



Report of: **Executive Member(s) for/ or Director (if Joint Board/committees)**

Meeting of: Housing Executive	Date	Agenda item	Ward(s)
Housing Scrutiny Committee	14 July 2014		

Delete as appropriate	Exempt	Non-exempt

SUBJECT: ESTATE PARKING

1. Synopsis

- 1.1 Included in this report is the consultation we have taken to Tenants and Residents Panels during June and July on matters relating to Estate parking.

2. Recommendations

As part of this consultation we seek the Housing Executive’s views on the following possibilities:

- 2.1 Introduce GIS maps of estate car parks that display availability of vacant parking spaces.
- 2.2 Replace waiting lists with a message system that automatically alerts customers when a suitable parking space becomes available.
- 2.3 Simplify estate parking pricing arrangements and increase charges for non-residents.
- 2.4 Simplify application process and permit arrangements.
- 2.5 Review the effectiveness of current visitor parking arrangements.
- 2.6 Consider replacing the exclusive use of a specific numbered bay with the sale of permits that are valid for use in any available space.

3. Background

- 3.1 It has been several years since we last reviewed estate parking and consulted with residents on potential for change.
- 3.2 The current estate parking system is based on the allocation of individually numbered parking spaces.
- 3.3 Customers apply for estate parking spaces through Area Housing Offices, in person, by post or online. Once a space is allocated they pay a weekly rent and receive parking permits to display in vehicles.

- 3.4 Permits are renewed every two years. Currently customers can do this on-line, by post or in person. We are currently introducing the automatic renewal of permits.
- 3.5 Prices for estate parking vary according to the carbon emissions of the vehicle and whether the customer is an Islington Council resident or not. Islington Council residents who are disabled receive discounts of 50% - 100%. The current pricing calculator is attached at Appendix A.
- 3.6 The income from estate parking rents is deposited in to the Housing Revenues Account (HRA) and is used to fund estate services and maintenance.
- 3.7 There are vacant parking spaces on some estates and waiting lists for spaces on other estates.
- 3.8 Visitor spaces are provided on a minority of estates where demand for numbered spaces is lower. Visitor permits for use in visitor spaces are issued free to residents of that estate only.

4 AREAS WHERE WE SEEK PANEL VIEWS:

4.1 Estate Parking availability

Currently the location of vacant parking spaces is known internally by specialist staff, with the information accessible to the public by phone and email.

Option 1: Continue with the current system.

Option 2: Develop interactive GIS maps of estate car parks that display availability and have search features to assist the public in identifying suitable parking spaces.

4.2 Waiting Lists

At the moment there are around 700 customers on the waiting list. The current system allows customers to 'wait' for one particular numbered space.

Option 1: Continue with the current system.

Option 2: Replace the current waiting list system with a simpler and faster automatic alert message system. When a space becomes available the system uses the allocation policy to selects the highest priority customer and offer it to them. Islington council residents always receive the highest priority.

4.3 Estate parking prices

At the moment parking prices are based on vehicle emissions and increase annually for both residents and non-residents at the same rate, the 2014-15 increase is around 3.2% (linked to inflation).

Option 1: Continue with existing pricing system.

Option 2: Simplified pricing system; not using emission banding or reduced number of bands.

Option 3: Consider increasing the price for non-residents to make it more competitive with private car parks in the borough and increase the income for the councilⁱ.

Option 4: Increase the price of parking according to local demand for non-residents

4.4 Application process

At the moment a customer could rent a space for as short a period as 7 days. There are resource costs to the council associated with setting up a new customer on the system.

Option 1: Continue with the current system.

Option 2: Suggestion to make the application process more efficient and cost effective include a minimum rental period of one month and an upfront payment taken at the point of making the application, to secure the space while documents are checked.

4.5 Permits

Currently customers are given a paper permit to display in the windscreen. This is a paper-based resource intensive system.

Option 1: Continue with the paper based permit system.

Option 2: Replace paper permits with E-permits, as has been done already on public highways.

4.6 Visitor bays

There are 30 estates in the borough that have allocated around 200 visitor bays; residents are able to allow friends/relatives to park in the bays for free. There have been many complaints associated with the system as it is open to mis-use, with some residents/visitors using the spaces regularly.

Option 1: Continue with the current system.

Option 2: Introduce a charge to minimise risk of mis-use.

Option 3: Limit visitors permits based on a certain number per annum

Option 4: Have no more visitor bays on estates

4.7 Numbered bays

Islington is one of the few boroughs to retain individually numbered parking bays and the only borough with this as the widespread system.

Option 1: Continue with the current system of individually numbered bays.

Option 2: Remove individually numbered bays and replace with a zoned estate bay system, with permits valid on any available space on the estate(s). Consideration would be provided to priority spaces for disabled badge users, as on public roads.

5. **Implications**

5.1 **Financial implications:**

Most of the changes are expected to increase income into the HRA as it will be easier and fairer to market available spaces to resident and non-residents looking for parking.

There will be additional savings to the HRA from removing the management of the current waiting list and simplifying the application process making it less resource intensive and allowing customers to apply online.

There will a reduction in charges to residents and a subsequent decrease in income to the HRA if the system of allocated numbered bays is replaced with a zoned estate bay system as the annual charge to customers per year will be lower in line with current street parking permit charges.

6. **Conclusion and reasons for recommendations**

6.1 Estate parking is under review in light of budget cuts and the following issues:

- Current system of numbered bays and garages is costly to run and difficult to manage.
- Around 5,300 spaces are currently rented with a further 1,400 vacant and available to rent. The council is keen to market availability and increase income into the HRA.
- Currently availability of vacant parking spaces is not widely publicised.
- The application process is lengthy and requires a visit by the customer during office hours

to provide personal documents, sign the agreement and receive paper permits.

- There are concerns with the distribution and usage of visitor parking spaces.

6.2 Possible benefits of potential changes include the following:

- Increased income into the HRA. Private car parks operated by NCP in south Islington cost £25 per day/ £125.00 per week. A non –resident renting an estate parking space in Islington currently pays £3.30- £9.66 per week.
- Benefit to Islington residents by increasing use of available estate parking spaces.
- Improved administrative efficiency and greater convenience for customers.
- Improved fairness around the current system of visitor bays.
- Simplified, faster and more accessible application process.

6.3 We will be collecting all feedback and any changes will return to panels and the executive for further more detailed consultation.

Final report clearance:

Signed by:

Director for Joint Board/Committees or Exec Member if going to the Executive	Date
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Received by:

Head of Democratic Services	Date
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