

THE EXECUTIVE

15 APRIL 2003

REPORT OF THE DIRECTOR OF HOUSING AND HEALTH

PARKING CONTROL ON COUNCIL HOUSING ESTATES	FOR DECISION	
<p><i>This report seeks Executive approval on the principle of introducing parking control on housing estates by the use of a permit system and wheel clamping subject to residents consultation.</i></p> <p><u>Summary</u></p> <p>This report sets out why car parking on council estates is a problem and outlines a method of control. The report points out that some estates are partly or wholly served by adopted highways and parking control for adopted roads must conform to the rules for Controlled Parking Zones (CPZ). The report recommends that permits for housing estates are the same as for CPZs and outlines a suggested method of consulting with residents before any new scheme is implemented.</p> <p><u>Recommendations</u></p> <p>The Executive is asked to agree:</p> <ol style="list-style-type: none">1. The proposed consultation process as outlined in Appendix 1;2. The proposed rules for wheel clamping as outlined in Appendix 2;3. That this report be circulated to the Community Forums and Community Housing Partnerships for information;4. That the charges for estate parking control areas are the same as in CPZs, as set out in paragraph 3.4;5. The appointment of a contractor using the process outlined in paragraph 6; and6. That surplus revenues be made available to the relevant Community Housing partnerships to decide on how to spend. <p><u>Reason</u></p> <p>To allow the Council to respond to resident's demands to introduce parking control on Council housing estates. No scheme will be introduced without resident consultation as outlined in Appendix 1.</p>		
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1. Background

- 1.1 Many Council estates are subject to parking by non-residents who are shopping in town centres (particularly Barking) or commuting from nearby stations. This results in less parking for the residents and their visitors. Controlled Parking Zones are effective in dealing with parking on the public highway around stations and shopping centres. Controlled access schemes such as the gated access to Whiting Avenue estate have been vandalised beyond repair. Many residents have complained about the situation and some have tried to ask illicit parkers to move and been subjected to threats.
- 1.2 The congestion charge may make the situation worse, as commuters look to park their cars for free, near underground and train stations.
- 1.3 Town Centre car parks are well used and raise substantial income. However those wishing not to pay these charges may chose to park in housing areas, as ample free parking is available on adjacent Council estates.
- 1.4 There are no effective controls against antisocial parking on housing estates. Emergency access points are continually blocked and the access roads to bin areas are frequently parked on, leading to missed refuse collections.

2. Why Wheel Clamping?

- 2.1 The introduction of wheel clamping on housing estate car parks areas and access roads will enable the Council to introduce schemes on estates where residents want them and thereby respond to their demands.
- 2.2 The issuing of annual permits to residents will allow us to ensure that all resident's cars are properly taxed and insured. It will also enable us to check that the applicants for permits are either the genuine tenants or leaseholder, or are authorised occupants.
- 2.3 Wheel clamping will provide an effective deterrent to illicit parking by those without permits. Through the designation and clear marking of 'no parking' areas (such as around bin areas and emergency access points), clamping schemes will enable effective parking control.
- 2.4 The proposed wheel clamping scheme will be self-financing.
- 2.5 Proper parking control on housing estates should result in greater use of Council car parks and therefore more income to the Council
- 2.6 Enforcement of parking control on housing areas and access roads will be the responsibility of an approved contractor minimising any risk to Council employees.
- 2.7 Haringey Council introduced a similar wheel clamping scheme to our proposed one last April, and have found it to be highly popular with residents.

3. Controlled Parking Zones (CPZs)

- 3.1 The Council already has several CPZs on designated highways. Any adopted roads on estates could NOT be subject to this wheel clamping scheme but would need to have CPZ restrictions introduced in tandem with this scheme as some estates have had all or part of their roads adopted.
- 3.2 Should an estate such as Gascoigne want to introduce effective parking control, and it has some estate roads and adopted roads, it would have to introduce concurrently wheel clamping and a CPZ. Although there would be the 2 schemes operating together there would in effect be 1 zone including both. Therefore a residents permit would have to be valid for both schemes in the zone.
- 3.3 It therefore follows that the same charges for residents and visitors would have to apply between any estate wheel clamping zone and the CPZ.
- 3.4 Parking charges for CPZ areas are currently under review. Current charges are set out below:

Residents Parking Permits: £17.00 each per year for the first 2 vehicles and £21.20 each per additional vehicle at the same address.

Visitors Parking Permits: £3.20 per card. There are 10 visits per card.
Each visit covers 4 and a half hours.

It is proposed that tenants should be given the option of paying the permit fees as part of their weekly rent. We are currently looking into the feasibility of this.

4. Administration

- 4.1 The scheme would be administered by the Community Housing Team in conjunction with the Department of Leisure and Environmental Services (DLES) Parking Services to provide a seamless service to residents.
- 4.2 The Council will endeavour to procure a wheel clamping contract which is not only self-financing, but could depending on use, potentially result in a small income. Should that happen it is proposed that the money is ring fenced for environmental improvements in the relevant Community Housing Partnership.
- 4.3 It is proposed that revenues (minus administrative charges to DLES and the Department of Housing and Health (DHH)) from the issuing of permits on this scheme will be divided on a pro rata basis between DHH and DLES in relation to the proportion of parking spaces on Housing land and public highways.

5. Consultation

- 5.1 Consultation on any new scheme would be led by the Community Housing Team (CHT) with assistance from DLES (Parking Services). Where the estate has adopted roads, consultation would be joint between the CHT and DLES (Parking Control).

