1. Executive Summary

1.1 The council in its role as the designated Highway Authority has a number of duties to maintain and manage public roads and spaces. Whilst certain aspects of highways management are controlled by statute, some are locally developed and implemented to reflect the specific needs and requirements of the area concerned.

1.2 To ensure that the residents and businesses of Newham are fully aware of the way in which the council manages and controls this public asset a number of policies are in place. These policies need to be regularly reviewed and refreshed to ensure that they meet the needs of the local area and manage the public space in a fair and equitable way whilst still delivering overarching local and national statutory requirements.

1.3 The current policies regarding the Local Implementation Plan (LIP) and Parking are now due for review, in order to ensure that the revised policies reflect the
changes in statutory requirements, local needs and infrastructure, a comprehensive process of public, business and stakeholder engagement has been undertaken to inform these reviews.

1.4 This report details the process and results of that Highways, Transport & Parking engagement process and sets out the key themes identified from the engagement process for inclusion in; and for the shaping of the council's strategies and policies for the coming years.

2 Recommendations

2.1 Cabinet is recommended to:

2.1.1 Note the process and results of the Highway, Transportation & Parking engagement process as detailed in this report, forming the first phase of the parking and transportation review.

2.1.2 Grant Delegated Approval to the Commissioning Leader (Highways & Traffic) in consultation with the Cabinet Member for Highways, to proceed in drafting Parking policy documents based on the key engagement outcomes identified in section 4 of this report.

2.1.3 Cabinet is also asked to note:

2.1.4 That the final policy documents will be brought back to cabinet for final approval.

3 Background

3.1 The council has a number of policies that determine how the highways asset and infrastructure are managed and controlled and how travel behaviour can be influenced. The main policy document that determines how LBN deliver these programmes is the council’s, Local implementation Plan (LIP) which sets out in 3 year phases how the council intends to deliver improvements and strategies for the highways, addressing localised issues and concerns. The LIP is required by statute to deliver the outcomes specified in the London Mayor’s Transport Strategy at the Borough level and hence is further supported by the council’s Parking Policies and Procedures documentation.

3.2 Both of these documents have to be regularly reviewed and in the case of the LIP there is a need to resubmit and obtain approval from Transport for London every 3 years. This is a condition of our annual LIP funding award from TfL. The supporting Parking document is an internal supporting policy which is renewed every few years, as considered appropriate. Both of these documents are now to be reviewed as part of the Mayor’s pledges to refresh the council’s approach, in particular to Parking, where a fair and equitable system of parking controls was pledged along with free parking for a limited time near to local shopping areas.

3.3 Whist both documents are required to work within a statutory framework there is some flexibility to ensure they are tailored to meet the needs of the local area and to take into consideration the way the council wishes to deliver its highway management in subsequent years.
3.4 The council has a strong desire to make sure that all residents, businesses and stakeholders play a key role in determining the future direction of policy and help to shape the way Newham looks and feels for years to come. As a result an extensive engagement process has been undertaken to gather the key thoughts and priorities that residents and businesses would like to see taken forward and form the key elements of any future policy documents.

3.5 Building on the Citizen Assembly model that the council has employed to engage on wider issues, three Highways, Transportation & Parking Forums have been held. They were organised, planned & independently facilitated by the same external consultancy that was engaged for the CA.

3.6 However the forums differed slightly, in that, to ensure a full range of opinion and demographic was represented, local specific highway user groups (as detailed in Appendix A) were invited as well as the general public who were able to register for invitation. This allowed for a wide range of views to be expressed in terms of differing opinions and needs. The discussions held sought to identify any joint consensus on issues relating to road condition, parking management, environmental considerations, congestion management and any other key issues raised.

3.7 The meetings were held on the 26th and 31st January and on the 4th February 2019, in three separate locations (Canning Town, Stratford & East Ham) across the borough and also covered one weekend and 2 weekday events. In total there were over 250 attendees across the 3 sessions giving a full spectrum of opinions. These views were gathered and fell into a number of key areas as set out in section 4. The full detailed list of feedback gathered at the forums is detailed as Appendix B.

3.8 Simultaneously an online consultation/forum was held, this was a unique and innovative approach, utilising a special system called POL.IS. This enabled anyone to log in and register their views on a wide range of highways topics as well as create new topics if they felt there was nothing already representing their views. In total 1,116 participants took part registering votes on over 110,000 statements and creating a further 1779 additional statements of their own for consideration. A breakdown of representation that took part is detailed below.

