

# Proposed changes to our Parking Policy on Council Estates

Analysis of stakeholder consultation

June 2023



# Introduction

## Background

The Council has committed to carbon net-zero by 2030, which means we are aiming to reduce carbon emissions and create a balance between the carbon emissions that we produce in the borough, and carbon that we remove from the atmosphere, by that time. We are reviewing the practices within many of our departments and encouraging and supporting our residents to adopt greener ways of living.

As car emissions are an integral part of our net-zero commitment, we are reviewing our Parking Policy on Council Estates with greener practices in mind.

We believe that we should be offering an opportunity for residents to: access electric charging points on their estates; and pay for parking based on the emissions of their vehicle.

## Electric Vehicle Charging

We would like to introduce electric charging points on Council Housing estates in the future. To do this we would need to repurpose or rearrange some of our resident, visitor, or disabled bays, or make use of unused spaces within estates. We are aware that estates have individual needs, and any decisions about the installation of electric charging points would be made on an estate-by-estate basis.

## Parking charges

The current pricing system is based on 16 different pricing bands depending on where in the borough you live and whether you are a council tenant or leaseholder. We want to change the way we price our parking permits to carbon-based calculations as many other boroughs do. This would mean that the amount of carbon cars emit would determine how much car owners would pay.

Our intention is to balance current pricing with making sure residents do not see a significant increase in their parking charges as a result of the changes.



# Introduction

## Other key changes to Parking Policy

Below is a summary of the other key changes in the policy:

- Management of Parking Services will move from Customer Services to Neighbourhood Services
- Confirmation that the Housing Ombudsman Service will resolve disputes involving the tenants and leaseholders of social landlords and its voluntary members (private landlords and letting agents)
- Emphasis that the need for a multi-registration permit must be verified by an appropriate (medical) professional.
- Clarification that Council tenants and leaseholders will be given priority for parking spaces over non-residents. And that in exceptional circumstances we may terminate a non-tenant's or leaseholder's parking permit to meet the needs of our residents.

## Consultation methodology

Residents have been consulted through a survey online and hard copies have been sent to all tenants and leaseholders living on local estates.

## Report

A total of 540 surveys were returned by the deadline.

A separate appendix report is available on request, which details all comments made by respondents to the questions within the survey.

## Acknowledgements

The Council would like to thank all residents that took the time to feedback their views.



# Results at a glance

## Converting bays into electric charging points

- Two thirds of respondents (66 per cent) agreed with converting a limited number of existing parking bays into electric charging points.
- However, almost a third (32 per cent) did not agree with the proposal.
- The most common reasons for disagreeing were: *Shortage of residents' parking, Unaffordability of electric vehicles and Insufficient need in estates.*

## Allowing other residents to access charging points

- More than half of respondents (58 per cent) agreed to the Council trying to reduce costs to Council tenants and leaseholders on estates by allowing other Kensington and Chelsea residents limited access to the charging points.
- However, over a third (39 per cent) did not agree with the proposal.
- Top two reasons for disagreement were: *Would limit access/availability of spaces to those living on the estate and Access/security/safety concerns.*

## Encouraging electric car ownership

- Half of respondents (50 per cent) said that introducing electric charging bays on their estate would not encourage them to purchase an electric car or swap to a vehicle with lower emissions.
- However, over a third (39 per cent) said it would.
- A small percentage, seven per cent, indicated they already own or plan to purchase an electric car.
- Those who said they wouldn't be encouraged, the main reasons were *Cost/affordability, Don't have a car/don't drive and Have electric/low emissions car already.*

## Emissions based parking charges

- Over half of respondents (59 per cent) agreed with banded CO2 emissions-based parking charges.
- However, over a third (35 per cent) did not agree.
- *'Unfair', 'Unaffordable' and 'ULEZ is already charging for this'* were the most common themes for disagreement.



# Analysis of survey responses

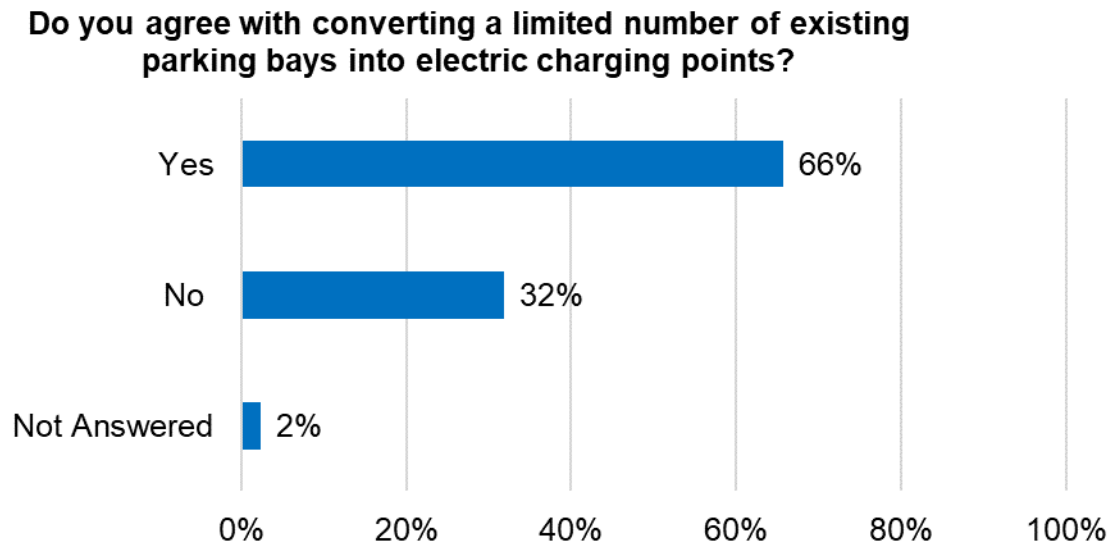


# Converting bays into electric charging points

Respondents were asked if they agreed with converting a limited number of existing parking bays into electric charging points.

