

Item No. 11	Classification: Open	Date: 22 June 2011	Committee Camberwell Community Council
Report title:		Lucas Gardens and Southampton Way Controlled Parking Zone 1 st and 2 nd Stage Report	
Ward(s) or groups affected:		Brunswick Park Ward, Camberwell Green Ward and Faraday Ward	
From:		Head of Public Realm	

RECOMMENDATIONS (for Camberwell Community Council)

That the community council:

1. Notes that this report is presented to the community council for consultation purposes only and that the final decision is delegated to the cabinet member.
2. Notes the draft recommendations to the cabinet member, below, and gives comments to those recommendations (as required). Any comments made will be included within the final report to the cabinet member.

RECOMMENDATIONS (for cabinet member for environment, transport and recycling)

That the cabinet member for environment, transport and recycling:

1. Notes the results of the combined 1st and 2nd stage study on two proposed Controlled Parking Zones (CPZ) in the Lucas Gardens and Southampton Way areas.
2. Notes Camberwell and Walworth community council's comments and any final representations made in relation to the draft of this report (to be inserted).
3. Approves the implementation of a CPZ in the Lucas Gardens area subject to statutory consultation.
4. Approves the extension of East Camberwell (EC) CPZ to include northern section of Southampton Way (Wells Way to New Church Street), Parkhouse Street, Cottage Green and Wells Way (Parkhouse Street to St George's Way) subject to statutory consultation.
5. Does not approve the implementation of a CPZ in Coleman Road, Rainbow Street, Dowlas Road, Bonsor Street or the southern section of Southampton Way (south of Wells Way) but does make minor adjustments to those streets to prevent parking on junctions and install a new car club bay in Rainbow Street.

BACKGROUND INFORMATION

1. This report draws upon the detailed analysis of the consultation report (see background documents), government legislation, parking enforcement experience, good parking practice, financial considerations and upholds the Council's overall policies on parking contained in the Parking and Enforcement Plan (PEP).
2. The PEP sets out the council's policy in the management of parking on its public

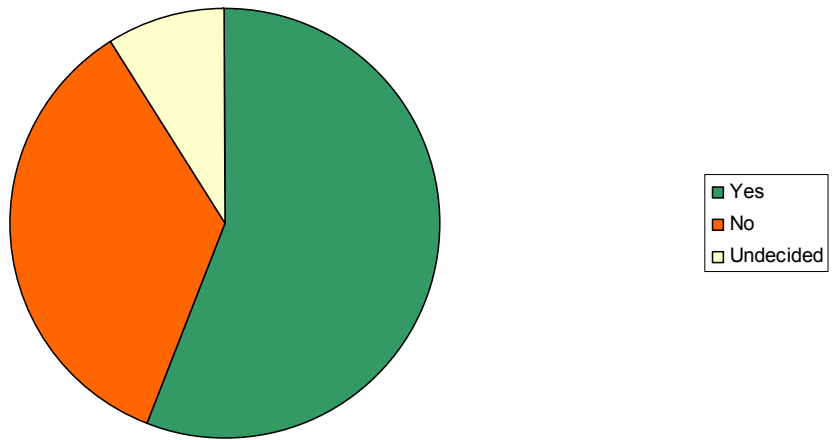
highway. The PEP acknowledges that *"car parking issues provoke the strongest reactions"* but that parking restrictions, in many areas of the borough, provide a critical tool in prioritising space in favour of certain groups (e.g. blue badge holders, residents or loading) as well as assisting in keeping the traffic flowing and improving road safety.

3. The Local Implementation Plan (LIP) 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.
4. In accordance with Part 3H of the council's constitution, Camberwell Community Council approved the methods and boundary for the study on September 22 2010 and Faraday ward members were notified by email on October 1 2010.
5. During December 2010 and January 2011, residents and businesses were consulted on parking in Lucas Gardens and Southampton Way areas, primarily if they supported the introduction of a CPZ.
6. An information pack about CPZs with a Freepost questionnaire was hand delivered to every property within the consultation area and also posted, with a covering letter, to key stakeholders. The total distribution of the document was 1,224.
7. Consultation commenced on December 3 2010. The last date for responses was detailed as January 14 2011. Officers accepted and inputted late responses up to January 31 2011.
8. Consultation methods followed corporate communications guidance. Full detail of the strategy can be found in the consultation report.
9. A detailed parking survey to quantify parking occupancy, duration and type of parking activity was carried out in thirteen roads across the study area.

