

SOUTHWARK COUNCIL

COUNCIL ASSEMBLY

(ORDINARY MEETING)

WEDNESDAY 12 JULY 2023

PUBLIC QUESTIONS

1. QUESTION FROM JUDY PEVAN TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

What evidence has Southwark collected to assess the economic impact to the small shops in Evelina Road and around Nunhead Station if CPZ is implemented? Anecdotal evidence from shop keepers and businesses are that they are extremely concerned and some fear their businesses may have to close.

RESPONSE

A significant number of the businesses within the proposed Nunhead parking area have been visited to obtain their views on parking controls.

As part of the Streets for People Strategy we have a specific theme for Streets for the Economy. Any proposed parking controls will aim to support these aspirations and businesses by ensuring space for loading/unloading and a good turnover of spaces outside shops.

2. QUESTION FROM KARIN GREENHEAD TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

Where is the data on use of cars by non-drivers and others in the form of accepting lifts to go for medical treatment, shopping, to the recycling centre Veolia and so on with drivers who offer this service free of charge?

RESPONSE

Information provided on the use of cars by non-drivers will be collected as part of the consultation surveys. This will be given due consideration in the decision making process for the implementation of parking controls.

3. QUESTION FROM RICHARD KERNICK TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

The Council says the CPZ is being imposed uniformly across the borough in the name of 'equality'. In so many respects areas are

unequal. Why is this so important that the unique needs and context of each local area (age, disability etc) don't matter?

RESPONSE

The fundamental principle is that it is unjust that in most of the borough, car-owners contribute to the cost of maintaining the streets on which they park their cars through parking permits, but that those in a few neighbourhoods make no such contribution. This cannot be fair.

The council is committed to having a fair system of parking controls through a permit scheme across all of Southwark. This will enable the progression of the council's ambitious Streets for People strategy which will benefit all the people living, working and travelling through Southwark.

The Permit schemes will vary in each area to reflect the unique local character, travel patterns, demographics and specific requirements. Obtaining this information will be carried out as part of the consultation element of the process.

4. QUESTION FROM CRIS CLARIDGE TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

Has Southwark carried out an equality assessment on the impact of a CPZ on eg vulnerable residents who depend on daily care visits and who are not blue badge holders. And other groups as required under equality legislation eg disabled?

RESPONSE

An individual Equalities Impact Assessment (EQIA) will be carried out in advance of, and forming part of, any decision making process on the proposed introduction of new parking controls.

5. QUESTION FROM KARL PERSSON TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

With regard to controlled parking zones, how does the labour council propose to sustain the longevity of local businesses by imposing an additional cost on in addition to the recent hike in local business rates during a cost of living crisis?

RESPONSE

As part of the Streets for People Strategy we have a specific theme for Streets for the Economy. Any proposed parking controls will aim to support these aspirations and businesses by ensuring space for loading/unloading and a good turnover of spaces outside shops.

6. QUESTION FROM NICOLE RICHARDS TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

On my road:

A car mechanic who looks after his bedridden wife at home has family visitors; The doctor's surgery have visitors with mobility issues; The youth club, an important positive hub for teenagers, parks 2 minibuses.

What positive effect will a PAID parking permit scheme have on their lives?

RESPONSE

We are keen to hear from residents and as part of the consultation process, any comments on specific parking concerns will be given due consideration in the decision making process for the overall parking controls. These will be reflected as far as practicable.

The proposed parking scheme will offer residents' visitors vouchers for family visitors at much reduced cost compared to paybymobile phone parking which will offer parking for other visitors to the area.

If members of the public have reduced mobility they can already apply for a disabled blue badge which is issued to members of the public with mobility issues at very low cost. Those with disabled blue badges also get further discounts on permits.

We are committed to youth club provision and will ensure that Westminster House Youth Club can continue to thrive.

All residents will gain from reduced traffic and reduced emissions as part of this scheme, there will be health benefits for all.

7. QUESTION FROM HEATHER MEYER TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

Why are you proposing a CPZ in Nunhead when there are no parking issues in our area? In a cost of living crisis it feels like yet another tax burden and the benefits unfounded. Will a proper consultation be done which listens to the views of the community?

RESPONSE

Residents have consistently told us they Southwark to be cleaner, greener and safer, with more open space and pleasant, safe streets for people.

Our streets have been dominated by cars for many years and we want to change this so that streets can become more pleasant places where people walk, cycle, wheel and meet. The way we're going to do this is set out in our Streets for People strategy. It describes how we will make our

streets and community spaces better for everyone to enjoy.

Vehicles contribute nearly half the air pollution in London. We are aware that Southwark people have told us that cleaning up our air and improving the local environment is important. We want it to be easier to take public transport, walk and cycle in the local area. We are working with our residents and businesses to make our streets serve the needs of people, not cars.

