

<b>Item No.</b> 13	<b>Classification:</b> Open	<b>Date:</b> 26 April 2012	<b>Meeting Name:</b> Nunhead and Peckham Rye Community Council
<b>Report title:</b>		Queens Road Controlled Parking Zone 1 <sup>st</sup> stage report	
<b>Ward(s) or groups affected:</b>		Nunhead Ward	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATIONS

1. That the Nunhead and Peckham Rye Community Council comment upon the following recommendations, that are due to be made to the cabinet member for environment, transport and recycling:
  - a. To approve the extension of Peckham B Controlled Parking Zone (CPZ) to include Gordon Road (between Harders Road and Brayards Road) and Harders Road subject to 2<sup>nd</sup> stage (detailed design) consultation and statutory consultation.
  - b. Not approve a CPZ in those remaining streets that were consulted as part of the Queens Road 1<sup>st</sup> stage CPZ consultation but carry out minor changes to declutter and refresh existing restrictions and to install yellow lines on junctions where currently absent.

## BACKGROUND INFORMATION

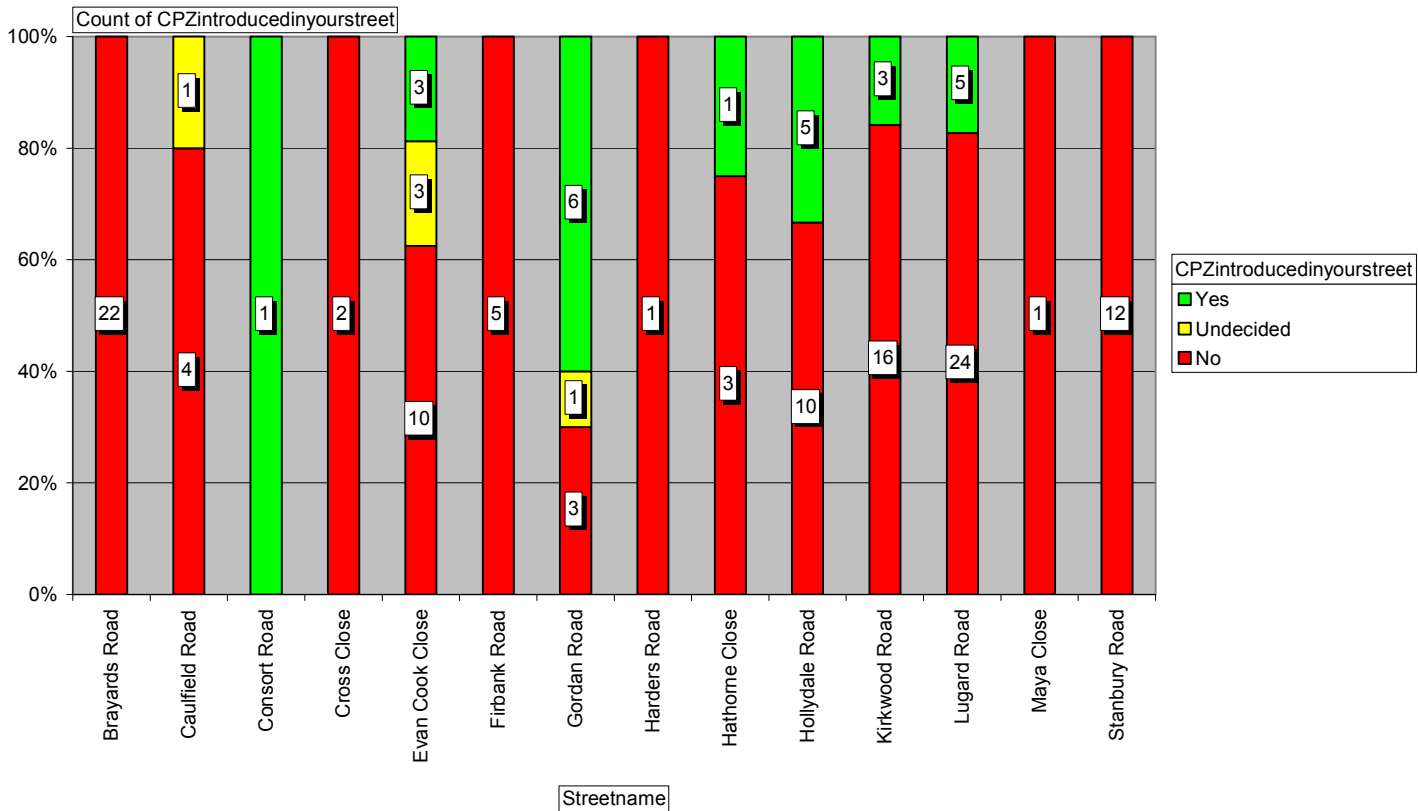
2. In accordance with Part 3H paragraph 20 and 22 of the Southwark Constitution, community councils are to be consulted on strategic matters such as the introduction of a CPZ. In practice this is carried out before and after the public consultation.
3. In accordance with Part 3D paragraph 22 of the council's constitution the decision to implement a new CPZ lies with the individual cabinet member for environment, transport and recycling.
4. The community council is now being given opportunity to make final representations to the options that have arisen following public consultation.
5. Full details of all results associated with the study can be found in Appendix A the 'consultation report'.
6. Approval to commence the study was given by the Planning Committee on 3 November 2009, following discussion with ward members on 23 September 2009.

