



# Gordon Road and Harders Road Second stage parking zone consultation report

February 2013

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## Section A – Background

### Project structure

Since adoption of the Parking Enforcement Plan (PEP) in 2006, the council has generally carried out its parking projects by way of a two-stage consultation process<sup>1</sup>, except where the area limits are predetermined by physical, borough or existing parking zone boundaries or by budget constraints - in which case a joint first/second stage consultation may be carried out.

The two-stage consultation approach can be summarised as:

#### First stage (in principle) parking zone consultation (November 2011 – June 2012)

The council carried out a first stage parking consultation in roads south of Queens Road in November 2011.

We asked residents and businesses in the area if they experienced any parking problems, when they occurred and what would they like the council to do.

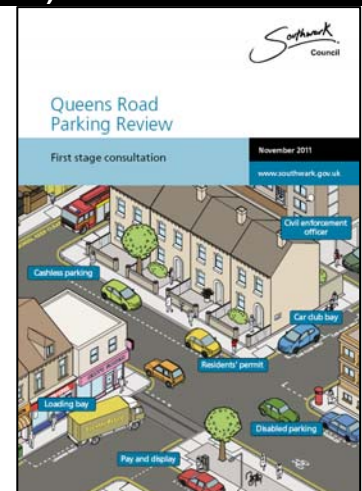
We also carried out parking occupancy surveys to better understand the parking patterns in the area.

Public consultation demonstrated the majority of respondents in Gordon Road (60%) were in favour of the introduction of a parking zone.

Gordon Road also showed the highest proportion of respondents (70%) rating their ability to find an on-street parking space near their address as difficult or very difficult.

The parking beat weekday survey revealed that there was an average vehicle occupancy of 97% in Gordon Road and that a total of 28 commuter vehicles were parking in the street during the day.

In June 2012 the Cabinet Member for Transport, Environment and Recycling approved the extension of the existing Peckham (B) parking zone in Harders Road and part of Gordon Road, subject to the outcome of a second stage (detailed design consultation)<sup>2</sup>.



#### Second stage (detailed design) parking zone consultation (April 2013)

Once a parking zone has been approved in principle, we seek views on how the parking zone should operate.

During this stage we will consult again on the detail of the zone. For example, we will ask views on the type and position of parking bays, the hours and days that the parking zone should operate and other detailed parking issues.

A final parking layout will be presented to the community council for decision. Should the results of the 2<sup>nd</sup> stage consultation show that major strategic changes are required to the original 1<sup>st</sup> stage 'in principle' decision (such as the introduction or exclusion of a road) then this will require an additional decision by the Cabinet Member for Transport, Environment and Recycling.

<sup>1</sup> [http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/CPZ\\_how\\_consult/](http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/CPZ_how_consult/)

<sup>2</sup> <http://moderngov.southwark.gov.uk/mgDecisionDetails.aspx?lId=8915&Opt=1>

## Section B – Second stage consultation

### Consultation area

Parking in Gordon Road and Harders Road is predominantly uncontrolled but there are some restrictions that prevent kerb-side parking, such as existing double yellow line restrictions which are in place for road safety reasons.

The streets and properties being consulted as part of the second stage are in Nunhead Ward and are detailed in figure 1.

Street	Number of properties consulted	Is the street public carriageway or a private road?	Would the parking zone apply in this street? (i.e parking bays, yellow lines, signs etc)	Would residents be entitled to apply for parking permits for the parking zone?	Comments
Consort Road	2	Public	✗	✓	The consultation applies only to the properties on the corner of Harders Road.
Cross Close	19	Private	✗	✓	Private street with own independent parking regulations
Gordon Road	96	Public	✓	✓	The consultation applies only to the section of Gordon Road between Brayards Road and Harders Road
Harders Road	6	Public	✓	✓	All properties have existing off-street parking.
Maya Close	18	Public	✗	✓	Private street with own independent parking regulations
Nazareth Gardens	42	Part public, Part private	✓	✓	Parking controls would only apply on the road leading off Gordon Road and not in the private car parking areas.
Shelley Close	6	Private	✗	✓	Private street with lockable gate at the entrance
Sunwell Close	22	Private	✗	✓	Those properties that front Gordon Road only. Sunwell close falls within the Cossall Estate. There is no permit scheme in operation, only general enforcement (of yellow lines) takes place at present.
<b>TOTAL</b>	<b>211</b>				

Figure 1

## **Consultation document**

211 postal addresses are located within the second stage consultation area. This data was derived from the council's Local Land and Property Gazetteer (LLPG).

Distribution of the consultation documents (appendix A) was made on 18 April 2013. These were sent out to all properties within the consultation area by second class post. The deadline to return questionnaires either via an online form or by freepost was detailed as 13 May 2013.

