



10 January 2025

Dear Residents,

### **Extending residents' parking permits eligibility**

We know the RBKC residents' parking permit is one of the most wonderful benefits of living in this borough and that is why I am writing to ask your views on changes that I am considering making to our policy regarding eligibility. I take our precious parking provision very seriously and if I did not think the proposed change was sensible I would not be proposing it.

For background, the number of residents' parking permits in the borough has been gradually falling: between January 2013 and January 2024, the number (excluding purple badges, which are issued to resident disabled drivers) dropped by 14.5 percent, from 36,652 to 31,329. Car ownership has dropped faster in the Borough than elsewhere in London. Between 2014 and 2022, car ownership in the Borough dropped by 8.5 per cent.

In that time, the Council has converted some residents' parking spaces to other uses such as electric vehicle charging points, cycle hangars and dockless bicycles, but permit numbers have fallen much faster than the number of spaces available. As a result, our autumn parking survey found that occupancy of residents' bays has fallen in almost every part of the borough, even since 2022. The accompanying table on page 5 shows how weekday overnight parking pressure has changed in each ward since 2018. It makes sense to look at changes that would make better and more fair use of our roads. This includes looking at which of our residents are eligible to buy a permit to park in residents' bays.

Currently, parking permits are only issued to residential addresses that are listed on the council tax register as a main home. People living in properties listed as second homes are therefore not eligible for a residents' parking permit.

Many councils have started imposing additional council tax on second homes and compelling owners to provide details but in RBKC no such requirement is necessary as we do not impose this surcharge. We know from the Census that over 25,000 RBKC residents have second addresses, of which over 10,000 are in the UK. It seems reasonable to assume that some of these residents will wish to register their RBKC address as a second home. Already we have over 7,000 homes that are registered as second homes thereby excluding those people who live in them from the residents' permit. I believe all residents who pay council tax ought to be able to benefit from the services the

Council has to offer and am proposing that residents of second homes in the borough should have the option to buy a permit.

With falling permit applications in recent years, this additional eligibility for some residents should not create undue pressure on existing space.

### **Proposed Change**

- a) Remove the restriction that prevents residents of 'second homes' from buying a parking permit,
- b) Introduce a separate permit type for residents of 'second homes', priced the same as other residents' permits, and
- c) Cap the number of these new permits issued to 2,000.

I'd be grateful to hear your views. Please email [trafficorders@rbkc.gov.uk](mailto:trafficorders@rbkc.gov.uk) with your comments by 23 February 2025. We will also carry out a statutory consultation on the proposed traffic orders in February for three weeks, but we want to carry out this informal consultation for six weeks in order to give more time for responses to be received. All comments that we receive in the informal consultation will be automatically recorded in our statutory consultation as well: no need to respond twice.

Yours faithfully,

*Cllr Cem Kemahli*

Lead Member for Planning and Public Realm

## **Information:**

### **Second Homes**

There are approximately 7700 properties in the borough listed as second homes (a breakdown by ward is shown in a table on page 4).

### **Occupancy**

Given the uneven distribution of second homes between wards, it may be helpful to consider how parking occupancy varies by ward. The data in the accompanying table on page 5 are taken from boroughwide parking surveys and show how overnight occupancy levels for residents' parking have fallen between boroughwide surveys undertaken in 2018 and 2024.

### **Financial Impact**

While we cannot pursue or justify parking policy changes on the basis of income, it is sensible to consider the financial impact of issuing up to 2000 additional permits. Based on the average cost of an annual residents' parking permit there would be an annual increase in income from residents' parking permits of approximately £350,000.

### **Residents' opinion**

There is a requirement to proceed to statutory public consultation on these changes to Council parking policy. I appreciate that some residents may be sceptical about these figures. But we should be led by the data, and I believe the data are telling us that we have capacity to enable more of our residents to enjoy the benefit of being able to keep a car in the borough. I am also encouraging officers to look for opportunities to increase the number of resident spaces wherever we can, and this is starting to bear results.

## Second homes by ward

Wards	Second Homes	% of borough
Abingdon	542	7.0%
Brompton & Hans Town	1499	19.4%
Campden	547	7.4%
Chelsea Riverside	281	3.6%
Colville	227	2.9%
Courtfield	741	9.6%
Dalgarno	52	0.7%
Earl's Court	404	5.2%
Golborne	108	1.4%
Holland	453	5.9%
Norland	157	2.0%
Notting Dale	81	1.0%
Pembridge	297	3.8%
Queen's Gate	744	9.6%
Redcliffe	474	6.1%
Royal Hospital	616	8.0%
St. Helen's	108	1.4%
Stanley	394	5.1%
<b>K&amp;C</b>	<b>7725</b>	

**Occupancy data (weekdays overnight)**

WARD	2018			2022			2024		
	Supply	Parking Demand	Occupancy	Supply	Parking Demand	Occupancy	Supply	Parking Demand	Occupancy
Abingdon	1,232	1,075	87%	1,220	1,047	86%	1217	982	81%
Brompton & Hans Town	2,540	1,625	64%	2,524	1,494	59%	2548	1444	57%
Campden	1,762	1,463	83%	1,799	1,352	75%	1781	1298	73%
Chelsea Riverside	1,184	1,055	89%	1,166	1,033	89%	1177	980	83%
Colville	1,450	1,274	88%	1,420	1,227	86%	1426	1174	82%
Courtfield	2,155	1,561	72%	2,153	1,468	68%	2125	1415	67%
Dalgarno	1,019	895	88%	1,025	841	82%	1014	817	81%
Earl's Court	1,305	1,181	90%	1,287	1,100	85%	1275	1034	81%
Golborne	1,107	852	77%	1,062	785	74%	1076	827	77%
Holland	1,514	1,161	77%	1,504	1,049	70%	1510	1013	67%
Norland	1,732	1,348	78%	1,725	1,243	72%	1728	1225	71%
Notting Dale	912	796	87%	898	787	88%	907	800	88%
Pembridge	1,086	845	78%	1,093	776	71%	1081	743	69%
Queen's Gate	1,857	1,390	75%	1,842	1,279	69%	1845	1188	64%
Redcliffe	1,845	1,549	84%	1,817	1,477	81%	1816	1420	78%
Royal Hospital	2,109	1,666	79%	2,069	1,506	73%	2097	1421	68%
St Helen's	1,520	1,224	81%	1,459	1,107	76%	1501	1154	77%
Stanley	1,772	1,500	85%	1,746	1,374	79%	1797	1323	74%
<b>TOTAL</b>	<b>28,101</b>	<b>22,460</b>	<b>80%</b>	<b>27,809</b>	<b>20,945</b>	<b>75%</b>	<b>27,921</b>	<b>20,258</b>	<b>73%</b>