

Parking Policy Statement

July 2015



Parking Policy Statement

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1.0 **Introduction**

- 1.1 This parking policy statement is an important part of the council's transport strategy, setting out the parking issues facing Islington and the parking policies that the council has established to address them.

Parking in Islington

- 1.2 Everyone who uses Islington's streets is affected by parking issues even if they do not use or own a car. Parking policy is not just about allocating and managing on-street and off-street space. It is also about enabling the safe and efficient movement of traffic, and providing an attractive street environment for everyone.

Current demand for parking

- 1.3 Islington residents own 38,629 cars or vans. Islington therefore has the third highest concentration of cars per hectare in England and Wales. It has 26 cars per hectare compared to about 1.8 cars per hectare across England and Wales, and about 17 cars per hectare across London. In total 34% of the public road surface is used for parked vehicles. Additional private parking, such as housing estates or driveways, provides the space for the remaining vehicles. (Office of National Statistics 2011)
- 1.4 Economic activity in Islington generates additional demand for parking. Approximately an additional 112,000 people commute into Islington every day to work. This means that the daytime population of Islington is significantly higher than the residential population. The pressure on parking space in Islington is therefore more intense than in virtually any other part of London.
- 1.5 However, only 30.5% of households in Islington have a car. This is the second lowest level of car ownership in England and Wales, and is well below the average for Inner London. Most residents of Islington therefore depend on public transport, walking and cycling to get around. The proportion of people from Islington using public transport to travel to work (52%) is one of the highest in England and Wales, while the proportion driving to work in a car or van (15.5%) is one of the lowest. (ONS 2001).

Traffic congestion

- 1.6 According to national figures, in 2012 vehicles drove 147.3 million miles on Islington's main roads. Many parts of Islington's road network are heavily congested. This is not only economically inefficient the quality of life for local people. The introduction of the Traffic Management Act 2004 placed a responsibility on the council to ensure the 'expeditious movement of traffic'. (DfT 2012)

Road safety, accessibility and amenity

- 1.7 Badly and illegally parked vehicles can reduce sight lines and are dangerous to all road users, especially to vulnerable road users.
- 1.8 Excessive numbers of parked vehicles also detract from the appearance and atmosphere of Islington's streets, and make it more difficult for pedestrians and cyclists to get around. Inconsiderate parking can have a negative effect on the reliability of public transport services, for example if cars are blocking bus lanes or bus stops.

Managing growing parking demand

- 1.9 Demand for travel is also increasing as the numbers of residents in Islington increase. According to the Office of National Statistics, between 2001 and 2011, there has been a population increase in Islington of 30,000 (17% increase). It is estimated that the projected population increase in Islington will generate additional parking pressure which needs to be effectively managed. The growth in employment between 2001 and 2011 (from 58% to 64%) will make more of Islington's population both economically active and mobile, which will again, intensify the parking stress Islington currently experiences.
- 1.10 There is simply not enough road space to safely and efficiently accommodate everyone who wishes to park or drive in Islington today or in the future. This means that the council must make complex choices about the allocation and management of on-street parking space. In making these choices, the council has to weigh up and balance the needs of different groups and, on occasion, take actions that some groups do not support. The council aims to make things better for the majority of people whilst minimising inconvenience to others.

The role of this Parking Policy Statement

- 1.11 The parking policies set out in this Parking Policy Statement have been established in order to address the range of negative impacts on the community that can result from unmanaged parking. The statement sets out the council's current parking policies and procedures, including both on-street and off-street parking. Whilst parking of cars is the most significant aspect, the statement also encapsulates policies and procedures relating to most other road vehicles, such as bicycles, motorcycles, delivery and heavy goods vehicles, buses and coaches.

The council's parking objectives

- 1.12 The council has established five key objectives as the basis for this Parking Policy Statement. They are to:
- prioritise the parking needs of local residents, disabled people, suppliers of goods and services, businesses, and their customers
 - seek to reduce car commuting into Islington where alternatives exist
 - ensure the safe and efficient flow of traffic, particularly where this will benefit vulnerable road users, pedestrians, cyclists, and bus passengers
 - reduce the environmental and visual impacts of traffic and parking, particularly in residential and other sensitive areas
 - ensure that parking regulations are fairly enforced.
- 1.13 These objectives have been set within the overall context of current legislation, London-wide and national parking and transport policies, the Islington Core Strategy and Development Management Policies, and the council's wider priorities and objectives including the 'Fairer Islington' vision.

The purposes of this parking policy statement

- 1.14 The main purposes of this Parking Policy Statement are therefore to:
- communicate the council's parking policies to our customers and staff by bringing all our policies into a single comprehensive document
 - explain how the council's parking policies support its wider priorities and objectives
 - update and replace the council's previous Parking Plan published in 2008
 - fulfil the Mayor of London's requirement in the Mayor's Transport Strategy for

Structure of this parking policy statement

- 1.15 This policy statement has four parts:
- the **introduction** sets out the main parking issues that the Parking Policy Statement has been developed to address, as well as the key objectives and purposes of the document
 - the second section sets out the **policy context** for the Parking Policy Statement, including the council's higher-level objectives and the council's legal powers and duties in relation to parking
 - the third section sets out the council's detailed policies on **on-street parking**
 - the fourth section sets out the council's detailed policies on **off-street parking**.
- 1.16 Parking is a very complex policy area. It is impossible for this statement to cover every situation that may arise in a definitive and detailed manner. However, any future decision will be consistent with the policy foundation set out in this Parking Policy Statement.

2.0 Policy context

- 2.1 This section sets out the overall policy context.. The council's overarching vision is outlined, followed by a summary of three other key council policy documents – Islington's Transport Strategy, Islington Core Strategy and the Development Management Policies. Finally, the council's legal powers and duties in relation to parking are set out, as well as those parking matters for which other organisations are responsible.

For more information about the broader policy context please refer to Islington's Transport Strategy.

The 'Fairer Islington' vision

- 2.2 The council's parking policies support the key priorities of the council's 'Fairer Islington' vision. They are:
- a place where everyone has equal access to opportunities
 - a safer, cleaner and greener borough.
- 2.3 The delivery of all council services including parking is organised so as to contribute to this vision. The contributions of this parking policy statement towards each of the 'Fairer Islington' priorities are explored below.

Stronger communities

- 2.4 A key aim is to work with local communities and service providers to improve the quality of life of all residents and reduce the gap between the most and least deprived. The condition of the transport network plays an important role in improving quality of life and supporting the economic vitality of the borough by retaining businesses in Islington, attracting new businesses, and by providing access for their customers. The council carried out research in the Angel town centre, asking visitors how they travelled to the town centre and how much they planned to spend. This research found that nine times as many people travelled to the town centre by foot as travelled by car. It also found that pedestrians were by far the biggest spenders in the town centre, accounting for half of the total money spent. Similar studies have been carried out by TfL with similar results.
- 2.5 The implementation of parking controls to reduce commuter parking and vehicular

conflict helps local businesses as well as residents. Moreover, obstructive and illegal parking can lead to delays to other road users including motorists. This is economically inefficient and makes it more time consuming and frustrating to move around Islington. It also adds to business costs.

- 2.6 Many businesses need somewhere to park in order to carry on their business. They also need flexible and customer-friendly parking policies that balance their needs against the other demands for on-street parking spaces.
- 2.7 The council recognises that when it introduces new parking controls it can take businesses and their customers some time to adapt to these controls. The council always consults with businesses on its proposals for new controls.
- 2.8 The importance of customer turnover to businesses is recognised by the council. Consequently short stay bays will be monitored for occupancy rates and length of stay. The charging tariffs for the bay will be changed to maximise the best usage of the bays for the required turnover in the area.
- 2.9 The council is also working to help businesses to promote green travel and to support them to consider innovative ways to reduce the need for their customers to drive, such as home deliveries or internet shopping. This is done through highlighting ways to get to the business on foot, by bike, or on public transport as well as where vehicles can park legally in an area.
- 2.10 CPZs and the improved design of parking schemes have made a substantial contribution to road safety by reducing traffic levels, removing conflicts in sensitive areas and improving sightlines especially for pedestrians. The other contributing factor in reducing the severity of accidents has been to control speed.
- 2.11 Parking controls are an essential road safety tool. The safety of road users will always be the key determinant of how much on-street parking can be supplied and where. The starting point for determining the number and allocation of parking spaces will therefore be the number of spaces that can be safely accommodated. These are distributed according to the council's parking hierarchy (detailed later in this section), specific local circumstances including land use, and any feedback made during local consultation.

For more information on the council's proposals to reduce road traffic casualties in Islington, please refer to Islington's Transport Strategy.

- 2.12 The council has powers, under the London Local Authorities Act 2003 and the Traffic Management Act 2004, to enforce moving traffic contraventions such as banned turns, no entries, school keep-clear markings and yellow box junctions. These enforcement powers enable the council to manage accident hotspots and congested areas more effectively and so improve the safety, well-being and environment of residents and visitors to Islington. Enforcement at locations of concern to the local community is prioritised where possible.
- 2.13 Good design can also minimise the risk to motorists or their vehicles by prioritising parking in areas with good natural surveillance and lighting, and by providing additional security features, for example by providing facilities for securing bicycles, motorcycles and scooters. The council also has a programme of schemes aimed at reducing crime and the fear of crime.
- 2.14 London's air quality is the worst in the UK, and is particularly poor in inner London, and along main roads. By limiting the amount of parking that is available to non-priority users, the council can reduce traffic flow and hence emission levels. Furthermore, research

shows that emissions from vehicles are reduced when traffic is kept moving. Deterring or removing illegally or inconsiderately parked vehicles that are causing an obstruction can smooth the flow of traffic, reduce emission levels and improve the quality of life for residents.

- 2.15 Both moving and stationary vehicles have a very significant effect on the visual attractiveness of streets and open areas. By managing parking, the council can minimise the inevitable visual intrusion caused by parked vehicles, particularly larger ones.
- 2.16 Signs, bollards and other street furniture can create physical obstruction and visual intrusion that undermines the quality of the street environment and makes it harder for people, particularly those with disabilities, to get around. Excessive street furniture can also adversely affect perceptions of personal security, and can harm the setting of listed buildings and the appearance of conservation areas.
- 2.17 The council wishes to minimise the visual intrusion and obstruction caused by signs, posts, pay and display machines and other street furniture that is required to control parking. This needs to be balanced with the requirement that regulations are clearly and unambiguously communicated to motorists. The council has to comply with the Traffic Signs and General Regulations 2012 which sets out how a sign must be displayed.

Fairer Islington

- 2.18 Everyone who uses Islington's streets is a customer of the parking service, even if they are not a car user or a resident. manage enforcement in the context of the wider picture in the borough and its vision. The enforcement process will be transparent and comply with the legislation with the basic purpose of protecting those who comply with the policy.
- 2.19 A fundamental principle of the 'Fairer Islington' vision is that the needs and convenience of service users are the determining factors behind how services are delivered, However this will be balanced with the legal obligations of the council.
- 2.20 Many different organisations are involved in parking in Islington. This can often be confusing to the customer. All of the services involved in parking work together towards shared goals. The aim is to deliver an integrated and consistent service to the customer. To this end, the council will continue to work closely with our public and private sector partners who are involved in delivering these services.
- 2.21 Another key aim of the vision is to deliver more services in ways that suit customers. For example: drivers can pay for short stay parking in cash, by credit/debit card or by phone. The phone service also can provide users with text alerts of expiry time to reduce the likelihood of receiving a parking ticket for overstaying.
- 2.22 The council now manages a paper-less permits system. A resident permit will be computer based using the vehicle number plate as the permit, the computer system will hold the permit type and validity of the permit. This will reduce the number of tickets previously issued to residents for displaying their permit incorrectly.
- 2.23 The council is continuously improving the delivery of its parking services. The division has achieved accreditation to the international quality standard ISO 9001, the environmental management system accreditation ISO 14001 and the Customer Excellence Standard (formerly known as the Charter Mark). These require the service to plan, control, measure and monitor business processes and to demonstrate continuous improvement as well as providing high-quality customer service.

- 2.24 The council has introduced a number of other major improvements to its parking service including:
- adopting a common sense parking approach
 - faster processing of representations
 - pay by phone and PayPoint short stay payments
 - electronic (virtual) permits
 - publishing an enforcement protocol detailing every contravention and the exemptions that apply
 - a website, including the ability to pay online and GIS maps detailing all parking restrictions and where drivers can park.

