

Item No. N/a	Classification: Open	Date: 20 December 2019	Meeting Name: Cabinet Member for Environment, Transport and the Climate Emergency
Report title:		SE Bermondsey CPZ decision to proceed to statutory consultation	
Ward(s) or groups affected:		South Bermondsey	
From:		Director of Environment	

RECOMMENDATION

1. That the Cabinet Member for Environment, Transport and the Climate Emergency:
 - i. Approves the implementation of a new parking zone in the South East Bermondsey zone area, operating Monday to Friday, 8.30am to 6.30pm, subject to the outcome of any necessary statutory procedures, at an estimated cost of £70,000.00 comprising of £55,000 for implementation works and £15,000 staff costs.
 - ii. Approves the position and type of parking bays and restrictions for the new parking zone and surrounding streets as in the draft detailed design (Appendix 1).
 - iii. Notes that the detailed design takes into account feedback from the consultation namely for the retention of existing free short stay bays (no change), for half of existing loading bays to operate 7am to 7pm and half to operate 7am to 10am with 10am to 6.30pm paid parking with first half hour free, and includes design amendments as requested by residents in response to the proposed designs, where feasible and in line with relevant parking design standards and safety considerations.
 - iv. Approves the delegation of decisions relating to further minor amendments to the detailed engineering design to officers.
 - v. Instructs officers to hold a consultation within six to nine months of implementation to review whether the boundary and operational days and time are adequate, and whether the design needs to be amended.

BACKGROUND INFORMATION

2. This report draws upon the detailed analysis of results from a consultation held in August and September 2019 (Appendix 2) and best practice in parking design, government legislation, policy, and financial considerations.
3. The 2019/20 strategic parking project programme was approved by the Head of Highways in conjunction with the Cabinet Member for Environment, Transport

and the Climate Emergency and included consultation in a study area in South East Bermondsey adjacent to the recently implemented Thorburn Square zone. The removal of the Tenda Road car park to make way for new housing was also a consideration for programming the area for consultation. Officers received a high number of unsolicited requests for a parking zone, relative to other areas in the borough, including a petition signed by 134 residents and businesses. Most requests were from streets close to adjacent parking zones such as Beatrice Road, Camilla Road and Blue Anchor Lane.

4. Officers have taken into consideration the upcoming regeneration work relating to the Blue Business Improvement District for which funding has been secured and liaised with officers from Regeneration, Housing parking team and BID representatives in regards to parking concerns around the Blue.
5. The wider area has seen parking zones implemented with majority support: Thorburn Square (TS) to the west in October 2018, Bermondsey (G) to the north in 1998, and South Rotherhithe (N) to the east in 2000. These zones are in close proximity to Transport for London (TfL) zone 1 underground Jubilee station Bermondsey as well as bus services providing links to central London. The area is also close in proximity to London Bridge and the City which allows commuting by bicycle (with reports of fold up cycles used to complete commuter journeys made by car).
6. Parking pressure in the area is due mostly to commuter parking in the study area due to the presence of the last remaining free parking space adjacent to TfL zone 1 stations in the area. Unrestricted streets generally tend to be used also as storage for commercial vehicles such as trade vehicles and taxis and for vehicles belonging to holiday makers.
7. The recently implemented parking zone Thorburn Square (Bermondsey) has resulted in a reduction of street parking by 58% and other zones in the Borough have resulted in at least 40% reduction in parking occupancy.
8. There is a large body of international and national evidence that traders routinely overestimate the importance of car drivers and passengers to trade. TfL has produced an evidence base on this for London, and a 2015 high street study conducted by Southbank University found that 6% of visitors drove to Southwark Park Road.
9. Southwark's coverage of parking zones, according to a study by Appy Parking looking at % length of roads covered by zones, is at 53%, behind boroughs such as Camden (100%), Tower Hamlets (98%), Newham (90%) and Hackney (89%), as well as neighbouring Lambeth (63%). Currently it is ranked 12th out of the 13 inner London boroughs. Two outer boroughs (Haringey and Brent) are ahead of Southwark in terms of parking zone coverage meaning Southwark is ranked 14th out of the 33 London boroughs.
10. Average car ownership in inner London boroughs is 0.6 cars per household. Borough-wide, car ownership is estimated at 0.5 cars per household and has decreased by 7% in the last decade.
11. Public Health England guidelines encourage local government to improve infrastructure for active travel such as minimising parking, creating walking friendly street layouts and retro-fitting streets for cycle parking. They encourage working with schools and workplaces on travel planning to promote safe modes

of active travel to and from settings on a daily basis.

