
**Meeting of the Executive Members for Housing and
Adult Social Services and Advisory Panel**

29th October 2007

Report of the Director of Housing and Adult Social Services

Parking Enforcement Pilot within Housing

Summary

1. This report requests Members' approval to pilot the use of an independent parking enforcement contractor operating on designated sites of housing land.

Background

2. Opportunist parking on sites of land owned by Housing Services, but not governed by highways enforcement has, over recent years, become an increasing concern, leading to problems for both tenants and garage renters. The key problem is that legitimate users are unable to access the garages or parking spaces that they have paid for. This problem creates long-standing complaints and grievances that estate managers are powerless to resolve.
3. The Police cannot assist as no laws are being broken. Highways have no enforcement powers unless the land is both in the York Traffic Order and enforcement is operational. Unfortunately, the sites referred to in this report fall outside these criteria.
4. Where feasible and affordable, physical deterrents of bollards or barriers are installed, restricting access to users only. Provision costs can be high. Sometimes these physical deterrents are subject to vandalism. On one site, a newly installed barrier was vandalised 3 times in its first month.
5. Despite the best efforts of tenancy teams to proactively manage this problem, customers have, understandably become frustrated and Housing Services have a numerous occasions been requested by customers to look at alternative enforcement actions that would help address the problem.

Consultation

6. Formal consultation has taken place with the Tenants and Residents Federation, and as has been mentioned above, Housing Services has received customer feedback to requesting alternative parking enforcement over and above what is currently carried out.

Options

7. Option 1 - Pilot a parking enforcement service provided by an independent contractor on specific designated sites and review the outcome after a period of 12 months.
8. Option 2 - Maintain the existing arrangements.

Analysis

9. Option 1 – Parking Services have provided details of three companies the council used during Ascot 2006. Of those, only one are a York based company able to provide a managed non-clamping parking enforcement service.
10. Warning signs are displayed informing people of the consequences of unauthorised parking and clearly stating the company's name. Sites are subject to random patrols by uniformed staff. Alternately, customers can contact the companies control centre and request an operative attend a specific site if a problem occurs. Attendance is not within a guaranteed timescale, but would be as soon as practical.
11. Offending vehicles are issued with a civil fixed penalty charge of £30, with up to 14 days to pay. Non-payment results in an incremental increase in the charge up to £150, if payment is not forthcoming after a set period of time the company refer the debt to their legal department and debt recovery agency who use DVLA to obtain the registered keeper's details.
12. There is a 14 day period during which an appeal can be made to the company for the ticket to be cancelled. Information is provided on how to make an appeal.
13. The service operates at no cost to the council other than a one off set up charge per site of £50 - £300 subject to site survey. The set up fees include the provision and installation of required signage. As the total cost of the pilot will be less than £5k procurement are happy that there is no requirement to undertake a formal tender process for the pilot.
14. Option 2 – Maintain the existing position would not deal with the key issues that customers are reporting. There would continue to be either no enforcement to some sites or where enforcement is provided it would be through physical deterrents on an ad hoc basis.
15. Physical deterrents have previously been deployed on a number of sites, they are expensive to provide and can have high maintenance costs,, unfortunately they are not always successful and in some instances they are vandalised. Not every site is suited to a barrier / bollard, some of which can be difficult for older or disabled tenants to use easily. No enforcement is likely to result in continued / increased complaints and potentially a reluctance from customers to continue to rent the garages.

16. The cost of renting a council garages varies from £5.41 to £15.30 per week dependant on the location and if the person renting the garage is a council tenant or not.
17. A total debit of £298,000 was charged city wide for garage rentals in 2005/06, with £48,000 lost to voids.

Corporate Objectives

18. The development of a parking enforcement scheme for designated housing services sites will help support and contribute to the following corporate priorities:
 - Improve the actual and perceived condition and appearance of the city's streets, housing estates and publicly accessible spaces;
 - Reduce the actual and perceived impact of violent, aggressive and nuisance behaviour on people in York;

Implications

19. The implications arising out of this report are:
 - **Financial** - There are additional costs associated with the recommended option which range from a minimum of £400 to a maximum of £2,400. These costs can be met from existing budgets.
 - **Equalities** - There are no Equalities implications;
 - **Legal** - There are no Legal implications;
 - **Crime and Disorder** - There proposals will result in reduced anti-social behaviour and vandalism;
 - **Information Technology (IT)** - here are no Information Technology implications;
 - **Property** - There are no Property implications;
 - **Other** - There would need to be liaison with Parking Services where selected sites have partial restrictions in place, to avoid confusion or error.

Risk Management

20. In compliance with the Council's risk management strategy. There are no risks associated with the recommendations of this report

Recommendations

21. Members are asked to approve option 1, to pilot for a period of 18 months using an independent parking enforcement contractor operating on the sites shown in Annex 1, to resolve problems and complaints from tenants and garage renters.

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Report Approved Date 5th Oct 2007

Report Approved Date *Insert Date*

Wards Affected: *This will depend on the sites identified for the pilot*

All

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex 1 ~Table giving details of sites