<table>
<thead>
<tr>
<th>Demographic</th>
<th>Polis respondents</th>
<th>Compared to actual Newham population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aged between 16 and 34 years</td>
<td>31%</td>
<td>36%</td>
</tr>
<tr>
<td>Aged between 35 and 55 years</td>
<td>41%</td>
<td>27%</td>
</tr>
<tr>
<td>Over 55 years old</td>
<td>13%</td>
<td>15%</td>
</tr>
<tr>
<td>Identifying as white British or any other white background</td>
<td>41%</td>
<td>29%</td>
</tr>
<tr>
<td>Identifying as Asian British or any other Asian background</td>
<td>24%</td>
<td>43%</td>
</tr>
<tr>
<td>Identifying as Black British or any other Black African or Caribbean background</td>
<td>10%</td>
<td>19%</td>
</tr>
<tr>
<td>Identifying as a mixed identity or multiple ethnic groups</td>
<td>12%</td>
<td>5%</td>
</tr>
</tbody>
</table>
3.9 Having added new comments, further participants could then comment on the new topics raised. In this way the conversation is naturally generating and whilst different groups of opinion were made clear, a number of key themes that were generally supported by all start to appear. A detailed report on all statements received or voted on (including demographic & geographic information) is attached at (Appendix C), however the key issues that emerged also matched the forum discussions and are outlined in section 4.

3.10 Additionally an external consultant was engaged to undertake a benchmarking exercise on how other London boroughs deliver their parking controls to help the council consider best practice London wide as part of future considerations

3.11 The keys outcomes were collated and fall into a number of high level areas aims and aspirations as detailed in section 4, subject to approval these aims will form the basis of the refreshed and renewed LIP documentation and Parking Policies and Procedures documentation

4 Key Outcomes from the engagement process

Detailed zone and parking controls changes

- Support for changes to charges for additional vehicle permits
- Overall support for reduction in permit charges for carers and specific identified groups
- Reduced zones & zone times time’s, particularly on weekends
- Changes to visitor permit types, durations & associated costs
- Free parking for electric cars
- Changes to parking controls to support local businesses
- Continued roll out of Car Club bays
- Consideration for cap on number of permits per household

Street Safety & Built environment improvements

- Full or part time closures of some roads to reduce traffic and improve pedestrian safety
- Increased pot hole repair rates, procedures and timescales
- Improved Cycling facilities to increase safety
- Increased electric charging infrastructure
- Improved enforcement to increase compliance of motoring offences that
create dangers

**Air Quality & Health improvements**
- Increased incentives to walk or cycle instead of car usage for short journeys
- Need to reduce car emissions to improve air quality
- Reduce car emissions in areas close to where children frequent, schools, play areas
- Reduce air pollutants that are dangerous to public health
- Consideration for emissions based permit charging structure

**Street cleanliness**
- Increased patrols and enforcement of fly tipping activity
- Improved cleanliness and enforcement of littering
- Reduce street drinking/drugs
- Better monitoring of licensed premises (bookmakers, shops)

**Improved Public Transport**
- Improved access to public transportation for disabled users
- Improved public transport journey times
- Better interchanges between bus/train links
- Increased frequency and capacity of public transportation

5 **Policy Implications & Corporate Priorities**

5.1 The development of renewed policies within Highways is a key feature of the Mayoral pledges and the need for the council to comply with the GLA act (2000) in regards to the LIP submission. There was a separate report on the LIP policy development approved by the April 2019 Cabinet. These new policies are aligned to the emerging corporate priorities and by necessity, to the wider London Mayors Transportation Strategy.

5.2 This also ensures that the future delivery of highways schemes and therefore funding (via the annual LIP settlement) is in line with statutory guidelines and the needs of the local community whilst still enabling a framework for future growth and expansion to cope with the ever increasing pressures on the available highways infrastructure.
6 Consultation

6.1 In developing this approach, ongoing consultation and close working with the Cabinet members and local members has been undertaken. This has involved regular weekly meetings with the Cabinet Member for Highways & Environment (Cllr Tripp) and then latterly with the new cabinet member for Highways & Sustainable Transport (Cllr Ali), as well as regular briefings and updates to the Mayor.

Additional local member briefings were held throughout October 2018 with the then Cabinet member in attendance outlining the approach.

7 Implications & Next steps

At this stage there are no implications as the final policy documents will be brought back to cabinet for approval and undergo any required statutory consultation, however a number of further actions (subject to approval as detailed above) will now be undertaken over the coming months to help inform and draft the parking policy.

Firstly an independent sample poll of representative demographics is proposed to be undertaken to further support the findings of Pol.is and to enhance the understanding around the views of different road users and their knowledge of links between vehicle usage and environmental matters.

Additionally, this will be supplemented with a communications strategy to aid with educational matters relating to the links between vehicle usage and air quality issues, which will include short video clips.

The draft parking policy will be formed based around the key areas as detailed in this report which will then be discussed at a number of member briefings to be held over the summer to get further feedback and adapt it to suit local needs. As detailed above once the final draft is complete it will be reported back to cabinet in Autumn 2019.

This report is an update for the Mayor and Members to note, and has no material implications at this time.

8 Financial Implications

There are no financial implications at this stage, the LIP policy document (separate report in April 2019) set out the council’s annual expenditure on transport and its three year delivery programme.

There are also no financial implications at this stage to further developing the Parking policies documentation (other than some senior officer time), however once the full document is presented to Cabinet in future months it will require a full business case to cover the cost of any delivery change or income variation.

9 Legal Implications

N/A Report is for update purposes only

10 Equalities Implications
N/A Report is for update purposes only

11 Other Implications relevant to this report:
N/A Report is for update purposes only

12 Background Information used in the preparation of this report
N/A Report is for update purposes only