	6
Southend Road opposite Ford Lane	South Hornchurch	5
Hubert Road off Rainham Road	South Hornchurch	5
Farnes Drive	Squirrels Heath	13
Upper Brentwood Road (near Farnes Drive)	Squirrels Heath	8
Brentwood Road (Tesco)	Squirrels Heath	5
Heath Park Road	Squirrels Heath	9
Manor Avenue	Squirrels Heath	5
Birch Crescent	Squirrels Heath	5
Harwood Avenue	Squirrels Heath	5
Kingsley Gardens - Squirrels Heath Lane end	Squirrels Heath	5
Warriner Avenue	ST.Andrews	6
St Nicholas Avenue	ST.Andrews	7
Diban Avenue	ST.Andrews	4
Mavis Grove	ST.Andrews	12
Highfield Crescent	ST.Andrews	6
Minster Way	ST.Andrews	5
Upminster Road	ST.Andrews	5
The Avenue	ST.Andrews	8
Sunnyside Gardens	Upminster	4
Branfill Road	Upminster	5
		643

Appendix B

ZONE	Area	Number of Roads in zone	Proposed Extension or Conversion of CPZ	
			No's Road	Comments
GP1	Gidea Park	4	1	Sq Heath
GP2		2		
GP3		1		
HWA	Harold Wood	12	41	Romleights including Hospital site s106 = 30 Court Avenue = 1 Extension to Harold Wood North of A12 = 10
HWB		10		
HWC		13		
HWD		19		
HWE		6		
HH1	Harold Hill	6	5	Newbury Gardens Newbury Road Chippenham Road Chippenham Walk Hilldene Avenue
HX1	HX Station	3	8	Appleton Way Victor Gardens Dorrington Gdns Bruce Avenue eastern end Abbs Cross Gardens Sandown Avenue The Avenue Woodfield Way
LCT	Lodge Court	1		
RO1	Romford	14		
RO2B		27		
RO3		37	6	South Street Melton Gardens Rossall Close George Street Corbridge Mews Park Lane
RO5A		4		
RO6		24		
ROR		4	7	Rosemary Avenue (all) Woodlands Road Lake Rise Wayside Close Sorrel Walk Sydenham Close Brockton Close

	RO7		8	5	Norwood Avenue Rom Crescent Hornford Way Rush Green Gardens Rush Green Road Dagenham Road East Road West Road Lillput Road Grosvenor Road Birbeck Road Wolsley Road
RO2A	ROB		4	17	Jubilee Avenue Jubilee Close Marina Gardens Spring Gardens Recreation Avenue Richards Avenue Lonsdale Avenue Derby Avenue Lessington Avenue Kimberley Avenue Ainsley Avenue Waterloo Estate Housing areas
	ROS		13		
	ROST		9		
	ROW		7		
PROPOSED NEW CONTROLLED PARKING ZONES					
	RA1	Rainham		17	Melville Road Cowper Road Ferro Road Wennington Road Anglesey Drive Ellis Avenue Findon Gardens Venette Close Wilfred Avenue Palliser Drive Ingrebourne Road East Close West Close Glenwood Avenue Upminster Road South St Helens Court Parkway
	UPM1			10	Branfil Road Gaynes Road Champion Road Highview Gardens Crambourne Gardens Carlton Close Howard Road St Lawrence Road Aylett Road Garbutt Road
			228	90	

Appendix C

Last Full Year Figures					Proposed
2013 - 2014					
Device Type		Total sold	Fee	Total	Fee
Resident (Permit)	1st	3,345	£20.00	£66,900	£25.00
	2nd	906	£25.00	£22,650	£50.00
	3rd	146	£60.00	£8,760	£75.00
	Total	4,397	Total	£98,310	
Visitor (Permit)		10,161	£10.00	£101,610	£12.50
			Total	£101,610	
Business (Permit)		178	£71.05	£12,647	£106.58
			Total	£12,647	
Amended (Permit)		460	£15.00	£6,900	£22.50
			Total	£6,900	
Health & HC (Permit)		709	£36.00	£25,524	£54.00
			Total	£25,524	
Home Care (Permit)		12	£36.00	£432	£36.00
			Total	£432	
Waiver		151.81	£12.70	£1,928	£20.00
			Total	£1,928	
Commuter (Voucher Bay)		5.05	£300.00	£1,515	£450.00
			Total	£1,515	

