


<p>London Borough of Hammersmith & Fulham</p> <p>CABINET</p> <p>4 FEBRUARY 2019</p>	
<p>PARKING MANAGEMENT AND CONTROL REVIEW</p>	
<p>Report of the Cabinet Member for the Environment – Councillor Wesley Harcourt</p>	
<p>Open report</p>	
<p>Classification: For decision Key Decision: Yes</p>	
<p>Consultation: All services listed in the report have been consulted and their comments incorporated</p>	
<p>Wards Affected: All</p>	
<p>Accountable Director: Mahmood Siddiqi – Director for Highways and Parks</p>	
<p>Report Author: Richard Hearle, Parking Projects and Policy Manager</p>	<p>Contact Details: Tel: 0208 753 4651 E-mail: richard.hearle@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1. Our draft Local Implementation Plan 2018-2041 aims to improve air quality and minimise the adverse effects that transport has on the environment. It also aims to improve the efficiency of our road network, by promoting sustainable modes (walking, cycling and public transport), to improve the quality of our streets and to support residents and businesses by managing on-street parking spaces fairly and efficiently.
- 1.2. This report details the current parking-related charges and services in Hammersmith and Fulham (H&F), compares these costs with other London boroughs, and explores possible appropriate changes to the management and control to help manage parking demand.
- 1.3. The proposals are aimed at meeting the Council's obligations to improve parking opportunities for residents and their visitors, reduce congestion and improve air quality.

2. RECOMMENDATIONS

- 2.1. To increase the standard Pay & Display (P&D) parking tariffs 1 and 2 to £2.50 and £3.20 per hour respectively, during the 2019/20 financial year, in order to better manage and control parking in the Borough.
- 2.2. To note that the Borough welcomes businesses to locate in Hammersmith and Fulham and positive developments and can support these by suspending parking bays for a limited time, however to better control these in the interests of residents and their visitors increases in fees should be applied.
- 2.3. To agree that to meet these demands suspension charges will become £44 per day for periods up to five days, £66 per day for periods between six and 42 days, and £88 per day for periods of more than 43 days.

3. REASONS FOR DECISION

- 3.1. The Mayor of London has indicated his support for managing the demand for travel through parking charges to meet the overall objectives of his Transport Strategy. The population of London is projected to increase significantly which will lead to a growth in travel demand. Hammersmith and Fulham has some of the highest areas of traffic congestion in the capital. Parking charges can help discourage unnecessary commuting journeys and ensure a turnover of parking spaces to help local businesses.
- 3.2. Air pollution in London regularly exceeds the World Health Organisation's maximum recommended levels. The Council's parking policies can be used to further fulfil our obligation to implement measures to improve air quality.
- 3.3. Complementary measures and initiatives the Council has already developed includes the rapid expansion of electric vehicle (EV) charging points. We provide free parking for charging EVs at more than 130 locations through Transport for London's Source London concessionary and Blue City, a London-wide EV car club. We are also expanding the residential on-street charge point network through successful grant funding applications to GULCS (Go Ultra Low City Scheme) and OLEV (Office for Low Emission Vehicles). We are also working with operators to introduce free-floating car clubs in the Borough that will include EVs.
- 3.4. The night time economy and demand for shopper parking has increased in recent years and as a result, we have extended parking controls into the evenings and on weekends in some controlled parking zone hours to ensure a turnover of parking spaces. We have retained a resident visitor scheme that allows residents' visitors to park at discounted rates or at no cost and with no limit on the length of stay. Parking controls have also been expanded into housing estates where this is supported by residents.
- 3.5. The Council continues to provide other parking solutions including the provision of short stay low cost parking bays to support local shops; this is currently being extended to provide greater access to shops and services without encouraging commuter parking. Further improvements include parking control management around various special events in the Borough including football matches, Hurlingham Polo in the Park, Queens Club tennis, the Boat Race and Ride London.

