

**LONDON BOROUGH OF TOWER HAMLETS**  
**Pre-Decision Question - Overview and Scrutiny Committee – 21<sup>st</sup> July, 2016**

Cabinet Report	Question / Response
<p><b>Item 5.1 Parking CPZ Policy Review Project</b></p>	<p><b>1. The Committee wanted to know what consultation there has been by the Lead Member and Officers with Ward Members regarding charges in and around our local markets at weekends?</b></p> <p><b>Response:</b> The parking bays across the Borough are chargeable. The formal arrangements of not charging around specific markets lasted only for a short period of time under the experimental order during the economic downturn. It has never been formally converted into a permanent arrangement but has not been returned to charging until the review of all policies that started over two years ago, which identified it as an area of policy needing review. Two Parking Workshops took place with Cabinet members discussing a number of policies including this one. The proposal to formalise this informal temporary arrangement is in line with Transport Strategy in terms of traffic management, air pollution, road safety, supply and demand of spaces, etc. No need for statutory consultation.</p> <p><b>2. What is the justification for charging £4.40 in and around Columbia Road and charging only £3.80 in and around Whitechapel? How has officer and the Executive justified the additional 60pence premium?</b></p> <p><b>Response:</b> As agreed by Cabinet in January 2016, pay &amp; display charges are based on three bands. The proposed pay &amp; display charges in the market areas are therefore based on this banding. The charges become lower from west to east as follows:</p> <ul style="list-style-type: none"> <li>• Mini-zones A1, A2, A5, A6, C1, C2: £4.40 / hour</li> <li>• Mini-zones A3, A4, C3, C4: £3.80 / hour</li> <li>• Mini-zones B1, B2, B3, B4, D1, D2: £3.40 / hour</li> </ul> <p>Columbia Road is in mini-zones A1 &amp; A2, therefore attracts the £4.40 charge whereas Whitechapel is in mini-zone A3, so is in the £3.80 band.</p> <p><b>3. What process will now happen to engage elected members; local</b></p>

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	<p><b>businesses and business groups in consultation regarding these proposals?</b></p> <p><b>Response:</b> There is no need for statutory consultation. The communication plan is being put in place that will include leaflets and PCN warning notices before the formal arrangement recommences. It is envisaged that the recommencement of charging will start approximately 5/6 weeks after the decision.</p> <p><b>4. Has any mapping been done on the pressures regarding “on street parking” and if there has any consideration been given to varying the policy to address the needs of different high streets and shopping centres?</b></p> <p><b>Response:</b> Yes. There was an independent survey done of the whole Borough identifying the pressures, issues and opportunities to align the policies with the Transport Strategy and health and wellbeing agenda. The Policy and CPZ Review report has proposed policies that will attempt to address allocation of parking spaces in the future.</p> <p><b>5. Like details on the evidence base regarding the decisions around the conversion of residents parking bays into metered bays?</b></p> <p><b>Response:</b> Bay conversions are performed on the basis of the Development Team receiving a request for review and then investigating the requirements of the area in question and forming proposals that subsequently go to the Lead Member for comment and then to statutory consultation before any bays are changed.</p> <p><b>6. Like details of the timescales on the introduction of electric car charging points?</b></p> <p><b>Response:</b> It is subject to engaging the market, getting the best value for money and solution for the Borough. It is envisaged to have it in place within a year.</p>