Islington's transport strategy

- 2.25 The policies presented in this Parking Policy Statement are an integral part of the council's wider transport strategy. Whilst this statement is designed to be a self-standing document, readers seeking more detail or further background on these issues should read the statement in conjunction with the broader transport strategy.

Strategic Planning: Islington's Local Plan

- 2.26 Councils are required to produce a statutory strategic planning document for their local area. In 2008 legislation was enacted that meant these documents had to look at the wider context of London and conform to the London Mayor's development plan. This new suite of documents is called the Local Plan. It comprises the Core Strategy, adopted in 2011, and three further documents adopted in July 2013, which are Development Management Policies, Site Allocations, and the Finsbury Local Plan.
- 2.27 The council's Local Plan sets out the council's planning policies, and provides the basis for all the council's planning decisions. Within this, the Core Strategy sets out the council's strategic aims and objectives for spatial planning. The Core Strategy has 19 key objectives. A number of these objectives provide an over-arching context for the council's parking policies. They are:
- Ensuring new development and the spaces around it provide a high quality environment that is accessible to all residents, employees and visitors
 - Minimising the borough's contribution to climate change and ensuring we are able to cope with the effects of a changing climate
 - Encouraging walking and cycling over public transport use and encouraging all of these over car use
 - Promoting neighbourhoods that support a sense of wellbeing, specifically; to reduce health inequalities in the borough by encouraging healthier choices including (but not limited to) the use of open spaces, play opportunities and access to both high quality sports facilities and healthcare facilities
 - Ensuring a range of provision of shopping, leisure and local services which serve the local community and support Islington's economy
 - Improving transport connections to ensure that public transport capacity is sufficient to meet the needs of those who live, work and study in the borough and that capacity is also sufficient to allow access to work, study and leisure opportunities beyond the borough
 - Using significant transport improvements to lead regeneration.

For more information about Islington's Local Plan, please refer to the more extensive summary in the transport strategy

Parking policy tools

- 2.28 The council uses a range of tools to achieve its parking objectives, which were set out in the introduction to this document. The main parking policy tools are:
- the allocation of on-street space in line with its 'parking hierarchy'
 - the setting of fees and charges
 - parking standards for off-street parking
 - enforcement of parking regulations.
- 2.29 Each of these parking policy tools is discussed in turn below.

For more information on the council's on-street parking policies, please refer to the next section, which covers 'on-street parking'.

Annual declarations of parking income and expenditure

- 2.30 Any surplus arising from on-street parking facilities is used to defray expenditure on qualifying costs incurred by the council. The application of any parking surplus is limited by legislation to meeting the cost of providing and maintaining parking facilities, highways improvement schemes, highway maintenance. .
- 2.31 The accounts are published annually and are available for download on the council's website.

Parking hierarchy

- 2.32 The council first seeks to meet demand for parking space from disabled people and residents. If parking space in an area is adequate to meet these needs, then any on-street space that is left over is allocated to meet the needs of priority users including:
- pedestrians
 - cyclists
 - local businesses
 - suppliers of goods and services including trades people
 - business customers and shoppers
 - visitors to residents.
- 2.33 Safety will always be the overarching determinant of how much on-street parking can be supplied and where. The starting point for determining the number and allocation of parking spaces will therefore be the number of spaces that can be safely accommodated. These are distributed according to the hierarchy set out above, specific local circumstances including land uses, and any feedback made during local consultation. New developments will be required to provide car-free or permit-free accommodation as part of the planning conditions / obligations unless exceptional circumstances can be demonstrated in line with Islington's Local Plan. The council must also ensure that the use of parking space is managed effectively, including by setting charges at levels that will achieve an appropriate utilisation and turnover of spaces, and by fairly enforcing any parking controls.
- 2.34 Given the constraints on space, and the council's obligation to manage traffic volumes and congestion in the borough, policies are designed to reduce certain types of parking use, such as:
- people who park within the borough, but continue their journey on foot or by public transport to a destination outside the borough (including 'park and ride' in streets around rail and tube stations)
 - parking in Islington by residents of adjoining boroughs in order to avoid controls

- in their own streets
- parking in Islington by people who commute into the borough by car for work.

Parking fees and charges

- 2.35 Under the terms of the 1991 Road Traffic Act, as amended by the Greater London Authority Act 1999, the London Councils Transport and Environment Committee is responsible, for setting some parking charges on borough roads within London (following consultation with the boroughs and subject to agreement by the Mayor of London and the Secretary of State). They include:
- penalties for contraventions of parking regulations
 - release fees from wheel clamps or car pounds
 - storage charges
 - disposal fees.
- 2.36 The Secretary of State's Traffic Management and Parking Guidance 1998 makes it clear that the primary purpose of penalty charges is compliance, stating that: 'the purpose of penalty charges is to achieve compliance with the parking controls'. In addition, this guidance also states that boroughs' parking operations 'should become at least self-financing'. Islington has a compliance level of 99% with the parking regulations. Income from penalty charge notices covers 55% of the cost of the parking service. The rest of the cost is covered from income generated through paid for provision via permits, short stay and dedicated bays, and bay suspensions.
- 2.37 Other than penalty charges which are set by London Councils, our current parking charges can be found on the Islington website. They are reviewed annually. In setting parking fees and charges, the council considers several factors, including:
- the cost of providing and maintaining parking facilities
 - the level of fees and charges across London and, where appropriate, in neighbouring boroughs
 - the need to ensure that the turnover of spaces matches local circumstances and needs
 - the desire to deter long-stay commuter parking and parking by people living in adjoining boroughs.
- 2.38 Section 55 of the Road Traffic Regulation Act 1984 (as amended by the Greater London Authority Act 1999 for London Boroughs) provides that local authorities can only spend any surplus parking income on prescribed traffic and transport measures.
- 2.39 At present, any surplus generated by the council is used in line with legislation to fund highway related improvements.

Parking standards

- 2.40 Allowing traffic levels in Islington to increase would worsen current levels of traffic and parking congestion, thereby disadvantaging both local residents and businesses. Badly and illegally parked vehicles also impede the flow of traffic resulting in congestion and delays. The council is committed to tackling traffic congestion and reducing the social and environmental impacts of large volumes of traffic passing through Islington.
- 2.41 As discussed above, the council's land use and transport policies are set out in its statutory land use planning document (the, Islington Local Plan). This comprises the Core Strategy, adopted in 2011, and the Development Management Policies, adopted in 2013, amongst other documents. These documents were adopted following exhaustive statutory procedures, consultation and public examination, and have collectively replaced the Unitary Development Plan.

Within the Local Plan, the Core Strategy sets out the council's strategic planning policies, covering the period to 2025 and beyond. Policy CS10, part H of the Core Strategy requires that "...all new developments will be car-free." Further details on implementation of this policy is provided in the Development Management Policies document, which sets out in greater detail the policies that will be used by the council when determining planning applications. Policy DM8.5, part A states that:

"Applications for vehicle parking within the curtilage of existing residential properties will be refused. No provision for vehicle parking or waiting will be allowed for new homes, except for essential drop off and wheelchair-accessible parking. In line with the Core Strategy, all additional homes will be car-free. Unless exceptional circumstances can be demonstrated, no parking permits will be issued to occupiers of these new homes."

Paragraph 8.29 of the explanatory text to this policy gives examples of exceptional circumstances, for instance existing residents with a parking permit, that return to a site after the development has been completed, such as with estate redevelopment or house conversions. It says that where exceptional circumstances such as these can be demonstrated, they may be allowed to keep a parking permit, according to the council's parking policies.

- 2.42 As the local planning authority, the council can reject planning applications that do not meet the car-free standard, for both residential and non-residential developments. The council also has the power to take action against anyone who is in breach of planning regulations including the operators of illegal temporary car parks.

Enforcement of parking and moving traffic regulations

- 2.43 The council has been given the power to enforce parking regulations on certain streets. The details of how and where the council enforces parking regulations are set out below, including a look at the other organisations that have some responsibility for managing certain aspects of parking in Islington.

Parking powers and responsibilities in Islington

- 2.44 Parking within Islington falls into five main categories:
- on-street parking on borough roads, TfL red routes and private roads
 - private off-street car parking
 - public off-street car parking
 - the council's own car parking for its fleet and operations
 - parking on council estates.
- 2.45 A number of public and private organisations are involved in setting parking policies and delivering parking services in Islington. It is sometimes unclear to the customer who is responsible for specific issues or activities. An overview of the current powers and responsibilities is set out below.

Council powers and responsibilities – on-street parking

- 2.46 In summary, the council has powers to:
- allocate road space for parking by specific users on borough roads
 - enforce parking restrictions on borough roads
 - set on-street parking charges on borough roads
 - determine the amount of parking at new developments

- enforce moving traffic contraventions

- 2.47 The Road Traffic Regulation Act 1984 (RTRA 1984), places a duty on the council to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), and to provide suitable and adequate parking facilities on and off the highway. In particular, it provides the council with powers to control waiting and loading and to provide and charge for on-street parking. Subsequent Acts give the council powers to prohibit on-street waiting for all or part of the day, and may limit the duration of any permitted waiting. Restrictions may also be applied to prevent loading and unloading. Under the RTRA 1984, all parking offences were regarded as criminal offences and subject to criminal law.
- 2.48 Parking offences were decriminalised under the Road Traffic Act 1991, which has now been amended by part 6 of the Traffic Management Act 2004. This enabled local authorities to establish Special Parking Areas (SPA's). Within these areas, the local authority (or their representatives) can charge for and enforce all non-endorsable parking restrictions. Further powers in this area derive from the London Local Authorities Acts 1996 and 2000 and the Greater London Authority Act 1999. The whole of Islington was designated a SPA in 1994 and under the TMA 2004 a SPA is now known as a Civil Enforcement Area. The council is therefore responsible for on-street parking controls and their enforcement across most borough roads.
- 2.49 Transport for London are responsible for enforcing red routes in the borough, However there are a small number of short stay bays on the TfL network which are enforced by the council.
- 2.50 Housing land enforcement is carried out by private contractors who are not currently required to follow the same controls or legislation as is applicable on the public highway.
- 2.51 Using its powers under the RTRA 1984 the council introduced controlled parking zones (CPZ) across the whole borough. All CPZs were reviewed six months after implementation and are now reviewed when necessary, and subject to demand, reinforcement of the road hierarchy and changes to policy priorities.
- For enquiries relating to CPZs, contact the council's parking service via Contact Islington on 020 7527 2000, or by email at contact@islington.gov.uk.
- 2.52 The council's parking service issues on-street parking permits and vouchers. Blue Badges for disabled users are provided under a European scheme. It is also responsible for the enforcement of on-street parking and loading and waiting restrictions on borough roads in Islington. The Parking Service manages a private contractor NSL Services Ltd that undertakes enforcement on the council's behalf.
- For enquiries relating to on-street parking permits, contact the parking permit team, via Contact Islington on 020 7527 2000, or by email at contact@islington.gov.uk.
- 2.53 In September 2007, parking services launched a ten year common sense parking contract with NSL Services Ltd. The contract was developed in consultation with a representative citizen panel consisting of local residents and business representatives.
- 2.54 The contract is managed through a series of key performance indicators which are designed to drive improvement in quality service provision. This methodology aligns with the council's overarching policies and also meets the key legal requirements of the Traffic Management Act 2004.
- 2.55 Staff in the parking service work closely with NSL Services Ltd in relation to the

performance, operation and monitoring of the enforcement contract. By law the council cannot impose performance targets relating to numbers of tickets issued on the contractor. The contract is monitored on the compliance of the parking regulations and the quality of the tickets issued.

- 2.56 The council also needs to carefully manage the future supply of off-street parking. High-density development is needed to support regeneration and meet housing targets. However, the council wishes to ensure that population and economic growth is not accompanied by increased pressure on parking space and a worsening of traffic congestion. It has therefore adopted parking standards for new development that are consistent with London-wide standards. Where appropriate, it also seeks to reduce the number of parking spaces at new residential developments through its permit-free housing policy. Additionally, the council supports car club schemes that give residents access to a vehicle without the need to own one.

For more information on the council's on-street parking policies, please refer to the next section of this policy statement, which focuses on on-street parking.

- 2.57 The parking service is also responsible for dealing with representations against parking tickets issued by civil enforcement officers on all public roads other than red routes. If someone is not happy with the council's decision regarding a ticket, they can appeal to the Parking and Traffic Appeals Service (PaTAS). This provides an independent adjudication service for disputes about parking penalties.

