

<b>Item No.</b> N/A	<b>Classification:</b> Open	<b>Date:</b> 21 June 2017	<b>Decision taker:</b> Cabinet Member for Environment and Public Realm
<b>Report title:</b>		Rotherhithe Parking Study	
<b>Ward(s) or groups affected:</b>		Rotherhithe and Surrey Docks	
<b>From:</b>		Strategic Director of Environment and Social Regeneration	

## RECOMMENDATIONS

That the Cabinet Member for Environment and Public Realm:

- 1) Notes that a new parking zone should not be implemented across the entire study area.
- 2) Approves the extension of existing parking zone H to cover Brunel Road, subject to the outcome of any necessary statutory procedures.
- 3) Approves the installation of double yellow lines at locations across the study area where parking has been deemed unsafe, subject to the outcome of any necessary statutory procedures.
- 4) Approves the position and type of parking restrictions for the study area as shown in the detailed design (Appendix 2).

## BACKGROUND INFORMATION

- 5) This report draws upon the detailed analysis of the consultation report (Appendix 1), government legislation, parking enforcement experience, good parking practice and financial considerations.
- 6) The 2016/17 strategic parking project programme was approved by the Head of Highways in conjunction with the Cabinet Member for Environment and Public Realm.
- 7) The programme included a consultation on the possible introduction of a new parking zone in the Rotherhithe area.
- 8) This consultation was included within the programme following representations by local stakeholders and ward councillors.
- 9) In accordance with Part 3H of the council's constitution at the time, the consultation methods and boundary for the study were approved at Bermondsey and Rotherhithe Community Council meeting in June 2016.
- 10) In February 2017, Bermondsey and Rotherhithe Community Council were given opportunity to make final representations to the Cabinet Member following public consultation.

## KEY ISSUES FOR CONSIDERATION

**Summary of consultation process and findings**

- 11) Informal public consultation took place with all residents and businesses within the Rotherhithe study area from 26 September until 21 October 2016. Further details on the consultation process can be found in the consultation report (Appendix 1).
- 12) The informal public consultation yielded 181 returned questionnaires from within the consultation area, representing a 15% response rate. This is a reasonably good response rate for this type of consultation when compared to similar consultations in Southwark and other London authorities. The headline findings from the review are detailed in Figure 1.

Area	Response rate	Do you want a parking zone?		
		Yes	No	Undecided
<b>Rotherhithe Parking study</b>	<b>15%</b>	<b>33%</b>	<b>52%</b>	<b>15%</b>

*Figure 1*

- 13) Detailed street by street analysis identified that there is no justification to consider a parking zone across the whole area. The following was considered and presented to Bermondsey and Rotherhithe Community Council:
  - To extend existing parking zone H to cover Brunel Road
  - To install double yellow lines across the area where parking has been deemed unsafe.
- 14) The rationale for the above can be found in the consultation report (Appendix 1).
- 15) The general consensus from the consultation is that there are not significant parking problems in the whole area.
- 16) The final detailed design plan showing the proposed parking restrictions and the extension of Zone H is presented in Appendix 2 to this report.

**Proposals for consideration**

- 17) In view of the overall consultation response and having considered all data on a street-by-street basis, the following recommendation has been made:
  - a) Approve the extension of existing parking zone H to cover Brunel Road, subject to the outcome of any necessary statutory procedures.
  - b) Approve the installation of double yellow lines at locations across the study area where parking has been deemed unsafe, subject to the outcome of any necessary statutory procedures.
  - c) Approve the position and type of parking restrictions for the study area as shown in the detailed design (Appendix 2).

## **Policy implications**

- 18) The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction

Policy 4.2 – create places that people can enjoy

Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets.

## **Community impact statement**

- 19) The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
- 20) The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
- 21) There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely pre-empted until the recommendations have been implemented and observed.
- 22) With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any particular community group.
- 23) The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved access for key services such as emergency and refuge vehicles
  - Improving road safety, in particular for vulnerable road users, on the public highway.
- 24) The council believes the scheme (having regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of the locality affected and the importance of facilitating the passage of public service vehicles) contributes towards 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.

## **Resource implications**

- 25) The capital cost of works is approximately £20,000 which includes design and project management costs. This expenditure will be contained within the parking revenue account. Commitments against this project will commence only when funding is approved.

## **Consultation**

- 26) A parking consultation has been carried out in advance of this report. The consultation is summarised in paragraphs 11 to 16 of this report.

- 27) A draft of this report was presented to Bermondsey and Rotherhithe Community Council and their comments can be found in the following paragraphs.

### **Bermondsey and Rotherhithe Community Council**

- 28) On 20 February 2017 the Community Council was consulted; no comments were received.
- 29) Officers have since emailed the Chair of the Community Council who has again confirmed that there are no further comments.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Director of Law and Democracy**

- 30) The Cabinet Member for Environment and Public Realm is being asked to approve the extension of an existing parking zone in the Rotherhithe and Surrey Docks area; and approve the position and type of parking bays and restrictions for the extension and the surrounding streets as shown in the detailed design.
- 31) Part of the scheme requires a traffic management order. The procedure for implementing a traffic management order involves a statutory consultation. The report acknowledges that if any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision on whether to proceed with that part of the scheme will be subject to a further report to the Cabinet Member for Environment and Public Realm.
- 32) The report details the consultation which has taken place with residents and also with the relevant Community Councils. Part 3H of the Constitution sets out the requirement of consultation on any non-strategic and highway improvement projects and the Bermondsey and Rotherhithe Community Council were consulted further in February 2017.
- 33) The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not. The report takes these considerations into account and at paragraph 22 refers to the proposed works improving road safety on the public highway and in particular for vulnerable road users
- 34) The Human Rights Act 1998 imposed a duty on the council as a public authority to apply the European Convention on Human Rights; as a result the council must not act in a way which is incompatible with these rights. The most important rights for planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property). The implementation of a controlled parking zone is not anticipated to breach the provisions of the Human Rights Act 1998.
- 35) The council's Constitution gives the Cabinet member for Environment and Public Realm the responsibility for (amongst other things) roads traffic management and road safety. Part 3D of the constitution provides that the responsibility for implementing a

new traffic improvement project falls to the individual Cabinet Member and it is therefore appropriate for the Cabinet Member for the Environment and Public Realm to determine the recommendations set out in paragraphs 1 and 2 above.

**Strategic Director of Finance and Governance (EL16/037)**

- 36) The report is requesting the cabinet member for environment and public realm to approve a number of parking control decisions as detailed in paragraphs 1 to 4. Full details and background are provided within the main body of the report.
- 37) The strategic director of finance and governance notes that the costs of the proposed schemes will be contained within the parking revenue account.
- 38) Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue budgets.

**BACKGROUND DOCUMENTS**

Background Papers	Held At	Contact
Transport Plan	Southwark Council Environment Highways Network Development 160 Tooley Street London SE1 2QH	Paul Gellard (020 7525 7764)

**APPENDICES**

No.	Title
Appendix 1	Consultation report and appendices
Appendix 2	Detailed design drawing

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill – Head of Highways	
<b>Report Author</b>	Joanna Redshaw – Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	16 March 2017	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments sought</b>	<b>Comments included</b>
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
<b>Cabinet Member</b>	Yes	No
<b>Date final report sent to Constitutional Team</b>	21 June 2017	