Appendix D

Service & Service Head	Description of Service Area
Streetcare - Robert Wenman	Parking

BUDGET SAVINGS: INITIATIVE TEMPLATE

Current Budget Information		
Activity	Subj Type	FY Revised Budget
Parking & Road Safety Services	Expenditure	2,619,995
	Income	(3,867,973)
	Non-Controllable	1,305,125
		Includes notional accounting entries
Parking Total		57,148
Grand Total		57,148

Savings last 4 Years			
11/12: 518K	12/13: 699K	13/14: 749K	14/15: 762K

Main Savings Items Description
<ul style="list-style-type: none"> Parking services – To review the fees, charges and operational model for parking services and bring charging and business operation into line with new legislative requirements and services elsewhere.

What is protected within service	<ul style="list-style-type: none"> The car parking service remains in place. No changes are proposed to the number of static car parks We have proposed changes in all areas up to and including the 3hr tariff. No changes proposed above 3hrs given the consistency of tariffs.
---	---

Savings proposals				
Saving	Value of Saving and Year(s)			
Parking strategy The Council will consult on a new Parking Strategy in September 2014. It will address issues raised by the DCLG's legislative changes to the existing parking regime, other parking priorities and a revised set of charges for the main elements of the parking regime .	TOTAL:			
	15/16	16/17	17/18	18/19
	£1m			

The proposals include :

- Redesign of the enforcement service to meet new legislative requirements and enforce effectively .
- Revision to charges for permits to bring them into line with other charges in Outer East London

Resident permits increase:

- 1 car from £20 to £25
- 2 cars from £25 to £50 per car
- 3 cars from £60 to £75 per car

Other permits increase:

- Visitor permits from £10 to £12.50
- Business permit from £71.05 to £106.58
- Amended permit from £15 to £22.50
- Health & Home Care from (Business sector) £36 to £54
- Home Care (Non Business) stays same @ £36
- Waiver permit from £12.70 to £20
- Commuter from £300 to £450 per yr

Outlying car parks tariff

- A new charging regime for the first 3 hours
20 mins + 10mins grace free
30mins to 1hr = £1
1-2 hrs = £1.50
2-3 hrs = £2.00

On street Pay & Display

- A new charging regime for the first 3 hours:
20 mins + 10mins grace free
30mins to 1hr = £1
1-2 hrs = £1.50
2-3 hrs = £2.00

Romford town charging

- Proposals to follow

Adoption of the Moving Traffic Offences powers

- To enable the Borough to enforce for moving traffic offences

Additional schemes

- The development of 26 Pay and Display locations, 10 CPZ's and 5 Extensions

TOTAL SAVINGS BY YEAR	TOTAL: £1m			
	15/16	16/17	17/18	18/19
	£1m			

Reasons for recommending proposals	<p>Parking strategy</p> <ul style="list-style-type: none"> • Reviews of fees and charges demonstrate that charging in this area is substantially below that in adjacent boroughs • Latent demand exists for P and D schemes and CPZ extensions • Moving traffic offences powers not adopted at moment • Risk mitigation on potential DCLG changes is to remodel the CEO and challenge operation – work underway
---	--

Identified Risks
<p>Parking strategy</p> <ol style="list-style-type: none"> 1. DCLG publish further requirements which make some current and proposed elements of this strategy untenable 2. Political risk – despite current low levels of charges increases may be deemed to be unacceptable 3. Utilisation risk- risk that customers will be deterred by an increase in charging 4. P and D and CPZ extensions all subject to consultation and then consideration by HAC and Cabinet member agreement – risk of non- agreement 5. Revised business model for enforcement - cost comparison underway but not complete yet .

Number of FTE in area	Parking strategy N/A
Anticipated reduction in FTE as a result of proposals	Parking strategy N/A