


Non-Executive Report of the: COUNCIL 24 th January 2024	 TOWER HAMLETS
Report of: Janet Fasan, Director of Legal and Monitoring Officer	Classification: Unrestricted
Motion for debate submitted by the Administration	

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 specific Motion submitted by the Administration. 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. The Administration Motion is submitted by the Aspire 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in the previous six months; or which proposes that a decision of the Council taken in the previous six months be rescinded; unless notice of the motion is given signed by at least twenty Members.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.

ADMINISTRATION MOTION FOR DEBATE – MOTION ON COUNCIL’S PTS AND CFZ

Proposed by: Cllr Kabir Hussain

Seconded by: Cllr Kabir Ahmed

This council notes:

- The high levels of overcrowding in the borough, with over 23,000 residents currently on the housing waiting list, and 14,000 in acute overcrowding.
- The detrimental impact that such levels of overcrowding have on residents, affecting health; educational attainment; employment opportunities; and quality of life.
- That some residents rely on their cars and vehicles for business and familial duties of care.
- That despite this, Tower Hamlets has one of the lowest car ownership rates in the country, and the third lowest in London.
- That many residents refuse the chance to move to larger properties that could relieve some of these pressures associated with overcrowding, due to these properties’ lack of a parking space.
- That this has contributed to the growing list of residents waiting for suitably-sized homes.

This council believes:

- That the existing Permit Transfer Scheme (PTS) was unsuitable and incompatible with the needs of residents in Tower Hamlets.
- That the criteria to qualify for the Permit Transfer Scheme was too restrictive, and dissuaded residents from moving into new properties due to their fear of losing their car parking space.
- That a newer, bespoke approach to the scheme was required, and that this has been captured in the new PTS strategy adopted on 30th November.
- That the following principles will contribute to a reduction in overcrowding in Tower Hamlets:
 - Families will now qualify if they live in overcrowded properties and are moving into larger properties with two or more bedrooms, instead of three or more bedrooms.
 - A resident is no longer required to have held an on-street resident parking permit for 12 months prior to moving into a car-free property.
 - A resident no longer loses their right to a permit if it is cancelled or expires.
 - If one member of the household cancels their permit, then another member can apply for a new one.
 - An individual or family can now downsize and keep one resident permit under the PTS.

- That the related Car Free Zone (CFZ) scheme also unfairly punishes those residents who rely on their vehicles for work.
- That the proposed changes to the CFZ scheme being explored by the Mayor will complement the changes enacted by the review of the PTS scheme, where the new CFZ scheme would:
 - Apply to all residents living in car-free properties.
 - Allow for a maximum of three permits per household.
- That this new approach to the CFZ scheme – that would apply to residents who live in a car-free development who are not currently eligible to apply for an on-street parking permit, and their own vehicle is crucial to their livelihood and their ability to work, such as licensed mini cabbings (including Uber) – will halt the penalisation of those who rely on their vehicles to work, many of whom do so as second or third jobs.
- That this new approach to the CFZ scheme will contribute to the reduction of those numbers of residents currently on the housing waiting list and towards reducing overcrowding in the borough.
- That as well as implementing these new schemes to all future developments, the new provisions should be – where possible – applied retrospectively to existing developments, to ensure that opportunities to support the reduction of overcrowding in the borough, as well as those residents who rely on their vehicles for work, can be maximised.

This council resolves:

- To support and promote this new PTS scheme, with a view to encouraging a shortening of the housing waiting list.
- To thank the Lead Member and officers for their work on the revised PTS scheme.
- To support the Lead Member and officers in the continued revision of the CFZ scheme.