

Item No.	Classification: Open	Date: 22 May 2012	Decision Taker: Cabinet Member for Transport, Environment and Recycling
Report title:		Queens Road First Stage Controlled Parking Zone Report	
Ward(s) or groups affected:		Nunhead	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATIONS

That the Cabinet Member for Environment, Transport and Recycling:

1. Notes the results of the 1st stage study on a proposed Controlled Parking Zone (CPZ) in the Queens Road study area (Consultation Report) (Appendix A).
2. Notes the comments of the Nunhead and Peckham Rye community council in relation to the results of the Consultation Report,
3. Approves the extension of the Peckham (B) CPZ to include Gordon Road (between Harders Road and Brayards Road) and Harders Road subject to 2nd stage (detailed design) consultation and statutory consultation.
4. Does not approve the installation of a CPZ in those remaining streets that were consulted as part of the Queens Road 1st stage CPZ consultation,
5. Approves carrying out minor changes to declutter and refresh existing restrictions and to install double yellow lines on junctions where currently absent.

BACKGROUND INFORMATION

6. This report draws upon the detailed analysis of the Consultation Report (Appendix A), government legislation, parking enforcement experience, good parking practice, financial considerations and upholds the council's overall parking policies as contained within the Parking and Enforcement Plan (PEP).
7. The PEP sets out the council's policy in the management of parking on its public highway. The PEP acknowledges that *"car parking issues provoke the strongest reactions"* but that parking restrictions, in many areas of the borough, provide a critical tool in prioritising space in favour of certain groups (e.g. blue badge holders, residents or loading) as well as assisting in keeping the traffic flowing and improving road safety.
8. The Transport Plan 2011 notes that congestion can be tackled through a combination of strategies – one of which is managing demand for travel through parking regulation. Parking is the end result of a trip. The availability of parking at a destination has a clear effect on whether the trip is made by car or not. Existing parking controls all across Southwark already assist in improving traffic and congestion levels. The controls provide another significant tool that can be used to help control the use of the private car. This, in turn, provides benefits in terms of vehicular emissions, traffic congestion, social inclusion and maintenance costs.

9. In accordance with Part 3H of the council's constitution, the consultation methods and boundary for the study was approved by the Planning Committee on 3 November 2009, following discussion with ward members on 23 September 2009.
10. During November 2011, residents and businesses were consulted on parking in within the Queens Road consultation boundary, primarily if they supported the introduction of a CPZ.
11. An information pack about CPZs with a Freepost questionnaire was hand delivered to every property within the Queens Road study area (896) and also posted, with a covering letter, to key stakeholders (35). The total distribution of the document was 931.
12. Consultation commenced on 3 November 2011. The last date for responses was detailed as 25 November 2011. Officers accepted and inputted late responses up to 28 November 2011.
13. Consultation methods followed corporate communications guidance. Full detail of the strategy can be found in the Consultation Report.
14. A detailed parking survey was carried out to quantify parking occupancy, duration and type of parking for all of the public highway within the Queens Road study area

KEY ISSUES FOR CONSIDERATION

15. A total of 142 questionnaires from the Queens Road study area were returned representing a 16% response rate. This is an adequate response rate for this type of consultation when compared to similar consultations in Southwark and other London authorities.
16. The council gives significant weighting to the CPZ consultation returns when the response rate exceeds a threshold of 20%.
17. Figure 1 shows that 17% of respondents within the study area answered yes to the question "do you agree with the proposed introduction of a controlled parking zone in your street" compared to 79% who responded by saying no, leaving 4% of respondents undecided.