- 3.6. However, since 2012 non-residential parking demand has increased and this is now known to be impeding the ability for residents and their visitors to park conveniently. It is apparent that the current on-street parking charges are not keeping pace with demand, or inflation, or to act as a deterrent to commuter and other non-residential on-street parking in the Borough, which is viewed as an attractive parking area.
- 3.7. The current P&D parking charges in H&F have remained the same since 2012, having not increased in line with inflation nor Office of National Statistics price indices.
- 3.8. It is increasingly common for residents to be unable to find a convenient parking space quickly and close to their properties. This is supported by a large amount of anecdotal evidence received from residents requesting that parking zones are reviewed to establish improvements in parking management and control to address the situation for residents and their visitors. This is supported by parking demand stress data. Examples of this change for some streets from 2013 to 2017 is provided in Table 1.
- 3.9. Parking suspensions can be hugely disruptive for residents but are often unavoidable. They are required for a range of reasons from single day suspensions for removals and deliveries, to several days for construction work. The Council has a sliding scale for parking suspensions starting at £40 per day for a suspension required for up to five days, to £80 for suspensions lasting for over 43 days. Again, these charges have not kept up with inflation and are not discouraging unnecessary applications for parking suspensions.

Table 1 – Percentage parking stress in sample streets between 2013 and 2017

P[CP Z	Road	Weekday (%)		Increase/ Decrease (%)	Saturday (%)		Increase/ Decrease (%)	Sunday (%)		Increase/ Decrease (%)
		2013	2017		2013	2017		2013	2017	
I	Larden Road	28	49	21	65	74	9	68	76	8
V	Clifton Road	64	71	7	68	95	27	68	76	8
G	Tadmor Street	53	65	12	39	49	10	36	51	15
C	Haarlem Road	53	78	25	56	82	26	50	64	14
T	Lochaline Street	48	53	5	68	80	12	67	64	-3
W	Mablethorpe Road	58	82	24	60	69	9	51	75	24
R	Elmstone Road	78	81	3	72	73	1	75	82	7
Q	Friston Street	49	50	1	64	73	9	64	66	2
Z	Lindrop Street	58	72	14	74	93	19	61	93	32
F	Armadale Road	74	58	-16	60	65	5	63	100	37
A	Cambridge Grove	37	62	25	50	75	25	72	75	3
	AVERAGE INCREASE			11			14			13

NB: CPZs that have significantly changed during the monitoring period have not been included in the above table

4. ANALYSIS

4.1. The income generated from parking permits and Pay and Display (P&D) is used to introduce, enforce, and manage controlled parking zones. It is important to note that local authorities cannot use parking controls to raise surplus revenue and any surplus income must be invested into transport initiatives and programmes (such as highway maintenance, road safety improvements, providing Freedom Passes for people aged over 65 and transport for disabled people and children with learning difficulties). It is also not acceptable to run parking services at a loss as the service cannot be subsidised by the Council Tax payer.

On-street Pay and Display parking charges

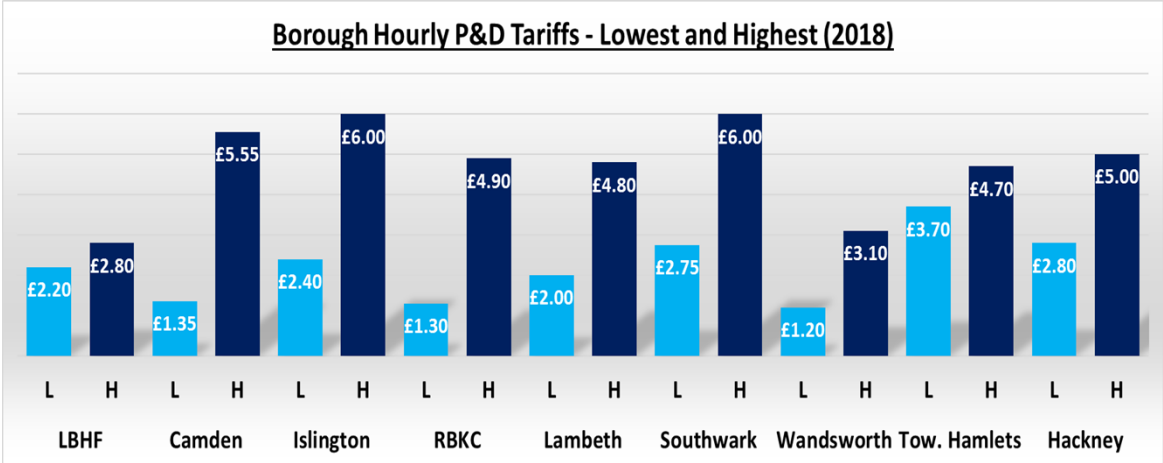
4.2. Table 2 compares our P&D tariffs with similar inner London boroughs. All comparable boroughs offer a wide range of tariffs for P&D parking.

