

## PARKING MANAGEMENT SCHEMES

<b>Committee name</b>	Residents, Education and Environmental Services Policy Overview Committee
<b>Officer reporting</b>	Steven Austin Traffic, Parking, Road Safety and School Travel Team Manager
<b>Papers with report</b>	Appendix A - Plan of Parking Management and 'Stop and Shop' Schemes
<b>Ward</b>	All

### HEADLINES

To provide Members of the Committee with a brief summary of the current Parking Management and 'Stop and Shop' schemes across Hillingdon and the on-going programme of works.

### RECOMMENDATIONS:

**That the Committee:**

- 1. Notes the information presented in the report.**
- 2. Notes the current extensive Parking Management Scheme Programme currently being revised for approval by the Cabinet Member for Planning, Transportation and Recycling.**

### SUPPORTING INFORMATION

#### Background

Prior to September 1993 the enforcement of parking restrictions were undertaken by Traffic Wardens employed by the police service. In London the enforcement of parking was decriminalised in 1993 by powers given to local authorities prescribed in the Road Traffic Act 1991. As with all other London Boroughs, Hillingdon had adopted Decriminalised Enforcement (DPE) powers by 1994.

When delivering Parking Management Schemes or 'Stop and Shop' parking schemes, there is very little the Council is permitted to do in delivering a parking service that is not bound by a considerable framework of regulation and law.

Every day, officers discharge their functions with regard to the following Acts of Parliament and Statutory Instruments made by the Secretary of State to mention but a few;

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Residents, Education and Environmental Services Policy Overview Committee - 4 September 2019

- The Road Traffic Regulation Act 1984 & 1991
- The Road Traffic Act 1991
- The London Local Authorities Acts 1990, 1995, 1996, 2000, 2004, 2007 and 2012.
- The Traffic Management Act 2004
- The London Local Authorities and Transport for London Act 2003 and 2013
- The Traffic Signs Regulations and General Directions 2002 and 2016
- The Local Authorities' Traffic Order (Procedure)(England and Wales) Regulations 1996.

In addition to the above, there are also a variety of Acts and Statutory Instruments that have amended the foregoing and every waiting restriction and parking place in Hillingdon is designated by a Legal Traffic Management Order ('TMO'), formally made by the Council using prescribed processes.

As will be appreciated from the information above, the delivery of compliant and enforceable parking schemes is legally complex and can often be time consuming. It is however vitally important that the correct procedures are followed as the entire enforcement regime is predicated on the legal validity of the relevant TMO, without which the Council would be open to the potential costs of legal action.

The demand for Parking Management Schemes has increased over the years and indeed last year (2018) the Council received 64 petitions which fall within the Cabinet Member for Planning, Transportation and Recycling's portfolio, of which 41 (64%) were parking related. These requests are in addition to the existing schemes that were already in the extensive parking scheme programme.

Attached as Appendix A to this report is a plan showing the existing Parking Management Scheme ('PMS') and 'Stop and Shop' ('S&S') parking schemes currently implemented across the Borough. As an Outer London borough, with the second largest area of any London borough, a generally less dense spread of housing, and in some areas limited access to public transport, the spread of PMS and S&S schemes is less dense across Hillingdon as a whole than in a typical inner London Borough.

This means that the work of the Parking Management Scheme Team involves a great deal of work on creating genuinely all-new schemes rather than reviewing existing ones, as would normally be the case in an inner London borough. However, as the population density in Greater London rises, and parking near commuter attractions such as train stations becomes ever more heavily regulated towards the centre of London, the attractiveness of some of the unregulated streets in parts of Hillingdon continues to grow, leading to understandable pressure from the residents who see the impact of such parking in their streets.

It is estimated that London's population will have increased, by the Year 2050, by a sum equivalent to the present population of the entire City of Birmingham. Whilst it is also clear that travel behaviour, the introduction of greater automation and many other new initiatives will arise in the meantime, there is a clear indication that the demand for kerb-side parking space in Hillingdon is destined to rise for the foreseeable future, with little prospect of any reduction in the associated workload for those involved in managing the parking arrangements.

