

Item No.	Classification: Open	Date: 11 November 2019	Meeting Name: Cabinet Member for Environment, Transport and the Climate Emergency
Report title:		Rotherhithe and Surrey Docks CPZ	
Ward(s) or groups affected:		Rotherhithe and Surrey Docks Wards	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATIONS

That the cabinet member for environment, transport and the climate emergency:

1. Approves the implementation of a new parking zone in the Rotherhithe and Surrey Docks 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 should there be any statutory objections to the traffic order required to implement the new parking zone.
3. Approves the position and type of parking bays and restrictions for the new parking zone 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. The 2019-20 strategic parking project programme was approved by the Head of Highways in conjunction with the cabinet member.
6. The programme included a consultation on the introduction of a new parking zone in the Rotherhithe and Surrey Docks area.
7. This consultation was included within the programme based on the proposed development in the Canada Water area and the potential impact this could have on the kerbside space across the Rotherhithe and Surrey Docks area.
8. The cabinet member was later briefed further on plans to focus on the hours and days of the controlled parking zone rather than whether the public would like the CPZ to be implemented.
9. Both the Rotherhithe and Surrey Docks councillors have been regularly updated

throughout the 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 within and just outside the CPZ area from July to October 2019. Four drop in sessions and further meetings were held during this time. Further details of the consultation process can be found in the consultation report (Appendix A).
11. The public formal consultation yielded 378 returned questionnaires from a total of 15,323 sent out, representing a 2% response rate. This is a less than average response rate for this type of consultation when compared to similar consultations in Southwark and other London authorities. Residents were given several opportunities to have their say and two separate pieces of correspondence were sent to every address in the area to request their feedback. A total of four drop in sessions/workshops were held and several other meetings were attended. Other parts of the consultation received a higher response rate of 8% which suggests that details of the CPZ consultation were seen but the respondent chose not to respond.
12. Analysis of the responses shows that overall the majority of those who responded would like to have a CPZ that operates Monday to Sunday from 8am to 11pm, however this changes slightly when you only include those that stated that their road was within the new CPZ. Of those who live within the zone, the majority would like a full day shorter zone from 8.30am to 6.30pm. One more person would like a zone that operates Monday to Sunday, this is based on them saying 24 hours in the additional comments.
13. As there was very little to separate the different type of CPZs, it is most logical to implement a shorter full day zone that operates Monday to Friday and review the timings after six months and once the developments are in place.
14. The rationale for the above can be found in the consultation report (Appendix A).
15. Ward councillors were sent the consultation outcome report for comment in October 2019. No comments were received.
16. It is recommended that the scheme progress because:
 - 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, pedestrians and cyclists 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 the underground, metro or light rail.

- d) Up to 3,000 new homes in the area mean that a controlled parking zone is essential - in particular, this is the only way to enforce the permit-free planning conditions for the Canada Water development, and prevent intolerable additional parking pressures.

Policy implications

17. 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

18. 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.
19. The introduction of yellow line waiting restrictions at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
20. 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.
21. 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.
22. 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.
23. 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

24. A total investment of £220,000 has been allocated towards this project made up entirely of parking revenue.

Consultation

25. A 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 Democracy

26. The cabinet member for environment, transport and the climate emergency is being asked to approve the implementation of a new parking zone in the Rotherhithe and Surrey Docks area between 8.30 am and 6.30 pm; and approve the position and type of parking bays and restrictions for the new parking zone and surrounding streets as shown in the outline design. The need for further amendments to the design, which may become apparent during the implementation stage, may be delegated to officers.
27. The scheme requires a traffic management order. The procedure for implementing a traffic management order involves a statutory consultation. The report acknowledges that consideration of those objections and a decision on whether to proceed with the scheme will be subject to a further report to the cabinet member for environment, transport management and the climate emergency.
28. The report gives a summary of the public consultation which has taken place with residents, businesses and also with the relevant ward Councillors. Part 3H of the Constitution sets out the requirement for consultation on any non strategic and highway improvement projects and the ward councillors were asked for comments in October 2019.
29. 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. The report takes these considerations into account and at paragraph 20 the officer's view is that scheme does not have a disproportionate effect on any particular community group. The officer has given his view but the PSED duty must be exercised by the decision maker and the member needs to form this conclusion. Paragraph 21 refers to the proposed works improving road safety on the public highway and in particular for vulnerable road users.
30. 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.
31. The council's Constitution gives the cabinet member for environment, transport

and the climate emergency 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 and it is therefore appropriate for the cabinet member for environment, transport and the climate emergency to determine the recommendations set out in paragraphs 1 to 3 above.

Strategic Director of Finance and Governance

32. This report requests approval of the implementation of a new parking zone in the Rotherhithe and Surrey Docks area from the cabinet member for environment, transport and the climate emergency.
33. The strategic director of finance and governance notes the funding for the proposal is expected to be met from existing revenue resources via the Parking Design budget financed by the Parking Service.
34. 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 160 Tooley Street London SE1 2QH	Joanna Redshaw 020 7525 2665

APPENDICES

No.	Title
Appendix A	Consultation report and appendices
Appendix B	Outline design drawings

AUDIT TRAIL

Lead Officer	Dale Foden, Head of Highways	
Report Author	Joanna Redshaw, Project Manager	
Version	Final	
Dated	October 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	8 November 2019	