Table 2: P&D Tariff Comparison between Boroughs

Borough	Tariff 1 (£/Hr)	Tariff 2 (£/Hr)	Tariff 3 (£/Hr)	Tariff 4 (£/Hr)	Tariff 5 (£/Hr)
RBKC	1.30	2.50	3.70	4.90	
Camden	1.35	1.80	2.75	4.65	5.55
Wandsworth	1.20	2.60	2.80	3.10	
Islington	5.40				
Lambeth	2.00	3.00	4.00	4.80	
Southwark	2.95	3.25	3.35	6.50	
Hackney	3.70	4.10	4.70		
Tower Hamlets	3.70	4.10	4.70		
Average	2.70	3.05	3.71	4.79	5.55
LBHF	2.20	2.80	-	-	-

- 4.3. Analysis of Table 2 indicates that the hourly P&D rate in H&F is currently more than 18% lower for tariff 1 and more than 8% lower for tariff 2, compared to the comparative average rate in other similar inner London boroughs.
- 4.4. More significantly, these boroughs have higher tariffs for areas of high demand. Examples of these areas of high demand in LBHF include on-street spaces around Westfield, the town centre and locations close to other attractors such as underground stations and football stadiums. These higher tariffs range from between 24% (tariff 3) and 50% (tariff 5) higher than LBHF current highest on-street parking tariff. This is also illustrated in Figure 1.

Figure 1: Comparison P&D tariff range with other inner London boroughs



- 4.5. On-street P&D parking charges have not risen in H&F to address the demand discussed above since 2012. At that time, they were set at the current level of £2.20 and £2.80 per hour for tariff 1 and 2 respectively. Referring to the Office for National Statistics (ONS) Consumer Price Index (CPI) levels during this period, costs have increased while P&D levels have remained unchanged, arguably leading to the high parking demand seen on our streets.
- 4.6. Table 3 shows the static ‘actual’ P&D level and below this, the P&D level that could have been introduced during this time if following the CPI increases (shown as the ‘calculated’ P&D level).
- 4.7. Table 3 suggests an increase of 30p for tariff 1 and 40p for tariff 2. This increases the P&D tariffs to £2.50 and £3.20.

Table 3: Actual and calculated on-street P&D parking charges

Year	2012	2013	2014	2015	2016	2017	2018	2019	Diff
CPI	2.80%	2.60%	1.50%	0%	0.70%	2.70%	2.50%	Proposed	(£)
P&D Charges - ACTUAL									
Tariff 1	2.20	2.20	2.20	2.20	2.20	2.20	2.20		
Tariff 2	2.80	2.80	2.80	2.80	2.80	2.80	2.80		
P&D Charges - CALCULATED									
Tariff 1	2.26	2.32	2.36	2.36	2.37	2.44	2.50	2.50	0.30
Tariff 2	2.80	2.95	3.00	3.00	3.02	3.10	3.18	3.20	0.40

- 4.8. Increasing parking charges in this way will help address the high levels of non-residential parking demand. These increases will also support our sustainable transport and air quality initiatives by encouraging modal shift to public transport or indeed softer modes of transport such as cycling or walking, especially for shorter journeys. This will effectively promote the expeditious, convenient, and safe movement of traffic in the borough and reduce congestion further.