The Council's School Travel and Road Safety Team (also a part of 'Transport & Projects', and whose separate report is to be considered by the Committee) aims to work closely with the Borough's Schools, encouraging them to take responsibility for the means by which their staff and students travel to and from school.

However, whilst some schools positively embrace the idea of promoting sustainable and safe means of travel, it is an inescapable fact that there are choices involved and the consequences are that many residents who live near schools have concerns about the levels of school-related parking and associated driver behaviour. Parking Management Schemes near schools are another aspect of the Team's workload.

Last but not least, the Council is keen to support the viability of its shopping centres, in particular the smaller local parades which can form a vital part of local communities. It is here that the potential of 'Stop & Shop' parking schemes come into play, offering customers of local shops some of the most attractive parking charges in London, with suitable sliding scales of charges to deter long-term parking to the benefit of a healthy turnover.

The Parking Management Scheme Team currently consists of two dedicated Parking Engineers (one of which also manages the Traffic Orders Making process for the Council) working on the delivery of the programme. Last year alone around 11,500 individual households were consulted on parking matters.

The process to implement either a Parking Management Scheme or 'Stop and Shop' scheme usually is driven by residents and/ or local businesses and the request for measures usually in the form of a petition. This will normally result in the Council undertaking an informal consultation with the local community typically over a 21 day period.

If residents are requesting measures on their road to address non-residential parking, then a range of options is provided for their consideration. Attached as Appendix B to this report is the information letter.

For Parking Schemes the Council will typically offer three options for residents:

#### **OPTION 1: Waiting Restrictions**

Typically single yellow lines are installed throughout the length of the road preventing anyone (residents and non-residents alike) from parking during the hours of operation. In addition, consideration for double yellow lines can be considered to prevent obstructive parking at junctions or where road safety is a major concern.

#### **OPTION 2: Parking Management Schemes**

These usually take the form of parking bays with associated signs where permit holders only can safely park within marked bays. A combination of single or double yellow lines are installed where no parking places can be recommended.

In certain circumstances a 'Permit holders parking only past this point' scheme can be

considered where the entire road is solely reserved for permit holders only. It may be possible to provide signs at the entrance to the road and dispense with signs and bay markings within the road itself. This type of scheme is most suited to cul-de-sacs or a small network of roads.

### **OPTION 3: No change to the current arrangements**

Parking is often an emotive subject and even with the presence of a petition it does not guarantee that restrictions are supported by the wider community which is why the Council offers this as an option.

On the completion of an informal consultation the responses received will be reported to the Cabinet Member who, based on the results and guidance from Ward Councillors will decide on whether there is a mandate to progress a scheme or if no further action should be taken.

If the Cabinet Member decides there is enough support for one of the options offered then the Council will then be required to undertake a 21 day formal consultation on any proposals. This will often involve sending a letter and plan to the directly affected residents, a notice published in a local newspaper, the London Gazette and notices erected in the local area.

### **Forward Programme**

The Parking Management Scheme programme is currently under review for consideration by the Cabinet Member to agree the next phase of projects. However, there are approximately 51 parking schemes of various proportions on the current programme which does not include any parking petitions yet to be considered by the Cabinet Member. An initial desktop exercise suggests that the current programme alone will result in over 13,000 households being consulted on managed parking in the future.

### **Implications on related Council policies**

A role of the Policy Overview Committees is to monitor the performance of Council services and make recommendations on service changes and improvements to the Cabinet who are responsible for the Council's policy and direction.

### **How this report benefits Hillingdon residents**

The report sets out the ways in which the Council actively responds to requests from residents in respect of parking management issues.

### **Financial Implications**

When developing, implementing Parking Management Schemes or 'Stop and Shop' schemes there are usually no implications to Council Resources described above, as wherever possible they are to be fully funded through the Transport for London Grant Local Implementation Plan allocation for various Parking Management Schemes or S106 funding subject to the usual Cabinet Member release protocols

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Residents, Education and Environmental Services Policy Overview Committee - 4 September 2019

## **Legal Implications**

The relevant legal framework is set out in this report.

## **BACKGROUND PAPERS**

<https://drive.google.com/open?id=1lotCZnXv7Q6cZ0rasggVdsmltF8Jtolc>