


Non-Executive Report of the: COUNCIL 11 March 2020	
Report of: Asmat Hussain, Corporate Director, Governance and Monitoring Officer	Classification: Unrestricted
Motion for debate submitted by an Opposition Group	

Originating Officer(s)	Matthew Mannion, Head of Democratic Services
Wards affected	All wards

SUMMARY

1. Council Procedure Rule 11 allows for time at each Ordinary Council meeting for the discussion of one Motion submitted by an Opposition Group. The debate will follow the rules of debate at Council Procedure Rule 13 and will last no more than 30 minutes.
2. The motion submitted is listed overleaf. In accordance with Council Procedure Rule 11, submission of the Opposition Motion for Debate will alternate in sequence between the opposition groups. This Opposition Motion is submitted by the Conservative Group.
3. Motions must be about matters for which the Council or its partners has a direct responsibility. A motion may not be moved which is substantially the same as a motion which has been put at a meeting of the Council in the previous six months; or which proposes that a decision of the Council taken in the previous six months be rescinded; unless notice of the motion is given signed by at least twenty Members.
4. Notice of any proposed amendments to the Motions must be given to the Monitoring Officer by Noon the day before the meeting.

MOTION

Set out overleaf is the motion that has been submitted.

8 – Opposition Motion by the Conservative Group – regarding Car Parking

Proposer: Councillor Peter Golds

Secunder: Councillor Andrew Wood

This Council notes:

- The percentage of households with a vehicle range from 32% in Spitalfields & Banglatown ward to 54% in St Katharines & Wapping ward according to the 2011 census
- 44,114 vehicles registered in 2018 in Tower Hamlets
- The reduction in bus capacity by TfL in inner London
- In the most recent Tower Hamlets Council Residents Survey only 5% of residents cycle regularly. In the London Travel Demand Survey 4% of residents main mode of transport is cycling.
- That the ban on selling new petrol, diesel or hybrid cars in the UK will be brought forward from 2040 to 2035
- Car free does not mean car free – it is clear that when new affordable homes open up that a large number of vehicles start parking on local streets after 5.30pm without LBTH permits – as was exemplified at Island Point recently
- That parking pressure is more intense at weekends then during the middle of the week day again suggesting that many residents do in fact own vehicles
- Struggle for parking means residents arriving late at night having to walk long distances from a free parking place to their home
- That even blue badge holders are not guaranteed a parking space nearby nor in underground car parks in their development
- That a new private parking space can cost between £30,000 and £50,000 to acquire
- The loss of parking spaces
- The loss or impending loss of a large number of petrol stations locally

This Council further notes:

That there are resident in Tower Hamlets who do have a legitimate need to use vehicles, they include but are not limited to:

- Disabled with blue badges
- The elderly with limited mobility
- The infirm or ill
- That illness includes mental health
- Those responsible for the elderly or infirm
- Parents whose journeys too schools are not well served by direct public transport links
- Those who need vehicles for employment;
 - Private hire/taxi
 - To carry tools & other work equipment
 - Those whose employment starts or ends at a time when the public transport network is not fully functional
 - Those whose employment maybe in a place not well served by public transport
 - Those who may have to fill appointments across Tower Hamlets during a short period of time
- Those carrying heavy loads

- Furthermore it should be noted
 - Some residents may have family or other responsibilities who live outside of the Borough perhaps in more car dependent locations
 - The convenience of vehicles for a wide variety of tasks especially those related to parenting
- That some of the negative external impacts of vehicle use – noise and pollution can be greatly reduced through the adoption of electric vehicles

This Council believes:

That while we should be encouraging greater use of public transport and to encourage more walking and cycling that it should make clearer its responsibilities to those residents for whom public transport is not always an option.

That it needs to avoid giving the impression that only fit and healthy office workers able to cycle are able to live in Tower Hamlets.

That all residents will be supported and valued and that while we want to encourage more use of public transport, walking and cycling that we do not want to demonise those who are more vehicle dependent nor to force them out of Tower Hamlets by making their lives so difficult.

This Council therefore recommends:

- Extending the controlled parking hours from 5.30pm to 7.30pm in those areas undergoing significant development or having problems with access to street parking at night
- Compensate LBTH permit holders in those areas with twelve free parking permits for visitors who would normally visit between 5.30pm and 7.30pm
- That for those living in a car free development the number of vouchers be doubled from 30 to 60 a year as partial compensation for this change
- That it surveys residents of car free blocks to better understand their need for cars – why they continue to need cars, where do those cars go between 8.30am and 5.30pm?
- That it considers changing parking rules from one based on legacy address to one based on need
- That it explores options for residents in need being able to rent spaces in private underground car parks in their own development, many of which are not full due to their own restrictions on access
- That it encourages the faster uptake of electric vehicles in Tower Hamlets not least in our own vehicle fleet
- That future transport strategies make clear how we deal with those residents who do need access to vehicles