- Two-thirds (66 per cent) agreed with the recommendation.
- However, just under a third (32 per cent) did not agree.

Respondents that did not agree, were asked to explain why, which is explored on subsequent pages.



*Base: All respondents (540)*



# Converting bays into electric charging points – demographic differences

The below explores differences of opinion for different demographic groups. Comparisons are made for demographic groups where there is sufficient numbers to make a comparison and where there is a reasonable difference between results.

- Those that do not park in a Council estate car park were more likely to be in favour of converting a limited number of parking bays into electric charging points (69 per cent), than those that do park in a Council estate car park (59 per cent)
- Owner occupiers were slightly more likely to be in favour of converting a limited number of parking bays into electric charging points (70 per cent), than Council social housing tenants (65 per cent)
- Male respondents were more likely to be in favour of converting a limited number of parking bays into electric charging points (76 per cent), than female respondents (65 per cent)
- Respondents without a physical or mental health condition or illness were slightly more likely to be in favour of converting a limited number of parking bays into electric charging points (72 per cent), than those with (65 per cent)



# Converting bays into electric charging points - comments

Respondents that did not agree with converting a limited number of existing parking bays into electric charging points were asked to explain why.

Comments made have been themed and themes with seven or more comments are summarised in the table below. Examples of comments can also be seen on the next page, with the full list of themes and comments found in the appendices.

Theme	Count
Shortage of residents' parking	68
Electric cars unaffordable	31
Insufficient need in estates	26
Already existent in the area	11
Agree to only some	11
Unfair to non-electric vehicles owners	11
Do not agree	9
Consider different spaces	8
Agree/agree with conditions	8
Multipurpose not preferential	7





# Converting bays into electric charging points - comments

*“Shortage of residents parking already.”*

Shortage of residents’ parking

*“Hardly anyone has an electric car. Enough charging stations on street.”*

Insufficient need in estates



*“I want to find parking near my home at present, there are already sufficient electric charging points in my street.”*

Already existent in the area

*“Nobody on the estate has an electric car.”*

Insufficient need in estates

*“There are already shortage of residents parking spaces as it is, so this will make it harder.”*

Shortage of resident’s parking

*“We have two electric charging bays on street opposite the estate.”*

Already existent in the area

*“This is sensible as the number of electric cars will grow”*

Agree/agree with conditions

*“There a limited number of parking spaces in my area and if some of them are going to be allocated to electric cars only, there will be even less space available to non electric cars.”*

Shortage of residents’ parking



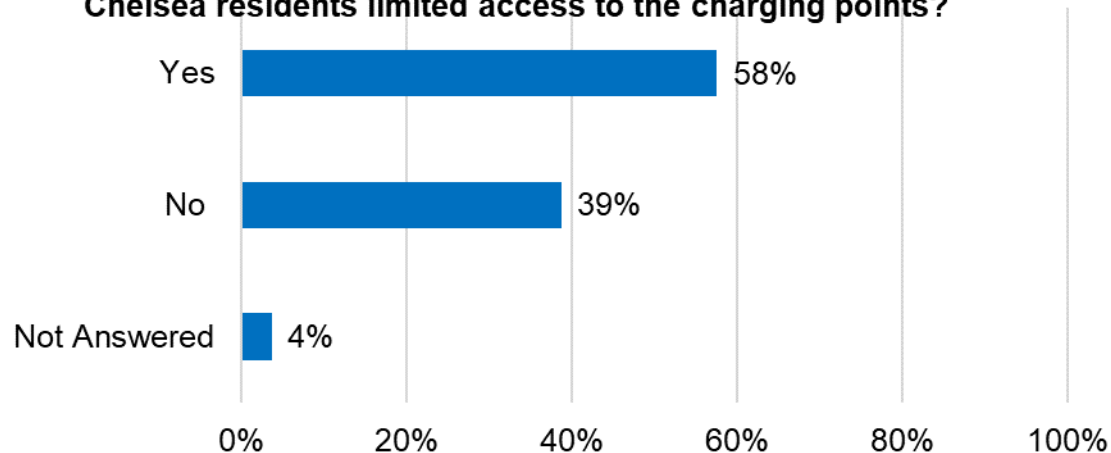
# Allowing other residents to access charging points

We asked if respondents would agree to us trying to reduce costs to Council tenants and leaseholders on estates by allowing other Kensington and Chelsea residents limited access to the charging points.

- Over half (58 percent) agreed
- However, more than a third (39 per cent) did not agree

Respondents that did not agree, were asked to explain why, which is explored on subsequent pages.

**Would you agree to us trying to reduce costs to Council tenants and leaseholders on estates by allowing other Kensington and Chelsea residents limited access to the charging points?**



*Base: All respondents (540)*



# Allowing other residents to access charging points – demographic differences

The below explores differences of opinion for different demographic groups. Comparisons are made for demographic groups where there is sufficient numbers to make a comparison and where there is a reasonable difference between results.

- Those that do not park in a Council estate car park were more likely to be in favour of allowing other residents access to charging points (64 per cent), than those that do park in a Council estate car park (40 per cent)
- Council social housing tenants were slightly more likely to be in favour of allowing other residents access to charging points (61 per cent), than owner occupiers (55 per cent)
- Male respondents were more likely to be in favour of allowing other residents access to charging points (65 per cent), than female respondents (58 per cent)



# Allowing other residents to access charging points - comments

Respondents that did not agree with converting a limited number of existing parking bays into electric charging points were asked to explain why.

Comments made have been themed and themes with six or more comments are summarised in the table below. Examples of comments can also be seen on the next page, with the full list of themes and comments found in the appendices.