The Parking and Traffic Appeals Service is located in Angel Square, Upper Ground Floor, Block 2, London, EC1V 1NY

Council powers and responsibilities – off-street parking

- 2.58 Off-street car parks fall into three categories:
- council-owned car parks located at its own premises and used by council staff and visitors
 - council-owned public car parks leased to and operated by a private company – at Finsbury Square and Farringdon Road
 - car parks owned and operated by other private and public organisations.
- 2.59 Following the adoption of a Green Travel Plan in 2003, the council has been reviewing parking provision at council owned buildings. It also encourages council staff to use alternatives to the car for their trips, to, from and during work. Parking for cycles and the use of electric pool vehicles has reduced the amount of parking required by staff at all council sites.

For more information on the council's off-street parking policies, please refer to the section of this policy statement that covers 'Off-street parking'.

TfL powers and responsibilities

- 2.60 Transport for London (TfL) is responsible for managing and enforcing parking on the TfL Road Network (TLRN), also known as the red route network. The main red routes in Islington are:
- A1 - Holloway Road, Highbury Corner, Archway Road, Upper Street, Islington High Street (part) and Goswell Road between City Road and Wakely Street (however the council is responsible for the short stay bays on Upper Street)
 - A201 - Kings Cross Road, Farringdon Road
 - A501 - Pentonville Road, City Road, Old Street roundabout
 - A503 - Camden Road, Parkhurst Road, Tollington Road, Isledon Road, Seven

Sisters Road.

- 2.61 Red route controls also apply for approximately the first 30 metres of borough roads adjoining red routes.

Queries about parking on the TLRN should be directed to Transport for London, Windsor House, 42-50, Victoria Street, London SW1H 0TL, telephone 020 7941 4500.

Parking on council estates

- 2.62 Parking on council estates is managed by the council's housing department; this includes managing the space and issuing permits to park. Enforcement is currently contracted out to a private company called Wing Parking. The Parking Policy Statement contains some information relating to parking on council estates, but full details should be obtained from the housing department. Permits that allow parking on housing estates cannot be used on the public highway and permits issued for the highway cannot be used on estates.

For more information about estate parking please refer to the councils website at www.islington.gov.uk or telephone 020-7527-2000 and ask to be connected to the Customer Services team at your local Area Housing Office.

Blue badges

- 2.63 The Blue Badge scheme provides special parking permits for people with disabilities. Any Blue Badge holder can park in a resident or short stay bay for an unlimited time. Parking is also allowed on yellow lines for three hours except where loading restrictions apply. Applications and assessments are processed by the local authority, and the badges are issued by the DfT via contract with Northgate Services.

For more information on the Blue Badge scheme, refer to the section of the same name in the next section of this policy statement.

Health emergency badges

- 2.64 Health emergency badges are issued to emergency health staff and are administered by London Councils. These allow health workers to park outside a location where an emergency has occurred, with a sign to indicate the address the HEB holder is visiting. They do not allow parking at any other time.

For more information on the health emergency badge scheme refer to the section of the same name in the next section of this policy statement.

3.0 On-street parking

- 3.1 Demand for on-street parking often out-strips the amount of available kerb space, and difficult decisions must be made as to which users should have priority in terms of use of that space. This part of the Parking Policy Statement explains the council's on-street parking policies and how they are enforced. A full list of available vouchers and permits and the current level of charges is available on the Islington website..

For enquiries relating to parking permits, contact the parking service via the Contact Islington service on 020 7527 2000, email contact@islington.gov.uk.

Resident parking bays

- 3.2 Within controlled parking zones (CPZs), residents are issued with a permit that entitles

them to park within a resident bay at any time. Whilst ownership of a permit allows the use of a space in a CPZ, there is no entitlement or guarantee of a specific space within the zone. However, by discouraging certain groups of non-residents from parking in an area, a CPZ increases the likelihood that a resident can park close to their home.

- 3.3 In keeping with the guidelines issued by government, there is a charge for a resident parking permit, to cover the cost of operating and enforcing the system (Government Office for London, 1998). The council undertook a referendum on permit charges in 2007 which resulted in the charge being variable depending on the Vehicle Emission Data (VED) of the vehicle, using the same bandings as the road tax. (see the Green Permit Section)

In June 2015, the Council introduced a supplementary permit charge, applicable to most vehicles that are diesel powered. The decision to introduce the policy is based on environmental data that demonstrates that, whilst the reduction in CO₂ emissions has had an effect on air quality, it is now considered that the continued use of diesel engines is detrimental to air quality, especially as regards Nitrogen Oxides (NO_x) and particulates. To determine the permit price, the vehicle fuel type will be determined by DVLA enquiry. Hackney carriage owners and those residents whose vehicles are deemed to be commercial use will not be subject to the charge.

- 3.4 To assist residents and business during the day a resident permit allows parking in other controlled zones in the borough between the hours of 11am and 3pm. This policy is commonly known as the roamer scheme.
- 3.5 Resident permits do not allow residents to park in other types of bay such as short stay or business bays unless they are shared use.

Resident permit eligibility criteria

- 3.6 To be eligible for a resident parking permit, an applicant must:
- have, as their main place of residence, an address within Islington (whether or not that address is on the public highway)
 - be the main user/keeper of a vehicle
 - have registered the vehicle at that Islington address
 - registered for council tax.
- 3.7 There is no 'rationing' system for permits – if a resident is eligible for a permit, they can have one.
- 3.8 Residents living on red routes may apply for a resident permit in their nearest CPZ. Residents who do not live within a zone are not eligible for permits under any circumstances.
- 3.9 Applicants are checked to ensure that the eligibility criteria are met. They may need to support their application with documentary evidence in the form of a council tax notice, driving licence or current fixed utility bill, and a vehicle registration document or insurance document.
- 3.10 Whilst only one permit is allowed per resident, up to three vehicles may be registered on a single permit. However, only one vehicle may be parked at any one time during the hours of control. Where co-habiting couples who live at the same address have two cars registered to one individual, the council will, in normal circumstances, accept this as proof that the applicants are each the main user/keeper of one vehicle.
- 3.11 Residents who have outstanding debt with the council, such as penalty charge notices

that are beyond the appeal stage, will not be eligible for a resident permit until such time that the outstanding debt has been paid.

- 3.12 The vehicle must be taxed, insured and registered to either the applicant or an address in Islington to be eligible for a permit. Permits will not be valid if the tax or insurance lapses or the vehicle has a valid stored off road notification (SORN) registered with the DVLA. The council will periodically check insurance agencies and the DVLA to ensure vehicles in the borough are compliant.

Car Free Housing

- 3.13 Prior to adopting the Islington Core Strategy in 2011, the council had begun using planning policies to promote the provision of 'permit-free housing' developments in certain areas where good public transport exists and/or high levels of on-street parking pressures exist. Residents in such developments are not eligible for a resident permit. However, they will normally be eligible for visitor parking vouchers, depending on the conditions of the planning approval. This has continued following the adoption of the Islington Core Strategy in 2011, which contains a 'car free' policy covering the entire borough. Where a property is subdivided into a number of units, it is only the additional units that will be designated as car-free – the occupant of the original property will still retain the rights to a resident's parking permit.
- 3.14 Residents of car free developments will only be eligible to apply for a resident's parking permit if either:
- (1) the resident is or becomes entitled to be a holder of a disabled persons badge pursuant to section 21 of the Chronically Sick and Disabled Persons Act 1970; or
 - (2) planning permission for the development was granted on or after 27 June 2013 either expressly or by development order and the resident is an existing holder of a resident's parking permit issued by the council and has held the permit for a continuous period of at least 12 months immediately before moving to their current residence.
- 3.15 In addition, residents of any new housing units converted to residential use (C3) from a non-residential use pursuant to the permitted development rights in the General Permitted Development Order 1965 (as amended) , will only be eligible to apply for a resident's parking permit if either:
- (1) the resident is or becomes entitled to be a holder of a disabled persons badge pursuant to section 21 of the Chronically Sick and Disabled Persons Act 1970; or
 - (2) the resident is an existing holder of a resident's parking permit issued by the council and has held the permit for a continuous period of at least 12 months immediately before moving to their current residence
- 3.16 Residents of car free developments granted planning permission prior to 27 June 2013 with an existing resident's parking permit will be able to renew their permits until they move from their properties
- More detail on permit-free housing can be found in the council's Development Management Policies, available from the council's website.

Second vehicles

- 3.17 It is recognised that some residents may wish to park more than one vehicle on the

street. Under the existing arrangements, this is not possible and only one vehicle per permit holder may be parked at any one time. The pressure on available parking space means that permits for second vehicles cannot be issued. There are the following exceptions:

- Second vehicle is a motorcycle (for more details please read below under Motorcycles and Scooters)

- 3.18 Alternative permits such as a pay and display ticket, Pay by Phone, or visitor vouchers can be used for second vehicles if a need to park them on-street arises.

Green permit charges

- 3.19 In keeping with Islington's policy to promote more sustainable travel, reduce energy consumption and improve local air quality, the cost of a resident parking permit reflects the amount of carbon dioxide the vehicle emits. This decision was taken following a residents' referendum in July 2007. For vehicles that were registered with the DVLA on or after 1 March 2001 the permit price is determined by the CO2 emissions shown on the vehicle's registration document (V5). For vehicles registered on 28 February 2001 or before, the permit price is based on the engine size. For a list of the current charges please refer to the Islington website

From June 15th 2015, all vehicles that are registered at the DVLA as diesel-powered (or 'heavy oil') will be subject to a supplementary permit charge. Any vehicle also registered as being used for commercial purposes ((vehicle type 'N') will have that supplementary charge waived, as will Hackney Carriage taxis. Those residents who own diesel-driven vehicles that are not listed as commercial but who use their vehicles for trade purposes may make a claim for the waiver of the charge, and each claim will be assessed on a case by case basis.

- 3.20 Residents with electric (non-hybrid) vehicles are given a resident parking permit free of charge. The council has provided a number of free electric charging points in the borough which can be used by permit holders (see below 3.19).

Businesses with green vehicles

- 3.21 Business permit charges are banded in three categories:
- electric
 - low emission (under 150g/Km)
 - high emission (150g/Km and over)
- 3.22 Permits will be issued for a second vehicle but at an additional cost. Universal permits allow parking in all zones in the borough but , there is no discount for green vehicles..
- 3.23 The council has provided a number of on-street charging points for electric vehicles, to make it easier for residents and businesses to replace conventional vehicles with less-polluting electric vehicles. Residents who wish to use the on-street electric vehicle charging points can purchase an electric vehicle charging point (EVCP) permit which covers the cost of the charging lead, special keys and maintenance.
- 3.24 If the demand on vehicle charging increases significantly, there will be a need to set up a pay as you charge scheme to cover the cost.

Hire cars

- 3.25 Some residents choose not to own a car but instead hire one. Residents who do not own a car may obtain a permit for a hire car. This permit is used in conjunction with all day

visitor vouchers and is charged at a concessionary rate.

Courtesy cars

- 3.26 From time to time, residents holding parking permits may need to park a courtesy car whilst their own car is being serviced.
- 3.27 The council will amend the registration number on the permit on receipt of a letter from the garage giving the residents address and the amount of time the courtesy car will be based at that address. The resident permit will not be valid for the original vehicle during this period.

Visitor parking vouchers

- 3.28 All residents can buy visitor vouchers. They enable visitors to park their vehicles in spaces reserved for people with resident permits during the hours of control. Visitors include tradesmen, health services and other business related people that are visiting to provide a resident with a service as well as family and friends. Vouchers are available in 30 minute, three hour, and all day denominations. When 30 minute and three hour vouchers are used the maximum stay is six hours per day.
- 3.29 Visitor vouchers are subject to a fair use policy and are not transferable. Visitor vouchers cannot be used by people to visit any location other than the address of the resident that bought the voucher.
- 3.30 Visitor vouchers need to be purchased in advance. You pay for what you use and there are different tariffs for the amount of time that the visitor stays. The council intends to introduce an on-line and pay-by-phone voucher parking scheme. Voucher time will be booked on the basis of a series of half-hourly periods.

Visitor voucher concessions

- 3.31 Concessions on visitor vouchers are offered to people in certain circumstances. This may be either at a twenty percent (20%) or fifty percent (50%) discount, or a small free allocation. Applications need to be supported by documentation from the relevant authorities or services.
- 3.32 Residents over the age of sixty and those receiving Disability Living Allowance or Attendance Allowance are eligible for a fifty percent (50%) discount on visitor vouchers
- 3.33 All parents of new born or newly adopted children living in Islington are entitled to forty hours of free visitor vouchers per household to help health care professionals, friends and family park near their home. Application forms can be obtained from the Islington Registrar's office.
- 3.34 All residents that require a regular essential service to their home to improve their mobility or health, such as a district nurse visit, wheelchair servicing, social care nurse visit, are entitled to thirty hours of free visitor vouchers per annum. Any such request will be considered by the Parking Service on the merits and circumstances of each application
- 3.35 Faith based organisations or places of worship that hold key services during controlled hours can apply for up to 200 hours of free vouchers per annum. A place of worship will be defined as a building that has a long established use as a place of worship, or have planning consent for use as a place of worship. The allocation of such vouchers will be subject to a consideration of the available parking in the vicinity of the location of the

organisation, and the times of their main services.