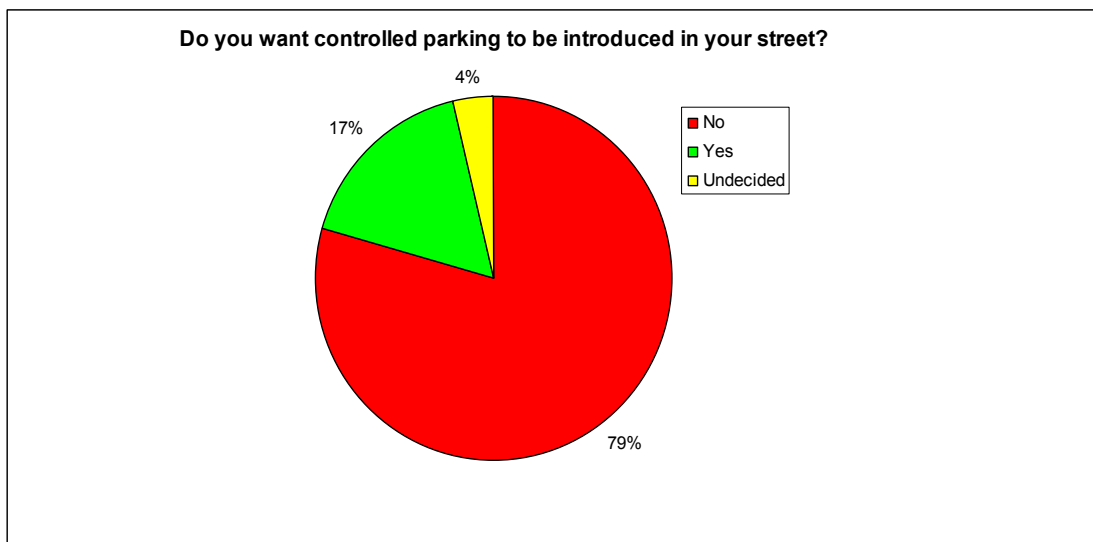


Figure 1

18. In view of all of the consultation responses and having considered all data on a street-by-street basis, two recommendations were prepared by officers.
19. On the basis of the results of the public consultation, Gordon Road (between Harders Road and Brayards Road) and Harders Road are recommended for progression to 2nd stage (detailed design) consultation for inclusion within the Peckham (B) CPZ, 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.
20. It is further recommended not to approve the installation of a CPZ in those remaining streets that were consulted as part of the Queens Road 1st stage CPZ consultation but 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) in the consultation area, where appropriate.
21. The results of the study and recommendations were presented, for consultative purposes, to Nunhead and Peckham Rye Community Council meeting on 26 April 2012.

Nunhead and Peckham Rye Community Council

22. On 26 April 2012 officers presented an item covering the background to the study and the highlights of the results.
23. Nunhead Ward members present at the meeting expressed a view that officers should only progress with recommendations 4 and 5 throughout the entire study area.

Policy Implications

24. The recommendations contained within this report are consistent with some policies of the PEP, particularly Chapter 8 that states that "Generally questionnaire responses will only be given major weight if at least 50% of respondents are in favour of the proposals, and they represent at least 20% of the householders"

Community Impact Statement

25. The policies within the Parking and Enforcement Plan are upheld within this report and have been subject to an Equality Impact Assessment (EqIA).
26. 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.
27. The implementation of additional blue badge parking bays will benefit disabled motorists by prioritizing space for parking.

28. The implementation of yellow lines on junctions will benefit all road users but particularly vulnerable road users whose visibility may otherwise be obscured by vehicles parked close to junctions.

Resource Implications

29. The cost of the proposals will be approximately £25,000 which will be funded through s106 commitments already established for this purpose. The relevant s106 agreement is 108697. The release of s106 funds for this purpose was agreed through a report to Planning Committee on 3 November 2009.
30. Funding was approved for £100,000 in November 2009 for this project comprising a CPZ study and highways improvement works. The relevant agreement is S106/142012 - for application 04-AP-0772 account 223 and there remains a balance of £96,500 still to be applied. The proposed use of £25,000 for the stated purposes complies with the terms of the S106 agreement

Consultation

31. The public consultation undertaken to date on the proposal to introduce a Controlled Parking Zone (CPZ) in the Queens Road area is summarised in paragraphs 10 to 13 of this report.
32. A draft consultation report was presented to Nunhead and Peckham Rye community council on 26 April 2012 (see background papers).
33. The community council made the following comment/recommendation as set out in paragraph 23
34. The Cabinet Member for Transport, Environment and Recycling will note that proposed parking amendments within the study area will be subject to statutory consultation required in the making of the Traffic Management Order. Should statutory objections be received these are delegated to the Cabinet Member for determination, this being classified as a strategic scheme.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Communities, Law & Governance (HM05/12)