- 5.2 The consultation process is outlined as Appendix 1.
- 5.3 The rules of the scheme are attached as Appendix 2.
- 5.4 Penalty charges for illicit parking in wheel clamping zone (we are proposing the same charges as are in force at Haringey):

De-clamping £80

Tow away (only possible should be suitable pound to located) £150.

Penalties in CPZs would remain unchanged as they are fixed by legislation.

6. Appointment of Contractor

- 6.1 The Council will invite tenders from contractors for a wheel clamping and vehicle removal scheme that is self-financing and includes provisions for profit share. The tenders will be evaluated by a panel including:

Head of Landlord Services

Councillors

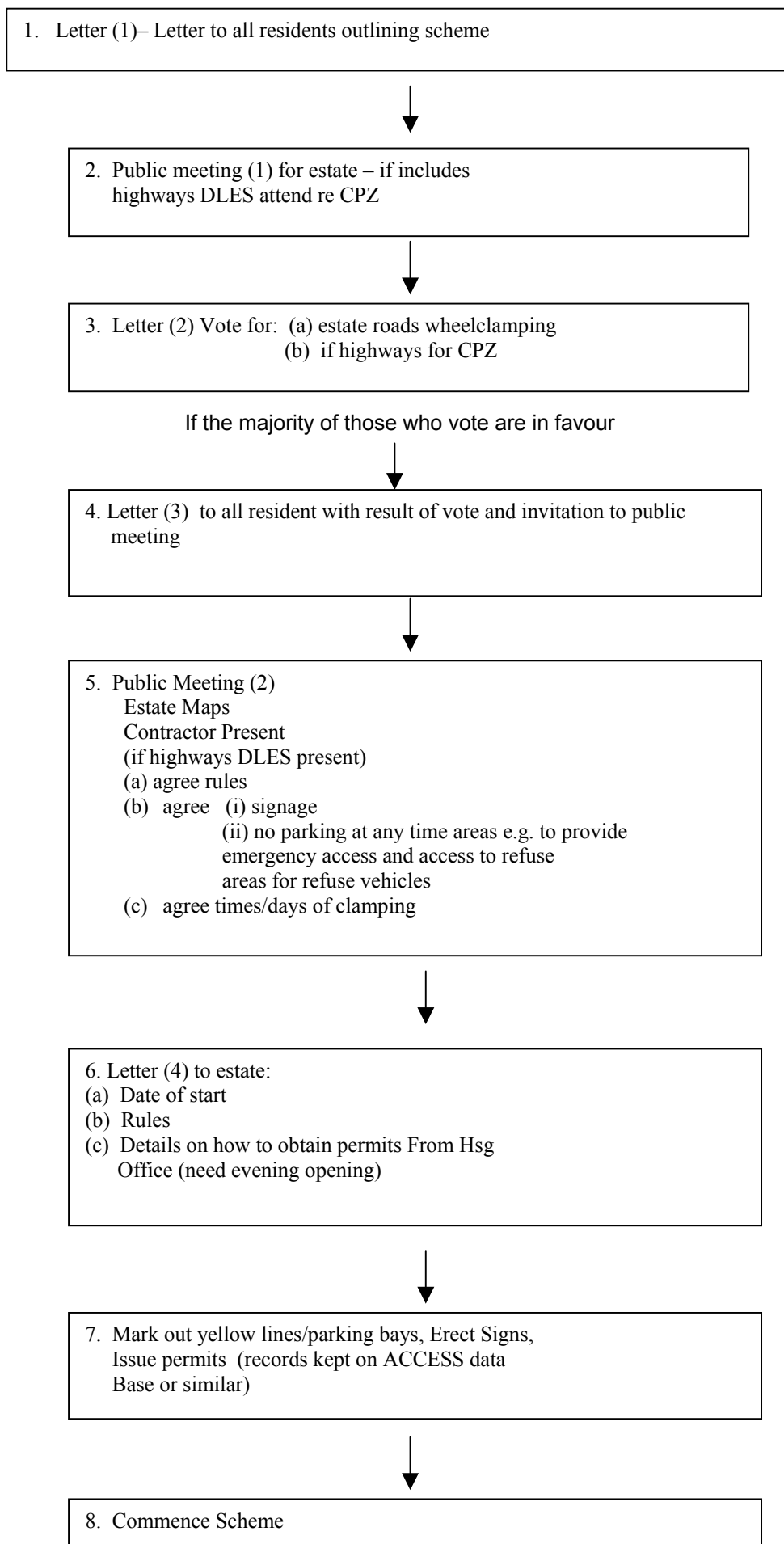
DLES

Representative/s from Tenants Federation/CHPs

The following Background Papers were used in the preparation of this report:

British Parking Association Draft Code of Practice for clamping vehicles on private land.

CONSULTATION PROCESS – BY ESTATE



RULES FOR WHEELCLAMPING SCHEME

	Recommendation	Decision
1. Charges	Same as CPZ	Exec
2. Times of scheme	Days (Mon-Fri or Mon-Sat or 7 days)	Estate Meeting (2)
3. Permits	i) Issued annually by Housing Office	Exec
	ii) No limit on number	Exec
	(iii) Only issued on production of valid log book and current tax and insurance	Exec
4. Business Permits	Issued free to bona fide contractors and staff/Members. No permit necessary for vehicles with Council livery.	Exec
5. Whole Borough	introduced on estate after consultation process	Estate Meeting (2)
6. Appeals	First appeal to CHM Second appeal to HoS Third appeal to DoH	Exec
7. Parking /No Parking Areas	Estate Consultation Process	Estate Meeting (2)
8. Disabled	Exemptions for charges	Exec