H&F Parking Suspension Charges

- 4.9. Parking suspensions in H&F currently cost between £40, £60 or £80 per day per bay (for a 5metre parking space) depending on the length of suspension required. Table 7 details the associated charges for parking bay suspensions in H&F and compares these to other comparable London Boroughs. Table 7 shows that H&F charging less than nearly all comparable boroughs.

Table 7: Comparison of parking suspension charges

London Borough	Suspensions
Hammersmith & Fulham	£40/day; 1 to 5 days £60/day; 6 to 42 days £80/day; 43+ days
Camden	£68.30, plus £43.05 per day £111.35 per day
Islington	Resident - £96.20, plus £30.65 per day Business - £201.00, plus £30.65 per day
RBKC	£54/day; 1 to 5 days £81/day; 6 to 42 days £108/day; 43+ days
Lambeth	£71.68, plus £40.96 per day, plus £50/£100 for short notice applications
Southwark	£55.00, plus £27.50 per day
Wandsworth	£34.20/day; 1 to 5 days £47.40/day; 6 to 42 days £60.80/day; 43+ days
Tower Hamlets	£87.50, plus £42.50 per day £130 per day
Lewisham	£50.00, plus £30.00 per day £80 per day
Greenwich	£65.00, plus £23.00 per day £88 per day
Hackney	£75.00, plus £25.00 per day £100 per day

- 4.10. The aims of the parking suspension service are:

- to ensure that suspensions are of the shortest possible duration so that the largest number of parking spaces remain available for residents, their visitors and business visitors
- to provide good advance information about suspensions to residents and motorists, and
- to ensure that suspended bays are released as soon as possible at the start of the day.

- 4.11. Suspension charges were set at the levels shown in Table 7 over five years ago and during this time have not risen. Referring to the Office for National Statistics (ONS) Consumer Price Index (CPI) the Council's costs of running the service have been subject to an overall increase of nearly 2% per annum. Therefore, it is suggested we apply an increase to meet these demands, of £44 per day for periods up to five days, £66 per day for periods between six and 42 days, and £88 per day for suspension periods of more than 43 days.

Emissions Based Parking Charges

- 4.12. A separate study is currently underway where officers are exploring options and opportunities for introducing emissions based non-residential parking charges and parking permits, to align with our green policies. A report on this will be presented next financial year.

5. EQUALITY IMPLICATIONS

- 5.1. The Council has given due regard to its responsibilities under Section 149 of the Equality Act 2010 and it is not anticipated that there will be any direct negative impact on any groups with protected characteristics from these proposals. Blue Badge holders will continue to enjoy free parking across the borough. Please also refer to the Equality Impact Assessment in Appendix 1.
- 5.2. Implications completed by: Peter Smith, Head of Policy & Strategy, tel. 020 8753 2206.

6. LEGAL IMPLICATIONS

- 6.1. The Council's authority to operate and set parking charges is set out in section 46 of the Road Traffic Regulation Act 1984 ("the Act").
- 6.2. The Council has the power to vary the charge under Section 46A of the Act.
- 6.3. Section 55 of the Act, requires the Council to keep an account of their income and expenditure in respect of parking charges and only use any surplus income for highway improvements and other traffic related measures.
- 6.4. Section 122 of the Act states that when exercising its functions in relation to parking, that the Council should secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 6.5. The increase to the parking changes will need to be publicised by the Council via "a notice of variation" in a local newspaper pursuant to at least 21 days before the parking charge increases are due to come in to force.
- 6.6. The Local Authorities (Transport Charges) Regulations 1998 permit the local authorities to charge for the suspension of their parking bays and when determining the charge, regard must be given to the cost of providing and administering this function.
- 6.7. Implications completed by: Twahid Islam, Solicitor (Planning and Highways), Legal Services (twahid.islam@lbhf.gov.uk)

7. FINANCIAL IMPLICATIONS

- 7.1. The proposed fees and charges increases for pay and display and parking suspensions will be used to support transport initiatives and programmes such as highways maintenance, road safety improvements, concessionary fares, welfare transport and various Environmental health projects such as air pollution reduction and noise and nuisance reduction. These initiatives form part of the overall transport policy for the borough.
- 7.2. These measures are intended to manage demand for on-street parking and parking suspensions within the Borough. As such, it is not possible to accurately model the expected financial implications of the recommended proposals at this stage – this will be monitored throughout the year as part of the Corporate Revenue Monitoring process.
- 7.3. Implications completed by Gary Hannaway, Head of Finance, tel. 0208 753 6071.
- 7.4. Implications verified by Emily Hill, Assistant Director, Corporate Finance, tel. 020 8753 3145.