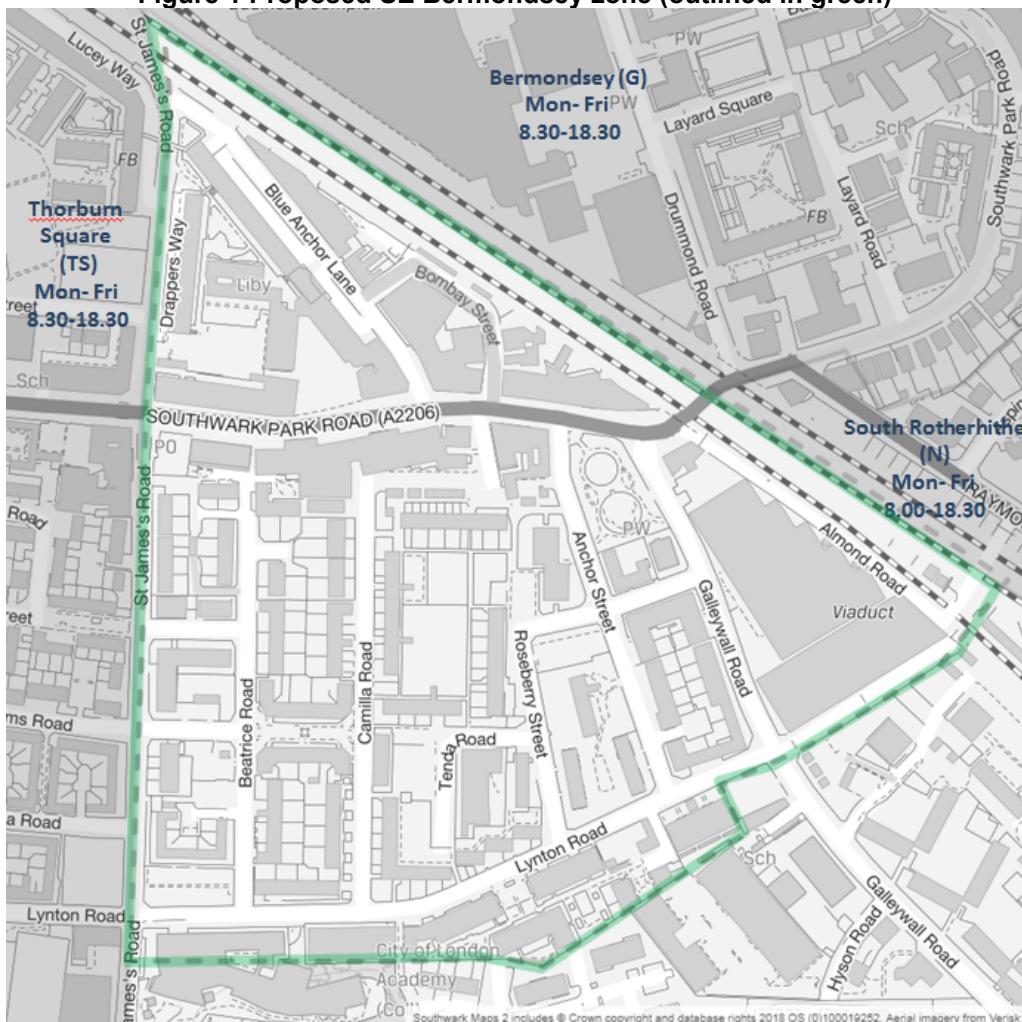
12. Parking zones are recognised as a key measure that local authorities can implement to tackle congestion and change travel behaviour.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

13. Informal public consultation took place with all residents and businesses within the South East Bermondsey area from Saturday 31 August 2019 until Sunday 22 September 2019. A total of 1,166 consultation packs were sent out to 22 streets within the consultation area (Figure 1). Further details of the consultation process can be found in the consultation report (Appendix 2).