Theme	Count
Would limit access/availability of spaces to those living on the estate	96
Access/security/safety concerns	25
In favour of allowing other residents using the charging points	14
Against proposal	13
More electric charging points needed in general in the borough	8
More information needed	8
Do not want electric charging points	6



# Allowing other residents to access charging points - comments

*“People driving in and out of the estate all day? No thanks.”*

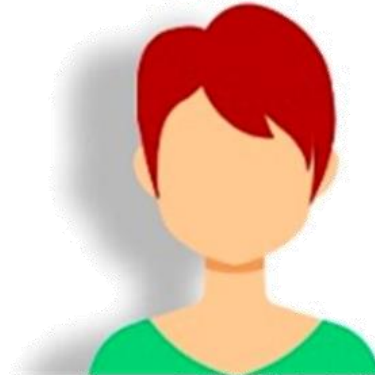
Access/security/safety concerns

*“There is already enough noise and disruption with cars and vans and delivery drivers the slamming of doors etc. is very aggravating!”*

Access/security/safety concerns

*“Only K&C residents who live locally, should be an easy way to register your vehicle to allow access to charging points within the estate.”*

In favour of allowing other residents using the charging points



*“Because there are currently only two free parking bays and currently those that can afford new electric vehicles should encourage the council to get more charge points near where they live and not on our estate.”*

Would limit access/availability of spaces to those living on the estate

*“Because it would mean there may not be enough opportunity for those parked on the estate to charge their car.”*

Would limit access/availability of spaces to those living on the estate

*“As long as you are talking about charge point on the street. Do not take away our very few visitors parking bays!”*

Would limit access/availability of spaces to those living on the estate

*“Only if the RBKC can give us evidence of how they are going to reduce the costs to residents of the estate.”*

More information needed

*“Provided they do not block parking spaces for residents of our block.”*

In favour of allowing other residents using the charging points

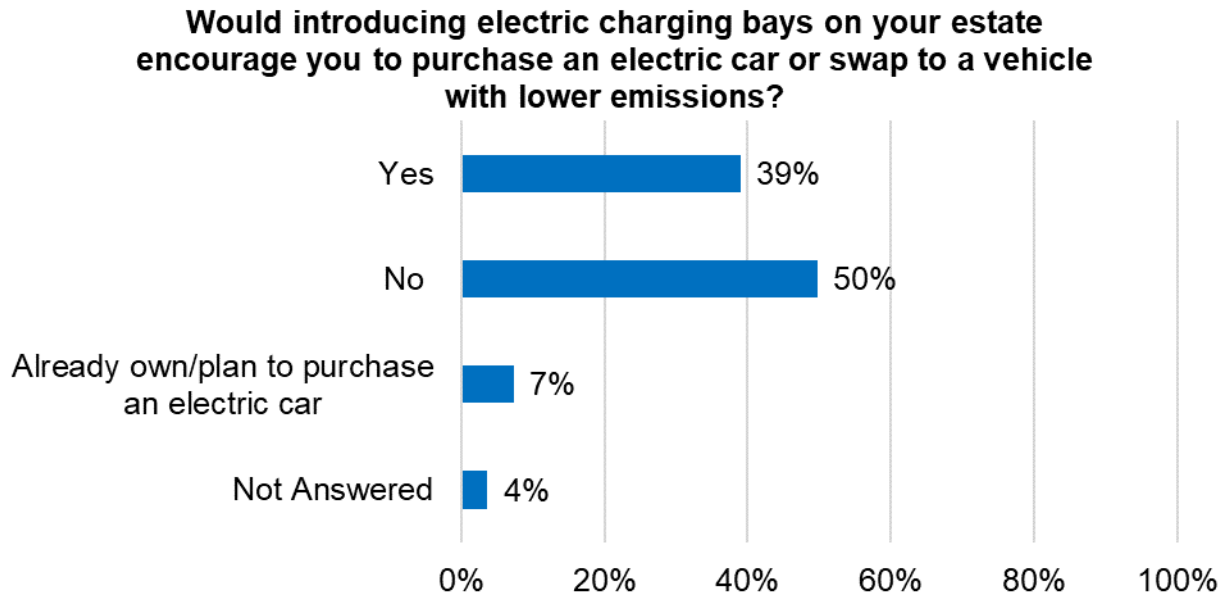


# Encouraging electric car ownership

Respondents were asked if introducing electric charging bays on their estate would encourage them to purchase an electric car or swap to a vehicle with lower emissions.

- Half (50 per cent) answered it wouldn't.
- Over a third (39 per cent) answered it would.
- Seven per cent answered that they already own/plan to purchase an electric vehicle.

Respondents that answered no, were asked to explain why, which is explored on subsequent pages.



*Base: All respondents (540)*



# Encouraging electric car ownership – demographic differences

The below explores differences of opinion for different demographic groups. Comparisons are made for demographic groups where there is sufficient numbers to make a comparison and where there is a reasonable difference between results.

- Male respondents were more likely to indicate that the introduction of electric charging bays on their estate would encourage them to purchase an electric car or swap to a vehicle with lower emissions (47 per cent), than female respondents (37 per cent)
- Respondents with a physical or mental health condition or illness were more likely to indicate that the introduction of electric charging bays on their estate would encourage them to purchase an electric car or swap to a vehicle with lower emissions (40 per cent), than those without (28 per cent)
- Owner occupiers were more likely to indicate that they already own or plan to purchase an electric car (10 per cent) than Council tenants (four per cent)
- Respondents aged under 65 were more likely to indicate that they already own or plan to purchase an electric car (10 per cent) than those over 65 (five per cent)



# Encouraging electric car ownership - comments

Those that answered that introducing electric charging bays on their estate would not encourage them to purchase an electric car or swap to a vehicle with lower emissions were asked to explain why.

Comments made have been themed and themes are summarised in the table below. Examples of comments can also be seen on the next page, with the full list of themes and comments found in the appendices.

