

Decision Maker: Environment Portfolio Holder

Date: For Pre-decision Scrutiny by the Environment PDS Committee on 18th January 2012

Decision Type: Non-Urgent Executive Key

Title: Parking Strategy

Contact Officer: Iain Forbes, Head of Transport Strategy
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Chief Officer: Nigel Davies, Director of Environmental Services

Ward: All

1. Reason for report

The 2009 Parking Working Group asked for a Bromley Parking Strategy to be developed to update the Parking and Enforcement Plan agreed as part of the Council's first Local Implementation Plan (or LIP) in 2007. The Working Group's view was that, whilst continuing to meet the requirements of the London Mayor and TfL, this should be a Bromley policy document led by local needs and priorities. A proposed Parking Strategy is now recommended

2. **RECOMMENDATION(S)**

- 2.1 That the Parking Strategy included at Appendix 1 of this report be approved.
- 2.2 That the Director of Environmental Services be authorised to change the factual content of the Strategy as necessary to keep it relevant and up-to-date, with any proposed changes to the policy content or objectives being referred for Member approval in the usual way.

Corporate Policy

1. Policy Status: New policy.
 2. BBB Priority: Quality Environment. Vibrant, Thriving Town Centres
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Financial

1. Cost of proposal: No cost The proposed strategy if agreed will be delivered using the existing revenue budget for parking 2012/13 and LIP funding of £280k
 2. Ongoing costs: N/A.
 3. Budget head/performance centre: TfL LIP funding for 2012/13 and parking
 4. Total current budget for this head: £280k and Cr £5.6m
 5. Source of funding: TfL LIP funding for 2012/13 and existing revenue budget for 2012/13
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Staff

1. Number of staff (current and additional): Approx. 70 FTE provide the parking service including contractors' staff
 2. If from existing staff resources, number of staff hours:
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Legal

1. Legal Requirement: No statutory requirement or Government guidance.
 2. Call-in: Call-in is applicable
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Approx. 6M parking transactions (on-and off-street) per annum plus all permit holders.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? N/A.
2. Summary of Ward Councillors comments: N/A

3. COMMENTARY

- 3.1 Bromley's first Local Implementation Plan or LIP was approved by the then Mayor of London in August 2007. That document was required by formal Guidance to include a Parking and Enforcement Plan (PEP), the contents of which were also prescribed by Guidance. The Parking and Enforcement Plan was the first occasion on which an attempt had been made to bring together the Council's parking policies, statistics and working practices in a single document.
- 3.2 The Environment PDS Committee established a Parking Working Group in 2008, and the Group met five times between 5th November 2008 and 5th May 2009. There was some concern that the PEP did not appear to have a high profile, perhaps due to its origin as part of the LIP process rather than as a strategy developed in its own right. One of the Working Group's decisions was that a Bromley Parking Strategy should be developed to update the Parking and Enforcement Plan. Whilst continuing to meet the requirements of the London Mayor and TfL, this should be a Bromley policy document led by local needs and priorities.
- 3.3 Given that the Council was also committed to devoting significant resources preparing its Local Implementation Plan (LIP) for Transport, which takes an overview of the Council's transport policies and programmes, it was necessary to defer the preparation of the Parking Strategy until the LIP policies were agreed and resources were available.
- 3.4 A draft Strategy is attached to this report at Appendix 1. The Strategy is divided into six chapters, as follows:
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|---|---|
| 1. Introduction | |
| 2. The Parking Strategy in Context | This section sets out policy background and seeks to explain "why" our parking service operates as it does. |
| 3. Bromley's Parking Policies in Action |) These sections are largely factual and
) explain the "what" and "how" of our parking
) service. |
| 4. Parking Charges | |
| 5. Parking Enforcement | |
| 6. Future Challenges | This section briefly addresses some of the issues the service will face in the future. |
- 3.5 In addition to the main chapters, the Strategy has a number of purely factual Appendices.
- 3.6 The "Parking Strategy in Context" chapter contains a section which set out a list of objectives for the Strategy. These objectives, which set the context for the operation and development of the parking service, have been developed from the objectives originally listed in the 2007 PEP and from additional (and to a degree overlapping) objectives agreed by the Working Group.
- 3.7 The PEP set out the following reasons for introducing and enforcing on-street waiting and loading restrictions, although all these reasons also apply in some measure to off-street parking:
- To improve the safety of road users;
 - To assist the smooth flow of traffic and reduce traffic congestion;
 - To assist and improve bus movement;
 - To assist in providing a choice of travel mode;
 - To ensure effective loading/unloading for local businesses;
 - To provide a turnover of available parking space in areas of high demand;
 - To assist users with special requirements, such as the disabled;
 - To promote and enhance the health of the local economy; and
 - To encourage residents to park near their homes.

3.8 The Working Group agreed eight key objectives which Bromley's Parking Service should seek to address:

- Setting a level of charges which balances demand and supply for parking spaces across the borough;
- Seeking to persuade motorists to switch from unnecessary car journeys, to reduce traffic congestion and carbon emissions;
- Meeting the parking needs of residents, retailers and visitors;
- Providing the right balance between long, medium and short stay spaces in particular locations;
- Providing sufficient affordable parking spaces to support the local economy, borough-wide and in specific locations;
- Providing an efficient service which offers Best Value;
- Improving road safety; and
- Controlling the budget.

3.9 It is suggested that the following set of objectives, as set out in the draft Strategy, combines the intent of both the lists above:

Policy objectives

- To improve the safety of all road users.
- To provide sufficient affordable parking spaces in appropriate locations to promote and enhance the local economy.
- To assist in providing a choice of travel mode, and enable motorists to switch from unnecessary car journeys, to reduce traffic congestion and pollution.
- To ensure effective loading/unloading for local businesses.
- To provide the right balance between long, medium and short stay spaces in particular locations
- To provide a turnover of available parking space in areas of high demand.
- To assist the smooth flow of traffic and reduce traffic congestion.
- To enable residents to park near their homes.
- To assist users with special requirements, such as the disabled.

Operational objectives

- To set a level of charges which balances demand and supply for parking spaces across the borough.
- To provide an efficient service which offers Best Value.
- To control the budget within prescribed limits.
- To be seen as fair and responsive to customer needs.

3.10 It is intended that the Strategy will be a "living" document, which is capable of being easily changed to represent current facts and figures and working practices. It is therefore proposed that officers be authorised to make any factual changes to the Strategy which may be necessary from time to time to keep the Strategy relevant and up-to-date. Any proposals to change the policy context or objectives of the Strategy would be referred for Member consideration in the usual way.

4. POLICY IMPLICATIONS

4.1 The adoption of the Strategy, and in particular the Objectives set out in paragraph 3.8 above will represent a formal change in policy, albeit a change which reflects the Council's current approach.

5. FINANCIAL IMPLICATIONS

5.1 The parking strategy if agreed will be delivered using the 2012/13 parking revenue budget Cr £5.6m and 2012/13 TfL LIP funding of £280k allocated for parking schemes.

Non-Applicable Sections:	Legal Implications, Personnel Implications
Background Documents: (Access via Contact Officer)	Bromley's Approved Local Implementation Plan, December 2007. Report of the Parking Working Group, May 2009