

<p style="text-align: center;">Non-Executive Report of the:</p> <p style="text-align: center;">Overview and Scrutiny Committee</p>	 <p style="text-align: center;">TOWER HAMLETS</p>
<p>Report of: Dan Jones, Divisional Director Public Realm</p>	<p>Classification: Unrestricted</p>
<p style="text-align: center;">Parking Challenge Session – update on recommendations</p>	

Executive Summary

This report provides a progress update on the recommendations of the scrutiny challenge session on December 2021 on “the extent to which the council’s parking permit policy influences people’s behaviour”.

Recommendations:

The Overview and Scrutiny Committee is recommended to:

1. Note the progress made on addressing the recommendations arising from the parking scrutiny challenge report “the extent to which the councils parking permit policy influences people’s behaviour”.
2. Note the intention to develop a new parking enforcement plan.

1. REASONS FOR THE DECISIONS

- 1.1 The Council’s constitution requires the Executive to respond to the recommendations from the Overview and Scrutiny Committee.

2. ALTERNATIVE OPTIONS

- 2.1 N/A, this report is to update scrutiny on their recommendations.

3. DETAILS OF THE REPORT

- 3.1 Overview and scrutiny produced a challenge session report in December 2021 entitled ‘*the extent to which the council’s parking permit policy influences behaviour*’.
- 3.2 The challenge session was underpinned by the following four questions:
 - How will the council manage the future demand for parking provision with the projected population growth and also support post pandemic business growth?

- How will the council continue to maintain its current levels of parking surplus given the extrinsic change factors
- 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?
- 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?

3.3 Eight recommendations were made and the service produced an action plan to address those recommendations which was approved at Cabinet in March 2022.

Recommendations

Ref	Recommendation	Update
R1	<p>That the parking and mobility service reviews the parking and permit policies to ensure that:</p> <p>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</p> <p>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.</p>	<p>Recommendations one, three and six will be addressed through the refresh of the Parking Enforcement Plan. Reviewing the Parking Enforcement Plan (PEP) is a Mayoral pledge. A consultation is currently being procured to deliver the PEP. The award to the successful bidder is expected in the next week or so with an expected start of May 2023.</p> <p>There are currently 350 charging points in the borough made up of:</p>
R3	<p>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</p>	<ul style="list-style-type: none"> • 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).
R6	<p>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.</p>	
R2	<p>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:</p> <ul style="list-style-type: none"> • Reviewing business permit spaces where feasible and how multi-use bays can be better utilised to support the post pandemic economic recovery; 	<p>Delivering an additional 1,000 parking spaces over the next four years is a Mayoral pledge. Parking services have surveyed zone c identifying approximately 228 new spaces. Zone D now currently being surveyed. Cabinet Member receiving regular progress updates.</p>

	<ul style="list-style-type: none"> • 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 • 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. 	
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	This has been implemented as part of the changes to the permit transfer scheme. The proposed changes to the permit transfer scheme improve the flexibility of the scheme. Residents who may need a short break from vehicle ownership now have the right to access the PTS when they are ready to purchase the vehicle, and therefore residents will be able to apply even if their current permit has expired.
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	The service is not legally able to use CCTV, however it will continue to work with the ASB team and CCTV to target the hotspots, to meet compliance and incentivize behavior change and address ASB on the public highway
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	Work to improve local car clubs is a Mayoral pledge. There are two main car club providers operating in Tower Hamlets. Across the borough there are currently around 80 dedicated car club bays. We are working with car club providers to introduce a number of dedicated car

	borough to sign up with the scheme such as home care providers (R7)	club vehicles for sole use of council officers between Monday-Friday and for public use at the weekends. We are reviewing the service level agreements for car clubs. We are undertaking a benchmarking exercise with other local authorities is being undertaken to support our negotiations. Fees have been reduced from £1,367 to £1,000 per car per year to support car club viability in the borough
--	--	--

Appendices

- None

Officer contact details for documents:

Dan Jones, Director of Public Realm

Mick Darby, Head of Parking