KEY ISSUES FOR CONSIDERATION

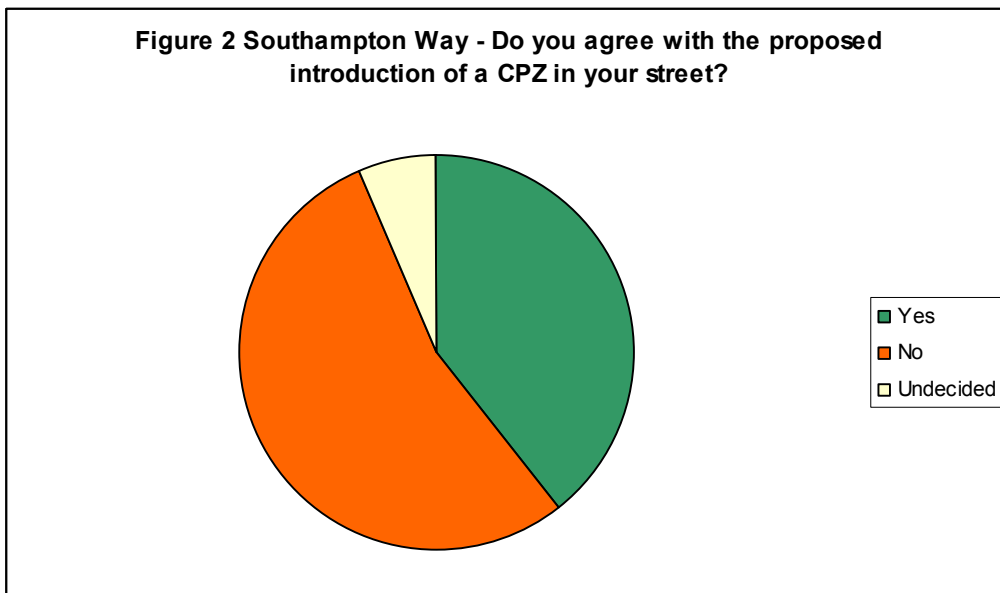
10. A total of 146 questionnaires from Lucas Gardens were returned representing a 24.5% response rate. This is a very good response rate for this type of consultation when compared to similar consultations in Southwark and other London authorities.
11. A total of 95 questionnaires from the Southampton Way area were returned representing a 15.2% response rate. This is a good response rate, however it does fall below the council's threshold for consultation recognition.
12. The council gives significant weighting to the consultation return when the response rate exceeds a threshold of 20%.
13. Figure 1 shows that 56.2% of Lucas Gardens respondents answered yes to the question "do you agree with the introduction of a controlled parking zone in your street" compared to 34.9% who responded by saying no, leaving 8.9% of respondents undecided.

Figure 1 Lucas Gardens - Do you agree with the proposed introduction of a CPZ in your street?

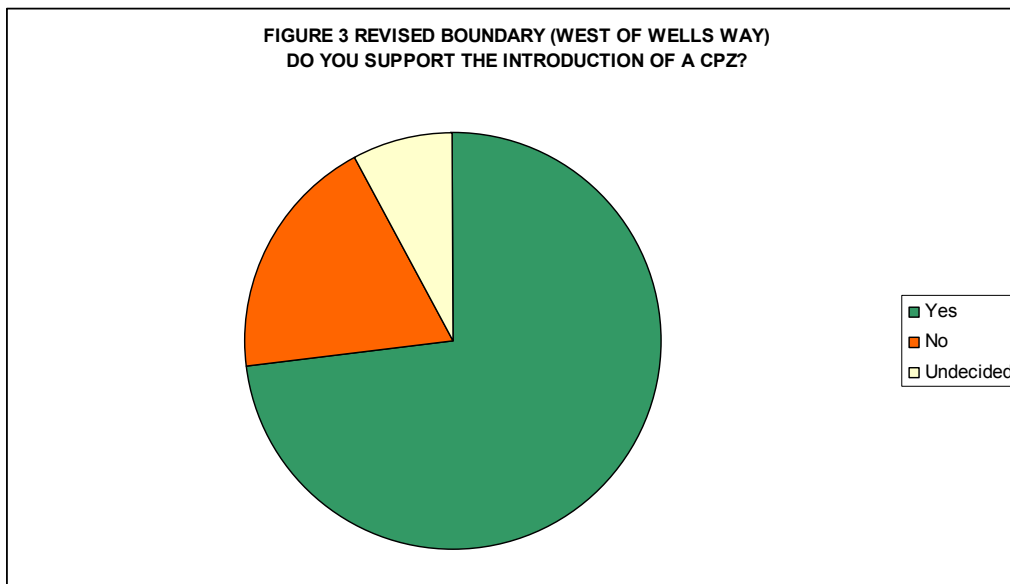


14. It is recommended that Lucas Gardens (LG) CPZ is introduced as there is broad support across the consultation area. Detailed design shown in Appendix A.