## KEY ISSUES FOR CONSIDERATION

7. Informal public consultation took place with all residents and businesses within the consultation area from 3 November until 25 November 2011.

8. Full details of the consultation strategy, results, conclusions and recommendations can be found in Appendix A.
9. The responses to the key question 'Do you want controlled parking introduced in your street?' is illustrated in Figure 1 below.

**Figure 1**



### Recommendations to the cabinet member for environment, transport and recycling

10. On the basis of the results of the public consultation Gordon Road is recommended for progression to 2nd stage (detailed design) consultation on the basis that Gordon Road shows a majority of respondents in favour (60%) of this proposal and that parking occupancy data shows that the street suffers from high occupancy (max = 110%) with a high proportion (weekday 0730-1830 average = 32%) of commuters and non-residents vehicles.
11. Harders Road is also recommended for progression to 2nd stage (detailed design) consultation on the basis of a logical boundary and to avoid immediate displacement and a need to re-consult. Harders Road is a link road between Gordon Road (recommended for CPZ) and Consort Road (an existing CPZ street).
12. It is noted that Harders Road was not in favour (1 response against) however this is likely to be due to the fact that there are few properties within the street and all have off-street parking.
13. Should 2nd stage consultation be approved it is recommended to be as an extension of CPZ "B" as it abuts this existing CPZ. The recommended streets

are too small to be a stand-alone zone. As it is an extension it will adopt the hours and days of CPZ “B” which are 8.30-6.30 Monday to Saturday.

14. The 2nd stage consultation will involve consultation with those directly affected residents on the position and type of parking bays.
15. It is further recommended that minor adjustments be made to improve the streetscape in the entire consultation area by minimising existing parking street furniture, refreshing parking road markings (where required) and installing double yellow lines on junctions to improve sightlines for all road users (especially vulnerable road users, i.e. pedestrians, cyclists and motorcyclists).

## **POLICY IMPLICATIONS**

16. The recommendations contained within this report are consistent with the policies of the Parking Enforcement Plan and the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction

- Parking, by definition, occurs at the end of a vehicle trip. By managing or limiting the provision of parking to certain users or classes of vehicle, CPZs contribute to the reduction of traffic. This is predominantly achieved by preventing commuter or long-stay parking and associated traffic.

Policy 2.3 – promote and encourage sustainable travel choices in the borough

- By managing the supply of parking, CPZs are significant in releasing suppressed demand for sustainable modes, such as walking, cycling and public

Policy 4.2 – create places that people can enjoy

- Parking controls assist in reducing the dominance of on-street parking. They ensure that where it is permitted it is prioritised fairly and takes place in appropriate places.
- CPZs reflect the fact that only 50% of households in Southwark have access to a car and that balance should be made in the allocation of road space

Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

- CPZs contribute to the reduction in private motor vehicle traffic by preventing commuter parking. If parking spaces are not available at the destination then an alternative (more sustainable) method of transport is likely to be chosen to carry out that trip.

## **COMMUNITY IMPACT STATEMENT**

17. The implementation and operation of the CPZ contributes to an improved environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic levels.
18. The consultation leaflet met communication guidance with a languages page with advice of how to access the council’s translation services. Large format leaflets were available for those with visual impairment.

19. The implementation of a CPZ may benefit disabled motorists by reducing parking demand in locations that currently allow unrestricted parking.
20. The council will continue to provide its normal service for the provision of 'origin' disabled bays outside residents homes who meet the relevant criteria.
21. The implementation of a CPZ will provide greater protection of parking spaces to all residents and their visitors living within the zone. This prioritisation of space provides a benefit to all resident permit holders.
22. The overall implementation of a CPZ may disbenefit those persons who currently drive to the area who will now be required to pay for parking during the operational hours of pay and display or be excluded if staying longer than the permitted maximum stay at a pay and display bay.

### RESOURCE IMPLICATIONS

23. This report is for the purposes of consultation only and there are no resource implications associated with it.
24. It is, however, noted that this project is funded by a s106 agreement (S106/108697) allocated specifically for this purpose.

### CONSULTATION

25. The Planning Committee and ward members were consulted prior to commencement of the study, as detailed in paragraph 6.
26. Informal public consultation was carried out in November 2011, as detailed in paragraph 7.
27. This report provides an opportunity for final comment to be made by the community council prior to a key decision scheduled to be taken by the cabinet member for environment, transport and recycling in May 2012.
28. Any areas that are approved for CPZ implementation will be subject to informal and statutory consultation required in the making of any permanent Traffic Management Orders.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker  (020 7525 2021)

## APPENDICES

No.	Title
Appendix A	Queens Road 1 <sup>st</sup> Stage Controlled Parking Zone consultation report
Appendix B	Consultation Report appendices available at: <a href="http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=177&amp;MId=3959&amp;Ver=4">http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=177&amp;MId=3959&amp;Ver=4</a>

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	10 April 2012	
<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>
Strategic Director for Communities, Law and Governance	No	No
Finance Director	No	No
Cabinet Member	Yes	No
<b>Date final report sent to Constitutional Team</b>	16 April 2012	