

## London Borough of Hammersmith & Fulham

**Report to:** Policy & Accountability Committee

**Date:** 28/01/2020

**Subject:** Parking enforcement in the Borough

**Report of:** Bram Kainth, Chief Officer for Public Realm

---

### Summary

This is a report giving an overview of parking enforcement in the Borough

### Recommendations

1. For the Committee to note and comment on the report.
- 

**Wards Affected:** All

---

### H&F Priorities

Please state how the subject of the report relates to our priorities – delete those priorities which are not appropriate

Our Priorities	Summary of how this report aligns to the H&F Priorities
<ul style="list-style-type: none"><li>• Creating a compassionate council</li></ul>	Making adequate parking provision for holders of disabled badges.
<ul style="list-style-type: none"><li>• Doing things with local residents, not to them</li></ul>	Restrictions in the parking zones are implemented after consultation with residents.
<ul style="list-style-type: none"><li>• Taking pride in H&amp;F</li></ul>	Enforcement action taken ensures H&F's streets are not cluttered with illegally parked and abandoned vehicles. It also helps keep traffic moving.

### Contact Officer(s):

Name: Osa Ezekiel

Position: Assistant Head of Parking Services

Telephone: 07785 928528

Email: [osa.ezekiel@lbhf.gov.uk](mailto:osa.ezekiel@lbhf.gov.uk)

---

## Background Papers Used in Preparing This Report

None

---

### 1. Overview on parking within the borough

- 1.1 Parking controls play an important part in the Council's transport strategy by regulating the amount of traffic within the Borough and encouraging the use of public transport.
- 1.2 We believe that parking issues affect everyone who uses our streets, not only car users.
- 1.3 We seek to maintain a balance between the different demands – from residents, businesses and visitors, whilst ensuring there is good access for pedestrians, cyclists, buses and other vehicles. Our general policy is to provide the maximum number of car parking spaces while allowing the satisfactory and safe movement of traffic and the maintenance of a good quality residential environment.
- 1.4 We constantly monitor and review our parking policies to ensure that they meet the needs of the local community and reflect our transport policy objectives.
- 1.5 We currently have 34 control parking zones and sub zones in the Borough. Most of our parking bays are for the “shared use” of permit holders and drivers using pay and display facilities or telephone parking.
- 1.6 Residents and local businesses can apply for a permit to park in their local controlled parking zone. Residents can also register for a visitor permit that can be used to access cheaper parking for their visitors.
- 1.7 Anyone else can also park in H&F either by buying a pay-and-display ticket from a machine, or through our cashless telephone parking system, operated by RingGo.
- 1.8 Some parking places only allow certain types of parking, such as disabled bays, doctors' bays, electric vehicle bays and market trader bays. In zones F, S & G, parking is restricted to permit holders only at specific times.

### 2. What we're doing and why

- 2.1 Our parking controls are designed to make it easier for residents to park near their homes, while maintaining essential access for business and giving priority to road safety. Our “small zone” system discourages short distance commuting by car within the borough and seeks to prevent residents who live

near hotspots such as underground stations and shopping centres from being “frozen out” of parking spaces by commuters and visitors.

- 2.2 They also help reduce congestion, commuter parking and parking stress. Complete agreement on the best parking restrictions is a rare thing, so we base our restrictions on the majority view in local neighbourhoods wherever we can. We always consult local people thoroughly before we make any changes.

### **3. Performance data/how it's going**

- 3.1 In 2018/2019 154,766 Penalty Charge Notices (PCNs) were issued by our Civil Enforcement Officers to vehicles parked illegally in the Borough. Additionally, 82,372 PCNs were issued by CCTV primarily to vehicles contravening bus lane and moving traffic restrictions.
- 3.2 The 2017/18 statistics from London Tribunals show that the Council won 67.5 per cent of appeals. This independent score is a key indicator for the Parking Service.
- 3.3 The Council has discretion on how to spend any surplus that may arise from parking operations, within the allowable uses set by Section 55 of the Road Traffic Regulation Act 1984. Under current legislation, the application of any surplus is limited to meeting the cost of providing and maintaining parking facilities, highways and road improvement schemes, highway maintenance, environmental improvements, public passenger transport services and older persons freedom passes.
- 3.4 The latest annual parking report is attached.

### **4. Any upcoming improvements or changes**

- 4.1 The Council declared a climate emergency in the summer of 2019, and we are now considering options for using differential parking charges to encourage residents, visitors and business to switch to lower emission vehicles.
- 4.2 We are continuing our expansion of electric vehicle charging points and we now have 135 Source London charging points, 79 lamp column points and 5 rapid charge points. Bays outside the latter are not currently exclusive to electric vehicles and we are now looking at dedicating some of them to electric vehicles so that residents with electric vehicles can gain access to these charging points. We are also looking at new developments in charging technology.
- 4.3 We are rolling out our programme of secure “bikehangar” cycle parking sheds and now have over 30 on street.

4.4 In the last year or so, dockless bikes, some of them electrically assisted, have appeared on our streets. These can cause obstructions and hazards to residents, particularly those who are disabled, and we are developing means to control the parking, including support for a London wide bylaw promoted by London councils.

## **5. Any challenges and potential mitigations**

5.1 Balancing the needs of service users (residents, businesses, visitors, parents etc.) is a challenge. For example, we often get requests from residents to carry out more enforcement outside schools and complaints from parents accusing us of targeting them when we do. Keeping everyone happy and satisfied is therefore very difficult if not impossible.

### **List of Appendices:**

#### **Annual Parking Report 2018/2019**