

Item No.	Classification: Open	Date: 3 December 2015	Meeting Name: Cabinet Member for Environment and Public Realm
Report title:		Canada Water (including Southwark Park) controlled parking zone study	
Ward(s) or groups affected:		Rotherhithe and Surrey Docks	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATIONS

That the Cabinet Member for Environment and Public Realm:

Canada Water parking project

1. Approve the extension of the existing Rotherhithe (H) parking zone, operating Monday to Friday, 8.00am to 6.30pm, to the following streets, subject to the outcome of any necessary statutory procedure:
 - Albion Street (between Swan Road and Canon Beck Road)
 - Canada Street
 - Canon Beck Road (south of Brunel Road)
 - Gomm Road
 - Roberts Close
 - Quebec Way
2. Approve the position and type of parking bays and restrictions for the new parking layout as shown in the detailed design, subject to the outcome of any statutory procedure. (Appendix C).

Southwark Park car parks

3. Approve the parking layout and the introduction of a 4 hour maximum time limit on all general parking spaces to encourage turnover in space for genuine park users, subject to the outcome of any necessary statutory procedure (Appendix D).

BACKGROUND INFORMATION

Canada Water parking project

4. This report draws upon the detailed analysis of the consultation report (Appendix A), government legislation, parking enforcement experience, good practice and financial implications.
5. The strategic parking project programme was approved by the Head of Public Realm in conjunction with the Cabinet Member in September 2014. This programme included consultation on a proposed parking zone in the Canada Water area.

6. In accordance with Part 3H of the council's constitution, the consultation methods and boundary for the study were approved at Bermondsey and Rotherhithe Community Council on 23 March 2015. This report set out the proposed consultation methods and boundaries for both the Canada Water parking project and Southwark Park car park.
7. At the meeting, the community council asked that Canada Street and Quebec Way be included within the scope of the parking project as these streets were often full of commuter vehicles.
8. As a result of the changes requested by the community council, the consultation boundary was amended to include Canada Street and Quebec Way.
9. The Canada Water project area is not geographically connected and is divided into 3 areas. These 3 areas are located on the periphery of the existing Rotherhithe (H) parking zone, which was introduced in 1998. The zone has not expanded since its initial implementation.
10. In accordance with Part 3D paragraph 22 of the Southwark Constitution the decision to implement a new strategic transport scheme sits with the Cabinet Member for Environment and Public Realm.
11. On 17 October 2015, Bermondsey and Rotherhithe community council were given the opportunity to make final representations to the Cabinet Member following public consultation.

Southwark Park car park

12. The project originated from a request by Parks and Open Spaces officers to review parking within Southwark Park. This includes the road that runs between Gomm Gate and Southwark Park Road Gate, as well as the car park off Hawkstone Road.
13. The aim of the project is to improve the parking facilities for genuine park visitors.
14. The general principles proposed for the car park were:
 - Introduce a four hour time limit for parking to ensure turn-over of space and to prevent all-day parking by non-park using motorists. This will give visitors to the park greater opportunity to find a parking space.
 - Designate parking and non-parking areas including four new disabled bays
 - Enable enforcement against vehicles that break the rules (e.g. overstay the time limit or park in obstructive locations).
15. This project does not propose the introduction of charges for parking in the park

KEY ISSUES FOR CONSIDERATION

Summary of consultation – Canada Water parking project

16. Informal public consultation took place with all residents and businesses within the project area from 29 May 2015 until 19 June 2015. Further details of the consultation process can be found in the consultation report (Appendix A).
17. The informal public consultation yielded 737 returned questionnaires from within

the consultation area. This represents a 10% response rate which is relatively low for this type of consultation when compared to similar consultations in Southwark and other London authorities. The headline findings from the study are detailed in figure 1.

