

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 23 February 2017	<b>Meeting Name:</b> Cabinet Member for Environment and the Public Realm
<b>Report title:</b>		Peckham Road South parking study	
<b>Ward(s) or groups affected:</b>		The Lane and Brunswick Park	
<b>From:</b>		Strategic Director of Environment and Leisure	

## RECOMMENDATIONS

That the Cabinet Member for Environment and the Public Realm:

1. Approves the implementation of a new parking zone in the Peckham Road South area, operating Monday to Friday, 8.30am to 6.30pm, subject to the outcome of any necessary statutory procedures at an estimated cost of £60,000 comprising £40,000 for implementation works and £20,000 staff costs.
2. Approves the position and type of parking bays and restrictions for the new parking zone and surrounding streets as shown in the detailed design (Appendix 2).

## BACKGROUND INFORMATION

3. This report draws upon the detailed analysis of the consultation report (Appendix 1), government legislation, parking enforcement experience, good parking practice and financial considerations.
4. The 2016/17 strategic parking project programme was approved by the Head of Highways in conjunction with the Cabinet Member.
5. The programme included a consultation on the possible introduction of a new parking zone in the Peckham Road South area.
6. This consultation was included within the programme following representations by local residents, via resident associations and ward councillors.
7. In accordance with Part 3H of the council's constitution, the consultation methods and boundary for the study were approved at Camberwell Community Council and Peckham and Nunhead Community Council meetings in June and July 2016.
8. In January 2017, Camberwell Community Council and Peckham and Nunhead Community Council were given opportunity to make final representations to the cabinet member following public consultation.

## KEY ISSUES FOR CONSIDERATION

### Summary of consultation process and findings

9. Informal public consultation took place with all residents and businesses within the Peckham Road South area from 26 September until 21 October 2016. Further details of the consultation process can be found in the consultation report (Appendix 1).
10. The informal public consultation yielded 380 returned questionnaires from within the consultation area, representing an 18% response rate. This is a good 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.

Area	Response rate	Do you want a parking zone?		
		Yes	No	Undecided
Peckham Road South parking zone	<b>18%</b>	<b>57%</b>	<b>37%</b>	<b>6%</b>

Figure 1

11. Detailed street by street analysis, as well as the parking stress survey, identified that there is justification to consider a parking zone within all of the project area. The following was considered and presented to Camberwell Community Council and Peckham and Nunhead Community Council:
  12. To implement a parking zone across the entire consultation area.
  13. To operate this zone Monday to Friday from 8.30am to 6.30pm
  14. The rationale for the above can be found in the consultation report (Appendix 1).
15. The general consensus from the consultation is that the proposed parking zone should operate from Monday to Friday, between 8.30am and 6.30pm. A range of timeframes for the operation of any zone introduced were consulted upon, and full day controls, Monday to Friday were preferred by most respondents.
16. The final detailed design plan showing the proposed parking layout is presented in Appendix 2 to this report.

### Proposals for consideration

17. In view 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 implementation of a new parking zone in the Peckham Road South area, operating Monday to Friday, 8.30am to 6.30pm, subject to the outcome of any necessary statutory procedures.
  - b. Approve the position and type of parking bays and restrictions for the new parking zone and surrounding streets as shown in the detailed design (Appendix 2).

## **Policy implications**

18. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly
  - i. Policy 1.1 – pursue overall traffic reduction
  - ii. Policy 4.2 – create places that people can enjoy.
  - iii. Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

## **Community impact statement**

19. 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.
20. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
21. 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.
22. 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.
23. 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.
24. 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**

25. The capital cost of works is approximately £60,000 which includes design and project management costs. This expenditure will be contained within the parking revenue account Commitments against this project will commence only when funding is approved.

## **Consultation**

26. A parking consultation has been carried out in advance of this report. The

consultation is summarised in paragraphs 10 to 14 of this report.

27. A draft of this report was presented to Camberwell Community Council and Peckham and Nunhead Community Council and their comments can be found in the following paragraphs.

#### **Peckham and Nunhead Community Council**

28. On 28 January 2017 the community council was consulted - no comments were received.
29. The ward councillors from The Lane as well as the Chair for Peckham and Nunhead community council were emailed on Monday 30 January asking for comments, no responses have been received.

#### **Camberwell Community Council**

30. On 31 January 2017, the consultation findings and conclusions were reported to the community council. The community council supported the proposal.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Director of Law and Democracy**

31. The Cabinet Member for Environment and the Public Realm is being asked to approve the implementation of a new parking zone in the Peckham Road South area; and approve the position and type of parking bays and restrictions for the new parking zone and surrounding streets as shown in the detailed design.
32. Part of the scheme requires a traffic management order. The procedure for implementing a traffic management order involves a statutory consultation. The report acknowledges that 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 report to the Cabinet Member for Environment and the Public Realm.
33. The report details the consultation which has taken place with residents and also with the relevant community councils. Part 3H of the Constitution sets out the requirement of consultation on any non strategic and highway improvement projects and the community councils were given an opportunity for final comment in January 2017.
34. 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. The report takes these considerations into account and at paragraph 22 refers to the proposed works improving road safety on the public highway and in particular for vulnerable road users.
35. 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). The implementation of a controlled parking zone is not anticipated to breach the provisions of the Human Rights Act 1998.

36. The Council's constitution gives the Cabinet member for Environment and the Public Realm the responsibility for (amongst other things) roads 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 the Environment and the Public Realm to determine the recommendations set out in paragraphs 1 and 2 above.

**Strategic Director of Finance and Governance (EL16/033)**

37. The report is requesting the cabinet member for environment and the public realm to approve a number of parking control decisions as detailed in paragraphs 1 and 2.
38. The strategic director of finance and governance notes that the costs of the proposed scheme will be contained within the parking revenue account for Parking Design Projects.
39. It is also noted that the estimated staffing costs of £20k 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 & Leisure Highways Network Dept 160 Tooley Street SE1 2QH	Paul Gellard (020 7525 7764)

**APPENDICES**

No.	Title
Appendix 1	Consultation report
Appendix 2	Detailed design drawing

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Head of Highways, E&L	
<b>Report Author</b>	Joanna Redshaw, Assistant Project Manager, E&L	
<b>Version</b>	Final	
<b>Dated</b>	22 February 2017	
<b>Key Decision?</b>	Yes	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
<b>Cabinet Member</b>	Yes	Yes
<b>Date final report sent to Constitutional Team</b>		22 February 2017