The fundamental principle is that it is unjust that in most of the borough, car-owners contribute to the cost of maintaining the streets on which they park their cars through parking permits, but that those in a few neighbourhoods make no such contribution. This cannot be fair.

As part of the process to achieve the above, we are introducing parking controls across all of Southwark and intend to carry out consultation in those areas to ensure we gain the views of all residents in designing the schemes and making them fair for the whole borough.

I agree that the cost of living is a hugely important issue for us to tackle. You can find information about the many schemes, funds and projects that the council has launched in response here: <https://www.southwark.gov.uk/benefits-and-support/cost-of-living-support>.

8. QUESTION FROM NEIL WATSON TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

In 2019, Cllr McAsh stated with conviction:

"controlled parking should only be implemented with the consent of residents".

"Consultation can result in full implementation, full rejection or partial implementation."

Why is the cabinet member now refusing to recognise the immense scale of opposition to the proposed scheme in Nunhead?

RESPONSE

Until about five years ago, the council's approach to parking permits was driven by the views of car owners. In areas with high parking pressure, residents would request a permit system. The council would launch a consultation, which predominantly targeted drivers, and implemented a scheme in line with the responses. This was what happened in the 2018-2019 East Dulwich consultation, my comments on which you have quoted in your question.

This approach created a patchwork of schemes with most residents living in areas where they need to purchase a permit to park, while a minority happened to live in areas where they could park for free. This postcode lottery meant some residents were contributing to the maintenance,

upkeep and improvements to our streets through the cost of their permit, whereas others were not. The majority of Southwark residents who do not own a car were barely engaged at all.

Our approach has evolved since then: we are now taking a more holistic approach to how we can use our street space for the benefit of all. Most Southwark residents do not own a car so potentially miss out because of others' free private use of public space. Residents have consistently told us that they want fewer cars on the roads, cleaner air, more trees, and for us to help tackle the climate emergency.

We can only do this by reclaiming space from parking to use for the things we all value: community interaction, safe and healthy journeys, a thriving local economy, and our natural world. This requires the implementation of a permit system in all remaining parts of the borough. After all, our streets are publicly-owned land so it makes sense that we put them to public use. Those with cars can still park their private vehicles on the carriageway, but will pay to do so, just like we ask residents who have gardens to pay for garden waste collection, or those who choose to park in car parks to pay to do so. Any funding generated will go back into providing services that benefit all residents.

Our commitment to borough-wide coverage was first made in our 2019 Movement Plan and restated in our 2022 Climate Action Plan, both of which were informed by extensive consultation. Given that this is a borough-wide commitment, it is not subject to a neighbourhood-level consultation. Most residents already live in areas with a permit system so by extending this approach to the remaining parts of the borough, we are treating residents equally.

Our streets have been dominated by cars for many years and we want to change this so that streets can become more pleasant places where people walk, cycle, wheel and meet. The way we're going to do this is set out in our Streets for People strategy. It describes how we will make our streets and community spaces better for everyone to enjoy.

Vehicles contribute nearly half the air pollution in London. We are aware that Southwark people have told us that cleaning up our air and improving the local environment is important. We want it to be easier to take public transport, walk and cycle in the local area. We are working with our residents and businesses to make our streets serve the needs of people, not cars. The fundamental principle is that it is unjust that in most of the borough, car-owners contribute to the cost of maintaining the streets on which they park their cars through parking permits, but that those in a few neighbourhoods make no such contribution. This cannot be fair.

As part of the process to achieve the above, as set out in our Climate Change Action Plan, we are now introducing parking controls to those areas in Southwark that do not currently have them.

9. QUESTION FROM AMBER DALTON TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

What evidence does the council have to support the assertion that a CPZ will lead to decreased pollution and emissions?

RESPONSE

Vehicles contribute nearly half the air pollution in London. We are aware that Southwark people have told us that cleaning up our air and improving the local environment is important.

Controlled parking schemes have been proven to reduce the number of vehicles in an area which will consequently reduce emissions and air pollution.

10. QUESTION FROM DAISY MOON TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

The CPZ proposals include double yellow lines across the cul-de-sac in Hichisson Road, SE15. How is preventing residents of this quiet street from parking near our own houses, forcing us to cause more congestion nearby and block spaces in front of other people's properties, 'in line with Council policy'?

RESPONSE

These proposals for the whole area are a preliminary design based on general principles of safety, reduced obstruction, access to garages and neighbouring facilities, compliance with national regulations, and in conjunction with the council's ambitious Streets for People strategy.

These are a first draft and we welcome comments on how to improve them. Ward councillors have already raised concerns with the designs for Hichisson Road and officers are working on new proposals which incorporate the local conditions, layout and usage.

We are always keen to hear from residents and businesses who obviously know their areas in detail. I will work with residents, local councillors and businesses directly on these specific parking concerns which will be addressed as far as practicable in the next set of designs and in the final decision making process for the overall parking controls.

