

Item No. N/A	Classification: Open	Date: July 2017	Decision taker: Cabinet Member for Environment and Public Realm
Report title:		Peckham Road South Parking Study	
Ward(s) or groups affected:		The Lane and Brunswick Park	
From:		Strategic Director of Environment and Social Regeneration	

RECOMMENDATIONS

1. It is recommended that the Cabinet Member for Environment and the Public Realm:
 - i. Consider the 91 representations as summarised in Table 1 received during statutory consultation relating to the proposal to introduce a new parking zone (permit parking bays and double yellow lines) in the Peckham Road South area. It should be noted that some representations provided more than one ground for objection.
 - ii. Reject each of the objections included in the correspondence, summarised in Table 2, for the reasons given in Appendix 1.
 - iii. Instruct officers to write to each person who made representations to inform them of the council's decision.
 - iv. Instruct officers to make the necessary Traffic Management Order.
 - v. Instruct officers to proceed with installation of the parking zone in the Peckham Road South area operating from Monday to Friday between 8.30am and 6.30pm as per the individual cabinet member decision approved on 1 March 2017.

BACKGROUND INFORMATION

2. This report makes recommendations for the determination of a number of objections that relate to traffic orders that are of a strategic nature as they relate to the outcome of the Peckham Road south parking consultation.
3. A total of 89 representations were received by email and two by telephone during the statutory consultation period, as shown in Tables 1 and 2. The grounds for objection included across this correspondence are summarised in Table 3.
4. The objections were received as a result of the statutory consultation procedure concerning the introduction of a new parking zone in the Peckham Road south area.
5. Part 3D, paragraph 23 of the Southwark constitution sets out that determination of objections to traffic orders which are of a strategic nature are reserved to the Cabinet Member for Environment and the Public Realm.

6. The Cabinet Member for Environment and the Public Realm approved, on 1 March 2017:
 - i. That 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, be approved.
 - ii. That the position and type of parking bays and restrictions for the new parking zone and surrounding streets as shown in the detailed design, be approved.
7. The rationale for a new parking zone in the Peckham Road south area was explained in more technical detail in the consultation report.
8. The decision to introduce a new parking zone was made following public and ward member consultation. Full details of that study can be found within the background documents.
9. In accordance with legislation¹ the council advertised its intention to make traffic orders in respect of the introduction of the new parking zone, on 30 March 2017.
10. The consultation period ran for 21 days until 20 April 2017.
11. Notice was given in the London Gazette², local press (Southwark News) and street notices were placed in the affected area.
12. Notice was given to the following statutory consultees: London Ambulance Service, London Fire Brigade, Metropolitan Police Service, TfL Buses, Freight Transport Association, and the Road Haulage Association.
13. Notice was also given to non-statutory consultees including: Transport for London, Southwark Disablement Association, Southwark Disability Forum, Southwark Cyclists, Living Streets and London Travel Watch.
14. Full details of the proposal were also made available for inspection on the council's website or in person by appointment at 160 Tooley Street.

KEY ISSUES FOR CONSIDERATION

15. A total of 91 pieces of correspondence were received as a result of the statutory consultation. A further petition featuring 46 signatures was also received. It should be noted that some signatures duplicate representations already received and often several members of the same household have responded. It cannot be guaranteed that the petition was sent to all households whether in support or against the zone. A copy of all representations received can be found in Appendix 2. Those representations are summarised in Table 1 and the grounds for objection are listed in Table 2. Further details of each objection and officers response can be found in Appendix 1.

¹ The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

² <https://www.thegazette.co.uk/notice/2750202>

16. Each piece of correspondence received during statutory consultation was responded to with an acknowledgement email/letter including details on the outcome of the Peckham Road south parking consultation, the rationale for the new parking zone and outlining the process for determination of objections.

