

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 23 November 2021	<b>Decision Taker:</b> Cabinet Member for Transport, Parks and Sport
<b>Report title:</b>		Implementation of Controlled Parking Zone in North East Peckham (Trafalgar Zone Extension)	
<b>Ward(s) or groups affected:</b>		Old Kent Road and Peckham	
<b>From:</b>		Head of Highways	

## RECOMMENDATION(S)

1. It is recommended that the Cabinet Member for Transport, Parks and Sport:
  - i. Consider the responses to the informal consultation undertaken from 9 August to 14 September 2021 regarding the proposed extension of CPZ T in north east Peckham. Full consultation report can be found in Appendix 1.
  - ii. Instruct officers to proceed the outline designs to detailed design taking into account comments received at the consultation stage.
  - iii. Instruct officers to proceed with extension of Trafalgar CPZ 'T' operating from Monday to Friday from 8.00am to 6.30pm and reinstate permit parking across the existing CPZ subject to statutory consultation.
  - iv. Instruct officers to draft and publish traffic management orders to this effect.
  - v. Notes that an additional report will be brought to the Cabinet Member should objections be received at the statutory consultation stage.

## BACKGROUND INFORMATION

2. This report makes recommendations for the extension of an existing controlled parking zone in the Area.
3. This Area is south of the Old Kent Road, which is set to undergo large developments over the coming years. Without a controlled parking zone in place, planning conditions preventing the purchase of permits for residents of new developments cannot be enforced.
4. The consultation for this Proposal initially commenced at the beginning of 2020 but was put on hold due to the Covid-19 pandemic.

5. A new consultation took place between 9 August and 14 September 2021, whereby 6,135 flyers were sent to all addresses across the Area directing recipients to the Council's online consultation hub.
6. In total, 234 responses were received as a result of the consultation, representing a response rate of 4%.
7. A large majority of respondents (88%) stated that they and their visitors have difficulties parking on week days.
8. The streets with the largest percentage of respondents who were in favour of the controlled parking zone were; Clifton Crescent, Jocelyn Street, Peckham Hill Street, Commercial Way and Colegrove Road.
9. 75% of respondents would like the parking zone to operate all day and 16% of the respondents would like the zone to operate for part of the day. 73% of respondents would like the CPZ to operate Monday to Friday.
10. We did not receive many responses from the existing Trafalgar controlled parking zone.

#### **KEY ISSUES FOR CONSIDERATION**

11. There was a 4% response rate to this consultation and over 99% of respondents were residents.
12. 14 of the 55 roads had a response rate of over 10%. 52% of respondents are in favour of the Proposal.
13. The controlled parking zone will operate Monday to Friday from 8:00am to 6:30pm.

#### **Policy framework implications**

14. The recommendations contained within this report are consistent with the missions of the Movement Plan 2019 (approved by Cabinet in April 2019 detailed in background documents) particularly:
  - M2 Action 2 – Create simple and clear streets
  - M3 Action 4 – Deliver infrastructure to support active travel
  - M4 Action 7 – Reduce the number of cars owned in the borough
  - M4 Action 8 – Use kerbside efficiently and promote less polluting vehicles
  - M4 Action 9 – Manage traffic to reduce the demand on our streets
  - M7 Action 15 – Reduced exposure to air pollution
  - M7 Action 16 – Zero people killed or injured on our streets by 2041

## **Community, equalities (including socio-economic) and health impacts**

### **Community impact statement**

15. The missions within the Movement Plan have been upheld in this report.
16. The recommendations are Area based and therefore will have greatest effect upon those people living, working or traveling in the vicinity of the Area where the proposals are made.
17. The extension of the controlled parking zone will benefit the local community by overall increase in the number of parking spaces available to residents and as a result this will remove people commuting to the Area and parking their vehicle. Also, residents who are entitled to a Blue Badge will be able to apply for a disabled parking bay outside their home.
18. There is a risk that the implementation of additional parking controls may cause displacement to roads on the periphery of the proposed Area, which could trigger the need for further consultation and additional funding.
19. It is anticipated that the extension of the controlled parking zone will reduce private car use therefore reducing traffic in the area contributing to improved air quality across the area. With the reduction of private car use, it is expected that more active travel modes will be used and increase physical activity.
20. With less vehicles on streets, we would expect a reduction in road traffic collisions and the resulting injuries and fatalities.
21. 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.

### **Equalities (including socio-economic) impact statement**

22. The Proposal is not considered to have any adverse effect on socio-economic or health equalities. Safety for pedestrians and in particular vulnerable users such as the elderly and disabled persons will be greatly assisted with clearer locations where parking is permitted and also see where it is safer to cross the road.

