

The extent to which the council's parking permit policy influences behaviour

Update on scrutiny recommendations

Overview and Scrutiny Committee

March 2023



Introduction



- 66.4% of households in the borough do not own any cars/vehicles
- 3rd highest proportion of households that do not own a vehicle (behind City of London and Islington)
- % of residents owning a vehicle has reduced by 3.4 percentage points since 2011.

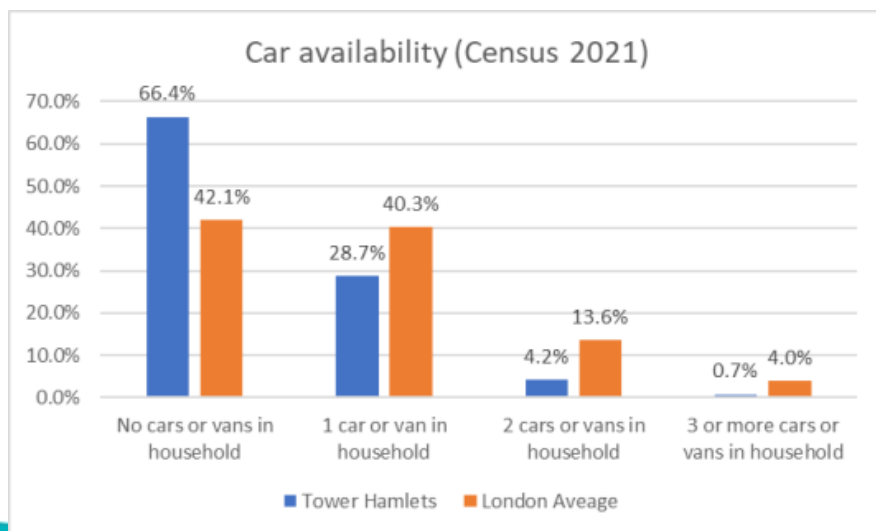
- 27,500 marked bays for vehicle use of which 24,900 are available for residents to park.

- 24,800 active permits



Permit Types	No. of active permits	% of active permits
Resident Permit	21,322	86.01%
Resident Permit (Blue Badge Holders)	2,539	10.24%
Resident Permit Transfer Scheme	810	3.27%
Resident Permit for Decantees	120	0.48%
Grand Total	24,791	100.00%

- 81,198 PCNs issued in 2020-21.



Scrutiny review background



- Scrutiny review in December 2021 entitled ***the extent to which the council's parking permit policy influences behaviour***
- Underpinned by the following questions:
 1. How will the council manage the future demand for parking provision with the projected population growth and also support post pandemic business growth?
 2. How will the council continue to maintain its current levels of parking surplus given the extrinsic change factors
 3. How has the council encouraged residents and businesses to switch to EV's and ensure they understand the implications for ULEZ expansion schemes and any insights that helps to understand resident behaviour and receptiveness to change, particularly those from lower economic background?
 4. What has been the feedback from residents to date? How well is the transfer scheme working and level of monitoring in place to detect and manage online fraud?
- Scrutiny made seven recommendations. An action plan to address the recommendations was approved at Cabinet in March 2022
- This presentation provides an update on the progress made in addressing the recommendations



Recommendations



R1 That the parking and mobility service reviews the parking and permit policies to ensure that:

- a) it embeds a documented approach such as a Parking Enforcement Plan for policies such as pricing, control parking zones, permit schemes and manage the highway and parking demand; and
- b) it should also detail how these relate to the other council priorities such as climate change, air quality and liveable street and school streets.

R6 That the Parking and Mobility Services considers the option of setting its emission-based pricing policy over a longer period (for example three years) to help influence buyer behaviour and make the change towards lower emission vehicles.