8. IMPLICATIONS FOR BUSINESS

- 8.1. There is not expected to be any impact on local businesses resulting from this small increase in P&D parking. Although the P&D tariffs are rising this is considered very small and therefore, the slightly higher costs for parking are not expected to impact on motorists behaviour.
- 8.2. The statutory traffic management order consultation will be undertaken before any changes to the P&D tariffs are implemented.
- 8.3. Implications completed by: Albena Karameros. Economic Development, tel. 0207 938 8583.

9. COMMERCIAL IMPLICATIONS

- 9.1. There are no procurement implications associated with the recommendations contained in this report.
- 9.2. Implications completed by: Joanna Angelides. Procurement Consultant, tel. 0208 753 2586 on behalf of Simon Davis.

10. IT IMPLICATIONS

- 10.1. There are no IT implications arising from this report as it focuses on price changes to assist the borough with parking demand management. Should this change, for example, by considering how data analytics and IoT sensors could be deployed to assist with this, IT Services should be consulted.
- 10.2. IM implications: the Privacy Impact Assessment (PIA) for the parking charges process will need to be updated to reflect any changes to the way that data is processed and stored as a result of these price changes to ensure all potential data protection risks are properly assessed with mitigating actions agreed and implemented. If a PIA is not yet in place, one will need to be completed.

- 10.3. Any contracts affected by these changes will need to include H&F's data protection and processing schedule if this is not yet the case. This is compliant with the General Data Protection Regulation (GDPR) enacted from 25 May 2018.
- 10.4. Implications verified/completed by: Tina Akpogheneta, Interim Head of Strategy and Strategic Relationship Manager, IT Services, tel. 0208 753 5748.

11. RISK MANAGEMENT IMPLICATIONS

- 11.1. The Council aims to make Hammersmith & Fulham the greenest borough in Britain. The recommendations build on the work the Council has already done to improve environmental risk that includes implementing 20mph speed limits on all the borough's residential roads and town centre main roads, and work on improving air quality. The night time economy and demand for shopper parking has increased in recent years and as a result consideration has been given to extended parking controls into the evenings and on weekends in some controlled parking zone hours to ensure turnover of parking spaces is sufficient to enabling local businesses to thrive. The Council has considered its Residents needs and expectations resulting in a retained a resident visitor scheme enabling residents' visitors to park at discounted rates or at no cost and with no limit on the length of stay. Complementary measures and initiatives the Council has already developed to reduce Transport risk includes the rapid expansion of electric vehicle (EV) charging points that provide free parking for charging at more than 130 locations through Transport for London's Source London concessionary and Blue City, a London-wide EV car club. Such measures contribute positively to the management of Air Quality risk and to the Council Values, including working hard to be the most environmentally positive borough in London because the health and wellbeing of the people is so important.
- 11.2. Implications verified by: Michael Sloniowski, Risk Manager, tel. 0208 753 2587.

12. OTHER IMPLICATIONS

- 12.1. None

13. BACKGROUND PAPERS USED IN PREPARING THIS REPORT

- 13.1. None

LIST OF APPENDICES

Appendix A - H&F Equality Impact Analysis Tool

H&F Equality Impact Analysis Tool

Conducting an Equality Impact Analysis

An EqIA is an improvement process which helps to determine whether our policies, practices, or new proposals will impact on, or affect different groups or communities. It enables officers to assess whether the impacts are positive, negative, or unlikely to have a significant impact on each of the protected characteristic groups.