11. QUESTION FROM JORDEN THOMAS TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

Lilac House was not advertised on homesearch as being a permit free development; now a CPZ is being imposed residents like me who moved from outside the LLA and risk losing their cars. Can this be investigated please? single mum of 2 (1 additional needs) not eligible for blue badge.

RESPONSE

Residents living in any development (car free or otherwise) prior to the introduction of a controlled parking scheme are able to apply for a permit.

12. QUESTION FROM NANCY SPENCER TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

The CPZ proposals include new double yellow lines across the residential cul-de-sac portion of Hichisson Road, SE15 where we live. Arbitrarily removing the current 12+ parking spaces will force us to park elsewhere leading to parking congestion and risking conflict with those who reside in nearby streets. Please explain.

RESPONSE

These proposals for the whole area are a preliminary design based on general principles of safety, reduced obstruction, access to garages and neighbouring facilities, compliance with national regulations, and in conjunction with the council's ambitious Streets for People strategy.

These are a first draft and we welcome comments on how to improve them. Ward councillors have already raised concerns with the designs for Hichisson Road and officers are working on new proposals which incorporate the local conditions, layout and usage.

We are always keen to hear from residents and businesses who obviously know their areas in detail. I will work with residents, local councillors and businesses directly on these specific parking concerns which will be addressed as far as practicable in the next set of designs and in the final decision making process for the overall parking controls.

13. QUESTION FROM AIDAN SPENCER TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

Please explain the proposed double yellow lines throughout the cul-de-sac portion of Hichisson Road, SE15 where our healthcare clinic is located. This will discriminate against our clients with significant mobility issues and threaten our business. There is very limited paid parking proposed and not within an easy walk.

RESPONSE

These proposals for the whole area are a preliminary design based on general principles of safety, reduced obstruction, access to garages and neighbouring facilities, compliance with national regulations, and in conjunction with the council's ambitious Streets for People strategy.

These are a first draft and we welcome comments on how to improve

them. Ward councillors have already raised concerns with the designs for Hichisson Road and officers are working on new proposals which incorporate the local conditions, layout and usage.

We are always keen to hear from residents and businesses who obviously know their areas in detail. I will work with residents, local councillors and businesses directly on these specific parking concerns which will be addressed as far as practicable in the next set of designs and in the final decision making process for the overall parking controls.

14. QUESTION FROM MS. BAYNES TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

I read with deep concern the LBS Streets for People Strategy. The EIA document which is supposed to meet the requirements of the Equality Act 2010. However, in reality the information is facetious and detrimental. How was your research carried out, and what input helped make your decisions?

RESPONSE

Residents continually tell us they want Southwark to be cleaner, greener and safer, with more open space and pleasant, safe streets for people.

Our streets have been dominated by cars for many years and we want to change this so that streets can become more pleasant places where people walk, talk, and meet. The way we're going to do this is set out in our Streets for People strategy. It describes how we will make our streets and community spaces better for everyone to enjoy.

Vehicles contribute nearly half the air pollution in London. We are aware that Southwark people have told us that cleaning up our air and improving the local environment is important. We want it to be easier to take public transport, walk and cycle in the local area. We are working with our residents and businesses to make our streets serve the needs of people, not cars.

The Equalities Impact Assessment (EQIA) completed as part of the Streets for People strategy is fully compliant with the requirements of the Equality Act 2010.

15. QUESTION FROM KHADIJATOU DOYNEH TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

A Queens Road Peckham resident, I've seen 3,000 signed strong opposition to any enforced, unpopular & unnecessary Borough-wide CPZ. It's causing extreme distress. Discrimination against poor, disabled, everybody with guests, & necessary service needs. Does LBS feel it's fair to remove our democratic rights in 2023?

RESPONSE

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Our streets have been dominated by cars for many years and we want to change this so that streets can become more pleasant places where people walk, cycle, wheel and meet. The way we're going to do this is set out in our Streets for People strategy. It describes how we will make our streets and community spaces better for everyone to enjoy.

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The fundamental principle is that it is unjust that in most of the borough, car-owners contribute to the cost of maintaining the streets on which they park their cars through parking permits, but that those in a few neighbourhoods make no such contribution. This cannot be fair. Similarly, there is no democratic right to park a private vehicle on the public highway and as part of the process to achieve the above, we are introducing parking controls across all of Southwark.

16. QUESTION FROM KODWO FYNN TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

Where is the empirical evidence to show CPZ introduction has improved air quality in London and the justification for proposed tariff charges?

RESPONSE

Vehicles contribute nearly half the air pollution in London. We are aware that Southwark people have told us that cleaning up our air and improving the local environment is important.

Controlled parking schemes has been proven to reduce the number of vehicles in an area which will consequently reduce emissions and air pollution.