Theme	Count
Cost/affordability	124
Don't have a car/don't drive	58
Have electric/low emissions car already	19
Infrastructure and practicalities	17
Technology improvements/maintenance/life span of electric cars	10
Other solutions (public transport, cycling, car share)	9
Electric cars not the answer/manufacturing process contributes to emissions	8





# Encouraging electric car ownership - comments

*“Not practical, not enough mileage on electric cars, too expensive to buy too long to charge on long distances.”*

Infrastructure and practicalities

*“Too expensive for most residents.”*

Cost/affordability

*“Can not afford to purchase or swap to electric car. Cost of purchase / maintenance electric charging of an electric car too expensive. Will be looking at lower emissions car instead as cheaper.”*

Cost/affordability



*“Do not own a car and not intending.”*

Don't have a car/don't drive

*“No absolutely, not central London is not equipped to deal with such. Petrol cars are sufficiently made these days with lower emission, there are so many faults with electric cars and not enough evidence to prove they are a success.”*

Infrastructure and practicalities

*“I have a hybrid car and am happy with it, do not want an electric car.”*

Have electric/low emissions car already

*“I already have a small car with small emissions.”*

Have electric/low emissions car already

*“Because an electric car battery manufacturing is not environmentally friendly so beats the point of lowering emissions. Also expensive to buy electric to charge the car at this current moment so maybe only in the future not any time soon. Plus it will cause more problems with parking.”*

Electric cars not the answer/manufacturing process contributes to emissions

*“I do not plan to buy any car.”*

Don't have a car/don't drive



THE ROYAL BOROUGH OF  
KENSINGTON  
AND CHELSEA

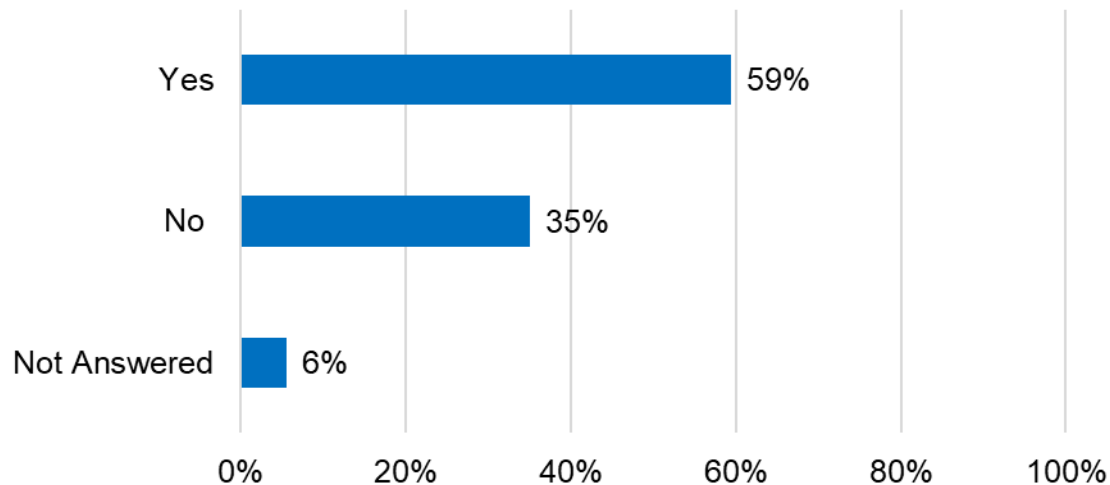
# Emissions based parking charges

We asked respondents if in principle, they agree with banded CO2 emissions-based parking charges.

- Over a half (59 per cent) agreed.
- Just over a third (35 per cent) did not agree.

Respondents that didn't agree were asked to explain, which is explored on subsequent pages.

**In principle, do you agree with banded CO2 emissions-based parking charges?**



*Base: All respondents (540)*



# Emissions based parking charges – demographic differences

The below explores differences of opinion for different demographic groups. Comparisons are made for demographic groups where there is sufficient numbers to make a comparison and where there is a reasonable difference between results.

- Male respondents were slightly more likely to be in favour of banded CO2 emissions based parking charges (65 per cent), than female respondents (61 per cent)
- Respondents aged under 65 were more likely to be against banded CO2 emissions based parking charges (34 per cent), than those aged over 65 (29 per cent). Although both groups had the same level of support (62 per cent), (as more residents 65 or older did not respond to the question).



# Emissions based parking charges - comments

Those that did not agree with the with banded CO2 emissions-based parking charges were asked to explain what impact it would have.

Comments made have been themed and themes are summarised in the table below. Examples of comments can also be seen on the next page, with the full list of themes and comments found in the appendices.

Theme	Count
Unfair	62
Unaffordable	31
Ulez already charging for this	15
Money making	12
Do not agree	10
Agree	10
Same charge for all	6
Happy with current system	5
Stationary cars do not produce emissions	5



# Emissions based parking charges - comments

*“That would be nice and fair to all.”*

Agree

*“Greater London is in the ultra low emission zone. There should be no further penalties until electric cars become cheaper and their noise ranges.”*

Ulez already charging for this

*“People need cars generally to get to work - so why punish them for that. It is already too much with the ULEZ change and the other one.”*

Ulez already charging for this

*“Not truly fair for people with old cars not able to afford new less polluting ones.”*

Unfair



*“The charges are high enough as it is.”*

Do not agree

*“As stated below, I cannot afford to replace my car with an EV.”*

Unaffordable

*“Again people on council estates don't tend to have money to go out and buy a new car.”*

Unaffordable

*“It is a scam to make more money.”*

Money making

*“This is unfair and will be used to target drivers who cannot afford an electric car.”*

Unfair

*“Definitely not.”*

Do not agree

*“Most people choose a vehicle based on what they can afford-this is penalizing those who cannot afford a properly new vehicle and/or as above. It does not suit their needs or range.”*

Unaffordable



## Other comments

Respondents were given an opportunity to make any other comments they wished on the proposed changes.