Figure 1 Proposed SE Bermondsey zone (outlined in green)



14. The informal public consultation yielded 215 returned questionnaires from within the consultation area, representing an 18% response rate. This is a reasonable response rate for this type of consultation when compared to similar consultations in Southwark and other London authorities. The headline findings from the review are detailed in Figure 1.

Figure 2 Headline results for the South East Bermondsey parking study consultation

Response rate	Do you want a parking zone?		
	Yes	No	Undecided
18%	57%	33%	10%

15. Detailed street by street analysis identified that there is justification to consider a parking zone within the entire project area. The consultation report notes that 11 streets were in support, 6 streets against and 3 undecided. The streets with the most prominent support for the proposal were Camilla Road (20), Beatrice Road (17), Blue Anchor Lane and Roseberry Street (13 each).
16. The general consensus from the consultation is that the proposed parking zone should operate from Monday to Friday (56% in support), between 8.30am to 6.30pm (56% in support); indeed the majority of respondents (138 or 61%) experienced parking pressures during Monday-Friday daytimes.
17. In regards to loading bays (respondents could select more than one option), the largest number (75) preferred a maximum 40 minute stay and the largest number by only a small margin (37) favoured 7am-7pm operation, compared to 35 who preferred the loading bays to operate 7am-10am combined with a paid bay operating 10am to 6.30pm, first half hour free.
18. In response to the question about changing the operation of short stay bays, the highest number of responses (107) were for no change, followed by pay by phone 'stop and shop' bays up to two hour for a fee with first half hour free (54, or 24%).
19. Design changes were mostly in regards to addition or extension of permit bays and review of double yellow lines at dropped kerbs (full details in Appendix 1).
20. The final detailed design plan showing the proposed parking layout is presented in Appendix 1 to this report.

Meeting and correspondence with local businesses

21. In August 2019 officers met with the Blue BID representatives and asked for concerns and aspiration to be communicated from ahead of finalising the preliminary design for consultation. Officers met with businesses 20 August 2019 with eight businesses represented. Comments received from businesses are detailed in Appendix 2 and included:
 - Concerns about customers having to pay for parking and the impact on businesses (e.g. will go to Surrey Quays instead) and therefore impeding upcoming regeneration programme
 - Need for longer parking and meters for elderly customers
 - Recognised need for businesses to be able to park but concerns about cost of business permits
 - Concerns that loading bays are being abused
 - Concerns about insufficient space for motorcycles
 - Comments about the BID parking arrangements in the housing estate.

South Bermondsey Ward meeting

22. On Saturday 14 September 2019 officers presented the project and listened to concerns and answered queries at a well-attended South Bermondsey ward meeting held at Rennie and Manor TRA Hall, Galleywall Road held by ward councillors. Comments received included:
- Displeasure at the timescales due to severe impact of displacement of parking caused by Thorburn Square zone after its implementation in October 2018 and requests for the programme to be shortened to ensure faster delivery of the zone.
 - Concerns about insufficient parking space once the zone was implemented and for the amount of permit parking to be extended where possible
 - Request for a site meeting to address parking design concerns in Beatrice Road

Revised street layout design

23. A site visit was conducted in September 2019 to identify potential spaces that could be accommodated in Beatrice Road. As a result of the site meeting, officers are proposing the addition of approximately three spaces in the street. Some locations requested for additional parking were deemed unsuitable as there was insufficient space even when considering reduction of double yellow lines to one meter either side of a dropped kerb and due to cars being parked in at the turning head.
24. The final designs recommended for implementation are in Appendix 1 and take into consideration all feedback requested in each street within the revised recommended area, where it was considered feasible, including
- Addition of additional permit and permit and paid bays in Beatrice Road and Camilla Road where feasible in line with Southwark's streetscape design manual standards, industry best practice and the Equality Act 2010.
 - Reviewed mix of permit and paid bays and permit bays in Tenda Road.
 - Adjustment of layout of bays and other parking restrictions in line with verified locations of drop kerbs and in line with Southwark's streetscape design manual standards, industry best practice and the Equality Act 2010.
 - Location of loading bays with 7am to 7pm operation times as requested
25. Representations can be made at statutory consultation in regards to the design. Amendments can be made where they do not result in further restrictions and are in line with safety and best practice considerations.
26. Any minor amendments may be made at implementation stage, as determined by officers.