Resident use of other bays and zones

- 3.36 In zones A and C resident permit holders can park free of charge in short stay bays within the zone for which their permit is valid up to 9.30am and after 5.30pm Monday-Friday and up to 9.30am on Saturday.
- 3.37 A resident permit is valid for the zone it was issued and in addition it can be used from 11am to 3pm in all other zones. The same terms of use apply while the permit is being used in other zones.
- 3.38 In all zones except A and C vehicles displaying a resident permit can only park in resident permit bays, or in a shared use resident bay.

Parking for businesses and trades people

- 3.39 When making decisions about the allocation of space in CPZs, the needs of residents and local business have to be carefully balanced.
- 3.40 Business permits are issued to businesses, where the vehicle is essential to the running of the business and the business would not be able to function without the vehicle and there is no other reasonable form of transport available. The permit allows registered company vehicles to park throughout the CPZ hours. There is a limit of two permits per business although it is possible to have up to three vehicles registered on each permit. Only one vehicle can be parked using the permit at any one time. The company has to be registered for business rates in Islington.
- 3.41 There are three types of business permit:
- a zone specific permit that can be used in business bays in that zone
 - a zone specific permit used in conjunction with vouchers
 - a universal permit that can be used in any zone.
- 3.42 In addition business visitor vouchers can be bought by businesses and operate in a similar way to the residents visitor vouchers (see above) There are no concessions for businesses. A maximum of 200 hours (or ten books) can be purchased per annum. Vouchers cannot be purchased for zone B.

Trades people working in homes

- 3.43 Trades people often need to park a vehicle close to their clients' homes. Indeed, it is recognised that some trades people will only agree to visit clients if parking is available. Although we cannot guarantee a specific parking space, there are a number of alternatives available to trades people as follows:
- a permission to park notice, allowing a vehicle to park in a resident bay using visitor vouchers supplied by their client
 - short-stay paid parking
 - a parking bay suspension.
- 3.44 Some vehicles carrying out statutory works are essential to access pipes and cables that are underground at particular locations. In these instances, the vehicles are exempt from waiting and loading restrictions indicated by yellow lines.
- 3.45 Permission to park notices are available for builders and contractors working in Islington. They provide all day parking in any resident bays, business bays, and short stay bays. Permission to park notices are primarily aimed at allowing tradespeople to park close to

the properties they may be working on. They are not intended as alternatives to parking suspensions, especially for activities such as where filming may be taking place. The Service retains the right to disregard any notices where they feel the notice is being abused .

Universal permit

- 3.46 The universal permit allows any business that trades or provides a service in Islington, to park a vehicle in any resident, shared use or short stay bay. This permit may be useful to trades and business people who regularly need to park in residential areas close to their clients. The permit minimises the need for these people to find suitable short-stay paid parking, and carry the associated cash, or the need to use permission to park or visitor vouchers.
- 3.47 This permit will only be available to businesses that:
- trade or provide a service in Islington
 - are able to demonstrate that they could not carry out their business or provide their service without a vehicle
- 3.48 The number of permits that are issued per business will be based on the operational demands of that business. Where a business has a need for more than one permit, a sliding scale of discounts will apply if the number of vehicles exceeds 25. Each permit may have up to three vehicle registration numbers on it, however only one vehicle per permit can be parked at any one time.
- 3.49 Concessions apply for certain groups such as voluntary organisations that are based within Islington and discounts apply for electric vehicles.

Short-stay paid parking

- 3.50 Short stay paid parking (sometimes known as pay and display) is provided throughout Islington, particularly near shops and businesses. Bays have a two or four hour maximum stay, and vehicles cannot return to the bay within one hour of leaving. Charges can be varied in order to ensure that the turnover of spaces meets local needs.
- 3.51 Charges are intended to maximise the turnover and occupancy of bays. The charges are increased if the utilisation of a bay is over 85% and reduced if it is below 45%. Tariffs are banded and the process for changing tariffs is as follows:
- over 85% occupancy are raised one band
 - over 95% occupancy are raised two bands
 - under 45% occupancy lowered one band
 - under 20% occupancy lowered two bands.
- 3.52 Price changes are subject to the statutory order-making process and require a four week statutory process before implementation.
- 3.53 Occupancy is based on an average during controlled hours over a period of no less than one month.
- 3.54 In exceptional cases, tariffs may be raised to match local area conditions, such as a borough boundary, where neighbouring borough tariffs are higher, creating an additional demand on the bays.

Blue badge holders are able to park free of charge and without time limit in short stay

bays.

Waiting and loading restrictions

Controlled parking zones

- 3.55 To reduce the amount of street clutter, CPZs are used to sign and control areas of streets. Each zone has entry plates that define the times the zone is in operation and, all the single yellow lines and bays in the zone operate to that time unless otherwise marked.
- 3.56 There are 24 CPZs in Islington covering the whole borough. The times of the zones vary from area to area and those in close proximity to the Emirates Stadium have additional controls on days when the venue is in use.
- 3.57 Yellow lines in controlled zones only prevent waiting. Loading for short periods is permitted, unless there are specific indications to the contrary. Parking bays are marked out to denote where parking is permitted.

Restricted zones

- 3.58 Restricted zones are similar to controlled zones and have entry and exit zones to an area. Both waiting and loading is prohibited in the zone and the use of yellow lines is not required to show where the restrictions apply.
- 3.59 Restricted zones are used for specific purposes such as a play street, Home Zone or environmental area, where removing cars helps improve safety.

Temporary waiting restrictions

- 3.60 The council occasionally introduces temporary waiting restrictions using a temporary traffic order. Most commonly, these restrictions are required for programmed events such as resurfacing works or special events. Before being introduced, public notices must be displayed to inform the public of the temporary restriction.
- 3.61 The amount of notice given prior to introduction of the temporary restrictions varies, although the council endeavours to give all those concerned as much notice as possible. Notice is given by means of advertisements in the local press Under normal circumstances, and as most occurrences are due to planned events, the council also aims to erects advisory public notices at least five working days before the temporary restrictions come in to force. The council also endeavours to ensure that larger, more visible notices are used to further raise awareness of temporary restrictions.
- 3.62 Enforcement can take place but only during the hours of operation and for the restrictions stated in the temporary traffic order.

Mandatory school keep clear markings

- 3.63 Ensuring the safety of children attending schools in Islington is a top priority. One of the main ways in which the council can reduce the number of accidents involving children is to ensure that areas close to schools are kept clear of parked vehicles. This ensures that passing vehicles can see children wishing to cross the road.

For more information on the council's road safety proposals, please refer to Islington's transport strategy.

- 3.64 School keep clear markings, or zigzags, provide a clear indication of where parking is banned outside schools during their hours of operation. No stopping is allowed on zigzags, even to pick up or drop off children. The council will ensure that these restrictions are properly enforced. Sometimes zigzags are provided in conjunction with other parking restrictions such as double yellow lines. However, the periods during which the two sets of restrictions are in force may differ. Care must be taken to ensure that drivers comply with both sets of restrictions.

Parking at primary schools and nurseries

- 3.65 The council's overall approach is to encourage people to consider safe alternatives to the car for the journey to and from school or nursery. This is beneficial for the child's physical wellbeing as well as the local environment around nurseries and schools. It is also an effective means of reducing traffic volumes and tackling traffic congestion during peak periods. To this end, the council has developed a programme to deliver school travel plans and associated road safety measures to all schools in the borough.

For more information on the council's school travel proposals, please refer to the Sustainable Modes of Transport Strategy (SMOTS) appendix in the transport strategy.

- 3.66 Parents escorting their children to or from school or nursery must park their vehicles legally using short stay paid parking bays if appropriate. The council will seek to provide an appropriate number of short stay paid parking bays around schools and nurseries wherever possible.
- 3.67 At its discretion, the council allows people to park for five minutes on yellow lines outside schools and nurseries to escort children into and from the building. This discretion will only be given if no other alternative short-term parking facilities are available for use, and if the person is parked in a safe place and is not causing an obstruction. This does not allow anyone to park on the mandatory keep clear zigzag markings around schools.

Waiting and loading restrictions in cycle lanes

- 3.68 The convenience, safety and security of cyclists are important factors in the design of all our traffic schemes. The council will continue to work closely with local cyclists to develop programmes for new cycle facilities and to design traffic schemes that improve conditions for cyclists.

For more information on the council's cycling proposals, please refer to Islington's transport strategy.

- 3.69 Inconsiderate parking in cycle lanes can be inconvenient and dangerous for cyclists, especially when this forces the cyclist to enter the flow of traffic.
- 3.70 No parking of any kind is allowed in mandatory cycle lanes. These are separated from the main carriageway by a thick, solid white line.
- 3.71 Waiting and loading is allowed in advisory cycle lanes, but may be restricted at certain times of the day. Advisory cycle lanes are separated from the main carriageway by a thick dashed white line.
- 3.72 Owing to the high pressure on kerb and road space in Islington, converting all advisory cycle lanes to mandatory ones is unlikely to be feasible. However, the council will look at each location on a case-by-case basis.

Waiting and loading on red routes

- 3.73 Waiting and loading restrictions on TfL red routes are different from those on other roads in Islington, and are indicated using red and white lines and boxes. In summary, the controls used on red routes are:
- double red lines - no stopping is allowed at any time
 - single red lines - no stopping allowed during part of the day
 - red boxes - waiting and/or loading or parking is allowed for part of the day for short periods
 - white boxes - waiting and/or loading is allowed for the whole working day.
- 3.74 Enforcement of stopping, waiting and loading restrictions on red routes is carried out by Transport for London. The penalty charges may vary from those able to be imposed by the council in Islington.

Loading bays

- 3.75 There are small number of enforceable loading bays on borough roads located in Fonthill Road, Wells Terrace and Biggerstaff Street. Loading bays are similar in effect to yellow lines as they permit general motor vehicles to load or unload. Drivers must show that loading or unloading is taking place for the duration of their stay. Parking, even for blue badge holders, is not permitted in these bays.

Overnight lorry and coach parking

- 3.76 Problems arise when heavy vehicles such as lorries and coaches are parked on-street for long periods or overnight. The former Greater London Council decided to restrict the use of heavy goods vehicles, to improve the environment for Londoners. In 1974, regulations were introduced whereby commercial vehicles are banned from waiting overnight. Vehicles of a maximum gross weight which exceeds five tonnes are banned from parking in any restricted street between the hours of 6.30pm on any day and 8am on the following day. The council will continue to enforce this ban on overnight parking.

Controlled parking zone reviews

- 3.77 The Council will at times assess whether a controlled zone requires a review, to ascertain its effectiveness. More common are small scale exercises which will normally be undertaken if local circumstances change, such as a new building development.
- 3.78 Assessments will check compliance against the relevant law and design codes on an on-going basis. Lines, signs and bays may be altered to ensure compliance.
- 3.79 Where areas are reviewed we will communicate through a public consultation, appropriate to the scale of the assessment.
- 3.80 The council assesses the need for additional short-term parking around local shopping centres whenever areas are reviewed. The number of short stay parking bays provided will vary depending on the number of shops, the nature of the local area, and existing parking and traffic constraints in the area. Most shoppers in Islington walk, cycle or use public transport to access local shops, and the council will continue to promote these forms of transport over car use. However, the council will also work to facilitate access to shops by car for those trips that cannot be undertaken by other modes.

Review of waiting and loading on borough principal roads

- 3.81 Waiting and loading arrangements on Islington's principal roads are reviewed where

necessary and subject to demand, reinforcement of the road hierarchy, and changes in policy priorities. Any restrictions put in will always be greater than the basic CPZ control times, for example double yellow lines at a junction to prevent parking there at any time.

Special permits

- 3.82 There are a large number of users who have specific parking requirements that cannot be catered for by the general arrangements that are described above. They include:
- disabled people
 - doctors
 - emergency health workers and social services staff carrying out similar duties
 - teachers
 - users of motorcycles and scooters
 - street traders
 - taxis
 - diplomatic vehicles.
- 3.83 This section describes the criteria that must be satisfied by those groups who may be eligible for special parking arrangements. Details of fees can be found on the Islington website.