The tool has been updated to reflect the new public sector equality duty (PSED). The Duty highlights three areas in which public bodies must show compliance. It states that a public authority must, in the exercise of its functions, have due regard to the need to:

- 1. Eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited under this Act;**
- 2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;**
- 3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.**

Whilst working on your Equality Impact Assessment, you must analyse your proposal against the three tenets of the Equality Duty.

General points

1. In the case of matters such as service closures or reductions, considerable thought will need to be given to any potential equality impacts. Case law has established that due regard cannot be demonstrated after the decision has been taken. Your EIA should be

considered at the outset and throughout the development of your proposal, it should demonstrably inform the decision, and be made available when the decision is recommended.

2. Wherever appropriate, the outcome of the EIA should be summarised in the Cabinet/Cabinet Member report and equalities issues dealt with and cross referenced as appropriate within the report.
3. Equalities duties are fertile ground for litigation and a failure to deal with them properly can result in considerable delay, expense, and reputational damage.
4. Where dealing with obvious equalities issues e.g. changing services to disabled people/children, take care not to lose sight of other less obvious issues for other protected groups.
5. If you already know that your decision is likely to be of high relevance to equality and/or be of high public interest, you should contact the Equality Officer for support.
6. Further advice and guidance can be accessed from the separate guidance document (on the intranet) or [ACAS - EIA](#). Or you can contact the councils Equalities Lead (see below).

Equality Lead: Fawad Bhatti (Policy & Strategy)

Fawad.bhatti@lbhf.gov.uk

020 8753 3437

H&F Equality Impact Analysis Tool

Overall Information	Details of Full Equality Impact Analysis
Financial Year and Quarter	4th Quarter 2018/19
Name and details of policy, strategy, function, project, activity, or programme	PARKING MANAGEMENT AND CONTROL REVIEW To approve the recommendation in the report titled – PARKING MANAGEMENT AND CONTROL REVIEW
Lead Officer	Name: Richard Hearle Position: Parking Projects and Policy Manager Email: richard.hearle@lbhf.gov.uk Telephone No: 020 8753 4651
Date of completion of final EIA	04/12/2018

Section 02	Scoping of Full EIA		
Plan for completion	Timing: March 2019 Resources: Parking Projects and Policy Team, Parking Services		
Analyse the impact of the policy, strategy, function, project, activity, or programme	As a result of the overall works, there may be benefits associated with certain groups and not others as detailed below:		
	Protected characteristic	Analysis	Impact:
	Age	N/A	Neutral
	Disability	N/A	Neutral
	Gender reassignment	N/A	Neutral
	Marriage & Civil Partnership	N/A	Neutral

	Pregnancy & maternity	N/A	Neutral
	Race	N/A	Neutral
	Religion/belief	N/A	Neutral
	Gender	N/A	Neutral
	Sexual Orientation	N/A	Neutral
<p>Human Rights or Children's Rights Will it affect Human Rights, as defined by the Human Rights Act 1998? No Will it affect Children's Rights, as defined by the UNCRC (1992)? No</p>			

Section 03	Analysis of relevant data Examples of data can range from census data to customer satisfaction surveys. Data should involve specialist data and information and where possible, be disaggregated by different equality strands.
Documents and data reviewed	Contract documents and Call-Off Contract tender procedures
New research	N/A

Section 04	Consultation
Consultation	Traffic Order Procedure.
Analysis of consultation outcomes	None required

Section 05	Analysis of impact and outcomes
Analysis	N/A

Section 06	Reducing any adverse impacts and recommendations
Outcome of Analysis	N/A
Section 07	Action Plan
Action Plan	N/A
Section 08	Agreement, publication and monitoring
Chief Officers' sign-off	Name: Chris Bainbridge Position: Head of Transport Policy and Network Management Email: chris.bainbridge@lbhf.gov.uk Telephone No: 0208 753 3354
Key Decision Report (if relevant)	Date of report to Cabinet/Cabinet Member: 04/02/2019 Key equalities issues have been included: Yes/No
Equalities Lead (where involved)	Name: Chris Bainbridge (ACTING) Position: Head of Transport Policy and Network Management Email: chris.bainbridge@lbhf.gov.uk Telephone No: 0208 753 3354