

Item No. N/a	Classification: Open	Date: 16 March 2018	Meeting Name: Cabinet Member for Environment and Public Realm
Report title:		Thorburn Square Parking study – Recommendation for Controlled Parking Zone to be implemented	
Ward(s) or groups affected:		Grange and South Bermondsey wards	
From:		Strategic Director of Environment and Social Regeneration	

RECOMMENDATIONS

That the Cabinet Member for Environment and Public Realm:

- 1) Approves the implementation of a new parking zone in the Thorburn Square area, operating Monday to Friday, 8.30am to 6.30pm, subject to the outcome of any necessary statutory procedures, at an estimated cost of £99,548.80 comprising of £80,000 for implementation works and £19,548.80 staff costs.
- 2) Notes that statutory objections to the traffic order will be formally considered and determined before a decision is made to amend, if needed, the new parking zone.
- 3) Approves the position and type of parking bays and restrictions for the new parking zone and surrounding streets as shown in the detailed design save for any minor amendments which may be required at the implementation stage as determined by officers (Appendix 2).
- 4) Approves the inclusion, in line with the council's draft kerbside policy and subject to feasibility, of a 'parklet', planting or cycle parking (see paragraph 19) and Appendix 2).
- 5) Approves increasing the shared mobility network, in line with the council's draft kerbside policy, with the addition of four car club bays (Appendix 2).
- 6) Notes that at Achilles Close, Abacanthus Drive and Abercorn Way, the Notting Hill Housing Trust, managing the St James Place development, has stated that they "will introduce parking controls to the parking bays [they] own on the estate to coincide with Southwark's parking controls, but this will only work if parking controls are also introduced on the road" (Appendix 1- Additional comments, and paragraph 15).
- 7) Notes that a parking zone review will take place approximately one year after implementation to assess the success of the zone, with subsequent amendments to be made as necessary.

BACKGROUND INFORMATION

- 8) This report draws upon the detailed analysis of the consultation report (Appendix 1), government legislation, parking enforcement experience, good parking practice and financial considerations.
- 9) The 2017/18 strategic parking project programme was approved by the Head of Highways in conjunction with the Cabinet Member.
- 10) The programme included a consultation on the possible introduction of a new parking zone in the Thorburn Square area which included the proposed detailed design.
- 11) This consultation was included within the programme following representations by local residents, via resident associations and ward councillors.
- 12) In January 2018, Bermondsey and Rotherhithe Community Council was given opportunity to make final representations to the cabinet member following public consultation.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

- 13) Informal public consultation took place with all residents and businesses within the Thorburn Square area from Thursday 26 October 2017 until Wednesday 15 November 2017. Further details of the consultation process can be found in the consultation report (Appendix 1).
- 14) The informal public consultation yielded 275 returned questionnaires from within the consultation area, representing an 11% response rate. This is a reasonable 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
Thorburn Square Parking zone	11%	53%	39%	8%

Figure 1

- 15) Detailed street by street analysis identified that there is justification to consider a parking zone within the entire project area. The consultation report notes that 15 streets are against the parking zone however there is no scope to reduce the size of the zone because for the most part the roads for and against do not form a logical boundary. The exception is Abercorn Way, Achilles Close and Acanthus Drive all of which did not support a zone. The response was low however from this small corner of the study area so the result for this area is not considered comprehensive and decisive. These streets would also be adversely affected by not being in the zone if a zone was introduced across the remainder of the area. This area will be looked at as part of a parking zone review to take place approximately one year after implementation to assess the success of the zone. Subsequent amendments will be made as necessary. The following draft

recommendations were presented to Bermondsey and Rotherhithe Community Council:

- To implement a parking zone across the entire consultation area.
- To operate this zone Monday to Friday from 8.30am to 6.30pm

16) The rationale for the above can be found in the consultation report (Appendix 1).

17) The general consensus from the consultation is that the proposed parking zone should operate from Monday to Friday, between 8.30am to 6.30pm.

