

Item No. N/a	Classification: Open	Date: 17 December 2019	Decision Taker: Cabinet Member for Environment, Transport and the Climate Emergency
Report title:		Controlled Parking Zone 'G' Parking Review	
Ward(s) or groups affected:		London Bridge & West Bermondsey and North Bermondsey	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATIONS

That the Cabinet Member for Environment, Transport and the Climate Emergency:

1. Approves the extension of controlled parking zone (CPZ) 'G' from Monday to Friday 8.30am-6.30pm to Monday to Sunday 8.30am to 11pm.
2. Notes that a further report will be brought should there be any statutory objections to the traffic order required to implement the proposed changes.
3. Notes that proposals to create a separate CPZ for the Shad Thames area will not go ahead.
4. Notes that any requests for additional street features will be considered six months after the implementation of the changes to allow for the effect of the extended hours to have an impact on kerbside space.
5. Notes that a review will be undertaken once the extended restrictions have been in place for six months to establish if a separate zone is required for the Shad Thames area.

BACKGROUND INFORMATION

6. This report draws upon the detailed analysis of the consultation report (Appendix A), government legislation, parking enforcement experience, good parking practice, cycling and walking experience and financial considerations.
7. The 2018/19 strategic parking project programme was approved by the Head of Highways in conjunction with the Cabinet Member.
8. The programme included a consultation on the operating hours of CPZ 'G' following a number of requests from residents.
9. A scoping consultation was undertaken in 2018 asking if any changes were required; 65% of those who responded wanted the current parking restrictions to be amended with 61% stating that they struggle to park on a Saturday.
10. This controlled parking zone covers Shad Thames and Bermondsey station. Bermondsey station is on the Jubilee line and offers connections to central

London and Canary Wharf. Shad Thames has recently seen further developments and more restaurants. The area is likely to have seen increased parking pressure in recent years and this is a key theme of the additional comments received in the consultation.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

11. Public engagement took place with all residents and businesses within the Zone G parking zone area in two stages in 2018 and 2019. In 2018 a flyer was sent out asking if changes were needed. Following this, a further flyer was sent out on the 22 July 2019 which invited respondents to state again whether they would like the operating hours of the CPZ changed and if so which hours they would like. A reminder flyer was also sent out in the last week of the consultation period.
12. The second stage of public consultation yielded 451 responses, 447 were analysed and four were removed as they originated from outside of the area. 58% were in favour of changing the operating hours of the parking zone.
13. Longer operating hours Monday to Sunday was the most popular response to the consultation with 51% choosing Monday to Sunday and 40% choosing no change.
14. Of those who responded extending the operating hours was the most popular option. It is therefore recommended that the scheme progress because:
 - a) A majority group of those who responded were in favour of increasing the parking restrictions.
 - b) The council must prioritise kerbside space. Approximately 72% of trips starting in Southwark are by walking, cycling and public transport, with only 25% by driving. Providing space for those commuting into or around the borough with private cars is not a recognised priority.
 - c) The majority of households within the borough (58%) do not own a car (Borough Factsheet, 2017) so creating space for public realm improvements that benefit residents, pedestrians and cyclists is a priority.
 - d) Developments and the convenience of Bermondsey station increase parking stress and commuting into the area in the evening and at the weekend. Increased parking restrictions will reduce the amount of vehicles driving to the area.
15. Ward Councillors were sent the results of the consultation and asked for comments.
 - a) Councillor McCallum commented that extending the CPZ into the evening seems reasonable based on the outcome of the consultation but also said that it may cause an issue for those living in car free developments who currently park in the evening.
 - b) Councillor Al-Samerai stated - Ward cllrs note that the majority of residents want to extend hours and we, therefore, support this proposal. We appreciate

that there was less enthusiasm for making Shad Thames a separate zone, but would ask that this is looked at again at the six month review, especially as we are not convinced that all of Shad Thames received the consultation document.

Policy implications

16. The recommendations contained within this report are consistent with the Missions of the Movement Plan 2019, particularly:
- a) M2 Action 2 – Create simple and clear streets
 - b) M4 Action 7 – Reduce the number of cars owned in the borough
 - c) M4 Action 8 – Use kerbside efficiently and promote less polluting vehicles
 - d) M4 Action 9 – Manage traffic to reduce the demand on our streets
 - e) M7 Action 15 – Reduced exposure to air pollution.

Community impact statement

17. 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.
18. There is a risk that amended 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.
19. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any particular community group.
20. 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.
21. 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

22. £70,000 – Parking Revenue budget: KS218, Parking Design.

Consultation

23. A consultation has been carried out in advance of this report. The consultation is summarised in paragraphs 10 to 15 of this report.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

24. The Cabinet Member for Environment, Transport and the Climate Emergency is being asked to approve the extension of CPZ 'G' from Monday to Friday 8.30am-6.30pm to Monday to Sunday 8.30am to 11pm.
25. Two stages of consultations were carried out with residents and businesses and the results of those consultations have been summarised in paragraphs 10 – 13 of this report. Officers' analysis of the consultation can be found at Appendix 1 to this report. Officers confirm at paragraph 13 of the report that a majority group of those who responded were in favour of increasing the parking restrictions.
26. Part 3H of the Constitution sets out the requirement for ward councillors to be consulted on any non strategic and highway improvement projects and they were given an opportunity for comment on this recommendation in October/November 2019.
27. Section 6 of the Road Traffic Regulation Act (RTRA) 1984 provides the Council with the power to make, vary or revoke a Traffic Management Order and therefore implement the changes recommended in this report.
28. Should the recommendations be approved the Council must follow the procedures set out at Schedule 9, Part III and Part IV of the RTRA 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
29. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
30. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and provision of suitable and adequate parking facilities on and off the highway.
31. These powers must be exercised so far as practicable having regard to the following matters
 - The desirability of securing and maintaining reasonable access to premises
 - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
 - The national air quality strategy
 - Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - Any other matters appearing to the council to be relevant.
32. Following statutory consultation, the proposals will then move forward with due consideration of any objections by the Cabinet Member.

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 19 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 imposes 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.
35. Part 3D paragraph 22 of the Southwark Constitution gives the Cabinet Member for Environment, Transport and the Climate Emergency the authority to implement a new traffic improvement project. Accordingly, the Cabinet Member may approve the recommendation set out at paragraph 1 of this report with such appropriate amendments as they deem fit having regard to the content of this report.

Strategic Director of Finance and Governance (EL19/058)

36. This report requests approval for the extension of CPZ ‘G’ from Monday to Friday 8.30am-6.30pm to Monday to Sunday 8.30am to 11pm, from the Cabinet Member for Environment, Transport and the Climate Emergency.
37. The strategic director of finance and governance notes the funding for the proposal is to be met from the Parking Design budget financed by the Parking Service and departmental revenue budgets.
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
Movement Plan	Southwark Council Environment and Leisure Highways Network Development 160 Tooley Street London SE1 2QH	Joanna Redshaw 020 7525 2665

APPENDICES

No.	Title
Appendix A	Consultation report and appendices

AUDIT TRAIL

Lead Officer	Dale Foden, Head of Highways	
Report Author	Joanna Redshaw, Project Manager	
Version	Final	
Dated	17 December 2019	
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	No	No
Date final report sent to Constitutional Team	17 December 2019	