

Item 12.	Classification: Open	Date: 19 June 2013	Meeting Name: Peckham and Nunhead Community Council
Report title:		Local parking amendments Gordon Road and Harders Road second stage parking zone consultation	
Ward(s) or groups affected:		Nunhead Ward	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that Peckham and Nunhead Community Council approve the position and type of parking bays and restrictions for Gordon Road, Harders Road and Nazareth Gardens (as an extension of Peckham B parking zone), as detailed in Appendix 1, subject to the outcome of any necessary statutory procedures.

BACKGROUND INFORMATION

2. This report makes recommendations on the position and type of new parking signs and road markings associated with the introduction of a parking zone in Gordon Road and Harders Road.
3. Part 3H paragraph 16 of the Southwark Constitution sets out that decisions relating to the introduction of traffic signs and road markings are reserved to the community council for decision.
4. A new parking zone was approved for Gordon Road and Harders Road, subject to this second stage consultation, by the Cabinet Member for Transport, Environment and Recycling in June 2012.
5. The decision to introduce a new zone was taken following a 1st stage (in principle) consultation carried out in November 2011 (see background documents). Residents and businesses were consulted on parking matters in roads south of Queens Road, primarily if they supported the introduction of a parking zone.
6. The second stage (detailed design) consultation was carried out in April and May 2013. Residents and businesses were consulted on a proposed parking layout, primarily if they supported or had any comments on the type and position of the parking bays.
7. A consultation pack, initial design and questionnaire was sent out in the post, on 18 April 2013, to every property within the consultation area. The total distribution of the document was 211.
8. Additionally, key stakeholders were written to and given opportunity to comment.

9. The pack also included a freepost envelope to return completed questionnaires to the council. Recipients of the pack were also given a website address to complete the questionnaire online.
10. Street notices were erected in Gordon Road, Harders Road and Nazareth Gardens on 22 April 2013. The notice provided contact details (telephone and email) for more detail on the consultation.

The last date for responses was detailed as 13 May 2013.

KEY ISSUES FOR CONSIDERATION

11. Full detail of the consultation strategy, results, options and analysis can be found in the "Gordon Road and Harders Road Second stage parking zone consultation report" (appendix 2) but the key issues are summarised in the following paragraphs.
12. The second stage public consultation yielded 32 returned questionnaires from within the consultation area, representing a 15 % response rate, this is an increase 8% when comparing to the first stage consultation.

Figure 1 details the overall response to the headline questions.

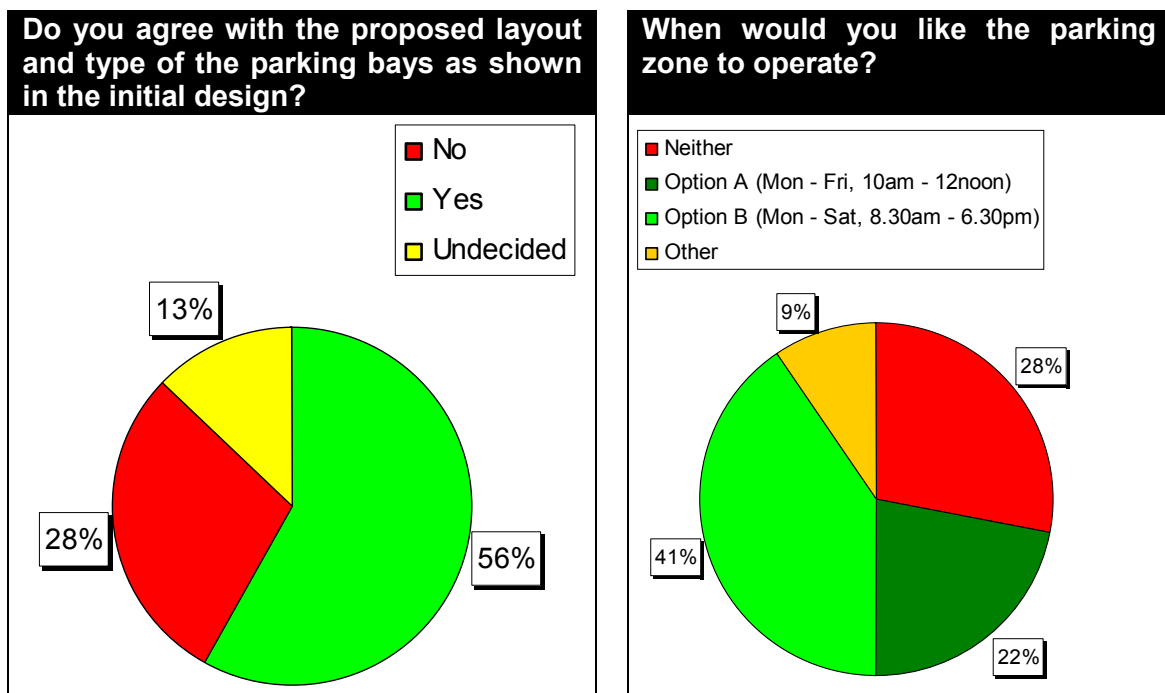


Figure 1

Conclusions

13. The findings from parking occupancy surveys as well as the results from the consultation are conclusive and show that there is a parking problem in Gordon Road and Harders Road and that the majority of residents responding to the consultation support the detail of the parking zone.
14. 57% of respondents in Gordon Road and Harders Road agree with the proposed layout of the parking bays as shown in the consultation pack, detailed design.

15. 74% of respondents in Gordon Road and Harders Road would like some form of controls, with 52% preferring the zone to operate Monday – Saturday, 8.30am – 6.30pm.
16. Parking surveys have revealed that parking occupancy is currently at 100% in Gordon Road and Harders Road.
17. Further findings from the consultation are detailed in the Gordon Road and Harders Road second stage parking zone consultation report” (appendix 2)

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 neighboring properties at that location. However this cannot be entirely preempted 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 other 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.

Resource implications

24. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets.

Legal implications

25. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
26. 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.
27. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
28. Should any objections be received they must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
29. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure 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.
30. These powers must be exercised so far as practicable having regard to the following matters
 - a) the desirability of securing and maintaining reasonable access to premises
 - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
 - c) the national air quality strategy
 - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - e) any other matters appearing to the Council to be relevant.

Consultation

31. Consultation was carried out as detailed in paragraphs 6 to 11.
32. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
33. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
34. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
35. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
36. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark Constitution.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker (020 7525 2021)

APPENDICES

No.	Title
Appendix 1	Detailed design drawing – Proposed parking zone layout in Gordon Road and Harders Road
Appendix 2	Gordon Road and Harders Road second stage parking zone consultation report

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	7 June 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Community Council Team	7 June 2013	