

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 24 November 2017	<b>Meeting Name:</b> Cabinet Member for Environment and Public Realm
<b>Report title:</b>		Queens Road parking study	
<b>Ward(s) or groups affected:</b>		Nunhead, Livesey, Peckham wards	
<b>From:</b>		Strategic Director of Environment and Social Regeneration	

## RECOMMENDATIONS

That the cabinet member for environment and public realm:

1. Notes the findings of the consultation report at Appendix 2.
2. Determines that a new parking zone should not be implemented across the Queens Road study area at the present time, given the lack of public support for the proposal.
3. Approves the installation of double yellow lines at locations across the study area where parking has been deemed unsafe (Appendix 1), subject to the outcome of any necessary statutory procedures.
4. Notes the support in Clifton Crescent for a parking zone, and instructs officers to continue to monitor parking pressures in this street with a view to implementing a single road parking zone should the evidence support this initiative. Any consideration of a single road parking zone would take place no earlier than one year after the installation of double yellow lines across the area and following a parking stress survey and a single road parking consultation. A further report will be submitted to the cabinet member should a parking zone consultation take place.

## BACKGROUND INFORMATION

5. This report draws upon the detailed analysis of the consultation report (Appendix 2), government legislation, parking enforcement experience, good parking practice and financial considerations.
6. The 2016-17 strategic parking project programme was approved by the Head of Highways in conjunction with the cabinet member for environment and public realm.
7. The programme included a consultation on the possible introduction of a new parking zone in the Queens Road area.
8. This consultation was included within the programme following representations by local stakeholders and ward councillors.

9. In accordance with Part 3H of the council's constitution in operation at that time, the consultation methods and boundary for the study were approved at Peckham and Nunhead Community Council meeting in June 2016.
10. In June 2017, Peckham and Nunhead Community Council was given the opportunity to make final representations to the cabinet member following public consultation.

## KEY ISSUES FOR CONSIDERATION

### Summary of consultation process and findings

11. Informal public consultation took place with all residents and businesses within the Queen's Road study area from 6 January until 30 January 2017. Please note that the consultation period was extended to 6 February 2017. Further details on the consultation process can be found in the consultation report (Appendix 2).
12. The informal public consultation yielded 612 returned questionnaires from within the consultation area, representing a 15% response rate. This is a reasonably 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
Queen's Road Parking study	<b>15%</b>	<b>22%</b>	<b>71%</b>	<b>7%</b>

**Figure 1**

13. Detailed street by street analysis identified that there is no justification to consider a parking zone across the whole area. The following was considered and presented to Peckham and Nunhead Community Council:
  - To not implement a parking zone within the study area.
  - To install double yellow lines across the area where parking has been deemed unsafe.
  - To keep Clifton Crescent under review with an option to install a single road parking zone given the level of support for a parking zone from the respondents in that particular road.
14. The rationale for the above can be found in the consultation report (Appendix 2).
15. The general consensus from the consultation is that there are no significant parking problems in the whole area.
16. The final detailed design plan showing the proposed parking restrictions is presented in Appendix 1.

### 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) That a new parking zone should not be implemented across the Queens Road study area at the present time, given the lack of public support for the proposal.
- b) Approval should be sought for the installation of double yellow lines at locations across the study area where parking has been deemed unsafe, subject to the outcome of any necessary statutory procedures.
- c) That given the support in Clifton Crescent for a parking zone officers should be instructed to continue to monitor parking pressures in this street with a view to implementing a single road parking zone should the evidence support this initiative. Any consideration of a single road parking zone should take place no earlier than one year after the installation of double yellow lines across the area and following a parking stress survey and a single road parking consultation. A further report will be submitted to the cabinet member should a parking zone consultation take place.

### **Policy implications**

18. 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 places that people can enjoy.

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 £20,000 which includes design and project management costs. This expenditure will be covered by S106 funding. 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 9 to 14 of this report.
27. A draft of this report was presented to Peckham and Nunhead Community Council and their comments can be found in the following paragraphs.

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

28. On 27 June 2017 the community council was consulted - no comments were received.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Legal Services**

29. The cabinet member for environment and the public realm is being asked to note the lack of public support for the introduction of a parking zone in the Queens Road area and to therefore determine that no new parking zone should be implemented. However, given the level of support in Clifton Crescent for a parking zone, officers are seeking authority to continue to monitor parking pressures in this street with a view to implementing a single road parking zone should the evidence support this initiative.
30. The report at Appendix 2 makes clear that the proposal to install double yellow lines at junctions in the consultation area is irrespective of the outcome of the parking zone consultation. However, any consideration of a single road parking zone will wait until at least a year after the installation of double yellow lines across the area and following both a parking stress survey and a single road parking consultation. Recommendation (4) is clear that a further report will be submitted to the cabinet member for environment and the public realm should a parking zone consultation take place.
31. The proposal to implement double yellow lines requires a traffic regulation order. The procedure for implementing such an order involves a statutory consultation. Consideration of any 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 public realm.
32. The report details the consultation which has taken place with residents and also

with the relevant community councils. Part 3H of the constitution has changed since the requirement for community councils to determine the consultation boundaries and be consulted on the methods of consultation but in June 2016 it was still the function of Peckham and Nunhead Community Council to undertake this role. No further comments have been received since the consultation was completed this year.

33. 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 23 refers to the proposed works improving road safety on the public highway and in particular for vulnerable road users.
34. 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 and highways 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 traffic regulation order to implement double yellow lines on junctions in the consultation area is not anticipated to breach the provisions of the Human Rights Act 1998.
35. The council's constitution gives the cabinet member for environment and the public realm the responsibility for (amongst other things) parking, roads 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 public realm to determine the recommendations set out in paragraphs 2 and 4 above.

### **Strategic Director of Finance and Governance**

36. The report is requesting the cabinet member for environment and public realm to approve parking control decisions as reflected in paragraphs 1 to 4. Full details and background are provided within the main body of the report.
37. The strategic director of finance and governance notes that the costs of the proposed schemes will be contained within S106 funds.
38. Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue budgets.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan	Southwark Council Environment and Social Regeneration Highways 160 Tooley Street London SE1 2QH	Joanna Redshaw 020 7525 2665

## APPENDICES

No.	Title
Appendix 1	Proposed parking restrictions
Appendix 2	Consultation report + Appendices A and B

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Head of Highways		
<b>Report Author</b>	Joanna Redshaw, Project Manager		
<b>Version</b>	Final		
<b>Dated</b>	24 November 2017		
<b>Key Decision?</b>	No		
<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 Governance		Yes	Yes
<b>Cabinet Member</b>		Yes	No
<b>Date final report sent to Constitutional Team</b>			24 November 2017