

Item No.	Classification: Open	Date: 14 March 2019	Meeting Name: Cabinet Member for Environment, Transport Management and Air Quality
Report title:		North Peckham Healthy Streets Improvements	
Ward(s) or groups affected:		St Giles and Peckham Wards	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATIONS

That the cabinet member for environment, transport management and air quality:

- 1) Approves the implementation of a new parking zone in the North Peckham area, operating Monday to Friday, 8.30am to 6.30pm, subject to the outcome of any necessary statutory procedures.
- 2) Notes that a further report will be brought should there be any statutory objections to the traffic order required to implement the new parking zone.
- 3) Approves the position and type of parking bays and restrictions for the new parking zone and surrounding streets as shown in the outline design save for any amendments which may be required at the implementation stage which may be determined by officers (Appendix 2).
- 4) Approves the proposed junction changes on Wells Way, St George's Way and Commercial Way to facilitate safer walking and cycling, subject to the necessary statutory procedures and minor changes resulting from the detailed design process. (Appendix 2) It should be noted that St George's Way closure would be under an experimental traffic management order.
- 5) Notes that a further report will be brought should there be any statutory objections to the traffic order required to implement the cycling and walking interventions.

BACKGROUND INFORMATION

- 6) This report draws upon the detailed analysis of the consultation report (Appendix 1), government legislation, parking enforcement experience, good parking practice, cycling and walking experience and financial considerations.
- 7) The 2017-18 strategic parking project programme was approved by the Head of Highways in conjunction with the cabinet member.
- 8) The programme included a consultation on the possible introduction of a new parking zone in the North Peckham area.

- 9) This consultation was included within the programme following representations by local residents via the council's parking zone request form, emails and ward councillors.
- 10) Southwark Spine is a North to South cycle route through Southwark. It will run from Elephant and Castle in the North to Lordship Lane in the South.
- 11) Both Peckham ward councillors and St Giles ward councillors were emailed on 11 February with an overview of the consultation results and asking if they would like the consultation report to be presented at community council. One response was received from Councillor Wingfield who recommended that the cabinet member approve the recommendations.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

- 12) Informal public engagement took place with all residents and businesses within the North Peckham area in several stages in 2018 and 2019. Three workshops were held between January and March 2018 before a more formal consultation took place between November and January 2018/19. Further details of the consultation process can be found in the consultation report (Appendix 1).
- 13) The public formal consultation yielded 298 returned questionnaires from a total of 4,636 sent out, representing a 6% response rate. This is a less than average response rate for this type of consultation when compared to similar consultations in Southwark and other London authorities. Residents were given several opportunities to have their say and a total of three separate pieces of correspondence were sent to every address in the area to request their feedback. A total of four drop in sessions/workshops were also held.
- 14) For all four junction interventions proposed as part of the Southwark Spine, the majority responded that they Strongly Agreed that the proposals would make the junctions safer and easier to use. Further details can be found in the consultation report.
- 15) The headline findings regarding the proposed controlled parking zone are detailed in Figure 1.

Do you want a parking zone to be introduced on your street?					
Area	Response rate	Yes	No	Undecided	Not answered
North Peckham Healthy Streets	6%	127	112	20	39

Figure 1

- 16) Analysis of the responses shows that the majority group of those who responded were in favour of the implementation of a controlled parking zone and thus the recommendation is to:

- Implement a parking zone across the entire consultation area.
 - Operate this zone Monday to Friday from 8.30am to 6.30pm
- 17) The rationale for the above can be found in the consultation report (Appendix 1) and in point 18 below.
- 18) Of those who responded 'Yes' or 'No' to "Do you want a parking zone to be introduced on your street?" 53% supported the idea. It is therefore recommended that the scheme progress because:
- a) A majority group of those who responded were in favour of parking controls.
 - b) The council must prioritise kerbside space. Approximately 72% of trips starting in Southwark are by walking, cycling and public transport, with only 25% by driving. Providing space for those commuting into or around the borough with private cars is not a recognised priority.
 - c) The majority of households within the borough (58%) do not own a car (Borough Factsheet, 2017) so creating space for public realm improvements that benefit residents, pedestrians and cyclists is a priority.
 - d) According to Census data in the area, 25.76% of residents take the bus to work, 8.38% drive to work and 7.70% take underground, metro or light rail.
 - e) The general consensus from the consultation is that the proposed parking zone should operate from Monday to Friday, between 8.30am to 6.30pm.

Policy implications

- 19) 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

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

- 23) 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.
- 24) 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.
- 25) 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

- 26) A total investment of £550,500 has been allocated towards this project. Made up of the following contributions:
- a) £243,895 – Local Implementation Plan (LIP) capital budget: R-2018-0040.01, Southwark Spine. Sufficient resources are currently available in the LIP Southwark Spine to contribute to this stream.
- b) £98,605 – S106 has been confirmed and is in place:

Permission Ref	Account No	Purpose	Address	Amount
11/AP/2320	596	TRA2	16-20 Windsor Walk, London, SE5 8BB	£18,105
13/AP/2979	704	PRI	Former Southwark Town Hall, 31 Peckham Road, London, SE5 8UB	£80,500
Total				£98,605

- c) £138,000 – S106, subject to Planning Committee approval in May, the application number is 14/AP/2992. This represents 25% of the project funding and project leads will need to ensure that this funding is confirmed before the project commences.
- d) £70,000 – Parking Revenue budget: KS218, Parking Design. This budget is usually subject to a recharge to Parking Services which will contribute to this portion of the project funding.

Consultation

- 27) A consultation has been carried out in advance of this report. The consultation is summarised in paragraphs 12 and 13 of this report.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

- 28) The cabinet member for environment and the public realm is being asked to approve the implementation of a new parking zone in the North Peckham 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. The need for further amendments to the design, which may become apparent during the implementation stage, may be delegated to officers.
- 29) 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 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, transport management and air quality.
- 30) The report details the consultation which has taken place with residents and also with the relevant ward councillors. Part 3H of the constitution sets out the requirement for consultation on any non strategic and highway improvement projects and the ward councillors were given an opportunity for comment in February 2019.
- 31) 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 24 refers to the proposed works improving road safety on the public highway and in particular for vulnerable road users
- 32) 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 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 a parking zone is not anticipated to breach the provisions of the Human Rights Act 1998.
- 33) The council's constitution gives the cabinet member for environment, transport management and air quality the responsibility for (amongst other things) road 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 environment, transport management and air quality to determine the recommendations set out in paragraphs 1 to 4 above.

Strategic Director of Finance and Governance

- 34) This report requests approval of the implementation of a new parking zone in the

North Peckham area from the cabinet member for environment, transport management and air.

- 35) The strategic director of finance and governance notes the sources of funding for the proposal is expected to be met from existing capital budgets, S106 and revenue resources via the parking design budget funded by the parking service.
- 36) Additionally it is noted that £138k is subject to S106 Planning Committee approval before the project proceeds.
- 37) 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 Leisure Highways Network Development 160 Tooley Street London SE1 2QH	Joanna Redshaw 020 7525 2665

APPENDICES

No.	Title
Appendix 1	Consultation report and appendices
Appendix 2	Detailed design drawings

AUDIT TRAIL

Lead Officer	Dale Foden, Head of Highways	
Report Author	Joanna Redshaw, Project Manager	
Version	Final	
Dated	March 2019	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team		13 March 2019