Policy implications

27. The recommendations contained within this report are consistent with the missions of the Movement Plan 2019, particularly:
- | | |
|-----------|--|
| Action 7: | Reduce the number of cars owned in the borough |
| Action 8: | Use kerbside efficiently and promote less polluting vehicles |
| Action 9: | Manage traffic to reduce the demand on our streets |

- Action 12: Movement to, within and from town centres is easy, safe and accessible for all
- Action 13: Make town centres attractive, thriving and diverse places for people and businesses
- Action 15: Reduce exposure to air pollution

Community impact statement

28. 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. They also aim to reduce traffic and in turn, air pollution.
29. The introduction of additional yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
30. 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. Parking displacement is considered a risk particularly in streets closest to underground/overground stations, however this cannot be entirely pre-empted until the recommendations have been implemented and observed.
31. There is a risk that speeds increase where parking is removed from the road, particularly in roads reportedly used for through traffic. This cannot be pre-empted until the recommendations have been implemented and traffic surveyed.
32. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any particular community group.
33. The recommendations support the council's health, equalities and human rights policies and promote social inclusion by:
- Reducing traffic and improving air quality
 - 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.
 - Improving accessibility and removing barriers to active travel choices on the public highway.
34. 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.

Financial implications

35. The capital cost of works for the parking zone lining and signing is approximately £70,000 which includes design and project management costs. This expenditure will be funded by revenue.

Consultation

36. A parking consultation and community engagement has been carried out and results are summarized in Appendix 2
37. A summary of the consultation results and draft recommendations were presented to South Bermondsey Ward Councillors for feedback in November 2019.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

38. The Cabinet Member for Environment, Transport and the Climate Emergency is being asked to approve, subject to the outcome of statutory consultation in connection with the publication of a notice of intention to make a traffic management order for the scheme to:
 - the implementation of a new parking zone (the “South East Bermondsey Zone”) to operate Monday to Friday from 8.30am to 6.30pm;
 - the position and type of parking bays and restrictions for the new parking zone and surrounding streets as shown in the detailed design; and
39. The need for further minor amendments to the design may be delegated to officers. Furthermore, it is noted that there will be a parking zone review undertaken after approximately six to nine months of implementation and, subject to this, the need for further amendments to the design, may be delegated to officers, subject to statutory consultation if needed.
40. The implementation of the new parking zone requires a traffic management order. The procedure for implementing a traffic management order involves a statutory consultation. 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, Transport and the Climate Emergency.
41. The report details the consultation which has taken place with residents, businesses and relevant Ward Councillors. Part 3H of the Constitution sets out the requirement for consultation on any non strategic and highway improvement projects and that the Ward Councillors were given an opportunity to comment on the scheme in November 2019 (paragraph 29).
42. 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. Whilst the report takes these considerations into account and refers to the benefits of the scheme at paragraphs 20 to 26, improving road safety on the public highway, in particular for vulnerable road users, it is emphasised that it is for the decision maker to be satisfied that the equality duty has been met.

43. 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 provisions of the Human Rights Act 1998.
44. The Health and Social Care Act 2012 imposed a duty on local authorities to take such steps as it considers appropriate for improving the health of the people in its area including providing services or facilities designed to promote healthy living (whether by helping individuals to address behaviour that is detrimental to health or in any other way). The report states that the proposed parking zone supports the Council's health policies by the reduction of traffic and improvement of air quality.
45. 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 paragraph **Error! Reference source not found.** above.

Strategic Director of Finance and Governance (CAP19/009)

46. The report is requesting the Cabinet Member for Environment, Transport and the Climate Emergency to approve a number of parking control decisions as detailed in paragraph **1Error! Reference source not found..**
47. Funding of the proposals is reflected in the financial implications section.
48. Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue and capital budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan	Southwark Council Environment Highways Network Development 160 Tooley Street London SE1 2QH	Southwark Transport Policy Team transport@southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Detailed design drawings
Appendix 2	SE Bermondsey parking consultation - Final report

AUDIT TRAIL

Lead Officer	Dale Foden – Head of Highways	
Report Author	Joanna Lesak – Project Manager	
Version	Final	
Dated	19 December 2019	
Key Decision?	No	
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		
Date final report sent to Constitutional Team/Community Council/Scrutiny Team	19 December 2019	