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| <p style="text-align: center;"><b>Cabinet</b></p> <p style="text-align: center;">20 March 2018</p> |  |
| <p><b>Report of:</b> Ann Sutcliffe, Acting Corporate Director, Place</p>                           | <p><b>Classification:</b><br/>Unrestricted</p>                                      |
| <p><b>All-Zone Multi-Purpose Permits for Car Clubs – Amendment to Permitted Bays</b></p>           |   |

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| <b>Lead Member</b>            | <b>Cabinet Member for Environment - Councillor Amina Ali</b> |
| <b>Originating Officer(s)</b> | Colin Sims, Senior Parking Business Officer<br>Nicole Layton |
| <b>Wards affected</b>         | All Wards  |
| <b>Key Decision?</b>          | No   |
| <b>Community Plan Theme</b>   | <b>A Great Place to Live</b>                                 |

### **Executive Summary**

On 26 July 2016 Cabinet approved the implementation of all-zone multi-purpose permits for use by car club companies whose business model was for their vehicles to be picked up and/or dropped off at any location in Tower Hamlets or other participating authorities.

It has been noted that excluding pay & display bays would prevent drivers from parking near shopping facilities and would adversely affect the amount of parking bays available for residents and businesses. Officers therefore propose to allow vehicles with these permits to park in pay & display bays as well.

In order to react promptly to any parking issues posed by the scheme, it is also proposed that any further amendments to the scheme be implemented under the authorisation of the Head of Parking & Mobility Services.

### **Recommendations:**

The Mayor in Cabinet is recommended to:

1. Approve the amendment to the Scheme for inclusion of all bays in which parking can be purchased either by a ticket from a machine or by the Council's cashless parking provider to include all-zone multi-purpose permits for car club companies.
2. Delegate authority to the Head of Parking & Mobility Services to amend the types of bay in which car club vehicles may park or the areas of the borough in which the scheme can operate.

## **1. REASONS FOR THE DECISIONS**

- 1.1. These proposals are being made in order to ensure that current policies are in line with the Mayor's manifesto commitments, the Council's transport policies and government guidance.
- 1.2. These proposals are also intended to further improve public perception and transparency in parking operations.
- 1.3. Parking policies are used to define the operational balance between public safety, controlling the level of demand for parking, promoting more sustainable methods of travel and meeting residents and business aspirations for ease of vehicular parking.

## **2. ALTERNATIVE OPTIONS**

- 2.1. Without amending this policy the service may be unable to ensure that the Mayor's and the Council's priorities are effectively delivered.
- 2.2. Furthermore, these proposals will ensure that the agreements with car club operators in the borough will be consistent with agreements between other local authorities and car club operators, thereby reducing the potential for confusion.

## **3. DETAILS OF REPORT**

### **3.1. Inclusion of Pay & Display Bays in the Scheme**

- 3.1.1. In this report the term "pay & display bay" is used to refer to any bay in which parking can be purchased either by a pay & display ticket from a machine or by the Council's cashless parking provider.
- 3.1.2. At the time of the July 2016 report, officers were concerned that use of these permits in pay & display bays would reduce the availability of those spaces to visitors. Having discussed the matter further with other local authorities and car club companies, however, there has been no evidence of significant impact on pay & display bays.
- 3.1.3. It has also been noted that excluding pay & display bays would prevent drivers from parking near shopping facilities and would adversely affect the amount of parking bays available for residents and businesses.
- 3.1.4. Furthermore, the inclusion of pay & display bays is consistent with agreements that other local authorities have made with car club companies and will result in less confusion for motorists.

### 3.2. Authorising the Head of Parking & Mobility Services to Amend the Scheme

- 3.2.1. In collaboration with the car club operators, Parking & Mobility Services will regularly monitor the effects of the scheme on parking availability. Although it is not currently envisaged that there will be any major issues, the Service may need to investigate complaints or issues with the scheme with respect to particular areas in the Borough or types of parking bay and act promptly to rectify the issues if necessary.
- 3.2.2. It should be noted that, under the terms of the agreements with car club operators, areas of the Borough that experience particularly high parking pressure (such as Brick Lane) can be excluded from the scheme.
- 3.2.3. In order to be able to act promptly, it is proposed that the Head of Parking & Mobility Services be authorised:
- to include or exclude any and all bay types in the scheme; and
  - to add or remove areas of the borough in the exclusion list, without requiring approval from Cabinet.

## 4. COMMENTS OF THE CHIEF FINANCE OFFICER

- 4.1. This report seeks the approval of the Mayor in Cabinet to amend the current policy to include an all-zone multi-purpose permit for car club companies. The amendment proposed along with the delegation of authority for future amendments, will ensure that the scheme is operated consistent with other authorities and in line with the Mayor's manifesto commitments, transport policies and government guidance. The approval of the proposal is not expected to impact on the parking income generated from operations.

## 5. LEGAL COMMENTS

- 5.1. The Council is a parking authority for the purpose of the Road Traffic Regulation Act 1984 ('the 1984 Act'). Under sections 45 and 46 of the 1984 Act, the Council may by order: (1) designate parking places on highways in Tower Hamlets for vehicles or vehicles of any class specified in the order; (2) make charges for vehicles left in a parking place so designated; (3) limit the use of designated parking places for specified persons or vehicles or classes of persons or vehicles authorised by permit; and (4) make charges in connection with the issue of such permits. The Council can therefore make the required change.
- 5.2. As to delegating authority to the Head of Parking and Mobility Services to make changes as outlined in paragraph 3.2.3 of the report, Such delegations can be made pursuant to section 101 of the Local Government Act 1972.
- 5.3. When deciding whether or not to proceed with the proposals, the Council must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who don't (the public sector equality duty). To inform the Council in

discharging this duty an Equalities Checklist has been completed and a copy is attached to this report as Appendix 1.

## **6. ONE TOWER HAMLETS CONSIDERATIONS**

- 6.1. The proposals will have a positive or neutral impact on equalities and diversity as they will establish a fairer and more transparent and consistent policy.
- 6.2. An Equalities Checklist has been attached as Appendix 1.

## **7. BEST VALUE (BV) IMPLICATIONS**

- 7.1. The proposals are consistent with and support the Council's Best Value duties.

## **8. SUSTAINABLE ACTION FOR A GREENER ENVIRONMENT**

- 8.1. The proposals have been considered in line with the Council's Local Implementation Plan priorities to promote sustainable transport choices, reduce the impact of transport on the environment and to encourage sustainable travel behaviour. They support Air Quality and carbon reduction objectives.

## **9. RISK MANAGEMENT IMPLICATIONS**

- 9.1. Risks will be managed in accordance with the Council's risk management procedures and project management arrangements.

## **10. CRIME AND DISORDER REDUCTION IMPLICATIONS**

- 10.1. The proposals have been made in order to improve the efficiency of parking and traffic enforcement in Tower Hamlets. Fraud prevention is a feature of the recommendations where appropriate.

## **11. SAFEGUARDING IMPLICATIONS**

- 11.1. Maintaining the free flow of traffic, enabling parking for carers and vulnerable adults whilst ensuring a safer environment for all road users has a positive impact on safeguarding.

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## **Linked Reports, Appendices and Background Documents**

### **Linked Report**

- Cabinet, Tuesday 26 July 2016, Item 5.1: Parking CPZ Policy Review Project, Section 3.11

### **Appendices**

- Appendix 1 – Equalities Checklist

**Background Documents – Local Authorities (Executive Arrangements)(Access to Information)(England) Regulations 2012**

- NONE

**Officer contact details for documents:**

- N/A