Comments made have been themed and themes with ten or more comments are summarised in the table below. Examples of comments can also be seen on the next page, with the full list of themes and comments found in the appendices.

Theme	Count
Against non-residents parking on estates/puts pressure on parking spaces	26
Cost/affordability	24
More electric charging points needed in general in the borough	20
Leave as is/against changes in general	18
In favour of changes	14
Disabled residents should have priority for spaces	10
Other solutions (public transport, cycling, car share)	10



# Other comments

*“As a non car driver my views are in order to limit "invasion" from owners outside the estates. I only use the visitor parking permit.”*

Against non-residents parking on estates/puts pressure on parking spaces

*“At the moment we don't have enough parking bays, where we do live. We have a sports centre and because of that we cannot find a parking place after 6:30 because other people from other boroughs park there. If the council start adding electric charging points we will not have parking places for residents.”*

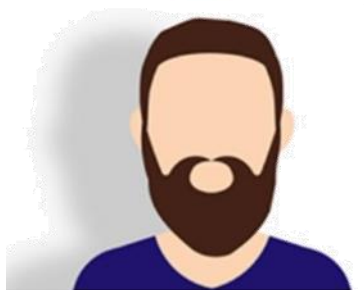
Against non-residents parking on estates/puts pressure on parking spaces

*“I am happy at present, with the parking arrangements.”*

Leave as is/against changes in general

*“If the proposed changes have not considered the cost of living crisis especially tenants received a letter last week updating us about the increase in rent.”*

Cost/affordability



*“Charging bays need to be widespread and in the community not just targeting Council residential property, although that is the easiest to impose this regime. Filling stations need to be involved and lamp post chargers too.”*

More electric charging points needed in general in the borough

*“The proposed changes make life more difficult / expensive for some people, and as always. It is not the richest people. Authorities should be removing obstacles, not erecting more of them.”*

Cost/affordability

*“In this present financial climate I am appalled that you think this is a good idea as it is clearly obvious that it will be the low income/elderly council tenants who will suffer with the leaseholders on council estates.”*

Leave as is/against changes in general

*“Disabled people live in the borough and that should be taken into consideration.”*

Disabled residents should have priority for spaces



THE ROYAL BOROUGH OF  
KENSINGTON  
AND CHELSEA

# Profile of respondents

We asked respondents where they were responding from. The tables below show how many residents responded from each estate.

Estate	Count
From elsewhere	75
Elm Park Gardens Estate	70
Worlds End Estate	47
Lancaster West	35
Cremorne Estate	25
Swinbrook	24
Silchester Estate	19
Kensal New Town Estate	17
Henry Dickens Court Estate	14
Notting Barn Estate	13
Portobello Court Estate	13
Trellick Tower and Edenham Way	13
Edenham Way	11
Finborough Road	10
Tavistock Crescent	10
Wandon Road Estate	10
Barlby Road	9
Pond House	9
Hortensia House	8
Kensal House	8

Estate	Count
Kensal House	8
Longlands Court	8
Balfour of Burleigh Estate	6
Sir Thomas More	6
Warwick Road Estate	6
Portland Road	4
Camborne Mews	3
Cambridge Gardens	3
Convent Estate	3
Elgin Mews	3
Manchester Drive	3
Talbot House	3
Tor Court Estate	3
Tregunter Estate	3
Avondale Park	2
Treadgold House	2
Hunter House	1

Base: All respondents (540)

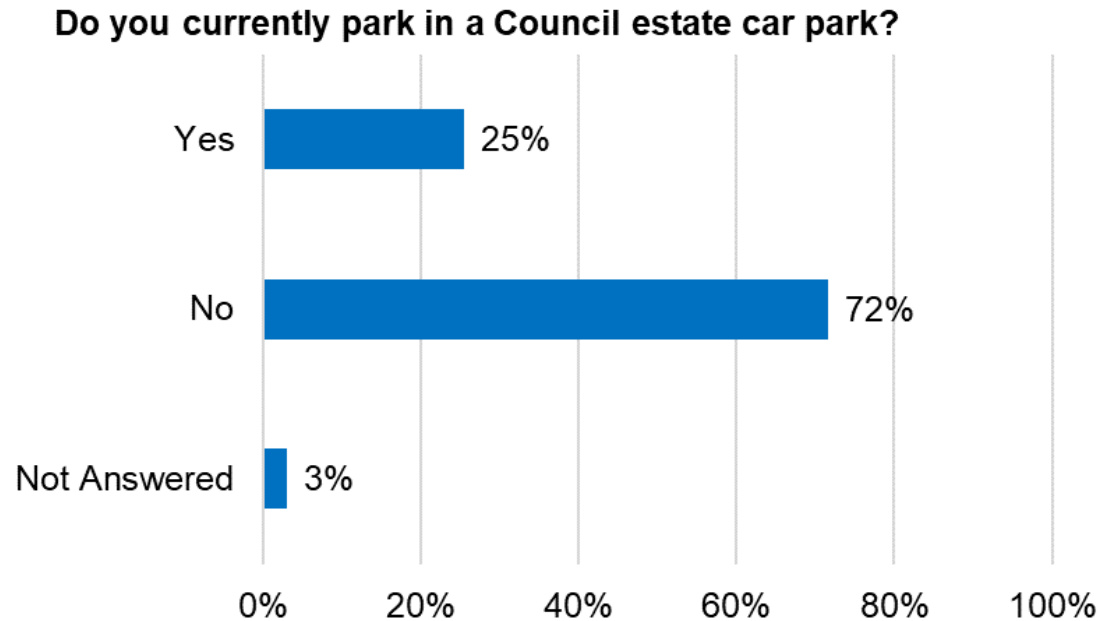


THE ROYAL BOROUGH OF  
KENSINGTON  
AND CHELSEA



# Profile of respondents

Respondents were asked if they currently park in the Council estate car park .