Parking for people with disabilities

- 3.84 One of the council's key objectives is to reduce and remove those barriers which prevent certain groups within our society from making full use of the facilities and services available to them. One group particularly affected by these barriers are people with disabilities.

The Blue Badge scheme

- 3.85 The council participates in the Europe-wide blue badge scheme which was introduced in 2000.
- 3.86 The Blue Badge scheme is an arrangement of parking concessions for people with permanent severe walking difficulties, and who travel either as drivers or passengers. The scheme also applies to registered visually impaired people, and people with very severe upper limb disabilities who regularly drive a vehicle but cannot turn a steering wheel by hand. It allows badge holders to park close to their destination. Once issued, badges remain valid for three years, at which time a reassessment of the holder's needs is made to see if the badge should be renewed (Department for Transport, 2003).

For enquiries relating to the Blue Badge scheme, please contact the parking service via Contact Islington on 020 7527 2000 or the contact@islington.gov.uk email address.

- 3.87 The Blue Badge scheme is operational on all of Islington's public roads but the scheme does not apply:
- on private roads (such as those on council or private housing estates)
 - in off-street car parks (although some may provide special spaces for disabled people)
 - in central London (the City of London, Kensington and Chelsea, Westminster and the southern part of Camden) and in certain other town centres, where access is prohibited or limited to vehicles with specially issued local permits.
- 3.88 In line with government guidance, blue badges are issued to 'a disabled person of any prescribed description resident in the area of the issuing authority for one or more

vehicles driven by him or used by him as a passenger' (HMSO, 1991).

- 3.89 Any of the following criteria automatically qualify an individual for a blue badge:
- receive the higher rate of the mobility component of the disability living allowance
 - receive a war pensioners' mobility supplement
 - receive a Personal Independence Payment (PIP) under the Moving Around category, showing an award of 8 points or more, where the condition is likely to last for at least 12 months
 - use a motor vehicle supplied for disabled people by a government health department
 - be registered blind
 - have a severe disability in both upper limbs and regularly drive a motor vehicle but cannot turn the steering wheel of a motor vehicle by hand even if that wheel is fitted with a turning knob.
- 3.90 Most Blue Badges are issued on a discretionary basis on the grounds that the individual 'has a permanent and substantial disability and be unable to walk or have very considerable difficulty in walking'. Discretionary Blue Badges are subject to the applicant undergoing an independent medical assessment.
- 3.91 The Badge entitles holders to special concessions only if it is displayed in the windscreen of the vehicle in which they are travelling. The use of blue badges is only permitted if the disabled person to whom the Badge has been issued is a driver or passenger in the vehicle at the time of the parking.
- 3.92 The parking concessions available are detailed in the Department for Transport leaflet 'The Blue Badge Scheme'. The council offers an extra concession permitting badge holders to park for an unlimited period in resident bays, with the Badge displayed. Table F1 sets out the available concessions in full.

Table F1: Blue Badge concessions in Islington

Type of parking	Concession for blue badge holders
Disabled bay	Park free of charge without time limit (some time restrictions on bays on red routes)
Short stay bay	Park free of charge without time limit. The badge must be displayed
Resident bay	Park free of charge without time limit. The badge must be displayed
Loading bay	No parking allowed
Single yellow line	Park free of charge for up to three hours (except where there is a ban on loading or unloading shown by yellow 'stripes' on the kerb above the yellow line. The times of the loading ban are shown on a white sign beneath the yellow 'no parking' sign.)
Double yellow lines	As above
Zigzags	No parking allowed
Single / double red lines (on red routes)	No parking allowed. Picking up or setting down on red routes is permitted.
Loading / unloading bays (on red routes)	Parking allowed in some bays (refer to signs) for maximum of three hours

- 3.93 When the length of stay is restricted, a blue badge clock must be displayed with the Badge and set to indicate the arrival time. Outside of the loading ban times, normal Blue Badge rules apply on single or double yellow lines. Stopping briefly to set down or pick

up passengers is allowed if there is a loading ban or on a red route.

- 3.94 Under the Road Traffic Act 1991 vehicles displaying a current and valid Blue Badge are exempt from wheel clamping. Although there is no similar statutory exemption from removal of vehicles, the council recognises that people with disabilities are frequently heavily or completely reliant upon their vehicles and removal of a vehicle could cause distress.
- 3.95 The council does not remove vehicles displaying a valid Blue Badge unless there are emergency, security or ceremonial reasons, or the vehicles are causing a serious safety hazard or obstruction. This is in line with government guidance (Government Office for London, 1998). If removal is absolutely necessary, and the driver of the vehicle cannot be located within a reasonable time, the vehicle will be moved to a position nearby where there is no hazard or obstruction. Whenever possible, a message will be left for the driver indicating where the vehicle is located. Only as a last resort, and where there is no better position nearby, will a vehicle be moved to a pound. In that case special recovery arrangements are made and normally the recovery fee will be waived.
- 3.96 Misuse of Blue Badges is very common, as is the theft and illegal duplication of Badges. Any misuse of a Badge is an offence and the Badge can be withdrawn if it is misused or others are allowed to misuse it. Specifically, it is a criminal offence:
- for non-disabled people to use a Badge— if they do so, they are liable to a fine
 - to drive a vehicle displaying a Blue Badge unless the Badge holder is in the vehicle, or the vehicle is being driven to or from an area which is accessible only to vehicles displaying a Blue Badge in order to pick up or drop off the holder (Department for Transport, 2003).
- 3.97 Because the Badge relates to an individual rather than a specific vehicle, it is difficult for the council's civil enforcement officers to establish if Badges are being misused and the council therefore relies on holders respecting the terms of use of the Badge.
- 3.98 As the concessions offered by Blue Badges are considerable, they are particularly valuable and therefore prone to theft whilst being displayed in vehicles. These Badges are then used illegally, duplicated, or sold on. The Badge does not show a vehicle registration number and thus any vehicle may be used. This is useful to Badge holders who are passengers and rely on transport from a number of sources. It is not obvious however that the badge has been stolen until the owner notifies the council. If a civil enforcement officer suspects a Badge is being illegally used they will issue a PCN.
- 3.99 Many disabled people have told the council that their Badge is especially prone to theft when it is displayed overnight in a vehicle outside their home. The council has decided to issue local Blue Badge holders with a free resident permit. This will enable the holder to park outside their home in a resident or resident/shared use bay without having to display their badge. The permit will be issued, provided the vehicle is registered to the Blue Badge holder's address, and the permit duration will be set to match the duration of the associated Blue Badge.
- 3.100 In Islington Blue Badge holders are able to park for free in resident and shared use bays for an unlimited time in addition to the national concession. Disabled bays are therefore not normally designated within CPZs. However, if parking places are regularly full, and the applicant cannot usually park within a reasonable distance of their home, the council will consider providing a dedicated permit bay close to the applicant's home subject to the applicant meeting set criteria. These dedicated permit bays are called Blue Badge Disabled Person Parking Places.
- 3.101 Disabled bays may also be designated within Islington for Badge holders close to their

place of work or close to shopping areas.

- 3.102 Disabled bays are operational at any time and are enforced 24hrs a day, seven days a week.
- 3.103 Non-dedicated disabled bays may be used by any blue Badge holder.
- 3.104 Applications for Blue Badge Disabled Person Parking Places and dedicated permit bays are considered after consultation with the police and other bodies.
- 3.105 The location of a parking bay must not cause an obstruction of the highway, or a danger to other road users.
- 3.106 The council is committed to ensuring that areas of high demand such as shopping centres are provided with sufficient disabled bays to meet the needs of disabled visitors, and parking restrictions will be reviewed as necessary.

Health emergency badge

- 3.107 The Islington area is covered by London Councils' scheme for emergency health workers. Doctors, nurses, midwives and health visitors who are regularly engaged in urgent or emergency health care away from their normal base are entitled to use a Health Emergency Badge. Badges must be applied for by the practice or department manager responsible for the staff who will use the badge. The badge may only be used when visiting patients in the home or away from the badge user's normal base. The badge is not valid for clinic visits, parking in doctor or hospital bays, or for non-urgent or non-emergency care.
- 3.108 Any general practice, trust department or clinic may apply for badges if they employ staff whose work involves visits to the home for the provision of emergency or urgent healthcare. This includes doctors, nurses, midwives and health visitors; it excludes other paramedical professions such as physiotherapists, chiropodists, occupational therapists etc. Applications should be made at one time for all the badges required for all the relevant staff at the practice, trust or clinic, as per the terms and conditions of use as published by London Councils.
- 3.109 Applications should be made for the minimum number of badges necessary. For example, where there are twenty community nursing staff in an oncology department, but only four or five are likely to be making home visits at any one time, only five badges should be applied for by that department manager. The badge may be used by any eligible member of staff in any vehicle. It is the responsibility of the practice, department or team manager to allocate the badges to staff as appropriate. The badge is valid for two years.
- 3.110 It should be noted that the health emergency badge scheme does not apply:
 - on private property (e.g. housing estates) or private roads
 - on the TfL red route network
 - when serious parking offences are committed for example vehicles left causing obstruction, parked on the pavement or on zigzag markings
 - if the holder is not responding to an urgent or emergency situation or responding to a call they think may develop into one (Association of London Government, 2003 – now London Councils).

Application or queries about this scheme should be made to: London Councils HEB, 2nd Floor, 59½ Southwark Street, London SE1 0AL. Phone: 020 7934 9697. Email: heb@londoncouncils.gov.uk

Social services permit

- 3.111 Islington social services are issued a very small number of special permits for social services staff who are designated as essential car users and who are engaged in carrying out activities that were previously carried out by emergency health workers.. This is the only special permit that is issued to council staff without charge.

Parking facilities for doctors

- 3.112 Since the mid-1970s, the council has provided parking bays for doctors in congested areas or in CPZs to enable them to have a vehicle on hand to attend emergencies. The parking bay should not to be used to facilitate commuting, or for the convenience of the doctor. It should be used to park vehicles to deal with life-threatening or similar emergencies. A bay is available for any of the vehicles registered to the practice, providing they display the relevant permit. Charges for the installation of a new parking bay and annual permits are found on the Islington website.
- 3.113 Doctor's parking bays are only considered where there is a proven need and where this can be achieved without any adverse effect on other traffic or road users. The following criteria must be met for a bay to be installed:
- the bay is for vehicles regularly making emergency calls
 - generally only one bay will be provided per practice
 - the council should be satisfied that applicants cannot normally find suitable on-street parking space and that no public or private garage or other off-street parking facility is available within a reasonable distance of the practice
 - the location of the bay will be determined in the light of traffic conditions after consulting with the police and TfL. A bay will not be provided where waiting or loading is prohibited unless it can be accommodated without affecting traffic movement and safety
 - the bay will be located as close to the practice as possible but it may not necessarily be immediately outside or on the same side of the road, or even in the same street
 - the bay may be withdrawn at any time if any of the above criteria are no longer met.
- 3.114 Some local doctors have indicated that their practice has a need for a second bay to deal with concurrent call outs of medical staff. The council will work with the local Primary Care Trust (or any such organisation that replaces it) to develop criteria for the allocation of additional bays. The criteria will be based on numbers of call-outs and numbers of patients. These bays will only be provided where they are needed to facilitate patient care. Any second bay will be charged at the same rate as the first bay.

Parking for teachers

- 3.115 The council has developed travel plans with a large number of Islington's schools to identify and promote safe and convenient alternatives to the car for all members of the school community. Nevertheless, the council recognises that in special circumstances, school teachers may need to use their cars and the council will allocate up to three permits to local authority schools which can be used for up to four vehicles.

Car clubs

- 3.116 Car clubs and point to point car share schemes provide an alternative to car ownership, particularly for those who only need a car occasionally. They also help to reduce traffic and parking congestion, increase accessibility, allow for more equitable use of public

space, and bring about a positive impact on wider environmental issues, such as climate change and air quality. For these reasons, such schemes are encouraged by the council and are seen as an important transport option for those who live or work in Islington.

