

Statement of Common Ground between Southwark Council and Southwark Living Streets

March 2021



Introduction

This Statement of Common Ground (SCG) addresses matters specific to Southwark Council and Southwark Living Streets which relate to the Proposed Modifications for Examination Version of the New Southwark Plan.

This SCG has been prepared by Southwark Council in agreement with (insert name here) and will be used to inform the contents of the New Southwark Plan.

The purpose of the SCG is for both parties to acknowledge areas of common or uncommon ground relating to the contents of the New Southwark Plan, and to progress in cooperating on the best approach to addressing these areas.

Southwark Council

Southwark Council is the local authority for the London Borough of Southwark in Greater London, England.

Southwark Living Streets

Southwark Living Streets is a campaign group that is part of Living Streets and seeks to speak on behalf of pedestrians across LB Southwark.

Strategic Matters

Strategic matter 1

New Southwark Plan Policy P53 Car Parking

Southwark Living Streets object to the residential parking levels proposed in the New Southwark Plan Policy P53 Car Parking and the detail set out in Table 11: Residential car parking standards.

Southwark Living Streets do not believe the proposed residential parking levels are justified in the light of the Southwark Council declaration of a Climate Emergency for Southwark to become carbon-neutral by 2030 and that they are a barrier to the NSP being effective in delivering this ambition and its other objectives.

Southwark Living Streets assert that Southwark should adopt a policy of zero residential parking in order to meet other NSP objectives of all developments reducing their carbon emissions and improving transport. In particular that the maximum car parking provision for the Aylesbury Action Area of 0.4 spaces per home is excessive and given the extremely long duration of this redevelopment, greater focus should be given to improving PTAL levels in this area to ensure high quality access on foot, by bicycle and on public transport rather than granting these high levels of parking which will have a significantly detrimental impact on both the quality of the street environment and fail to enable more walking and cycling.

Southwark Living Streets proposes that outside the suburban south, where PTAL levels are below 5 with the exception of parking for people with disabilities, no parking should be permitted in new developments. Again, work should be undertaken through the delivery of the Movement Plan and through improvements through CIL to increase PTAL levels in those areas to a point where travel on foot, by cycle and by public transport are sufficiently attractive that car ownership is not required.

Southwark Living Streets argues that with the exception of the Suburban South and provision for people with disabilities, Table 11 should be adjusted to demonstrate that residential car parking will not be consented for any new residential development in Southwark. To mitigate this, provision will need to be made through CIL/S106 agreements to ensure increases in PTAL levels where public transport access is currently inadequate in an area, that the quality of cycle provision is improved (this could be included in the PTAL calculation) and the other mitigation measures occur such as the provision of electric car club places and spaces in the local area. In relation to the Suburban South, the proposed levels of parking should be reduced significantly from the proposed 1 maximum space per home.

Council response

Southwark Council responds that Table 11 is due to be proposed for modification at the Examination in Public, in order to more closely reflect the requirements of Policy T6.1 Residential parking of the Publication London Plan (2020). A full set of proposed modifications are listed in EIP177 NSP cycle and car parking standards amendments. The proposed modifications are support by Transport for London.

Southwark Council will therefore seek to adopt the more stringent maximum residential parking standards presented in Table 10.3 of the Publication London Plan.

Agreements:

Southwark Living Streets agrees to these proposed changes. We hope that in the longer term in the light of the declaration of the Climate Emergency and the development and adoption of a Climate Strategy and its ambition to create a Low Traffic Southwark, Southwark will be open to following the lead of other London boroughs and move towards zero parking associated with residential development.

Signatories

This statement has been informed by engagement between Southwark Council and (insert name here).

'We agree that this statement is an accurate representation of matters discussed and issues agreed upon.

It is agreed that these discussions will inform the New Southwark Plan and that both parties will continue to work together collaboratively in order to meet the duty to cooperate.'

Signed: Peter Wright

Name: Peter Wright

Position: Chair Southwark Living Streets

Date: 29th March 2021

Signed: Simon Bevan

Name: Simon Bevan

Position: Director of Planning

Date: 31 March 2021