15. Figure 2 shows that 39.4% of Southampton Way area respondents answered yes to the question “do you agree with the introduction of a controlled parking zone in your street” compared to 54.3% who responded by saying no, leaving 6.4% of respondents undecided.



16. It is not recommended that controls are introduced into all of the Southampton Way consultation area.
17. It is, however, noted that there was support for controls in the northern section of Southampton Way (Wells Way to New Church Street and including Chiswell Street), Cottage Green, Wells Way and Parkhouse Street. This area shows a clear “cluster” of support (Figure 3) and provides for a practical CPZ boundary.



18. It is therefore recommended that East Camberwell (EC) CPZ be extended to include these streets. It is further recommended that minor amendments are made across the whole SW study area to prevent junction parking and to introduce a car club bay. Detailed design shown in Appendix B.

19. It is important to note that whilst inference can be made about the view expressed in an email, for example, the council has not added these figures directly into the questionnaire results. This is to encourage people to read the information contained within the consultation pack, respond to specific questions, to avoid risk of duplication from those persons who respond by more than one method (by email and questionnaire, for example) and to avoid misinterpretation by the officer inputting the data.

POLICY IMPLICATIONS

20. The recommendations contained within this report are consistent with the policies of the PEP and the council's overall transport strategy, the Local Implementation Plan (LIP) and emerging Transport Plan 2011.

COMMUNITY IMPACT STATEMENT

21. 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.
22. 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.
23. The policies within the Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

RESOURCE IMPLICATIONS

24. The total cost of implementation for both areas will be approximately £85,000 and will be funded through capital provisions already established for this purpose.
25. *Cost code for CPZ Reviews is L-5110-0042. Out of the original provision of £X , £Y remains (details to be completed post- community council draft, prior to decision making).*

CONSULTATION

26. Informal consultation is summarised in Background Information.
27. A draft of this report was presented to Camberwell Community Council on June 22 2011 and Walworth Community Council on July 4 2011. The community council made the following comments: *(details to be completed post- community council draft, prior to decision making).*
28. Those areas that are approved for CPZ implementation will be subject statutory consultation required in the making of the Traffic Management Orders. Should statutory objections be received these are delegated to the cabinet member for determination.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Communities, Law & Governance

29. The Council has powers under Part I of the Road Traffic Regulation Act 1984 to

make traffic management orders to bring about or amend a Controlled Parking Zone, including experimental orders, subject to compliance with the relevant procedural requirements under the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 .

30. 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.
31. The 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.
32. The council has the power to overrule objections, but must first consider all the representations received, and satisfy itself that its actions are reasonable in all the circumstances. In some instances unresolved objections may result in a public inquiry to consider whether the order should be made.

Finance Director

33. *To be completed post- community council draft, prior to decision making.*

FOR DELEGATED APPROVAL

Under the powers delegated to me in accordance with the Council's Financial Regulations, I authorise action in accordance with the recommendation contained in the above report.

Signature
Cabinet member for environment, transport and recycling

Date

APPENDICES

No.	Title
Appendix A	Final detailed design (Lucas Gardens area)
Appendix B	Final detailed design (Southampton Way area)

BACKGROUND PAPERS

Background Papers	Held At	Contact
Lucas Gardens and Southampton Way consultation report (1032 Consultation Report)	160 Tooley Street	Tim Walker (020 7525 2021)
Parking and Enforcement Plan	160 Tooley Street	Tim Walker (020 7525 2021)
Correspondence of final representations	160 Tooley Street	Tim Walker (020 7525 2021)

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm		
Report Author	Tim Walker, Senior Engineer		
Version	Final		
Dated	9 June 2011		
Key Decision	Yes	If yes, date appeared on forward plan	April 2011
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER			
Officer Title	Comments Sought	Comments included	
Road network and parking business unit manager	Yes	No	
Strategic Director of Communities, Law & Governance	Yes	Yes	
Finance Director	Yes	No	
Date final report sent to Community Council Team			14 June 2011