The document was also sent electronically to key and local stakeholders. Local stakeholders were identified as the Cabinet Member for Transport, Environment, and Recycling, ward members, Metropolitan Police Service, London Ambulance Service, London Fire Brigade, Transport for London, internal council teams and transport user groups.

The document was designed to present information on:

- Why the second stage consultation was being carried out
- Detail on the proposed parking zone (i.e type and positioning of parking bays and hours of control) in a map format
- How recipients could have their say on the proposed zone
- Website link to the online questionnaire and initial design drawing

By way of a questionnaire, the document sought the recipient's details, views and asked the following questions:

- Their address
- Q1. How many vehicles do you park on Gordon Road or Harders Road?
- Q2. Do you agree with the proposed layout and type of the parking bays as shown in the initial design?
- Q3. When would you like parking zone to operate?
- Q4. Do you have any further comments regarding the proposed layout or type of parking bays?

The document followed Southwark's communications guidelines and provided detail on large print versions and translation services.

The questionnaire could be returned in a provided freepost envelope to the council's offices or completed online via Southwark's consultation webpage.

A direct phone number and email address to the parking projects team was made available to allow those wishing to making enquires via those methods.

**Street Notices**

10 street notices were erected within the consultation area on 22 April 2013.

The notice provided contact details (telephone and email) for more detail on the consultation.

**Website**

The council’s parking projects webpage<sup>3</sup> provided detail of the consultation, its process and how decisions would be taken.

The webpage also included the following PDF downloads:

- The second stage consultation document
- The second stage consultation questionnaire
- The initial design (proposed parking zone layout drawing)
- Pre and post parking zone parking spaces drawing



**Street notice in Gordon Road**

**Parking surveys**

Before the council commenced with second stage consultation, 3 spot parking occupancy surveys were carried out on a random weekday during March and April 2013, as detailed in figure 2.

The spot survey involved a count of parking cars, this was then compared to the number of available parking spaces to gives us an indication of the current parking demand.

The surveys revealed that there was an average parking occupancy of 100% in Gordon Road and Harders Road. This is not too dissimilar to the detailed parking occupancy surveys carried out at first stage consultation which revealed an average parking occupancy of 97% in Gordon Road.

ROAD	Approximate no. of parking spaces	Spot parking occupancy surveys						Average
		13/03/2013 (2pm)		26/03/2013 (9am)		02/04/2013 (1pm)		
		Vehicles parked	Occupancy (%)	Vehicles parked	Occupancy (%)	Vehicles parked	Occupancy (%)	
HARDERS ROAD	19	19	100%	19	100%	19	100%	100%
GORDON ROAD	80	81	101%	78	98%	80	100%	100%
<b>TOTAL</b>	99	<b>100</b>	<b>101%</b>	<b>97</b>	<b>98%</b>	<b>99</b>	<b>100%</b>	<b>100%</b>

**Figure 2**

Photographs taken in Gordon Road and Harders Road in March 2013, gives an indication of the current parking demand (figure 3)

<sup>3</sup> [http://www.southwark.gov.uk/info/200140/parking\\_projects](http://www.southwark.gov.uk/info/200140/parking_projects)

**Figure 3 – Current parking situation in Gordon Road and Harders Road**

**Gordon Road (March 2013)**



**Harders Road (March 2013)**



## Section C – Consultation area questionnaire results summary

### Summary of response rate

**Figure 4** shows that the second stage consultation yielded 32 returned questionnaires from within the consultation area, representing a 15 % response rate. This is an adequate response rate for this type of consultation when compared with similar consultations in the borough and benchmarked against other London authorities.

It should be noted that the response rate could be considered 23% when only looking at replies only from the streets directly effected, ie Gordon Road and Harders Road (ie. excluding properties that already have there own independent parking regulations). 23% is a good response rate for this type of consultation.

The highest response rate was from Harders Road (83%), the lowest were Shelley Close (a private street) with no responses. Figure 4 provides a table of each streets response rate.

The PEP sets out that the council will give significant weight to the consultation return when it exceeds a 20% threshold. In accordance with the PEP, other local information sources (such as quantitative parking studies, future development, likely impact of surrounding parking controls and community council opinion) should be given greater weighting where the threshold is not reached.

No further comments were made either by email, letter or phone.