TABLE 1 – Representation by street/property

Road	Representation
Bushey Hill Road	7
Camberwell College of Arts	3
Crofton Road	6
Denman Road	3
Gairloch Road	1
Grummant Road	1
Linnell Road	2
Lyndhurst Grove	2
Not given	35
Peckham Road	2
Shenley Road	7
Shenley Road	1
Sunshine House	2
Talfourd Road	3
The Piano Factory	3
Vanguard Court	13
Grand Total	91

TABLE 2 – Responses by street/property

Count	Response			
Roads	Comment	Objects	Supports	Grand Total
Bushey Hill Road		1	6	7
Camberwell College of Arts		3		3
Crofton Road	3	2	1	6
Denman Road		2	1	3
Gairloch Road		1		1
Grummant Road		1		1
Linnell Road		2		2

Count	Response			Grand Total
Roads	Comment	Objects	Supports	
Lyndhurst Grove	1	1		2
Not given	2	17	16	35
Peckham Road		2		2
Shenley Road		3	4	7
Shenley Road		1		1
Sunshine House	1	1		2
Talfourd Road	1	2		3
The Piano Factory		3		3
Vanguard Court		12	1	13
Grand Total	8	54	29	91

TABLE 3 – Grounds for objection

Ref	Grounds for Objection	Count ³
1.	Overflow of parking blocking access to Vanguard Court	16
2.	Concerns raised regarding consultation process and decision making	21
3.	Cost of permits	10
4.	Length of restriction is too long	6
5.	There is insufficient parking congestion in this area to justify the proposed measures	7
6.	Suggestion of a two car discount	1
7.	The parking controls will restrict visitors/tradespersons	6
8.	It is a revenue making exercise by the council	6
9.	Respondent works in the area and needs to be able to park	7

³ Note that the sum of table 3 exceeds the total number of objections made as many objectors gave more than one reason for their objection.

Ref	Grounds for Objection	Count ³
10.	Lack of motorcycle bays in the design	1
11.	Please ensure that parking is on both sides of road to keep slow traffic	2
12.	The permit system will be too difficult for some users	1
13.	General design comment	2
14.	Current system favours commuters	4
15.	Elderly and those on low income adversely affected	2
16.	Inability to purchase a permit	1
17.	Overflow from other zones	1
18.	Could the amount of business permits allowed be increased	1
19.	Certain Pay by phone bays should be for permit holders only	1
20.	Introduce 15 minute school parking permits or free parking resident bays near schools for 10 minutes, to allow parents to drop children off and pick them up safely	1
21.	Loss of employment	7
22.	Not enough response to justify the decision	3
23.	Congestion is the result of Southwark Council staff parking	3
24.	Multiple residents from one house could reply	1
25.	Unfair to businesses	1

17. The officer responses to the grounds for objection can be found in Appendix 1.

18. Any other comments that were raised during the statutory consultation are detailed in the respondents correspondence (Appendix 2).

Conclusions

19. The parking zone proposal has overall received a high level of support, as shown in the background documents. We have received 54 objections to the proposed parking zone. Large proportions originate from businesses in Vanguard Court, a private road and those working in the area who wish to continue parking.

20. Further common comments include the belief that the consultation was not conducted correctly and that this is a money making exercise.

21. The informal consultation yielded an 18% response rate, of which 57% are supportive of the introduction of a new parking zone in the entire study area.

22. The consultation findings and recommendations were presented to ward members in January and February 2017.
23. Further support for the zone was received during the statutory consultation stage.
24. The council has therefore proposed to introduce the new parking zone in the Peckham Road south area as outlined in the individual cabinet member decision report from March 2017.
25. For the reasons outlined in the officers' responses in Appendix 1, all objections should be rejected.
26. A significant number of comments received have been regarding the overflow of parking into a private road. Options for these areas have been explored as shown in Appendix 1.