- 3.117 Since the launch of the first on-street car club parking bays in Highbury Crescent in 2003, the council has expanded the network. The council has established a car club bay within a five minute walk of all residences in the borough. Suitable dedicated car club bays will be identified and installed and/or converted in CPZ subject to consideration of consultation responses. Developer contributions under S106 planning agreement shall include provision of a financial contribution towards the establishment of car club infrastructure or other car club enabling measures.
- 3.118 The council is working with the contracted operator (Zipcar) to provide a fixed bay service for car club members in Islington. As a result, permits to use dedicated on-street car club parking bays in Islington are only offered to an exclusive car club operator contracted by the council. One car club parking permit is issued per car club parking bay and not a specific vehicle, which allows the operator to flexibly manage their fleet. The requirements of point to point car share schemes are satisfied from existing permit choices.
- 3.119 The car club member vehicle has a permit which allows the vehicle to park in the dedicated car club bay and a resident permit for the zone that the dedicated bay is within, to allow legal parking, should the car club bay be illegally occupied.

To join the car club or to find out where your nearest car is located, please contact Zipcar, telephone: 0333 240 9000, email: services@zipcar.co.uk, web: www.zipcar.co.uk.

Motorcycles and scooters

- 3.120 In recent years, there has been an increase in the number of motorcycles and scooters owned by local residents and used by others to visit Islington. Since the introduction of congestion charging, the level of usage has grown rapidly.
- 3.121 Motorcycles and scooters bring some benefits in that they take up less road space than cars, and are generally more environmentally friendly in terms of emissions. However, the council remains concerned about the high number and severity of accidents involving motorcycles and scooters.
- 3.122 Motorcycle parking areas are areas marked out as 'solo motorcycle only'. These areas are spread throughout Islington and are primarily intended for use by visitors to the area rather than residents. Yellow lines normally continue through these motorcycle parking areas to indicate waiting restrictions to cars and other vehicles. There is currently no charge and no time limit for motorcycles parking in these areas in Islington.
- 3.123 Riders may park their motorcycles in short stay bays although the rider is subject to the same charges as a car occupying the entire bay. Where solo motorcycle bays are in short supply, such bays may provide the only viable parking location for motorcycles.
- 3.124 Consultation with user groups indicates that there is a serious problem of theft of pay and display receipts displayed on motorcycles in these bays. The council will introduce Pay by Phone payment for all short stay bays to remove necessity of pay and display tickets.
- 3.125 Motorcyclists living in a CPZ are, like car drivers, entitled to purchase a resident permit allowing them to park their motorcycle or scooter in a residents' parking bay within their zone. Residents can also apply for visitor permits for motorcycles, the charge being the same as that for cars. Like other residents, motorcycle and scooter owners are only

eligible for a single permit; however a resident may own a permit for a car and a motorcycle at the same time.

- 3.126 As the council accepts that it is difficult to display a permit or voucher on a motorbike without the risk of theft, it will introduce virtual permits and vouchers across the board. The registration plate of the vehicle will act as the permit reference number; this means that the council can use number plate recognition technology to check if a vehicle has a valid parking permission.
- 3.127 Motorcycles and scooters are more susceptible to damage and theft than most other vehicles. In response to this, some riders illegally park their motorcycle or scooter on the pavement where it is away from other vehicles and can be securely chained to a railing or lamppost. To avoid this situation, the council endeavours to provide additional parking within controlled zones when they are reviewed and a demand can be demonstrated. It also consults residents on the need for secure stands in motorcycle bays.
- 3.128 Secure parking provision for motorcycles and scooters is important. The council is currently experimenting with security fixtures within new motorcycle parking areas. These enable bikes to be chained and offer a greater degree of security.
- 3.129 In future the council may develop a programme to assess demand and consider installation of more secure bays, starting in areas of high demand. The council does not intend to increase commuter parking provision, but does seek to facilitate a switch from full-sized cars to motorcycles and scooters. Consultation will be needed, as well as careful assessment of design, surveys of forecast usage and on-going monitoring.
- 3.130 The council may continue to explore user-friendly and technically feasible solutions to charging motorcycle and scooter users for short-term visitor parking, such as multi-bay meters that do not require a ticket to be displayed, or the issue of receipts from pay and display machines. Business permits for motorcycle and scooters to meet the demand of courier and delivery businesses may also be considered.

Taxi ranks

- 3.131 The TfL Public Carriage Office designates taxi bays, but the council provides and maintains the carriageway markings. All taxi ranks are signed with a 'no stopping except taxis' sign to prohibit illegal parking by other vehicles, including minicabs illegally plying for trade.

Street traders

- 3.132 The street trading team issues parking permits for certain markets along with stall permits. Around some of Islington's markets such as Chapel, Exmouth and Whitecross Street it is difficult for street traders to find locations to park their vehicles which do not contravene existing parking regulations. At present, traders may apply for parking permits to park their vehicles outside the market.
- 3.133 The council recognises that there may be special circumstances, particularly in markets, where traders may need to be allowed to purchase a business permit to trade in enclosed areas.
- 3.134 Across Islington there are also a number of street trading pitches at licensed 'scatter sites' – i.e. single pitches remote from the main market areas. The council will also consider the provision of dedicated trader bays adjacent to these licensed scatter sites where appropriate, and will also ensure that the parking restrictions on pitches themselves are robust to ensure effective enforcement action can be taken against

vehicles using them illegally.

Diplomatic bays

- 3.135 Some bays are designated for the exclusive use of the diplomatic community. They are marked with a diagonal cross in the box and a sign. Vehicles with diplomatic registration plates may park without restriction in these bays. However, bays are not allocated to particular embassies.

Other special parking arrangements

Domestic removals

- 3.136 The council's parking regulations make provision for liveried removal vehicles to park in a parking bay without the need for a permit or voucher. However, in practice it is most unlikely that space will be available to accommodate removal vehicles as the bays are heavily used. Therefore it would be prudent to arrange a suspension of the parking bay. People who are not using a liveried removals van can use visitor vouchers or a permission to park, or arrange for a suspension. Fees are shown on the Islington website.

Storage of vehicles by garage owners

- 3.137 Under current legislation, businesses are restricted from undertaking repair works to vehicles on the public highway for safety reasons.
- 3.138 Since the introduction of CPZs, operators of some car repair garages have made requests for special parking allocations on the street outside their premises to store vehicles awaiting repair or collection. Provision of on-street parking for storage of vehicles by garages would place additional pressures on existing residential parking and could encourage garages to undertake works on the public highway. The council has therefore decided that it will not issue special permits to garages.

Large vehicles

- 3.139 Large vehicles can cause obstructions for other vehicles and for pedestrians, can reduce sight lines, and can detract from the appearance of local streets. Restrictions on vehicle dimensions for resident and business permits are therefore in place to avoid very large vehicles parking on-street, especially in residential streets. Only vehicles under five metres long and 2.5 metres high are eligible for any parking permits in Islington. However, they must not have seating capacity for more than eight passengers. Civil enforcement officers are able to issue tickets to vehicles that are clearly larger than the maximum dimensions, and the permit for that vehicle can be withdrawn.
- 3.140 The current permitted dimensions are slightly smaller than some modern vehicles. The council will retain the existing thresholds, and will not normally grant any exemptions to this requirement. However, some flexibility can be given to deal with those vehicles that are only slightly over the permitted dimensions. Exceptions will be considered if:
- the vehicle is only slightly over the standard i.e. less than half a metre
 - the vehicle has a seating capacity of eight or fewer passengers
 - the owner does not have any practical alternative to parking on-street
 - the vehicle does not cause a visual or physical obstruction, or impact adversely on visual amenity
 - the vehicle can be accommodated within a defined parking bay.

Coach parking

- 3.141 In Islington demand for coach parking is concentrated in a small number of locations such as hotels and tourist attractions, and the Emirates Stadium.
- 3.142 Where there is demand to do so, the council will review existing coach parking locations, but will not normally allow on-street parking for coaches.
- 3.143 Coach parking is an issue that affects a number of central London boroughs and is unlikely to be resolved by each borough independently. The council will therefore work with other boroughs and TfL to develop a coach parking strategy that aims to meet the objectives of TfL and the needs of boroughs.
- 3.144 Coach parking in relation to the Emirates Stadium is recognised as a specific issue and the council will continue to work closely with the police and the club to manage coach parking on match days.
- 3.145 After changes to the UK security and terrorism laws the council is required to work closely with the security forces to reduce the threat of terrorism. This may require the council to change parking arrangements for coaches around the Emirates Stadium at short notice. The council will always seek to implement solutions that are in the best interest of local residents.

Waivers

- 3.146 In certain limited situations, the council can issue waivers from yellow line and loading restrictions. Waivers will only be issued in exceptional circumstances and where a permission to park cannot be used to facilitate loading. A site visit may be undertaken by a council officer along with the applicant to ascertain the need for the waiver.
- 3.147 Waivers are issued free to facilitate funerals and weddings where, after investigation, they will help improve the traffic management and parking in the area.

Filming

- 3.148 The council is keen to facilitate filming in Islington. Requests for filming waivers and suspensions are made via the Film Office. Any such waiver issued for parking on yellow lines to facilitate filming is chargeable.
- 3.149 The Film Office is responsible for liaising with bodies such as the highways service and the police and making applications to the parking service for yellow line waivers, suspensions of bays and parking permits.

For further information: Islington Film Office, Unit C, 57-59 Great Suffolk Street, SE1 0BB
[weblink: http://islingtonfilmoffice.co.uk/](http://islingtonfilmoffice.co.uk/) Phone number 07919 002 115 (24 hour)

Carriageway cycle parking

- 3.150 Encouraging more people to cycle is a key objective of the council's transport strategy. In the past, due to the shortage of on-street space and the need to provide a permanent means of securing the bike, cycle parking had been provided on the footway rather than the carriageway. However, footway space is also at a premium, and additional street furniture can reduce accessibility of the street environment especially for people with disabilities. For this reason, the council will consider installing cycle parking facilities in the carriageway, particularly in areas of high pedestrian volume and high demand for cycle parking.

Footway parking

- 3.151 Parking on the footway is illegal, unless signed to the contrary, and can pose a serious danger to pedestrians, especially to disabled, visually-impaired and older people, or those with buggies or pushchairs. In addition, because pavements are not designed to take the weight of motor vehicles, footway parking can damage the pavement and the pipes and cables beneath it. This damage can cause a further danger to pedestrians, and is costly for the council to repair.
- 3.152 Footway parking is an area where London is different from the rest of the country. Outside London where parking on a footway or verge is prohibited there must be a sign indicating the prohibition. In London, footway parking is banned under the London Local Authorities Act 2000 unless a location is specifically exempted and signs indicate you may park partially or wholly on the footway. The ban applies at all times of the day and night, every day of the year. Vehicles parked on the footway may be issued with a penalty charge notice and may be removed and/or clamped, even if only one or two wheels are on the pavement.
- 3.153 Under the Road Traffic Act 1991, the parking of vehicles on the footway became a decriminalised offence and the council is therefore able to enforce the footway parking ban. This ban covers any part of the public highway that is not carriageway. It includes pavements, grass verges, central reservations, traffic islands, and parts of the pavement that link private property with the road (crossovers). Any vehicle parked with one or more wheels on any of these areas is liable to receive a PCN unless fully parked within an exempted footway parking area.

Footway parking is banned across London for cars, vans, motorcycles and scooters, unless otherwise specified.

Exemptions from footway parking ban

- 3.154 Parking on the footway is not allowed anywhere in Islington except on sections of Malvern Terrace, Hornsey Lane, and Warlters Close.
- 3.155 A blue sign showing the letter 'P' and a car parked on the pavement is used to indicate that footway parking is permitted in these locations, and white bay markings specify where you can park.
- 3.156 Additional footway parking will not be considered unless:
- a minimum clear carriageway width of at least four metres is retained
 - carriageway widths cannot accommodate vehicles parked wholly on the carriageway, on both sides, and still retain the clear width set out above
 - the footway width is sufficient to permit exemptions and retain a minimum footway width of 1.8 metres
 - there is little or no private off-street parking space reasonably available
 - obstruction of sight lines, crossovers, bus stops, etc. can be avoided
 - access to sites and through pedestrian routes can be maintained
 - the demand for parking is such that additional parking is thought appropriate.
- 3.157 In assessing requests, consideration will also be given to safety issues, traffic levels and levels of existing parking.
- 3.158 Outside these specific locations, and in exceptional circumstances, vehicles may be allowed to stop on the footway briefly for the continuous loading of a large quantity of bulky goods to adjacent premises. This exemption only applies if:

- the vehicle is not causing an obstruction to pedestrians
- there is no loading ban in place
- there is no alternative to parking on the pavement (e.g. stopping on the road would cause an obstruction)
- the vehicle is not left unattended.

