

SOUTHWARK COUNCIL

COUNCIL ASSEMBLY

(ORDINARY MEETING)

WEDNESDAY 22 NOVEMBER 2023

PUBLIC QUESTIONS WITH RESPONSES

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

While recognising the strength of opposition to blanket CPZs and despite evidence of parking pressure, why is there still a desire to implement CPZ's in smaller areas of Nunhead and Queen's Road? Particularly as confirmed there will be a yes/no option. Can you publish all data that informed decision making?

RESPONSE

The council is proceeding with smaller controlled parking zone consultation areas, based on requests from residents in the area, data collisions where people are killed and seriously injured, and parking stress surveys of the area. The smaller proposed consultation which will be going out shortly will ask if residents would like a controlled parking zone or not, and will set out all of the rationale and evidence to support the council's wish to proceed with a smaller consultation area.

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

Can the council confirm if they will continue to allow a car-owning minority to dictate council policy on CPZs to the detriment of pedestrians and cyclists (including the disabled - not all disabled people drive), or will they return to Labour's one-time ethos of serving 'the many not the few'?

RESPONSE

Council policy remains the same and we continue to focus on delivering our streets for people strategy. We previously consulted on a larger controlled parking area, and after taking all the feedback on board, we will be proceeding with smaller consultation areas, where residents have requested them, shortly.

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

Can the council offer a revised version of point 1.3, page 14 of the Streets for People policy, following the acknowledgement that a borough-

wide CPZ is ineffective? The update should align with the recognition that CPZs should address parking stress in specific areas after thorough consultation with local residents.

RESPONSE

We will consult with the public and introduce controlled parking, which may include permit parking in locations where there is an evidence base and appropriate justification, which may include a range of criteria such as existing parking stress, resident requests, accident statistics, traffic congestion and other factors. The charging structure is reviewed annually.

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

Regarding e-bike hire companies active in Southwark, will Councillor Williams confirm what contractual arrangements or agreements are in place with Southwark Council governing their activities and what terms govern the e-bike trial in which Southwark is 'working with' Human Forest and Lime to deliver e-bike services across the borough?

RESPONSE

Both Lime and Human Forest are signed-up to memorandum of understandings (MOU) with the council. These are not contractual but they provide a framework for these organisations to operate e-bikes in the borough. The MOU sets out numerous terms with a view to managing deployment of e-bikes, managing obstructing parking and reporting of data.

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

Please can Councillor McAsh confirm whether Southwark Council received legal advice, prior to the Cabinet meeting on 10 July 2023, on the lawfulness of the proposed borough-wide CPZ plan including the consultation plan denying residents the opportunity to reject the CPZ, and whether the advice confirmed that it was lawful.

RESPONSE

Legal advice was not sought on the operational implementation of the Streets for People Strategy, including CPZs, ahead of the approved Strategy on 10 July 2023. The Streets for People Strategy is our guiding strategy and vision for transport and movement in Southwark. Any specific controlled parking proposals are subject to statutory consultation.

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

Councillor McAsh has stated that 'residents in many areas told us that they did not need or want controlled parking'. Please can Southwark publish the full results of their CPZ consultations, and of the work undertaken 'to understand parking pressure and traffic levels in these areas', without delay.

RESPONSE

As part of the proposed consultation on controlled parking, which will start shortly, the results of previous consultation exercises will be published.

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

Given the council's commitment to inclusivity, it's concerning the implementation of Trafalgar Extension CPZ relies heavily on use of smartphones, which will inevitably exclude elderly, disabled residents without access to technology.

How will you ensure parking services across Southwark are accessible to all residents, regardless of access to digital solutions?

RESPONSE

Parking services across Southwark are accessible to all residents and visitors either through the council's parking call centre, online, in local Paypoint equipped shops, and via smartphone or mobile phone. This is the same for all parking services.

8. QUESTION FROM JEAN CARY-ELWES TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, CLEAN AIR AND STREETS

Given the ongoing harm being caused by the Dulwich LTN, including to disabled residents, why is Southwark Council refusing to participate in the Department of Transport's review of these schemes? Is it afraid that the review would demonstrate the lack of local support for the LTN?

RESPONSE

Councils were asked to complete the Low Traffic Neighbourhood (LTN) survey for all schemes installed since March 2020 by the Department of Transport (DfT). Unfortunately the DfT provided less than two weeks for the survey to be completed and required a significant amount of information for each LTN. Given that this was not a mandatory requirement, it was considered that there was insufficient time to complete the survey to the level required and therefore not considered an effective use of time.

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

Southwark routinely denies the digitally excluded access to information and consultations. Will you therefore rectify the uninformed, flawed Streets for People Equality Impact Assessment to become compliant with the Public Sector Equality Duty regarding the protected characteristics of Age and Disability, including adverse impacts on those without a Blue Badge?

RESPONSE

The Streets for People strategy received Cabinet approval in July 2023 and included an Equality Impact Assessment which did consider the needs of those with the protected characteristics of age and disability. This was at a high level commensurate with the strategic nature of the document.

The strategy sets the road map for the future of transport and travel in the borough. There will be a significant number of individual transport schemes arising from the strategy, and following the currently ongoing extensive borough-wide consultation to determine what people would wish to see for their street and environment.

Each individual scheme will receive a detailed Equality Impact & Needs Analysis which will demonstrate how all protected characteristic groups are considered.

The council is fully compliant in respect of its Public Sector Equality Duty.