Street	Delivered	Returned	Response rate	Possible reasons for response rate?
Harders Road	6	5	83%	This is where parking controls would apply
Consort Road	2	1	50%	Only x2 properties consulted
Gordon Road	96	18	19%	This is where parking controls would apply
Cross Close	19	2	11%	Private Street, resident have their own independent parking regulations
Sunwell Close	22	2	9%	Falls within the Cossall Estate, where there are parking provisions for residents
Nazareth Gardens	42	3	7%	Private Street, resident have their own independent parking regulations
Maya Close	18	1	6%	Private Street, resident have their own independent parking regulations
Shelley Close	6	0	0%	Private Street, resident have their own independent parking regulations
<b>TOTAL</b>	<b>211</b>	<b>32</b>	<b>15%</b>	

**Figure 4**

The recommendations in this report are based on the feedback received from the public consultation in conjunction with data from parking occupancy surveys.



## Headline consultation results

### Q1) How many vehicles do you park on Gordon Road or Harders Road?

- 1) The response to this question reveals that 56% of respondents park on Gordon Road or Harders Road, whilst 44% either park off-street/private street or do not have a vehicle.
- 2) When just looking Gordon Road and Harders Road, 70% of respondents park one or more vehicles on-street. Whereas only 22% of respondents from streets that already have their own parking regulation park one or more vehicles in Gordon Road or Harders Road.
- 3) The response to question 1 is tabulated in figure 5 and graphed in figure 5.1

Street Name	I don't have a vehicle	I don't have a vehicle (%)	None, I park off-street / I park in a private street	None, I park off-street / I park in a private street (%)	One	One (%)	Two or more	Two or more (%)
Consort Road	0	0%	1	100%	0	0%	0	0%
Cross Close	0	0%	1	50%	1	50%	0	0%
Gordon Road	3	17%	0	0%	11	61%	4	22%
Harders Road	0	0%	4	80%	1	20%	0	0%
Maya Close	0	0%	1	100%	0	0%	0	0%
Nazareth Gardens	2	67%	1	33%	0	0%	0	0%
Sunwell Close	1	50%	0	0%	1	50%	0	0%
<b>Grand Total</b>	<b>6</b>	<b>19%</b>	<b>8</b>	<b>25%</b>	<b>14</b>	<b>44%</b>	<b>4</b>	<b>13%</b>