18) The final detailed design plan showing the proposed parking layout is presented in Appendix 2 to this report.

Proposals for consideration

19) 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 implementation of a new parking zone in the Thorburn Square area, operating Monday to Friday, 8.30am to 6.30pm, subject to the outcome of any necessary statutory procedures.
- b) Approve the position and type of parking bays and restrictions for the new parking zone and surrounding streets as shown in the detailed design (Appendix 2) noting that further amendments might be made to the detailed design during implementation should the street layout require it.
- c) Approve the position of parklets and planters in the new parking zone as shown in the detailed design (Appendix 2) noting that further amendments might be made to the detailed design during implementation in consideration of results of feasibility, including community engagement, and safety checks. The proposed locations would take the space of one to three parking spaces in streets where there was support for the parking zone and sufficient capacity. The success of the parklets will be monitored. The parklets are modular and both parklets and planters can be relocated if necessary.
- d) Note the inclusion of four car club bays. Each car club vehicle aims to remove 26 privately owned vehicle from the road, meaning less emissions and less parked cars. Car club members drive seven times fewer short journeys (less than 5 miles) than car owners do (Appendix 2).

Policy implications

20) 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

- 21) 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.
- 22) The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
- 23) 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.
- 24) 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.
- 25) 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.
 - Potential use of freed kerbside spaces for other uses that will benefit the community, such as planting and parklets – in line with the principles of the council's draft Kerbside Strategy
- 26) 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.

Financial implications

- 27) The capital cost of works is approximately £99,548.80 which includes design and project management costs. This expenditure will be funded by S106 funding. Commitments against this project will commence only when funding is approved.

Consultation

- 28) A parking consultation has been carried out in advance of this report. The consultation is summarised in paragraphs 12) to 18) of this report.
- 29) A draft of the consultation report was presented to Bermondsey and Rotherhithe Community Council and its comments can be found in the following paragraphs.

Bermondsey and Rotherhithe Community Council

- 30) On 10 January 2017 the Community Council was consulted. Comments received included:
- 31) A request for clarification on the 10% cut off limit for what constitutes a significant response.
- 32) A comment was received from Councillor Pollak via the Cabinet Member requesting that the roads Abercorn Way, Achilles Close and Acanthus Drive be considered for exclusion from the zone. Officers recommend that these roads be included in the zone, for the reasons set out in paragraph 15) above.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

- 33) The Cabinet Member for Environment and the Public Realm is being asked to approve the implementation of a new parking zone in the Thorburn Square area; and approve the position and type of parking bays and restrictions for the new parking zone and surrounding streets as shown in the detailed design. The need for further amendments to the design, which may become apparent during the implementation stage, may be delegated to officers. Furthermore, it is noted that there will be a parking zone review undertaken after approximately one year and, subject to this, the need for further amendments to the design, may be delegated to officers.
- 34) 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 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 the Public Realm.
- 35) 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 for consultation on any non strategic and highway improvement projects and the Community Councils were given an opportunity for comment in January and September 2017.
- 36) 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. Whilst 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, it is emphasised that it is for the decision maker to be satisfied that the equality duty has been met.
- 37) 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 highway and 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 parking zone is not anticipated to breach the provisions of the Human Rights Act 1998.

38) The Council's Constitution gives the Cabinet member for Environment and Public Realm the responsibility for (amongst other things) road 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 Environment and the Public Realm to determine the recommendations set out in paragraphs 1 to 7) above.

Strategic Director of Finance and Governance (CAP17/108)

39) 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 7).

40) Funding of the proposals is reflected in the financial implications section.

41) 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	Joanna Lesak (020 7525 0127)

APPENDICES

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

AUDIT TRAIL

Lead Officer	Matthew Hill – Head of Highways	
Report Author	Joanna Lesak – Project Manager	
Version	Final	
Dated	15 March 2018	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member		
Date final report sent to Constitutional Team	15 March 2018	