

Item No.	Classification: Open	Date: 8 June 2022	Decision Taker: Cabinet Member for Parks, Streets and Clean Air
Report title:		Old Kent Road Parking Zone	
Ward(s) or groups affected:		Old Kent Road, South Bermondsey	
From:		The Head of Highways	

RECOMMENDATION(S)

That the Cabinet Member for Parks, Streets and Clean Air:

1. Approves the implementation of a new controlled parking zone (“CPZ”) in Old Kent Road area, operating Monday to Friday, 8.30am to 6.30pm, subject to the outcome of any necessary statutory procedures. Rationale detailed in Appendix A.
2. Notes that a further report will be brought to the Cabinet Member should there be any statutory objections to the traffic management order required to implement the new CPZ.
3. Approves the position and type of parking bays and restrictions for the new CPZ and surrounding streets as shown in the outline design save for any amendments which may be required at the implementation stage, which may be determined by officers (Appendix B).

BACKGROUND INFORMATION

4. This report draws upon the detailed analysis of the consultation report (Appendix A), government legislation, parking enforcement experience, good parking practice, and financial considerations.
5. Action 7 of the Southwark Movement Plan states that a borough wide CPZ is proposed over the next few years.¹
6. A new CPZ in the Old Kent Road area will contribute to this aim.
7. This CPZ will also mitigate against the potential impact of proposed developments along Old Kent Road.

¹ <https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/transport-policy/policy-and-guidance-documents/movement-plan>

8. The Cabinet Member was previously briefed on plans to focus on the hours and days of the CPZ rather than whether the public would like the CPZ to be implemented. This is in line with Council's policy to encourage walking, cycling or the use of public transport where possible.
9. Old Kent Road and South Bermondsey ward councillors have been updated throughout the informal consultation process and were sent all documentation before it became public.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

10. Informal public engagement took place with all residents and businesses from November 2021 to January 2022.
11. The public consultation yielded 139 returned questionnaires from a total of 3,534 sent out, representing a less than 5% response rate. This is a less than average response rate when compared to similar consultations in Southwark and other London authorities. A flyer was sent to all addresses in the Old Kent Road area directing recipients to the online consultation hub. One in-person drop in session was held to discuss the proposals with officers on 11 December 2021.
12. Analysis of the responses shows that 65% do not support the introduction of a CPZ, while 35% are in support of the proposals. In response to the questions about operational hours, the majority of respondents preferred a scheme that operates from 8.30am to 6.30pm. Officers propose that the CPZ operates on weekdays only, subject to a review six to 12 months post implementation.
13. Further details of the consultation process and the responses can be found in the consultation report (Appendix A).
14. Although the majority of respondents were not in support of the CPZ, officers recommend that the scheme is implemented for the following reasons:
 - a) 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.
 - b) 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 and people walking and cycling is a priority.

- c) According to Census data in the area, 25.76% of residents take the bus to work, 8.38% drive to work and 7.70% take underground, metro or light rail. Prioritising space for motor vehicles does not benefit most residents in the area.
- d) There are several sites within walking distance from this area, which are to be developed into residential housing without car parking. Future residents of these developments will not be permitted to purchase on-street parking permits. However, this can only be achieved if a CPZ is in place, which means that a CPZ is essential. This would protect the available kerb space for current residents, businesses and their visitors.

Policy framework implications

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

Community, equalities (including socio-economic) and health impacts

Community impact statement

- 16. 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.
- 17. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
- 18. There is a risk that new restrictions may cause parking to be displaced and to indirectly have an adverse impact upon road users and neighbouring properties at that location. However, this cannot be entirely pre-empted until the proposals have been implemented and the effects observed.
- 19. With the exception of those benefits and risks identified above, the recommendations set out in this report 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 refuse vehicles; and
 - Improving road safety, in particular for vulnerable road users, on the public highway.
21. Officers consider that 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.

Equalities (including socio-economic) impact statement

22. The proposals if implemented may cause visitors to places of worship within the affected area to pay for parking if they wish to use their own vehicles. Residents and visitors will be required to pay for parking using resident permits, visitor vouchers or pay and display parking. Residents on lower incomes may not be able to afford the cost of permits.
23. However, these measures should promote healthier travel choices by encouraging more sustainable and cheaper modes of transport such as walking, cycling or using public transport. The proposals will also benefit persons with disabilities because the CPZ will create more parking for Blue Badge holders. Blue badge holders can apply for a discounted permit, furthermore they are able to request a bay is installed outside their house, these bays would then be exempt from the requirement for a resident permit – although this would mean that non-resident blue badge holders would also be permitted to use the bay.
24. Officers do not consider that the proposals will have a disproportionate effect on any particular community group. However, the Council will continue to monitor the impacts of these measures to understand how it may better assist the groups mentioned above to mitigate any disadvantages.