Figure 5

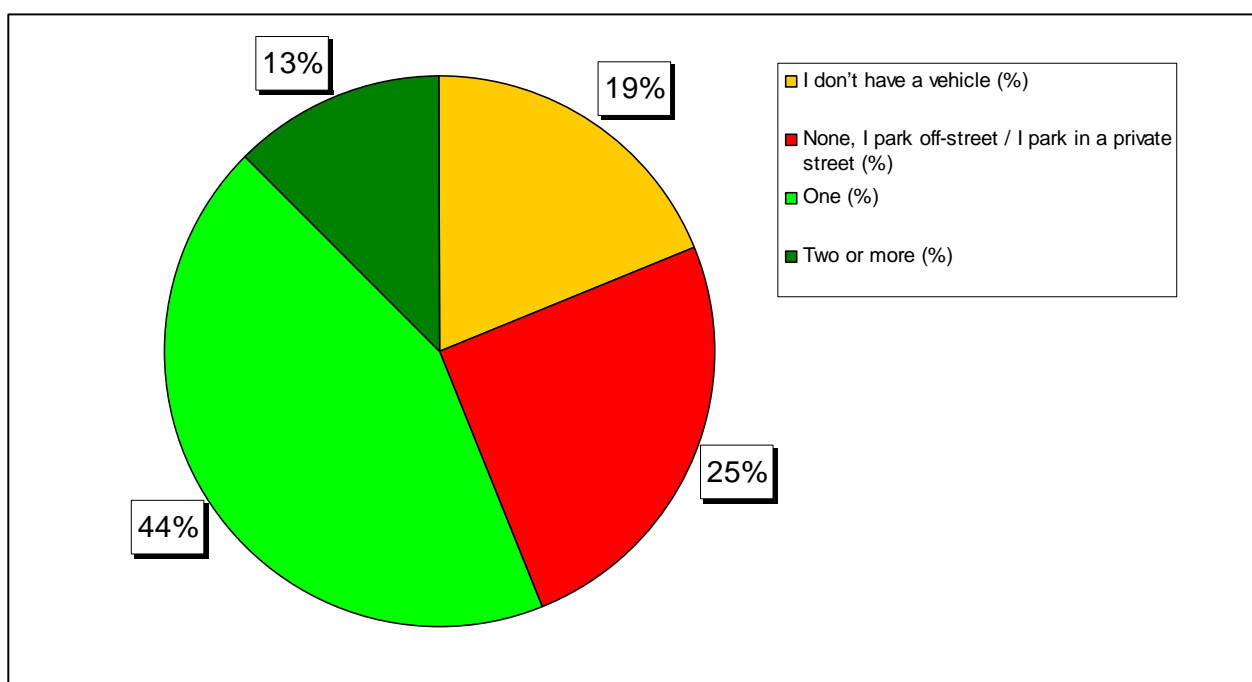


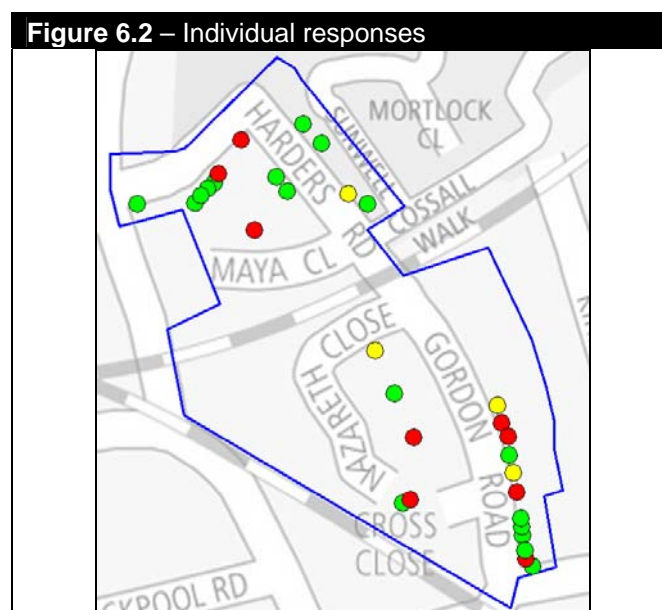
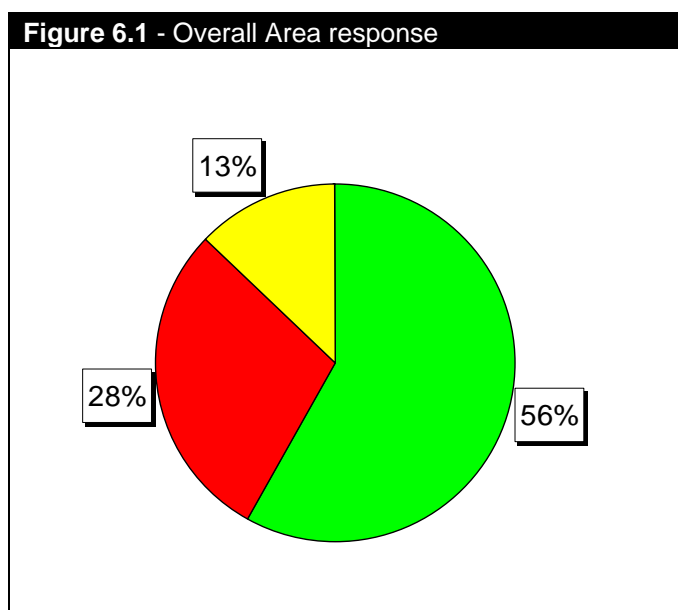
Figure 5.1

**Q2) Do you agree with the proposed layout and type of the parking bays as shown in the initial design?**

- 4) The majority of respondents (56%) agree with the proposed parking bay layout for Gordon Road and Harders Road.
- 5) Those who responded 'No' (28%) were asked to suggest how we could improve the parking layout in the comments section of the questionnaire.
- 6) It should be noted that those responding 'No' in Cross Close, Harders Road, Maya Close and Nazareth Gardens are likely to have their own private/independent parking provisions.
- 7) The response to question 2 is tabulated in figure 6, graphed in figure 6.1 and mapped in figure 6.2

<b>Figure 6</b>		<b>Do you agree with the proposed layout and type of the parking bays as shown in the initial design?</b>					
<b>Street name</b>	<b>Yes</b>	<b>Yes (%)</b>	<b>No</b>	<b>No (%)</b>	<b>Undecided</b>	<b>Undecided (%)</b>	
Consort Road	1	100%	0	0%	0	0%	
Cross Close	1	50%	1	50%	0	0%	
Gordon Road	9	50%	5	28%	3	17%	
Harders Road	4	80%	1	20%	0	0%	
Maya Close	0	0%	1	100%	0	0%	
Nazareth Gardens	1	33%	1	33%	1	33%	
Sunwell Close	2	100%	0	0%	0	0%	
<b>Grand Total</b>	<b>18</b>	<b>56%</b>	<b>9</b>	<b>28%</b>	<b>4</b>	<b>13%</b>	