3.159 Blue badge holders are not exempt from the footway parking ban.

Parking enforcement

Enforcement duties and principles

- 3.160 The council is responsible for the enforcement of decriminalised on-street parking and traffic restrictions on most streets in Islington. The enforcement is carried out by a civil enforcement officer (who is either on foot, on or in a vehicle), or by viewing CCTV footage, or via unattended LaneWatch cameras. Enforcement of red routes is the responsibility of TfL.
- 3.161 Civil enforcement officers are provided by private contractors. By law the council cannot impose contractual targets for ticket issuing. So to ensure that the enforcement contractor provides a fair and value for money service, key performance indicators are applied to the contract. These include;
- deployed hours/staffing levels
 - ticket error rate
 - compliance level
 - staff competency, training and retention
 - complaints.
- 3.162 The council also has power to charge for the removal, storage, and disposal or immobilisation of vehicles in contravention of certain parking regulations. However, as a general rule it will only exercise that right to enforce against persistent non payers of fines or to remove vehicles that are a safety risk.
- 3.163 The council also enforces moving traffic contraventions including banned turns, no entry, school keep clears and box junctions. These enforcement activities are prioritised according to community concerns. These enforcement powers give the council the ability to manage accident hotspots and congested areas more effectively, which in turns helps to make Islington safer and healthier for residents and visitors to Islington. These types of contraventions are monitored via CCTV using either a mobile or fixed camera. PCNs are issued to drivers by post.
- 3.164 The council ensures that, while sufficient resources are deployed to ensure a satisfactory level of compliance within CPZs, adequate resources are also provided in all areas of Islington to:
- ensure the unobstructed movement of buses
 - ensure the safe and free movement of other traffic
 - minimise the impact of car parking on other road users
 - maximise the safety of an area
 - ensure vulnerable residents are not disadvantaged.
- 3.165 The council recognises that certain parking offences cause considerably more inconvenience and risk than others. Therefore differential observation periods may be applied for certain contraventions and locations in the future. Any such differentials in observation periods will be publicised by the council.

- 3.166 The council abides by a London-wide code of practice relating to on-street parking enforcement by London Councils. The council has also adopted a set of principles by which enforcement will be guided. These have been defined by the Greater London Authority and are:
- fairness in applying the law and securing compliance
 - targeting of enforcement action
 - consistency of approach
 - transparency about what enforcement action is taken and why
 - recognition that effective partnerships are needed.

Parking at bus stops and in bus lanes

- 3.167 The council has worked with TfL to implement the London Bus Priority Network, the aim of which is to improve the reliability, comfort and safety of bus travel in London. The introduction of low-floor, wheelchair accessible buses has strengthened the importance of keeping bus stops clear to permit access to the kerbside for buses. Bus stop clearway orders exist for all stops on the network.
- 3.168 Illegally parked vehicles can greatly inconvenience bus users. Even a single illegally parked vehicle can negate all the benefits of a bus lane. Bus lanes are enforced by the council's civil enforcement officers.
- 3.169 The full benefits of bus lane provision can only be attained when bus lanes are kept free of prohibited moving and stationary vehicles.
- 3.170 The council has a service level agreement with TfL for provision of a high level of enforcement, and will continue to carry out bus lane enforcement for the benefit of all public transport users. This agreement is reviewed as and when major issues arise regarding delivery of the service.

Exemptions from parking controls

- 3.171 Enforcement is carried out on a fair and equitable basis. Civil enforcement officers cannot enforce selectively against vehicles, and legally the council must enforce all the controls that it designates. Exemptions are listed below:
- emergency vehicles and any vehicles in the service of the fire, police or ambulance services are exempt from parking controls
 - civil enforcement officers will not normally enforce against the lead vehicle at funerals either at home or at a place of worship or vehicles waiting to follow funeral corteges or the lead vehicle at weddings.
- 3.172 Special waivers are issued on request by the parking service to facilitate parking for weddings and funerals.
- 3.173 Funeral and wedding vehicles should not cause an obstruction, or create a risk to other road users. As far as possible, vehicles should clearly identify that they are waiting for this purpose. Civil enforcement officers are required to act sensitively on these occasions. Appropriate levels of paid short-stay parking around places of worship are provided. Concessions for faith based organisations / places of worship are also provided and . they can apply for up to 200 hours of vouchers per annum.

Penalty charge notices and other charges

- 3.174 Penalty charges are used to achieve compliance with parking controls. At short stay bays, this means compliance with the permitted maximum length of stay and the relevant

parking charge. On yellow lines and in resident and other designated parking places, this means compliance with regulations regarding which vehicles can park, and when. In 1998, the Secretary of State recommended that penalty charges should be set at levels that achieve a high degree of compliance with the controls (Government Office for London, 1998).

- 3.175 A two-tier parking penalty structure was introduced in 2007. This means that less serious parking offences receive a lower Penalty Charge and more serious offences receive a higher Penalty Charge. The higher Penalty Charge is imposed for offences such as parking at bus stops, parking on pedestrian crossings, in safety zones outside schools, parking on yellow lines and moving traffic offences such as driving in a bus lane. The lower Penalty Charge is imposed for offences such as overstaying in a short stay bay, not parking within the parking bay markings and re-parking in a short stay parking bay within one hour of leaving. A summary of Penalty Charges and other charges is shown on the Islington website. The Penalty Charges are set in agreement with London Councils. The council falls into the 'A' charge band which is standard across central and inner London. All neighbouring boroughs with the exception of Haringey also use band 'A' charges. Streets that straddle the borough boundary into Haringey are included in the lower PCN band 'B'.
- 3.176 London Councils periodically carry out consultation on the Penalty Charge structure. The council implements any changes this consultation leads to.

PCN processing

- 3.177 When a PCN is issued, the recipient is given an opportunity to pay or appeal the charge. It is a statutory requirement for local authorities to comply with the relevant legislation through to debt recovery.

Representations and appeals

- 3.178 Motorists wishing to object to the issue of a PCN must do so in writing. This correspondence is known as a representation. The council processes all representations in line with applicable legislation.
- 3.179 Motorists who are not satisfied with the decision made by the council following the making of representations may appeal to the London-wide independent Parking and Traffic Appeals Service (PATAS).

For more information on the Parking and Traffic Appeals Service (PATAS), please visit their website: <http://www.parkingandtrafficappeals.gov.uk/>

Wheel clamping and removal

- 3.180 The Road Traffic Act 1991 gives the council powers in relation to wheel clamping and removal. The council already had the power in the Removal and Disposal of Vehicles Regulations to remove vehicles from designated parking places. The 1991 Act allows the council to charge for these removals and for any associated storage and disposal action. The Act also empowers the council's civil enforcement officers to clamp vehicles.
- 3.181 The council does not generally use wheel clamping as a secondary enforcement action. However wheel clamping is used as a means of enforcement against persistent non payers and untaxed vehicles causing a nuisance. Vehicles belonging to owners who are persistent non-payers of charges will be a high priority for clamping and removal. When a Civil Enforcement Officer encounters a persistent non payer committing another parking infringement, then further enforcement action must be requested and may be

sanctioned by the council. Furthermore, should a civil enforcement officer identify a non-payer who has also unclamped their vehicle, a removal will be ordered.

- 3.182 It is sometimes necessary to relocate or remove vehicles because of safety issues. This may arise because a road has to be cleared for repairs or construction works, as a result of an emergency incident and a vehicle is blocking access to emergency vehicles, or the vehicle is badly parked and causing an obstruction to others. The council aims to relocate the vehicle nearby to where it was parked and in most cases the relocations are free. For insurance reasons the council will issue a PCN in respect of the vehicle so that the process is managed correctly and then cancel the notice.
- 3.183 Drivers or owners of removed vehicles need to know where to find their vehicles and what steps they should take to recover them. In the absence of an indication of the action taken at the point of removal, they will be unsure whether the vehicles have been stolen, and will not know who has taken the vehicle. In some cases they may not know which local authority area the vehicle has been removed from.
- 3.184 The council participates in the London-wide TRACE system for tracking removed vehicles. London Councils has set exacting service standards for dealing with enquiries at TRACE.

To use the TRACE service or to find out more about it, please ring 020 7747 4747.

Special enforcement at the Emirates Stadium

- 3.185 Parking around the Emirates Stadium can cause local residents distress and inconvenience. There is a special road closure and parking management strategy that operates just before and at the end of every match. Relocations and removal of vehicles may be carried out during this time. Any removal will either be as a result of a dangerous parking contravention or at the request of the police.
- 3.186 The potential for Blue Badge abuse is particularly high during matches and additional enforcement and fraud teams operate in the match day area. All surveillance requires intelligence to be effective and the council welcomes any information that can lead to successful action against those responsible for fraud.
- 3.187 There has been an increase in limousines waiting with drivers around the stadium during matches to avoid parking tickets. They wait with the engines running and move on before any enforcement action can be taken. Tickets can be issued to vehicles that are stationary for periods of time with the engines running and the council will make every effort to take enforcement action, such as issuing 'regulation 10' vehicle drive away PCNs.

Enforcement arrangements for diplomatic vehicles

- 3.188 Some special parking enforcement arrangements apply to vehicles with diplomatic registration plates. These plates include 'D' registration plates (which indicate that the owners of the vehicles are entitled to diplomatic immunity), personalised diplomatic registration plates (which are sometimes issued for the official cars of heads of diplomatic missions, who have full diplomatic immunity) and 'X' registration plates, which indicate that the owner is entitled to limited diplomatic immunity (Government Office for London, 1998).
- 3.189 Vehicles carrying diplomatic plates can be issued with PCNs in the same way as any other vehicle. However, diplomatic vehicles may not be wheel clamped in any circumstances and may only be removed as a last resort when such action is necessary

to relieve obstruction or danger to other road users and where the driver cannot be located. In these cases, the vehicle will be removed to a more suitable location within the immediate vicinity and where possible a message will be left indicating where the vehicle can be found. Where possible removal to a car pound will be avoided (Government Office for London, 1998).

Temporary suspension of parking bays

- 3.190 From time to time, it is necessary to suspend one or more parking bays in order to carry out maintenance of equipment, repairs to the highway, to gain access to infrastructure under the carriageway, or to facilitate building or development works. The council has the power to suspend parking places at any time without consultation or notice being given to road users, However the council recognises that it is beneficial to local residents to provide as much notice as possible and will make every endeavour to ensure notice is given.
- 3.191 In general, applications and payments for suspensions should be received by the council at least 14 working days in advance of the suspension date so that adequate notice can be provided to local residents. The council may refuse applications on the grounds of inadequate notice. There are exceptions to this such as emergencies where suspensions may need to be arranged at short notice.
- 3.192 A fee is charged to cover the costs of suspending parking places and inspecting them to ensure that the proper use is being made of them. Utility companies are entitled to work on, in, or under the highway without suspending a parking place providing they have the correct street works permit, but they may require a bay to be suspended to gain access or to ensure safe working. Utility companies are not exempt from the suspension charge.
- 3.193 The council aims to erect notices warning drivers of the suspension at least ten days in advance; however this may not always be possible. A shorter notice period does not invalidate the suspension or invalidate subsequent enforcement.
- 3.194 Where short notice is given, especially during the holiday periods, the council recognises that some vehicles may be left in suspended bays unintentionally. Civil enforcement officers will be unaware this situation has happened and they will issue tickets to all vehicles parked in suspended bays as a matter of course. If a resident was on holiday at the time the suspension occurred the council will, upon representations being made, cancel the PCN, provided adequate proof is given.
- 3.195 In situations where the bay to be suspended is one of only a small number of that type in a locality, such as a personal disabled bay or business bay, the council will only seek to notify the affected parties.
- 3.196 Enforcement action can be taken against any unauthorised vehicle parked in a suspended bay, including those displaying a resident permit. It is a legal requirement for a PCN to be issued to facilitate a relocation of the vehicle. Suspended bays may be enforced at any time.

Treatment of abandoned vehicles

- 3.197 The Clean Neighbourhoods and Environment Act 2005 has removed the requirement for the council to affix a 24 hour notice to a vehicle that is deemed fit for destruction. All such abandoned vehicles can be removed immediately. The council also removes unwanted vehicles for residents if notified to do so.
- 3.198 Priority is given to removing vehicles abandoned near schools, parks, and playgrounds,

which could pose a threat to public safety or are damaged or burnt out.