*Base: All respondents (540)*

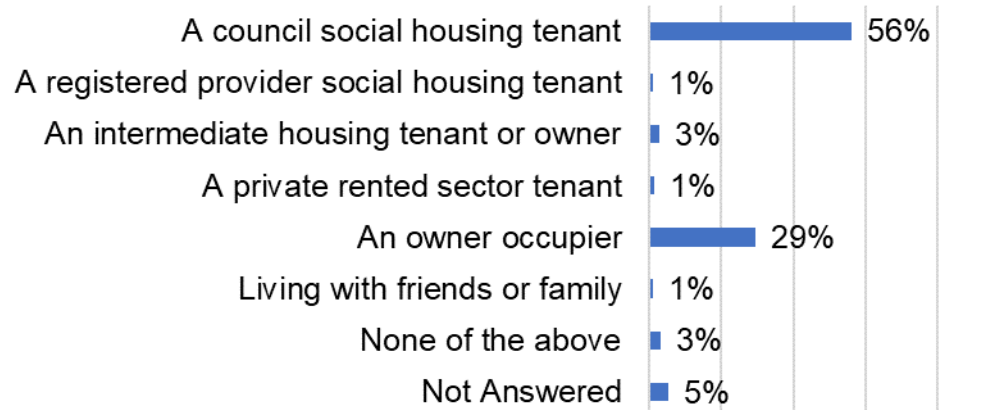


THE ROYAL BOROUGH OF  
KENSINGTON  
AND CHELSEA

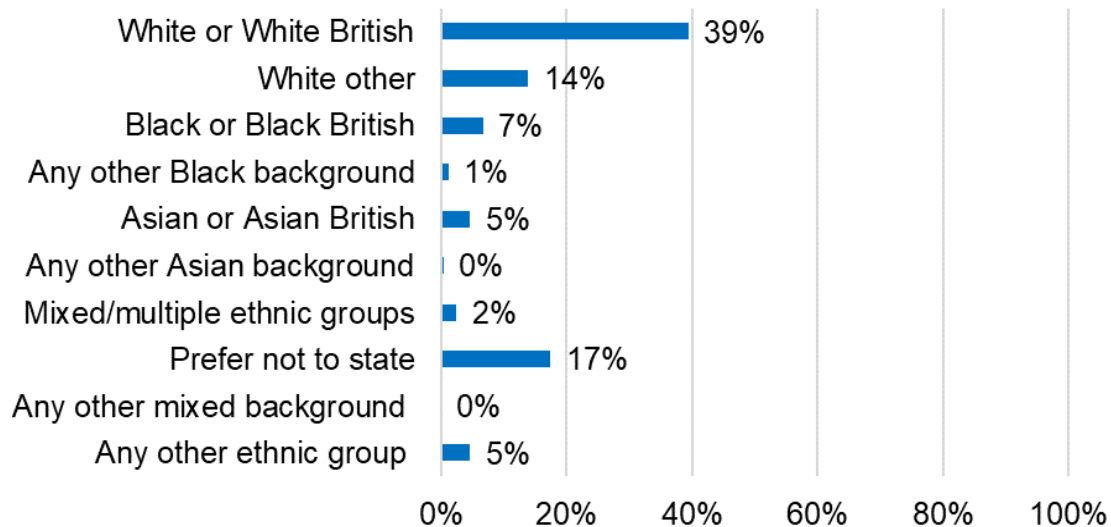
# Profile of respondents

Respondents were asked a series of questions about themselves, to understand who had responded to the consultation.

**Please select the statement below which best describes your circumstances**

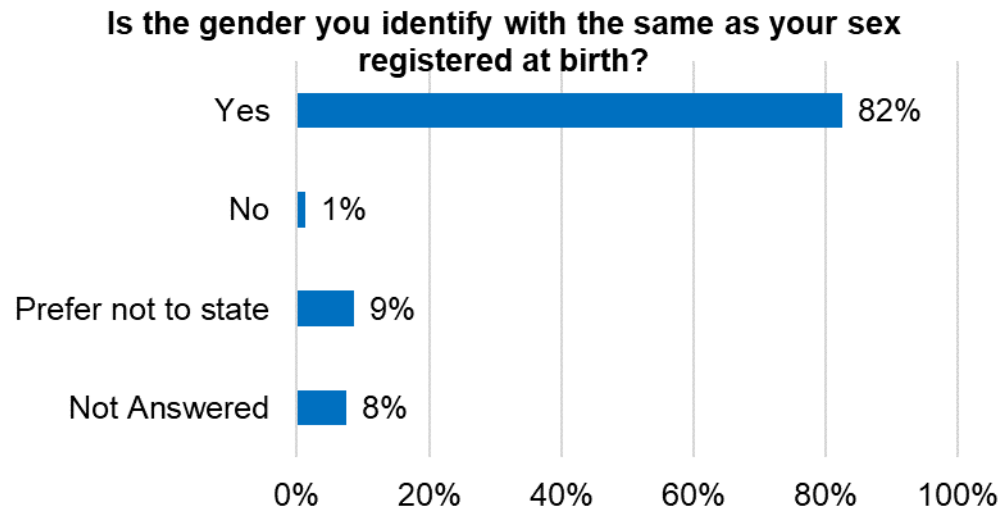
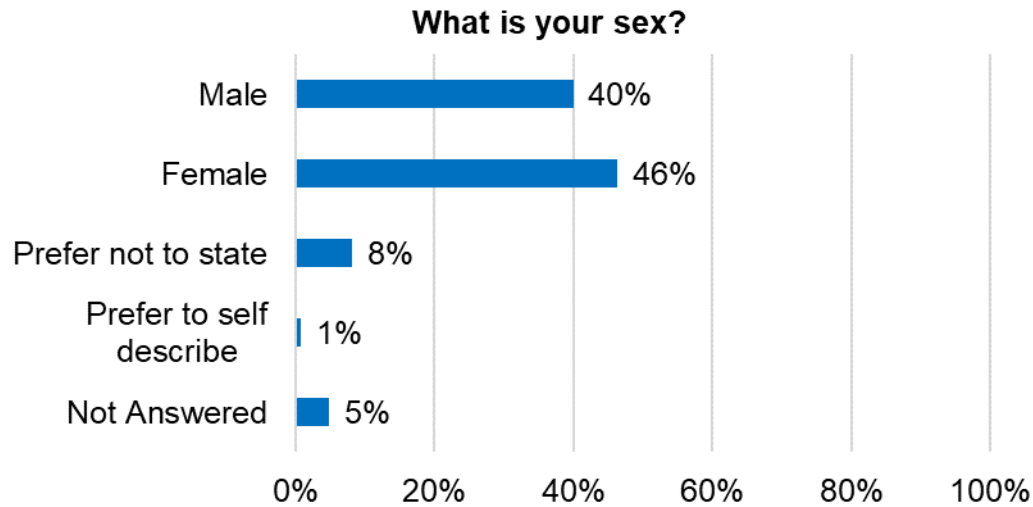