Update

- New Parking Enforcement Plan (PEP) will address this
 - PEP closing date for advert advertising for tenders was 14 March 2023. After the closing date we will evaluate and score the bids.
 - Estimated contract start date is May 2023
- Reviewing PEP is a Mayoral pledge



Recommendations



R2 That the Parking and Mobility Service consider the following options to better utilise available parking space and incorporate health impact assessments alongside equality considerations to understand the impact they will have on:

- (a) Reviewing business permit spaces where feasible and how multi-use bays can be better utilised to support the post pandemic economic recovery;
- (b) Selective use of removal of individual space markings within bays (where there is a high footfall and demand for parking) to support capacity within a limited footprint; and
- (c) Selective application for increasing the use of kerb parking where footways are unusually wide, increasing carriageway width and in some cases allowing the removal of yellow lines (where there is a high footfall and demand for parking) to support capacity within a limited footprint.

Update

Mayoral pledge: 1,000 additional parking spaces over next four years.

- Staff surveying streets to identify potential locations for additional places.
- Options include removing individual bay dividers
- A survey for zone c has been completed and we have identified approximately 228 new spaces.



Recommendations

R3 That the Parking and Mobility Service considers ensuring EV charging points have a maximum stay policy in place to facilitate capacity for others to charge



Update

- EV charging points will be looked at as part of the new parking enforcement plan
- There are currently **350** charging points in the borough made up of:
 - 23 Source London fast charging points
 - 179 Siemens-Ubitricity slow charging points installed on lighting columns
 - 148 Char.gy slow charging points installed on lighting columns (5kw charging).



Recommendations



R4: That the Parking and Mobility Service reviews the current Permit Transfer Scheme and should include assessing flexibility for residents who may need a short break from vehicle ownership without it impacting their right of accessing the permit when they choose to purchase the vehicle.

R5 That the Parking and Mobility Services uses a targeted approach via CEO monitoring activities to address hotspot areas and co-ordinate with ASB and Enforcement officers to use sanctions where necessary such as ASB orders and temporary use CCTVs to act as deterrence, meet compliance and incentivise behavior change.

Update

- Due to be considered as part of the permit transfer scheme report to the cabinet.

Update

- Not legally able to use CCTV, however we continue to work with other services to address ASB on the public highway.



Recommendations



R7 That the Parking and Mobility Service considers expanding the use of car clubs (EV's) as a single borough wide solution for the council, thus reducing further need for costly public service permits and encourage other large employer partners within the borough to sign up with the scheme such as home care providers

Update

- Working with car clubs is a Mayoral pledge
- We are working with car club providers to introduce a number of dedicated car club vehicles for sole use of LBTH officers Monday-Friday and public use at weekends.
- Benchmarking exercise with other LAs undertaken to supporting negotiations
- Fees have been reduced from £1,367 to £1,000 per car per year to support car club viability in the borough



Mayoral pledge progress update



1. Review car parking permit transfer scheme – on track

- The PTS review has concluded and made recommendations that have now been combined with the car free zones pledge. This is now under review and will follow the democratic process to Cabinet.

2. Create 1,000 parking spaces over four years – on track

- As part of the four-year plan for this mayoral pledge we have carried out a survey for zone c and Identified approximately 228 spaces.

3. Reintroduction of four main parent zones [completed]

- The reintroduction of the parent zones went live from 01/02/2023 residents were notified prior to go live by website and an email sent out to resident permit holders.



Mayoral pledge progress update

4. Review car-free zones to ensure those who require vehicles for work are not priced out of the local area

- The PTS review has concluded and made recommendations that have now been combined with the car free zones pledge. This is now under review and will follow the democratic process to Cabinet.

5. Work to improve local car clubs – on track

- Introduction of new car clubs around the new town hall for officer's use Monday to Friday and public use on the weekends. Working with car club providers to carry out more comms on promoting their use.

6. 1-hour free parking for customers stopping to shop at our markets [completed]

- Implemented from 1st February 2023



How Overview and Scrutiny can help?



- Contribute to supporting the development of the parking enforcement plan
- Help to promote the use of car clubs as a sustainable means of transport and alternative to owning a vehicle