### **Health impact statement**

23. The Proposal support the council's mission to use the kerbside efficiently and promote less polluting vehicles, manage traffic to reduce demand on our streets and reduce exposure to air pollution by reducing the availability of parking for those commuting into Southwark.
24. This project location is a part of some of the most deprived, ethnically diverse areas of the borough, it is the location of many schools, which have high levels

of NO2 plus a high level of obesity.<sup>1</sup> New parking restrictions aim to reduce levels of car ownership and vehicles travelling to the Area while encouraging active travel. Fewer cars and active travel may lead to improved air quality and reduce levels of obesity.

### **Climate change implications**

25. The report has considered how the proposed measures impact on climate change. The measures support the aims of the council's Climate Change Strategy under Priority 2 – Active and Sustainable Travel. Key aims of the council's Climate Change Strategy include to 'reduce car journeys to a minimum by 2030' and to 'be a borough where the walking and cycling becomes the default way to get around'. Part of meeting the borough's ambition of net zero emissions by 2030 includes a reduction in vehicle km's travelled and a shift to active and public transport; road transport currently accounts for 15% of the borough's emissions. These measures strongly support that ambition by prioritising parking for residents and freeing up kerb space for more sustainable travel options.
26. Data will be collected to inform the ongoing development of the scheme. We will consider the use of additional planting, sustainable urban drainage or rain gardens on the highway to ensure the scheme is further in line with the Climate Change Strategy's Priority 3 – Thriving Natural Environment which include actions to 'create greener streets'. We will mitigate against the potential negative impact of construction works on the climate by asking our contractor to use electric vehicles where possible and a carbon calculator for material specifications.
27. A just and inclusive transition is at the heart of the council's emerging climate policy. These proposals prioritise the movement of people first and foremost, while retaining vehicle access for those who require it. In delivering a safer and more equitable highway network, the measures are in accordance with the council's approach to addressing the climate emergency.

### **Resource implications**

28. All resource implications will be contained within the existing Highways structure.

### **Legal implications**

29. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
30. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales Regulations 1996).

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<sup>1</sup> <https://public.tableau.com/app/profile/impact.on.urban.health/viz/HealthyStreets/Obesitydash>

## **Financial implications**

31. The cost implications for this project are £218,000, this will be funded by the parking revenue budget

## **Consultation**

32. Consultation was carried out as per paragraphs 4 to 10 of this report.
33. Should the recommendations be approved, statutory consultation will be undertaken.

## **Timescales**

34. It is expected that statutory consultation will be undertaken in January 2022 with implementation of changes to take place in May 2022 subject to the outcome of this statutory period. If the measures are implemented, a review will be undertaken six to nine months after implementation.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Law and Governance – ST/11/21**

35. The Cabinet Member for Transport Parks and Sport is asked to confirm the next steps leading to extending the existing Trafalgar CPZ. This has undergone informal public consultation. The responses are set out in Appendix 1.
36. The responses to this consultation must be considered in accordance with administrative law, human rights law and statutory powers. The Human Rights Act 1998 imposes 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 highway and 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 the proposals is not anticipated to engage or breach the provisions of the Human Rights Act 1998.
37. 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. Paragraph 28 of the report informs that it is considered that the proposals will have no detrimental impacts on a particular protected group

under the Equality Act. The duty must be exercised by the decision maker and the Member needs to form this conclusion.

38. Should the Cabinet Member be satisfied with the contents of this report then they have the power to make the decision recommended at paragraph one of this report by virtue of paragraph 3D of the Council Constitution.

**Strategic Director of Finance and Governance (EL21/079)**

39. The report is requesting the Cabinet Member for Transport, Parks and Sport approves a number of recommendations detailed in paragraph 1 of this report pertaining to the Trafalgar CPZ ‘T’ Extension.
40. The strategic director of finance and governance notes that funding for these recommendations is to be met from Environment and Leisure departmental budgets and that there are sufficient resources available to fund this.
41. Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue and capital budgets.

**Other officers**

42. Comments were received from the Public Health and Climate Change Team and included in this report.

**BACKGROUND DOCUMENTS**

Background Papers	Held At	Contact
Movement Plan 2019	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Joanna Redshaw 07707 273037
<a href="http://modern.gov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809">http://modern.gov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809</a>		
Climate Change Strategy	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Chris Page 020 7525 7259
<a href="https://www.southwark.gov.uk/environment/climate-emergency?chapter=3">https://www.southwark.gov.uk/environment/climate-emergency?chapter=3</a>		

**APPENDICES**

No.	Title
Appendix 1	Consultation report
Appendix 2	CPZ T Drawings

## AUDIT TRAIL

<b>Lead Officer</b>	Dale Foden – Head of Highways	
<b>Report Author</b>	Joanna Redshaw – Principal Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	10/11/2021	
<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 Governance	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Climate Change	Yes	Yes
Public Health Team	Yes	Yes
<b>Cabinet Member</b>	Yes	No
<b>Date final report sent to Constitutional Team</b>		22 November 2021