

CABINET

Subject Heading:

Introduction of All day visitors' permit

Cabinet Member:

Councillor Osman Dervish

SLT Lead:

Barry Francis, Director of Neighbourhoods

Report Author and contact details:

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Policy context:

Parking Strategy and Parking Operational Plan

Financial summary:

New all-day visitor permit at a cost of £39 for 10 visits.

Estimated cost of £1,000 for purchase of permit stationary which will be paid from revenue account: A24670 641360 -0000-000000-000000

Is this a Key Decision?

Yes

Significant effect on two or more Wards

When should this matter be reviewed?

Annually

Reviewing OSC:

Environment

The subject matter of this report deals with the following Council Objectives

Communities making Havering
Places making Havering
Opportunities making Havering
Connections making Havering

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SUMMARY

The Council want to implement an all-day visitor permit in resident parking zones where applicable. This will enable and assist those who have longer term visits and should reduce the use of the shorter-term visitor permits which is currently the only option available to them.

RECOMMENDATIONS

1. That having considered the information and recommendations contained in this report the Cabinet agrees to the introduction of a new all-day visitor permit, at the cost of £39 for 10 visits, for use in controlled parking zone ROST which covers the following roads in Romford Town Ward:

Cotleigh Road	
Honiton Road	
Stockland Road	
St Andrews Road	– Upon completion of redevelopment
Queens Street	- Upon completion of redevelopment
Waterloo Gardens	- Upon completion of redevelopment
Albion Close	- Upon completion of redevelopment

REPORT DETAIL

1. BACKGROUND

- 1.1 Following concerns raised by ward members and residents of visitor permits primarily in controlled parking zone ROST (locations noted above) which is currently Havering's only controlled parking zone operational 24 hours per day 7 days per week, officers have reviewed the visitor's permit policy with a view to introducing a zone-specific visitors' permit.
- 1.2 The Council currently operates several CPZ's with differing periods of operation of between 1 hour and 24 hours. The Council also issues different visitor parking permits (linked to the operational hours of the CPZ) for periods of 4, 6, or 8 hours. The result is that some visiting vehicles, parked within a CPZ for a full day, may be required to display multiple visitor parking permits/purchase multiple parking sessions using the virtual permit system (MiPermit) to cover the duration of their stay. This is particularly relevant for CPZ ROST.
- 1.3 Visitors and residents of CPZ ROST find the current permit arrangement confusing which has resulted in the issue of penalty charge notices where permits have been incorrectly displayed. The introduction of the new all-day permit is aimed at removing confusion.
- 1.4 The permit will enable a visitor to CPZ ROST to park for 24 hours from the time they arrive. Currently, a permit is activated by scratching out the relevant date and time that the vehicle is parked. Once this has been completed and displayed on the vehicle, a visitor would be permitted to park for a maximum period of 24 hours (with the new all-day permit) from the time of activation.

- 1.5 For example, if a permit was activated at 21:15 on 1st September the vehicle would be covered until 21:14 on the 2nd of September. Should a visitor be staying for the weekend, multiple permits can be used to cover the whole duration of stay.
- 1.6 Where short term visits are made, the 8-hour permits can continue to be used.
- 1.7 There is no expiry date for these permits therefore the purchase of 10 permits can be used over a longer period should 24-hour visits not be regular.
- 1.8 Visitors are required to display a valid visitor permit or have made the required payment using MiPermit, on their vehicle always during the prescribed hours of the CPZ, in accordance with the Visitor Permit Terms and Conditions, to avoid being issued with a Penalty Charge Notice.
- 1.9 It is proposed that the new all-day visitor parking permits will be available for purchase online. This is the same permit application process that is now in place for all other categories of visitor parking permits. There will also be provision for paper permits to be issued for the first 12 months to assist those unable to use MiPermit.
- 1.10 10 visitors' permit sessions is currently £13. This is regardless of whether the parking session is for 4, 6 or 8 hours.
- 1.11 It is proposed to offer the 24-hour permit at the same cost as three 8 hour permits - £3.90.