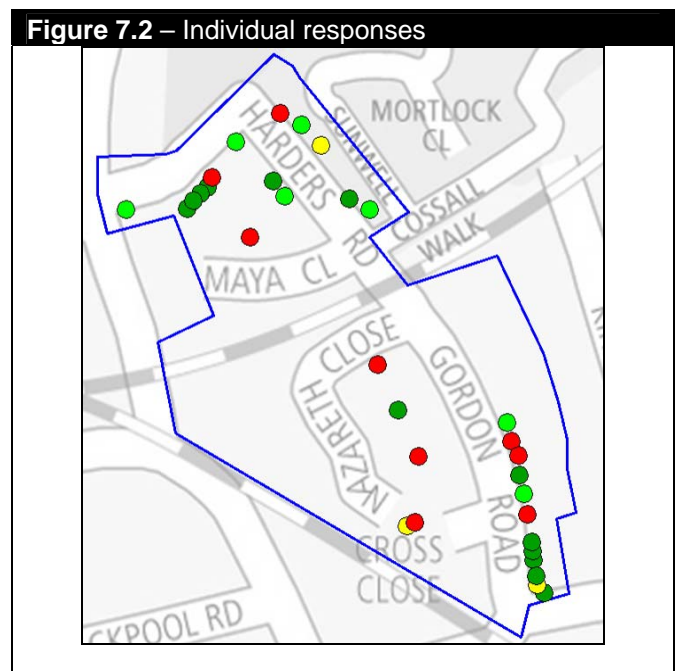
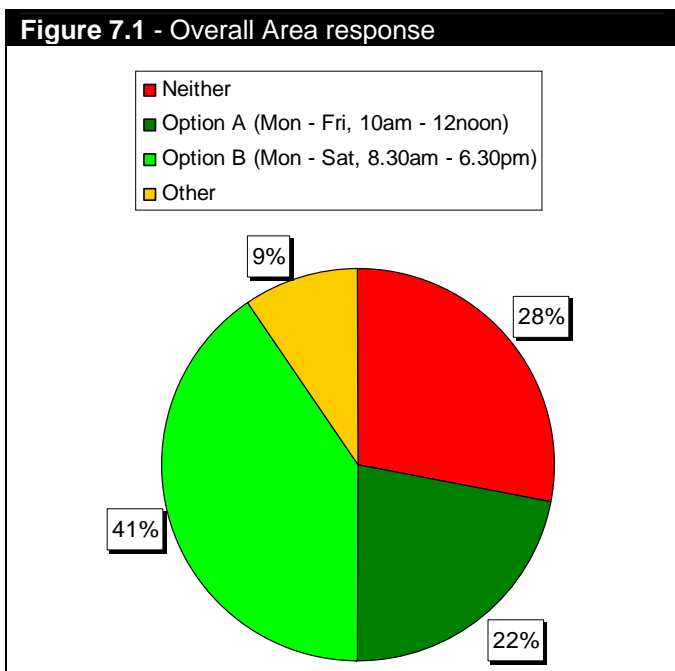
Note: One respondent from Gordon Road did not tick an option



**Q3) When would you like the parking zone to operate?**

- 8) The majority of respondents (63%) indicated that they were in favour of some sort of zone with a mix of results between the two options that were given: Option A (Mon-Fri, 10am-12noon) or Option B (Mon-Sat, 8.30am-6.30pm). This level of support increases to 74% if looking at only the responses from Gordon Road and Harders Road.
- 9) The largest support group (41%) told us that they would like the zone to operate Monday to Saturday 8.30am to 6.30pm. This is the same operational period as the adjacent Peckham (B) parking zone.
- 10) 3 respondents suggested an alternative time period, these included, Monday - Friday, 8.30am - 6.30pm, 1pm - 3pm and Monday to Saturday, 8am - 6pm.
- 11) The response to question 3 is tabulated in figure 7, graphed in figure 7.1 and mapped in figure 7.2

<b>Figure 7</b> When would you like the parking zone to operate?								
Street name	Option A	Option A (%)	Option B	Option B (%)	Neither	Neither (%)	Other	Other (%)
Consort Road	1	100%	0	0%	0	0%	0	0%
Cross Close	0	0%	0	0%	1	50%	1	50%
Gordon Road	5	28%	8	44%	4	22%	1	6%
Harders Road	0	0%	4	80%	1	20%	0	0%
Maya Close	0	0%	0	0%	1	100%	0	0%
Nazareth Gardens	0	0%	1	33%	2	67%	0	0%
Sunwell Close	1	50%	0	0%	0	0%	1	50%
<b>Grand Total</b>	<b>7</b>	<b>22%</b>	<b>13</b>	<b>41%</b>	<b>9</b>	<b>28%</b>	<b>3</b>	<b>9%</b>



#### Q4) Do you have any further comments regarding the proposed layout or type of parking bays?

12) Respondents had the option to make comments on the proposed parking layout. All comments that were made are detailed below (figure 8).