- 3.199 The cost of removing abandoned vehicles is significant and the council will always seek to recoup the cost of removing and disposing of the vehicle from the rightful owner. The council may prosecute offenders under the Refuse Disposal (Amenity) Act. Under this legislation the keeper of an abandoned vehicle may on conviction, be fined up to £2,500 and ordered to pay costs to the council.
- 3.200 People often confuse a genuinely abandoned vehicle, which the council has power to remove, with a nuisance or untaxed vehicle. For a vehicle to be classed as abandoned it must have an out-of-date tax disc or no tax disc, and must also match at least three of the following characteristics:
- burnt out
 - a shell
 - doors open
 - doors missing
 - bonnet open
 - seats and inside fittings missing
 - windows broken/missing
 - windscreen broken/missing
 - wheels missing
 - flat tyres
 - other signs of vandalism
 - evidence of vehicle having been stripped for parts; for example bumpers and tyres missing
 - vehicle full of rubbish
 - signs of a tow rope having been used
 - missing registration plates
 - evidence of vehicle not having moved – bird mess, dust, weeds, no windscreen wiper marks
 - evidence of neglect and poor condition; e.g. rust, very dirty, scratched, dented
 - vehicle has never been seen in the location before and has been there for more than three days
 - the vehicle is badly parked.

To report a vehicle you consider to be abandoned, please Contact Islington on 020 7527 2000, email contact@islington.gov.uk

- 3.201 Where the vehicle is untaxed, but does not appear to meet the criteria above, it will be dealt with by the Driver and Vehicle Licensing Agency (DVLA).

4.0 **Off-street parking**

- 4.1 This section focuses on the council's three main responsibilities in relation to off-street parking. These are:
- control of parking on council owned housing estates
 - exercising its powers as the local planning authority to set and enforce parking standards and parking policies for new and existing developments
 - installing cycle parking stands on the public highway
 - managing parking and access to its core buildings and assets, such as offices and parks.
- 4.2 There are a number of off-street car parks in Islington. Examples include those in Finsbury Square, Upper Street (Business Design Centre and N1 Centre), Bowling Green Lane, Sainsbury's in Tolpuddle Street, and Waitrose and Morrison's at the Nag's Head.

- 4.3 The council does not operate any public off-street car parks. It does however own one off-street car park in the south of the borough that is leased to a private operator.

Council estates

- 4.4 The council has not adopted the vast majority of roads on council estates as public highways. As such, these roads are subject to legislation affecting private property and therefore the normal rules relating to on-street parking do not apply; nor are they part of the Islington special parking area. There are a few exceptions to this rule where some estate roads have recently been adopted as public highway.
- 4.5 Most estates have parking bays and garages intended primarily for use by estate residents. Residents wishing to park on the estate apply for sole use of an individually numbered parking bay or garage, for which a weekly charge is paid. Bay permits state the relevant bay number and vehicle registration. Parking elsewhere on estates is not allowed. Some car-free estates exist. Parking enforcement is managed by a private company that is not required to operate the same enforcement legislation that applies to the public highway.
- 4.6 Demand for parking spaces varies greatly between estates. As a general rule, the proportion of empty bays/garages is lower in the south of the borough than in the north. On some estates there are waiting lists.

Housing estate parking permits

- 4.7 Permits to park on council estates are currently issued by the housing department. Permit charges vary according to the CO2 emission of the vehicle. From June 15th 2015, estate parking permits will also be subject to the same annual supplement for those residents owning diesel-powered vehicles (see 3.3 above) though such charges will be made on a weekly basis
- 4.8 In general, estate parking permits are allocated in the following order of priority:
- Islington Council blue badge holders
 - estate tenants / leaseholders / freeholders
 - other council residents
 - commercial, business or private householders

Visitor permits on council estates

- 4.9 All estate bay holders receive a second permit which allows their visitors to use the allocated parking space when the bay holder is not using it.
- 4.10 All council residents are entitled to purchase visitor vouchers, which allow visitors to park on public highways.
- 4.11 On some estates, where there is a suitable proportion of vacant estate parking bays and relatively low parking demand from residents, bays have been designated for visitors use. Each household on estates with visitor parking bays is entitled to request one visitor bay permit from their Area Housing Office. Each permit is valid for any visitor's vehicle to park in any available visitor parking bay on that estate only.

Other housing estate permits (permission to park)

- 4.12 Temporary estate parking permits may be issued upon request to contractors, delivery

vehicles or in exceptional circumstances, where appropriate, a temporary parking bay may be allocated.

Housing estate permit charges

- 4.13 A reserved, secure parking space on an off-street estate is a valuable asset, especially in the south of the borough where demand is high. The cost of parking in a dedicated bay or garage on an estate is therefore more expensive than the cost of purchasing a permit to park on the public highway, where there is no guarantee of a space. The level of charge is also based on the cost of providing and maintaining the spaces and permits.

Disabled parking on council estates

- 4.14 Within estates, priority is given to Islington Council blue badge holders. When necessary a bay is removed from an existing permit holder to be re-allocated to a disabled estate resident, for their own use or use by their carers.
- 4.15 Bays located next to entrances to estate buildings, as close to the resident's home as possible, will be prioritised for use by blue badge holders. All resident permits relate to a specific parking bay or garage. Therefore bays for disabled users do not need to be differently marked or signed unless the estate roads have been adopted as public highways.
- 4.16 Blue badge holders receive discounts of 50 - 100% on the normal estate parking bay or garage permit charge.
- 4.17 On some estates designated disability parking bays are provided for use by disabled visitors who hold a blue badge.

Estate residents parking on the public highway

- 4.18 A number of issues have been raised about the interaction between parking on estates, and on the public highway. Estate residents may sometimes prefer to park on-street to avoid the higher estate parking permit costs, or because there is on-street parking closer to their home than estate parking bays or garages.
- 4.19 People who do not live on a council housing estate can apply for a permit to park on any estate. However the housing department always prioritises the allocation of unused estate parking bays or garages for Islington residents rather than for people from outside the borough.

Housing estate parking enforcement

- 4.20 As the council estate is private land, parking enforcement is subject to the provisions of common law (contract and the law of trespass).
- 4.21 Estate parking restrictions are displayed on warning notices at estate vehicle entrances and within estate grounds.
- 4.22 Estate parking restrictions are enforced by the issuing of Parking Charge Notices. Currently Parking Charge Notice are issued on council estates by a private company called Wing Parking Securities Ltd. Wing Parking operates under contract to the council.
- 4.23 A Parking Charge Notice may be issued if a vehicle falls in to one or more of the following categories :
- is not entitled to be parked on the estate
 - is not parked in the correct bay
 - is not clearly displaying a valid permit

- is parked in a green area
- is blocking a fire access area

- 4.24 If the council adopts estate roads as public highways they become subject to the legislation applicable to the public highway. The council can then use its on-street enforcement powers and contractors to control parking on these roads.

Sustainable travel on council estates

- 4.25 The housing department provides secure cycle parking facilities on many estates. For more information about parking on council housing estates, please see the council's website at www.islington.gov.uk or call Contact Islington on 020 7527 2000, or email contact@islington.gov.uk.

Parking in new developments

- 4.26 As outlined earlier, the Council's Core Strategy requires that "all new developments will be car free". This means that instead of minimum parking standards for the number of parking spaces that developers must provide, the only on-site parking that will be allowed within new residential developments is accessible parking for disabled residents. This policy is consistent with national and London-wide policy.

Accessible parking for new developments

- 4.27 Where new development is proposed, the council requires that sufficient accessible parking is available, to meet the needs of disabled employees, service users and or the residents of wheelchair accessible housing, before a planning application will be approved. Normally, that provision will be on-street but in exceptional circumstances it may be on-site.

Acceptable travel distances to/from the accessible bays serving residential developments is described in the council's Accessible Housing SPD; the quantity required for other types of development is set out in the council's *Planning Obligations SPD* ; and the design of those bays is set out in *BS8300:2009*.

Appropriate on street parking provision should be identified by those seeking planning permission and the cost, to the council, of installation secured by a Section 106 planning agreement.

Developments are also required to provide safe drop off facilities, accessible cycle storage and adequate provision for the storage and charging of mobility scooters.

This is set out in policy DM8.5, part C of the Development Management Policies.

Parking in gardens and crossovers

- 4.28 Parking within the curtilage of residential properties has negative impacts on biodiversity, flood risk, visual amenity, healthy lifestyles, air quality, traffic congestion and highways safety. Such applications will normally be refused; however, the needs of disabled people will be taken into account and exceptions may be made where appropriate.
- 4.29 Property owners have a right to access the highway at any point where their land touches it. However this does not automatically apply to vehicles. Under planning legislation the area of land around a house can be covered with hard surfaces provided it is being used for domestic purposes and contains a sustainable urban drainage system (SUDS). Planning permission must first be obtained before construction. Property owners

must apply to the council for a vehicle crossover.

- 4.30 Consent for permanent crossovers and new vehicular access to property is needed under highway legislation and they must be constructed by the council. Dropped crossings or crossovers can only be created for the purpose of allowing vehicles to gain access to a private driveway or garage. Parking in front of an entrance or any part of the pavement including a dropped crossing is considered a parking contravention and will be enforced.
- 4.31 Crossover applicants must be able to satisfy the council that the following criteria can be met:
- the crossover has the relevant planning permission
 - the crossover will not extend beyond the frontage of the property and will be of a minimum practicable width to serve the parking area
 - the 'hard-standing' or parking area within the property will be constructed correctly and usable before the crossover is installed and may be subject to an inspection by the council
 - any vehicle parked within the property must not overhang any part of the highway/pavement
 - the parking space provided will be a minimum of the length of the vehicle plus a one-metre safety access to the front door of the property.
- 4.32 Applicants must be able to satisfy the council that these criteria can be met by providing the council with details of the vehicle that will be parked in the parking area. Should there be evidence of regular abuse of the above criteria the council reserves the right to remove the dropped crossing at the resident's expense.
- 4.33 Crossovers will not be allowed where:
- they compromise safety, for example due to vehicles reversing, or through reduced sight lines
 - they impact on bus-lanes
 - they reduce on-street parking availability
 - removal of trees would be required to construct
 - drainage problems may be created
 - vaults or cellars in the area may not be able to take the weight of a vehicle
 - there is excessive cost or disruption due to the complex relocation of utilities plant under the footway.
- 4.34 The full cost of inspection and construction of a dropped kerb crossover, including moving any street furniture or public utilities' plant, will be met by the applicant and only the council can carry out the works.
- 4.35 If an occupier of any building habitually drives a vehicle or permits a vehicle to be driven across a kerbed footway or a verge in the highway to or from those premises, the council may serve a notice on the owner or occupier of the premises. Once a notice has been served, the occupier must stop crossing the footway.

Illegal temporary car parks

- 4.36 Occasionally illegal temporary car parks appear in Islington, often undercutting on-street parking charges. This practice can result in increased traffic congestion and loss of local amenity. The council will use its powers as a planning authority to close down such car parks.

Cycle parking

- 4.37 Cycling is a healthy, affordable, efficient, quick, environmentally friendly and enjoyable means of getting around. High levels of cycle theft in the borough can act as a deterrent to people using their bicycles. The provision of adequate and secure cycle parking is therefore a key component of the council's policies to encourage cycling. On-street provision has already been outlined earlier in this document. Off-street provision is also required in new developments and is encouraged elsewhere, with minimum cycle parking standards for different types of developments contained in Appendix 6 of the *Development Management Policies* . Provision of cycle parking at key destinations such as tube, rail and bus stations, shopping centres, schools, leisure facilities, libraries, and in housing areas is being reviewed.
- 4.38 Subject to resources, the council will seek to respond positively to requests for new cycle parking.

For more information about the council's support for cycling please see Islington's Transport Strategy.

5.0 Conclusion

- 5.1 This Parking Policy Statement sets out the council's key policies in relation to on-street and off-street parking. In developing its policies, the council has had to weigh up and balance the needs of various groups, and in some cases has had to take adopt policies or take actions that not all motorists support. The council aims to make things better for the majority of people whilst minimising inconvenience to others. Parking is an area where we need to communicate and explain the reasons for our policies and actions clearly. It is intended that this statement will contribute towards an improved public awareness of parking issues and policies, and the constraints that the council faces in addressing these issues.
- 5.2 Everyone who uses Islington's streets is affected by parking issues. This statement therefore aims not only to outline how the scarce supply of on-street and off-street parking space in Islington is allocated and managed, but also to set out the broader objectives that the policy must contribute towards. There is a close link between parking policy and quality of life, and we believe this parking policy statement has achieved the right balance to ensure that it contributes towards improved quality of life in Islington in the years to come.
- 5.3 There are operational procedures, processes and documents that support this policy document. These support documents are subject to change and variation as new legislation, ways of working and general council policy changes over time. They will however always be amended so that they deliver the overarching parking policy.

6.0 References

- 6.1
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This version of this document was updated in July 2015 to include local policy and operational changes, but is not considered to represent a fundamental review of Islington's parking policies.