35. The recommendation requests the Cabinet Member to note the 1st stage consultation study responses set out in the Consultation Report and the comments of the Nunhead and Peckham Rye Community Council (see background papers).
36. The Cabinet Member is also requested to approve the extension of Peckham (B) CPZ to include Gordon Road (between Harders Road and Brayards Road) and Harders Road subject to 2nd stage (detailed design) consultation and statutory consultation. Further, he is requested not to approve the installation of a CPZ in those remaining streets that were consulted as part of the Queens Road 1st stage CPZ consultation and to approve 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) in the consultation area, where appropriate.

37. As outlined at paragraphs 10 to 13 of the report, consultation upon the proposal to introduce a proposed CPZ took place during November 2011. Officers carefully considered all of the consultation responses and data on a street-by-street basis and devised recommendations concerning the future introduction of a CPZ within the Queens Road area to be considered by Nunhead and Peckham Rye Community Council and determined by the Cabinet Member. These recommendations are set out at paragraphs 19-20 of this report.
38. The Cabinet Member will note, that the Consultation Report was presented to Members' of the Nunhead and Peckham Rye Community Council on 26 April 2012, for consultation as part of this process, in accordance with Paragraph 20 of Part 3H Community Councils of the Southwark Constitution. Nunhead Members' at the meeting considered the findings of the Consultation Report and agreed with the recommendations 4 and 5 across the entire study area.
39. The council has powers under Part I and IV of the Road Traffic Regulation Act 1984 (the Act) to make Traffic Management Orders to bring about or amend a CPZ, including experimental orders, subject to compliance with the relevant procedural requirements under the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996
40. In exercising its powers, Section 122 of the Act imposes a duty on the council to have regard (so far as practicable) to securing 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'. The council must also have regard to such matters as the desirability of securing and maintaining reasonable access to the premises and the effect on the amenities of any locality affected.
41. Traffic Management Orders cannot be implemented without first completing the appropriate consultation, publication / notification of intent to introduce Traffic Management Orders, and in the case of experimental orders, providing an opportunity for evaluation by the Police. The public are also ordinarily notified by way of street and press notices. Although in the case of some orders these procedures are simplified.
42. The Cabinet Member for Transport, Environment and Recycling is requested to approve the recommendations set out at paragraph 1 to 5 of the report. By virtue of part 3D (paragraph 22 and 23) of the Constitution, individual portfolio holders have authority to approve the implementation of a CPZ and determine objections to traffic orders that are of a strategic nature. Accordingly, the Cabinet Member may approve the recommendation with such appropriate amendments as he deems fit having regard to the contents of this report.

Finance Director (NR/05/12)

43. This report recommends that the Cabinet Member for Environment, Transport and Recycling notes and approves various matters relating to CPZ's
44. The Finance Director notes the resource implications contained within the report. officer time to effect the recommendations will be contained within existing budgeted revenue resources.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Parking and Enforcement Plan	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Tim Walker (020 7525 2021)
Minutes of the Nunhead and Peckham Rye Community Council meeting held 26 April 2012.	As above	As above

APPENDICES

No.	Title
A	1 st stage consultation report on the introduction of a proposed Controlled Parking Zone (CPZ) in the Queens Road area

AUDIT TRAIL

Lead Officer	Gill Davies, Strategic Director Environment & Leisure		
Report Author	Des Waters, Head of Public Realm, Environment & Leisure		
Version	Final		
Dated	22 May 2012		
Key Decision?	Yes	If yes, date appeared on forward plan	November 2011
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments Sought	Comments included	
Strategic Director of Communities, Law & Governance	Yes	Yes	
Finance Director	Yes	Yes	
Cabinet Member	Yes	Yes	
Date final report sent to Constitutional Team			22 May 2012