Policy implications

27. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:
 - Policy 1.1 – pursue overall traffic reduction
 - Policy 4.2 – create place that people can enjoy
 - Policy 5.1 – Improve safety on our roads and to help make all modes of transport safer
 - Policy 5.6 - We will seek to create conditions where our roads are safe
 - Policy 6.1 – Make our streets more accessible for pedestrians
 - Policy 7.1 - Maintain and improve the existing road network making the best use of it through careful management and considered improvements
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets
 - Policy 8.2 - Promote the uptake of low emissions vehicles.

Community impact statement

28. The policies within the Transport Plan are upheld within this report and have been subject to an Equality Impact Assessment.
29. The recommendations are area based and therefore will have greatest effect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
30. The implementation of a new parking zone will benefit the local community by removing commuter parking and parking displaced from other nearby parking zones resulting in an overall increase in the number of parking spaces available to residents.
31. There is a risk that the new parking zone may cause displacement to roads on the

periphery of the proposed area which could trigger the need for further consultation and additional funding. However this cannot be entirely pre-empted until the recommendations have been implemented and observed.

32. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.

Resource implications

33. There are no resource implications associated with the recommendations contained within this report that have not been previously agreed.
34. This report is to determine statutory objections made in relation to a proposed traffic order.
35. Any additional costs as a result of these recommendations will be contained within the original budget that was agreed for this project on 01 March 2017.

Consultation

36. Statutory consultation has been carried out as detailed in paragraphs 10 to 15 of this report.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Law and Democracy

37. In March the Cabinet Member agreed to approve the implementation of the parking zone in the Peckham Road south area subject to the outcome of a statutory consultation.
38. The results of that consultation are now available. 91 representations were received and whilst there was a high level of support there were a significant number of objections and these are summarised at Table 3. The response from officers to these objections is set out in Appendix 1. The Cabinet Member for Environment and the Public Realm is now being asked to consider and determine the objections received in respect of the proposed new parking zone
39. The objections have been received following the statutory consultation process in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 and the Road Traffic Regulation Act (RTRA) 1984. Under Regulation 14 the council has discretion to modify the Order following any objections received, and the recommendation to proceed with the proposed parking zone following the making of objections would be in accordance with Regulation 14.
40. Part 3D paragraph 23 of the Southwark constitution gives the Cabinet Member for Environment and the Public Realm the authority to determine objections to traffic orders which are of a strategic nature. Accordingly, the Cabinet Member may approve the recommendation set out at paragraph 1 of this report with such appropriate amendments as he deems fit having regard to the content of this report.
41. Once the objections have been determined by the Cabinet Member the Traffic Management Orders will be made by officers under delegated powers.

Strategic Director of Finance and Governance (EL17/005)

42. This report is requesting the Cabinet Member for Environment and Public Realm to approve a number of recommendations, (as reflected in paragraph 1i to 1v)i relating to the statutory consultation on the proposal to introduce a new parking zone (permit parking bays and double yellow lines) in Peckham Road South area . Background and full details are provided within the main body of the report.
43. The strategic director of finance and governance notes that there are no additional financial implications arising from this report
44. Staffing and any other costs connected with this recommendations to be contained within existing departmental revenue budgets

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Peckham Road south report	Southwark Council Transport Projects, Highways Environment and Social Regeneration 160 Tooley Street London SE1 2QH Online: http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6072	Joanna Redshaw 020 7525 2665
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Joanna Redshaw 020 7525 2665

APPENDICES

No.	Title
Appendix 1	Summary of objections received and officers response
Appendix 2	Objections (redacted)
Appendix 3	Map of area

AUDIT TRAIL

Lead Officer	Matt Hill, Head of Highways		
Report Author	Joanna Redshaw, Project Manager		
Version	Final		
Dated	22 June 2017		
Key Decision?	Yes		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments sought	Comments included	
Strategic Director of Law and Democracy	Yes	Yes	
Strategic Director of Finance and Governance	Yes	Yes	
Date final report sent to Constitutional Team		22 June 2017	