**How do you describe your ethnic origin?**



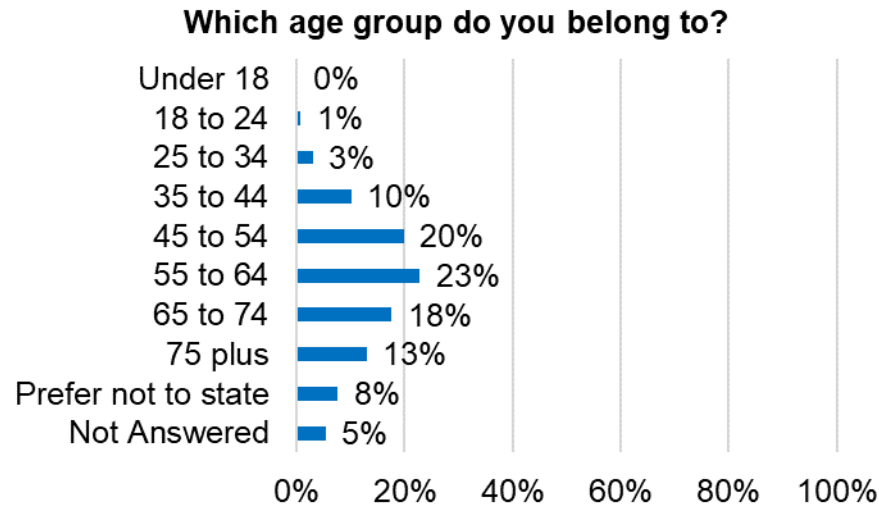
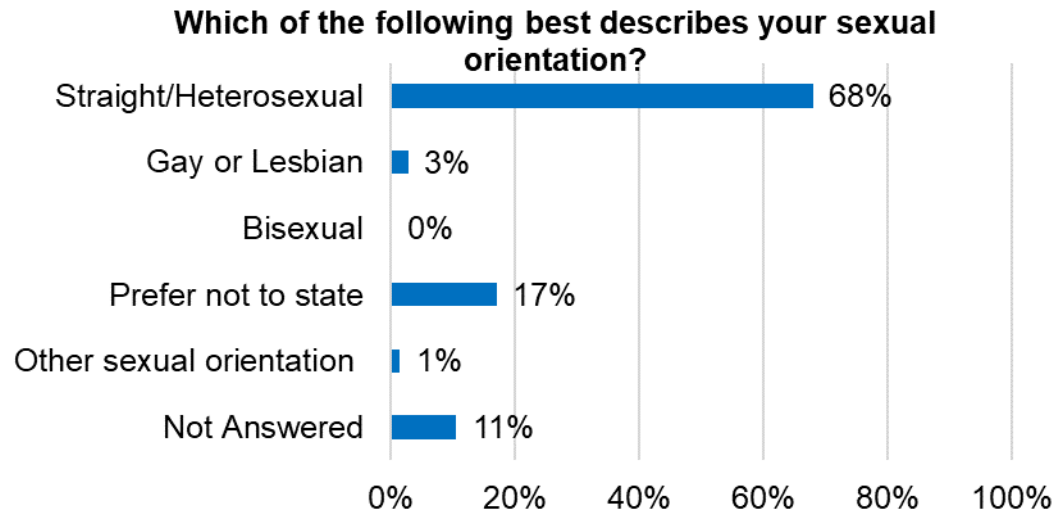
*Base: All respondents (540)*

# Profile of respondents



Base: All respondents (540)