Response rate	Do you want a parking zone to be introduced in your street?	If a parking zone was introduced, which of the following <u>hours</u> would you like the parking zone to operate?	If a parking zone was introduced, which of the following <u>days</u> would you like the parking zone to operate?
10%	36% - Yes 53% - No 8% - Undecided 3% - Not answered	38% - 8.30am to 6.30pm 34% - Other specified 18% - 12 noon to 2pm 8% - 10am to 12 noon 3% - 10am to 2pm	49% - Monday to Friday 21% - Monday to Saturday 30% - Other specified

Figure 1

18. Detailed street by street analysis, as well as the parking stress survey, identified that there is justification to consider a parking zone within part or all of the project area. The following options were considered and presented to Bermondsey and Rotherhithe Community Council:

- **Option 1** – Introduce a parking zone in Area 1 - Gomm Road only (excluding Ann Moss Way, Culling Road, Hothfield Place and Orange Place).
- **Option 2** – Introduce a parking zone in Area 2 - Canon Beck Road (south of Brunel Road) and Albion Street (between Swan Road and Canon Beck Road).
- **Option 3** – Introduce a parking zone in area 3 - Canada Street, Roberts Close and Quebec Way (excluding Wolfe crescent and Saunders House).
- **Option 4** – Not introduce a parking zone anywhere in the project area but introduce junction protection (double yellow lines) at all junctions to prevent obstructive or inconsiderate parking.
- **Option 5** - To introduce a parking zone to all roads within the entire project area (Areas 1, 2 and 3).

19. The rationale, risks and benefits for each of the above options can be found in section 7 of the consultation report (Appendix A).

20. It is the officer's recommendation to proceed with options 1, 2 and 3 for the reasons explained in the consultation report.

21. Any new parking zone would be an extension of the existing Rotherhithe (H) parking zone, which currently operates Monday – Friday, 8.00am – 6.30pm.

22. Consultees were asked whether they would change their mind if a parking zone were to be introduced in a neighboring street. No streets in the project area indicated a change in opinion.

23. If a parking zone were to be introduced (as detailed in Options 1, 2 and 3), it is likely that parking activity will be displaced to the roads in the area excluded from

the parking zone. This will increase parking stress in those roads and may result in pressure for a further consultation in the excluded roads after the implementation of such a parking zone.

24. The final detailed design plan showing the proposed parking layout is presented in Appendix C to this report.

Summary of consultation – Southwark Park car park

25. The informal consultation ran from 29 May 2015 until 19 June 2015.

26. There was no letter drop for this project as it is a public park with visitors from a wide area.

27. Attention to the consultation was drawn via Bermondsey and Rotherhithe Community Council, banners placed within in the car park areas, details on the council website and through engagement with Friends of Southwark Park.

28. Overall, the majority of respondent support the proposed parking layout and the introduction of a 4 hour maximum stay time limit in the car park.

29. Figure 2 details the overall response to the headline questions.

No. of responses	Do you...		
	Support the introduction of a 4 hour time limit to encourage turnover in space for visitors?	Support the proposed positioning and type of parking bays	Support the introduction of enforcement against obstructive parking?
31	55% - Yes 45% - No	55% - Yes 26% - No 19% - No opinion	84% - Yes 10% - No 6% - No opinion

Figure 2

30. The full consultation findings can be found in the “Southwark Park car park consultation report” (Appendix E).

31. During the consultation period a letter was received from Southwark Park Primary school raising concerns about the impact the proposal could have on staff that currently park in the car park. The letter was signed by 17 members of staff. It is also noted that 6 responses to the online questionnaire were received from staff at the school, all of which opposed the 4 hour maximum stay proposal.

32. The key issues raised by Southwark Park Primary School and the officer’s response, is detailed in figure 3.

Summary of key issues raised by staff at Southwark Park Primary School	Officers response
<ul style="list-style-type: none"> • Staff currently have no other option but to park in the car park • Concerns that the proposal could lead to difficulties recruiting teaching staff in the future • Concerns about the high cost and affordability of parking permits • Would like the parking permits at a reduced rate of £200 	<p>Southwark Park Primary School falls within the Bermondsey (G) parking zone, which operates Monday to Friday, 8.30am to 6.30pm, the zone was introduced in 1998. The school are entitled to apply for a maximum of 10 business parking permits. These parking permits are for the public highway only and won't be available for use in the park.</p> <p>With regard to issuing parking permits at a reduced rate, the cost of parking permits isn't an element of this consultation. The parking permit fees are set at a borough-wide level on an annual basis by the Cabinet Member. Representations to alter the fees should be made to the decision maker.</p>

Figure 3

Proposals for consideration

33. In view of all 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 extension of the existing Rotherhithe (H) parking zone to the following streets, subject to the outcome of any necessary statutory procedures:
 - Albion Street (between Swan Road and Canon Beck Road)
 - Canada Street
 - Canon Beck Road (south of Brunel Road)
 - Gomm Road
 - Roberts Close
 - Quebec Way
- b) Approve the position and type of parking bays and restrictions for the new parking layout as shown in the detailed design, subject to the outcome of any necessary statutory procedure (Appendix C).
- c) Approve the parking layout in the Southwark Park car parks and the introduction of a 4 hour maximum time limit on all general parking, subject to the outcome of any necessary statutory procedure (Appendix D).