I hope that the double yellow line to the left of my drive as always have trouble with people parking over my drop curb. Residents parking areas should also be monitored and CCTV installed - My mothers car has been broken into in the residents parking area.

More disabled bays, there seems to be only one disabled bay that is mostly used by residents of Consort Road. As a disabled person there are lack of disabled bays in Gordon/Harders Road. According to the proposed plan there are no added disabled bays - only the one that already exists in Harders Road which is always occupied by the residents of Consort Road.

I have to pay council tax. I believe this is enough money and should not have to pay for parking outside my house. I suggest that resident of Gordon Road be issued with free parking permit and you charge non-resident for parking.

We welcome the longer hours to prevent local businesses using the road during the day.

As probably indicated in previous consultations, it's the business people or workers parking up on these two roads and taking the train from Peckham Rye and Queens Road to work, so I have chosen option A, as between those two hours, all the workers would have gone to work. I do not park on these roads, but my visitors do, so it would be ok for them to park up, especially on Harders Road, in the evenings.

I find it an excellent idea, people who live here never get the chance to park because of commuters. cannot wait for it to take effect. The layout needs to be reviewed in Gordon Road between Nazareth Gardens and Brayards Road. Shared use bays will be required urgently if the zone goes ahead as there would be nowhere for tradesmen and visitors or tradesmen with tools and equipment would have problems when visiting 47-85 Gordon Road. Going ahead without shared use bays in this area would be ludicrous and would lead to a long dispute and expensive necessary alteration.

I have been running my business for approx 27 years and have never experienced any parking problems or any complaints.

I am a small run family business and if the parking zone comes into force it will have a substantial financial effect due to a) the permits I would have to pay for and b) the fact that I can't take on extra work as there will be no where to park.

I am a little concerned as to how many business permits would be allowed per business, as the local garage owner parks all his customer cars in our stretch of the road, sometimes for days or weeks at a time, while they are waiting to be fixed. He has also knocked on residents doors and asked them not to agree to permit parking!

Option B is my first choice but I would accept Option A

There is a lot of poor families in this area, by doing this parking zone again you are taking from poor. already people are suffering, with not enough work and prices rising all the time, what you are doing is killing the poor. No need for it at all.

I do not support option B. This would make it very difficult (and expensive) for anyone visiting my house. Option A would be enough to control the commuters who currently park their cars in Gordon Road.

What about our hall 48 Mortlock Close SE15 2QE, where will the attendee park?

If there is to be an enforced parking zone - I propose that visitors parking permits are also provided. It is an added cost to living that is not expected nor I'm happy with.

You have correctly identified that we currently have a problem parking in Gordon Road. Last night, for example, I returned home at 10pm, was unable to find any space in Gordon Road itself between Brayards Road and the railway bridge, and had to park in Brayards Road.

Gordon Road in your proposed parking zone falls into two distinct areas, separated by the railway bridge between Nazareth Gardens and Maya Close. We live in, and therefore have more interest in, the southern half. Here there are no houses on the west side (Nazareth Gardens has its own parking bays) and several households have no car. There should be plenty of parking space.

However, we believe that the problem is not caused by "commuter vehicles". We agree that there is some commuter parking from local businesses such as the school and bus garage: this has not changed for many years and has been accommodated. "Town parking" is not an issue: no-one is going to park this far away from Rye Lane or the local stations.

We believe parking here has become more difficult in recent years for the following three reasons:

1. Proliferation of car repair businesses

Two business have been here for many years and again caused no issue with parking:

- Gold Motors. They have their own large workshop and car park.
- Sel's Garage at no. 55 Gordon Road. This is fairly small-scale and only takes in the cars they are actually working on. They have been here decades, are part of the community – and also keep an eye on what's happening in the road.

However in recent years a number of car workshop and repair centres have opened in the railway arches off Brayards Road. Vehicles are parked on the road waiting for work. I carried out my own survey in March of the cars parked in Gordon Road between Brayards Road and Shelley Close and noticed that many of these cars are easily identifiable: they have expired tax discs, masked-out number plates, notices for sale, conspicuous damage – and there are an unusual proportion with tax due to expire at the end of the month.

Deliveries, work and inspections are carried out on the double yellow lines under the bridge - 5-6 vehicles may be routinely parked there during the working day. This is dangerous. Either the law should be enforced or the road markings removed. Cars without permits are also parked in the resident parking spaces in Brayards Road. (photo to be sent separately – the nearest two cars have permits, but none of the others, nor the truck on the double yellow lines.)

These businesses are too large for the premises. Where are they expected to park? Local residents also have concerns over safety, and

requests to Network Rail or the Council to take action have been passed over.