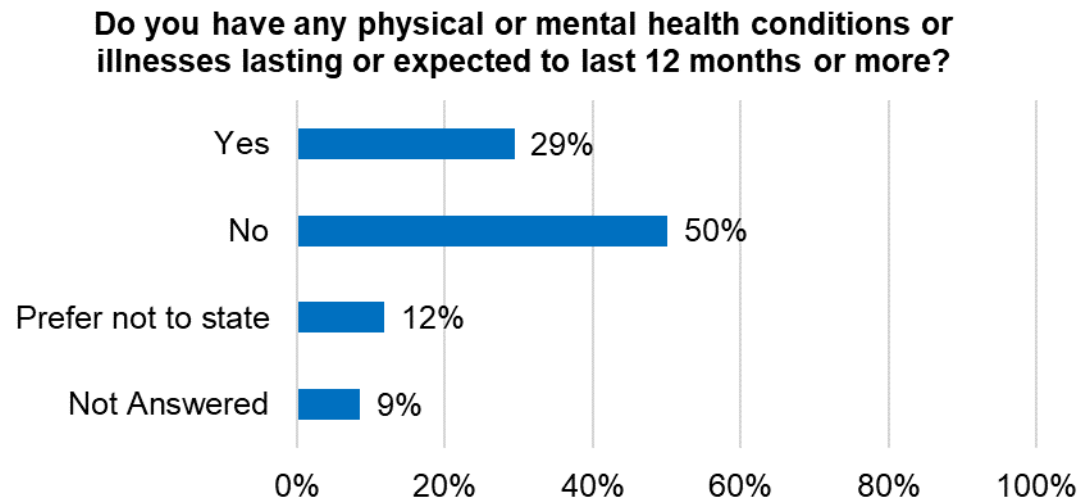
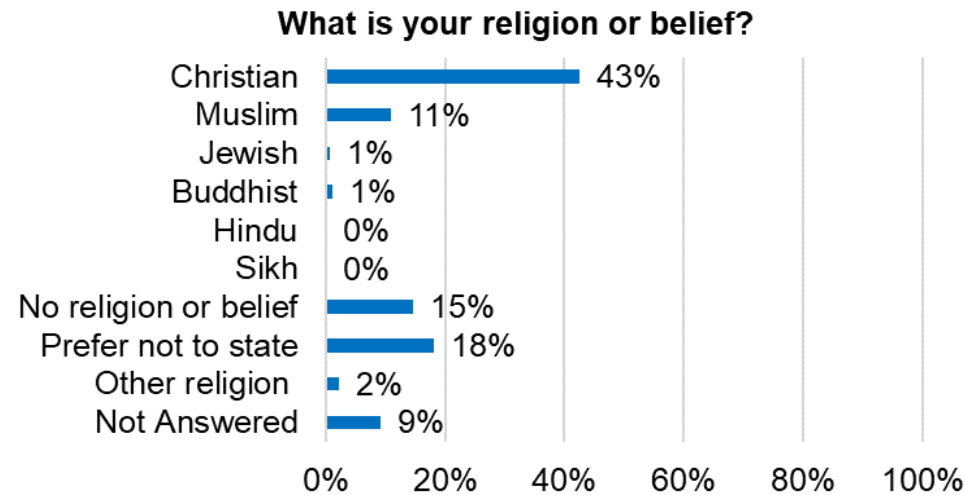
# Profile of respondents



*Base: All respondents (540)*



# Profile of respondents

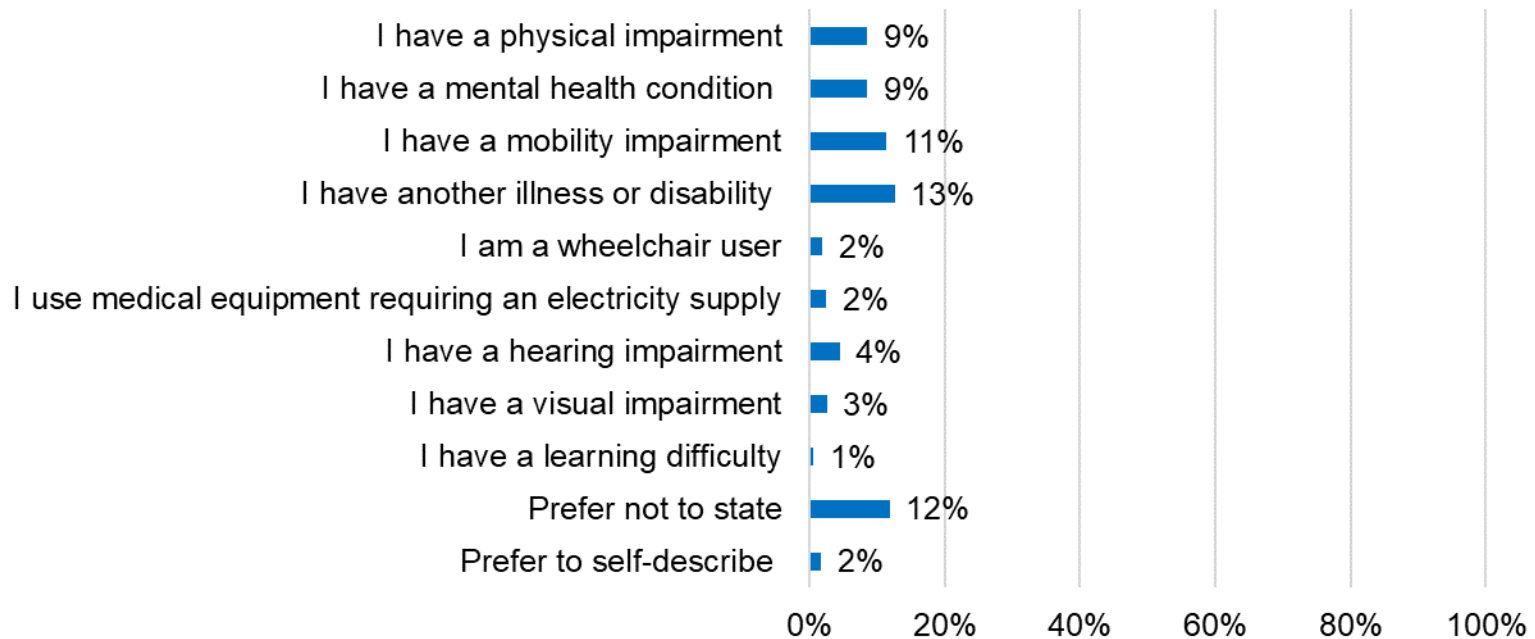


Base: All respondents (540)



# Profile of respondents

**If yes, what is the nature of your physical or mental health condition or illness?**



*Base: All respondents (540)*