Policy implications

34. 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

35. 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.
36. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
37. 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.
38. 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.
39. 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.
40. 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

41. The capital cost of works of the proposed recommendations is approximately £15,000. This expenditure will be contained within the primary funding of £80,000 allocated for this purpose under s106/137053.
42. Staffing costs connected with this recommendation are expected to be approximately £20,000 and will be contained within existing business unit revenue budgets.
43. The contract will be monitored on a regular basis as part of the departmental capital monitoring process.

Consultation

44. A parking consultation has been carried out in advance of this report. The consultation is summarised in paragraphs 16 to 32 of this report.
45. A draft of this report was presented to Bermondsey and Rotherhithe community council on the 17 October 2015.

46. Members expressed support for options 1, 2 and 3 in the Canada Water parking study area.
47. Concerns were expressed by members regarding the impact the Southwark Park car park proposals could have on staff at Southwark Park primary school and, that currently park in the car park. Officers have responded to these concerns in paragraph 32.
48. The Cabinet Member for Environment and Public Realm will note that the implementation of the first, second and third recommendation will require a statutory consultation in order to make or amend an existing traffic management order. If any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision on whether to proceed with that part of the scheme will be subject to a further IDM report to the Cabinet Member for Environment and Public Realm.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy (AG/12/15)

49. The Cabinet Member for Environment and Public Realm is being asked to;
- Approve the extension of the existing Rotherhithe (H) parking zone to the streets detailed in paragraph 1, subject to the outcome of any necessary statutory procedures.
 - Approve the position and type of parking bays and restrictions for the new parking layout as shown in the detailed design, subject to the outcome of any necessary statutory procedures (Appendix C).
 - Approve the parking layout in the Southwark Park car parks and the introduction of a 4 hour maximum time limit on all general parking spaces to encourage turnover in space for genuine park users, subject to the outcome of any necessary statutory procedures (Appendix D).
50. Part of the scheme requires the making of new and the variation of existing traffic management orders. The procedure for making and amending traffic management orders involves a statutory consultation. The report acknowledges that if any objections to the consultation(s) cannot be informally resolved, then 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 Public Realm.
51. 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.
52. 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 planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property).

53. The extension of the controlled parking zone and changes to the parking arrangements at Southwark Park are not anticipated to have any detrimental impacts on a particular group or to breach the provisions of the Human Rights Act 1998.
54. The Council's Constitution gives the portfolio holder for Environment and Public Realm responsibility for (amongst other things) traffic management and road safety. Part 3D of the constitution provides that the responsibility for implementing controlled parking zones and other parking initiatives falls to the individual Cabinet Member and therefore it is appropriate for the Cabinet Member to determine the recommendations set out in paragraph 1 to 3 above.

Strategic Director of Finance and Governance (CAP15/139)

55. 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 3.
56. The strategic director of finance and governance notes that the capital costs of the proposed scheme of 15k will be contained within the S106 agreement funds as reflected in the financial implications.
57. It is also noted that the estimated staffing costs and any other costs connected with these recommendations will be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Paul Gellard (020 7525 7764)

APPENDICES

No.	Title
Appendix A	Canada Water consultation report
Appendix B	Street by street analysis
Appendix C	Proposed parking layout (zone H CPZ extension)
Appendix D	Southwark Park car park – proposed parking layout
Appendix E	Southwark Park car park – consultation report

AUDIT TRAIL

Lead Officer	Ian Smith, Director of Environment, Environment & Leisure Dpt	
Report Author	Matthew Hill, Head of Highways, Environment Directorate, E&L	
Version	Final	
Dated	3 December 2015	
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	Yes	Yes
Date final report sent to Constitutional Team		3 December 2015