## 2. Adjoining CPZ

Part of Gordon Road and Brayards Road was incorporated in the Peckham (B) CPZ a few years ago. We never understood the reason for this. No houses or businesses face the Brayards Road stretch, and it is usually empty except for a couple of cars for the houses in Copeland Road – and the vehicles from the arches parked there, unpaid.

## 3. Iris Court

As a result of reason 2, above, residents of the flats in Iris Court, Brayards Road, which were built with insufficient parking spaces, now park in Gordon Road rather than buying permits for Brayards Road.

In short, as the proposed parking zone does not recognise these problems we believe that it will have little impact on improving parking for residents. The current restrictions, double yellow lines under the Brayards Road bridge and parking zones, are brazenly ignored. The lack of any effective enforcement suggests that these practices will continue with vehicles simply being moved temporarily on sight of wardens. How often will wardens visit?

These additional vehicles will still be there in the evenings (as last night) and at weekends. The residents of Iris Court may purchase permits to park in Brayards Road – or they may move a little further and park in Kirkwood Road, thus moving the problem on.

We fear the changes could make the situation far worse for residents: we will have to pay for a space which still does not exist and then for every visitor. Those who are voting in favour of the full CPZ may not have seen through the full implications: an additional annual local tax on residents, and a further £3.60 for every visitor during the working day, from emergency plumber to piano tuner.

From the tone of the consultation document we feel that imposition of the zone is taken for granted. As the source of the parking problems is not going to be addressed, and you are adamant that the problem is due to commuters then please could we just have the Option A, the two-hour-zone, to “prevent long-stay commuter parking” so that we can at least plan any visitors for the afternoons.

The ideal way to achieve “effective on-street parking” would be to lift the restrictions in Brayards Road and control the work in the garages.

### Additional comments

We do support:

the removal of parking spaces in Harders Road for road safety reasons.

double yellow line across entrance to Shelley Close. Though technically a ‘road’, we have seen vehicles parked across the entrance

We are also puzzled by the double lines across the ‘garden’ crossovers, such as no 69. We thought these were normally single lines as otherwise visitors – or even the residents themselves - will be committing an offence if they stop in front of the house at any time!

Of the 3 options presented Option B is the only viable option for residents.

The key issue preventing residents parking between 85 and 47 Gordon Road is not commuter parking but long stay parking of vehicles by the garages. Therefore Option A will not be effective for this long section of Gordon Road.

To give you a bit more detail, the vast majority of the vehicles are left by one of the several garages operating in this small residential area – not residents and not commuters. Some of the cars are left stationary for long periods of time. Others are on a sort of conveyor belt – that is vehicles A, B and C are parked by the garages outside the resident’s houses; they are then taken into the garages and the mechanics immediately park vehicles X, Y and Z in the just-vacated places leaving no space for residents’ cars and little opportunity for residents to park.

Every day the garages park vehicles on the double yellow lines, on one or both sides of the main road under the railway bridge at junction of Brayards and Gordon Road with little concern for driver or pedestrian’s safety.

Under option A, at 10am – when they start work - they could simply move the vehicles from the residents’ bays to under the bridge or some other temporary parking area and move the vehicles back at 12noon so that when residents like myself return from work we still cannot park and are no better off despite having paid £125 per household per year.

I had intended to submit photographic evidence to support the above points but the on-line response did not facilitate this. I can provide on request.

**Figure 8**

### **Other notable aspects of the consultation results**

- 13) 88% of questionnaire were returned by post and 12% submitted online.
- 14) It is worth noting that 1 duplicate response has been omitted from the analysis. A duplicate is where a response, from the same property address, was submitted twice, by post and online.
- 15) The duplicate response was received from Gordon Road and supported the parking zone.
- 16) A response was also received from a resident of Mortlock Close, which falls outside the consultation boundary and was omitted.

### **Communication made from outside the study area**

Parking consultations can generate correspondence from residents on the periphery of the consultation boundary who may be concerned about be excluded from the consultation and the impacts a parking zone in a nearby street, may have on their street.

- No correspondence was received from residents outside the consultation boundary.

### **Communications made outside of the freepost or online questionnaire**

- No correspondence was received from residents within the consultation boundary.

### **Stakeholder communication**

- No correspondence was received from key stakeholders relating to the consultation.

## Section D – Study conclusions and recommendations

### Conclusions

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 supporting the detail of the parking zone.

### Street-by-street conclusions

#### Gordon Road

- The majority of respondents (50%) agree with the proposed layout and type of parking bays as shown in the initial design.
- Of the options given, the largest response group (44%) would like the parking zone to operate Monday-Saturday, 8.30am-6.30pm, whilst 28% would like the zone to operate Monday-Friday, 10am-12noon.
- There is currently an average parking occupancy of 100% in Gordon Road, which indicates that there is a parking problem.