Health impact statement

25. The proposals promote more sustainable modes of transport and discourage car use. This should assist in the Council's objective of reducing car journeys in the borough and will assist in improving air quality. By discouraging car use, the Council is delivering changes that promote active travel, encouraging people to get active and stay active.
26. Encouraging walking and cycling has a positive impact on levels of physical activity of people living in or travelling through the area, and just 20 minutes of physical activity per day can reduce the risk of several health conditions.
27. The proposals support the Council's mission to reduce exposure to air

pollution by reducing traffic speeds and volumes. Children, older people, and people with respiratory and health conditions are more vulnerable to the health effects of air pollution. A large proportion of the daytime parking in this part of the borough is caused by people from outside of the area parking here as a part of their commute. By eliminating parking by commuters, the council will be able to reduce air pollution caused by these vehicles.

28. Residents and visitors who have mobility issues should benefit from the proposals, as they will be able to park closer to their destination because non-local traffic will be removed. Blue Badge holders will also be able to park in controlled bays when displaying their blue badge and parked within the Council's guidelines for blue badge parking.

Climate change implications

29. The report has clearly considered the impact of the proposed measures on climate change. The measures support the aims of the Council's Climate Change Strategy under Priority 2 – Active and Sustainable Travel. Key aims of the Council's Climate Change Strategy include to 'reduce car journeys to a minimum by 2030' and to 'be a borough where the walking and cycling becomes the default way to get around'. Part of meeting the borough's ambition of net zero emissions by 2030 includes a reduction in vehicle kms travelled and a shift to active and public transport; road transport currently accounts for 15% of the borough's emissions. These measures strongly support that ambition.
30. A just and inclusive transition is at the heart of the Council's emerging climate policy. These proposals prioritise the movement of people first and foremost, while retaining vehicle access for those who require it. In delivering a safer and more equitable highway network, the measures are in accordance with the council's approach to addressing the climate emergency.

Resource implications

31. The physical changes to implement the changes will be implemented using existing resources.
32. The enforcement of the new zone will be carried out from existing resources.

Legal implications

33. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act 1984 ("the 1984 Act").
34. Should the recommendations be approved the Council will give notice of its intention to make a traffic order and carry out statutory consultation in accordance with the Local Authorities Traffic Order (Procedure) (England

and Wales Regulations 1996) (“1996 Regulations”).

Financial implications

35. A total investment of £207,000 has been allocated towards this project made up entirely of parking revenue.

Consultation

36. An informal consultation has been carried out in advance of this report. The consultation is summarised in paragraphs 10 to 14 of this report.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Governance – AGG (04/22)

37. Traffic management orders are required to implement the proposed CPZ. The procedure for making a traffic management order involves statutory consultation carried out in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales Regulations 1996). Officers have acknowledged in this report that any objections received via the statutory consultation will be presented to the Cabinet Member so a decision can be made on whether to proceed with the making of the traffic orders.
38. The Equality Act 2010 introduced the public sector equality duty (PSED), 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. Paragraphs 22 to 24 of the report detail the engagement which has taken place thus far to comply with the PSED
39. 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 relevant Articles and provisions of the Human Rights Act 1998.
40. Council Assembly on 14 July 2021 approved a change to the Council’s constitution to confirm that all decisions made by the Council will consider the climate and equality (including socio-economic disadvantage and health inequality) consequences of taking that decision. The climate

implications of the proposal have been considered in the report at paragraphs 29 to 30 above.

41. The Council's Constitution gives the Cabinet Member for Parks, Streets and Clean Air 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. Should the Cabinet Member be satisfied with the contents of this report then they have the power to make the decisions recommended at paragraphs 1 to 3 of this report by virtue of Part 3D paragraphs 22 and 23 of the Council's Constitution.

Strategic Director of Finance and Governance (EL22/015)

42. This report requests that the Cabinet Member for Parks, Streets and Clean Air approves the implementation of a new parking zone in the Old Kent Road area.
43. The strategic director of finance and governance notes that this proposal is to be funded from the Parking Design budget financed by the Parking Service and that there are sufficient resources available
44. Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue budgets.

Other officers

45. The Policy and Research Officer has reviewed the document and made comments on environmental and climate change issues within the document.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Joanna Redshaw (020 7525 2665)
https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/transport-policy/policy-and-guidance-documents/movement-plan		

APPENDICES

No.	Title
Appendix A, A1-A3	Consultation report and appendices
Appendix B	Outline design

AUDIT TRAIL

Lead Officer	Dale Foden – Head of Highways	
Report Author	Gurch Durhailay – Parking Project Manager	
Version	1.1	
Dated	19/05/2022	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Governance	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Policy and Research Officer	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team		7 June 2022