REASONS AND OPTIONS

2. The Council currently operates several CPZ's with differing periods of operation of between 1 hour and 24 hours. The Council also issues different visitor parking permits (linked to the operational hours of the CPZ) for periods of 4, 6, or 8 hours. The result is that some visiting vehicles, parked within a CPZ for a full day, may be required to display multiple visitor parking permits to cover the duration of their stay. This is particularly relevant for CPZ ROST.
- 2.1 Visitors and residents of CPZ ROST find the current permit arrangement confusing which has resulted in the issue of penalty charge notices where permits have been incorrectly displayed. The introduction of the new all-day permit is aimed at removing confusion.

3 Reasons for the decision:

- 3.1 The new permit for CPZ ROST will enable visiting vehicles to park for 24 hours from the time they arrive. The visitor will need to activate the permit using MiPermit or validate the paper permit by scratching off the arrival date and time. Once this has been completed the visitor can stay for a maximum of 24 hours from the time and date they have arrived.

IMPLICATIONS AND RISKS

4 Financial implications and risks:

- 4.1 It is anticipated that there will be no additional income from the sale of the all-day visitor parking permits as they are likely to be purchased by those residents who would normally display multiple permits to cover an all-day period.
- 4.2 The cost to purchase the initial stock of all-day permits will be £1,000 but may be less only occurring with the introduction of e-permits.
- 4.3 Should the purchase of permit stock be required this will be funded through the existing revenue code A24670-641360-0000-000000-00000

5 Legal implications and risks:

- 5.1 Here officers are seeking authority to introduce a new 24-hour parking permit for use within CPZ ROST. Under section 45 of the Road Traffic Regulation Act 1984 ("RTRA 1984") a local authority has the power to designate parking places on the highway, to charge for use of them, and to issue parking permits for a charge.
- 5.2 Section 55 of the RTRA 1984 makes provision for the monies raised under section 45 of the RTRA 1984, in that it provides for the creation of a ring-fenced account into which monies raised through the operation of parking places must be placed, and for the application of any surplus funds.
- 5.3 Section 122 of the RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, as follows:
 - (1) It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway
 - (2) The matters referred to in subsection (1) above as being specified in this subsection are—
 - (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run.
 - (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy).
 - (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - (d) any other matters appearing to the local authority to be relevant."
- 5.4 Before making a Traffic Order the Council should ensure that the statutory procedures regarding consultation and publication set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

6 Human Resources implications and risks:

- 6.1 The proposal can be delivered within the standard resourcing within the existing teams and has no specific impact on staffing/HR issues.

7 Equalities implications and risks:

7.1 The proposals will allow residents to have all day visitors easily and with less inconvenience.

7.2 The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:

- (i) The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010.
- (ii) The need to advance equality of opportunity between persons who share protected characteristics and those who do not, and.
- (iii) Foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

7.3 The Council is committed to all the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socioeconomics and health determinants.

7.4 This will affect all members of the public including those with disabilities or those with additional needs, but assurance is given that Disabled persons will not be disadvantaged. It is not intended that the introduction of the all-day permit will have an adverse effect on any of the protected characteristic groups, but this will be monitored and if so reviewed where necessary

8 Health and Wellbeing implications and Risks

8.1 Traffic and parking management is a key element particularly in response to Covid-19, ensuring key workers have access to parking helps assist residents and businesses. Furthermore, traffic and parking management is critical to keeping vehicle movement thus allowing emergency services space to travel. The council has a statutory duty to keep traffic moving and this must be adhered to.

8.2 Current national guidance around transport during the COVID-19 pandemic is to walk and cycle to help support road networks and public transport. However, for some residents this will prove more challenging therefore providing discounted parking facilities provides people the opportunity to move around the borough safely. With the continued easing of lockdown and the encouragement of returning to school and workplace, we need to ensure that businesses can operate and residents are able to park.

8.3 The introduction of an additional permit type for the residents who reside in this specific parking zone will provide an alternative choice when purchasing their visitor permits. It will enable the resident to have all day visitors without negatively impacting upon them both financially and which may also enhance their social and personal needs.

- 8.4 There are no schools, nurseries, or care homes in this parking area so these do not need to be considered as implications or risks.
- 8.5 We believe this parking permit may provide increased social benefits for the residents in this parking area as it will allow residents to have visitors without the added concern for a Penalty Charge Notice being issued, therefore potentially reducing social isolation and enhancing well-being.
- 8.6 We do not believe this permit will promote car dependency or reduce people's physical activity in this area as all day parking is already offered and this permit merely simplifies the current arrangements of visitor parking.

BACKGROUND PAPERS

None