#### Harders Road

- The majority of respondents (80%) agree with the proposed layout and type of parking bays as shown in the initial design.
- Of the options given, the largest response group (80%) would like the parking zone to operate Monday-Saturday, 8.30am-6.30pm.
- The majority of residents support the parking zone, despite having their own off-street parking
- There is currently an average parking occupancy of 100% in Harders Road, which indicates that there is a parking problem.

#### Cross Close, Maya Close, Nazareth Gardens, Shelley Close, Sunwell Close

Consultation responses from Cross Close, Maya Close, Nazareth Gardens and Shelley Close should not be given significant weight, as the majority of these residents will already have their own private/independent parking regulations. This may explain why the response rate from these streets was low and why the majority of residents do not support the parking zone.

#### Detailed design (proposed parking zone layout) conclusions

- The proposed parking zone will result in a net loss of 6 parking spaces in Gordon Road and Harders Road, due to road safety reason.
- It is expected that the introduction of a parking zone will considerably reduce the parking occupancy.

Road	Approximate number of parking spaces currently available	Number of spaces the parking zone will create	Current parking occupancy <sup>2</sup>	Expected parking zone occupancy <sup>3</sup>
Gordon Road	80	78 (↓ By 2 Spaces)	100%	29%
Harders Road	19	15 (↓ By 4 Spaces)	100%	

<sup>1</sup> The loss in parking spaces is purely for road safety reasons

<sup>2</sup> Average based on 3 spot occupancy surveys undertaken in March and April 2013

<sup>3</sup> Based on the current average parking zones permit take-up in Southwark (19%)

The recommendation is outlined in Figure 9.

## Gordon Road and Harders Road recommendations

The following recommendations are on the detail (proposed layout and type of parking bays) of the parking zone.

Recommendations	Rationale	Risks	Benefits
<p><b>1 The parking zone</b></p> <p>In June 2012 the Cabinet Member for Transport, Environment and Recycling approved the extension of the existing Peckham (B) parking zone in Harders Road and part of Gordon Road, subject to the outcome of a second stage (detailed design consultation), as a result of this consultation it is proposed:</p> <ul style="list-style-type: none"> <li>The zone will operate Monday – Saturday, 8.30am – 6.30pm (an extension of the Peckham (B) parking zone)</li> </ul>	<p>57% of respondents in Gordon Road and Harders Road agree with the proposed layout of the parking bays as shown in the detailed design.</p> <p>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</p> <p>Parking surveys have revealed that parking occupancy is currently at 100% in Gordon Road and Harders Road</p>	<p>The scheme may cause displacement to roads on the periphery of the proposed area which could trigger the need for further consultation and additional funding.</p>	<p>Is in line with the overall response from the consultation.</p> <p>Will address the parking problems in these streets.</p> <p>Provides a logical parking zone boundary.</p>
<p><b>2 Detailed design amendments</b></p> <p>As a result of the consultation, the following amendments to the parking zone layout are proposed:</p> <ul style="list-style-type: none"> <li>Nazareth Gardens – The single yellow line will operate for a 2 hour period (Mon-Sat 10am – 11am)</li> <li>Gordon Road – The parking bays on the west side of the street between Brayards Road and Nazareth Gardens will be shared use.</li> </ul>	<p>With the single yellow line in Nazareth Gardens only operating for part day, instead of all day, this will prevent long-stay commuter parking, whilst enabling space for residents and their visitors to park outside of those controlled hours.</p> <p>As there are no dwellings on the west side of Gordon Road (between Brayards Road and Nazareth Gardens) installing shared use parking bays will create parking for visitors as well as residents.</p>		<p>Will improve parking flexibility for residents and their visitors.</p>

**Figure 9**

It is recommended that:

1. The officer recommendations outlined above are approved at Peckham and Nunhead community council in June 2013.



## List of figures

Figure	Title
Figure 1	<i>The consultation area</i>
Figure 2	<i>Spot parking occupancy surveys</i>
Figure 3	<i>Photos of parking in Gordon Road and Harders Road (March 2013)</i>
Figure 4	<i>Consultation response rate</i>
Figure 5 and 5.1	<i>Consultation response – Q1</i>
Figure 6, 6.1 and 6.2	<i>Consultation response – Q2</i>
Figure 7, 7.1 and 7.2	<i>Consultation response – Q3</i>
Figure 8	<i>Consultation response – Q4</i>
Figure 9	<i>Consultation recommendations</i>

## List of appendices

Appendix	Title
Appendix A	<i>Second stage consultation document</i>

## Version control

Version 1.0 Final

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