

Item No. 12	Classification: Open	Date: 22 September 2011	Meeting Name: Camberwell Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Camberwell Community Council	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the following local parking amendments, detailed in the appendices to this report, be approved for implementation subject to the outcome of any necessary statutory procedures:
 - Evesham Walk and Love Walk – amendments to existing parking arrangements
 - Grosvenor Terrace – install at any time waiting restrictions

BACKGROUND INFORMATION

2. This report presents proposals for a number of local parking amendment schemes, which are matters reserved to Community Council for decision under Part 3H of the constitution.
3. The origins and reasons for the proposals are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Evesham Walk and Love Walk – 1112Q1006

Initiation

4. The network development team was contacted by Councillor Wingfield in April 2011 on behalf of constituents in Evesham Walk and Love Walk regarding the existing parking arrangements.
5. The first issue related to the land to the side of 8 Hascombe Terrace, situated at the western end of Love Walk. There are three parking places that are, in effect, behind the yellow line, that were not included as permit parking spaces when yellow lines were installed in Love Walk.
6. The land which contains the three, uncontrolled parking spaces at the end of Love Walk is unambiguously owned by the council as concluded from our land title maps. That land is not, however, public highway - this is concluded on the basis of existing mapping and that the highway team have confirmed that they do not maintain this location at the public's expense.

7. Despite not being public highway, the council as traffic authority, do have powers to make an Order to designate the area as a permit bay.
8. The second issue related to Evesham Walk. This location is public highway but has no parking restrictions in operation and therefore any person may lawfully park in the Walk. It is assumed (though the report was not available) that when L Controlled Parking Zone (CPZ) was introduced in 1999, residents in Evesham Walk did not support the introduction of controls and it was excluded from the zone.
9. There is some local concern about obstructive parking in Evesham Walk that hinders (delivery/emergency service) access, this is particularly the case at a point immediately after it's junction with Love Walk.
10. As the network development team would be proposing the introduction of a parking scheme in Evesham Walk and amendments to parking arrangements in Love Walk, it was deemed necessary to carryout informal consultation with residents affected by the proposals.

Informal consultation

11. The document (appendix 1) was designed to present information on the introduction of a parking scheme in Evesham Walk and parking amendments in Love Walk.
12. By way of a questionnaire, the document sought the recipient's details and views on four parking proposals including:
 - The introduction of a permit holders only scheme in Evesham Walk
 - The introduction of a permit holders only space in Love Walk
 - Reducing the width of existing parking places in Love Walk to improve access
 - The extension of an existing parking place in Love Walk to create an additional space
13. Informal consultation documents were sent out by Royal Mail on 6 June 2011 and the response period ran for just over 3 weeks. The last date for responses was detailed as 1 July 2011. Officers accepted and inputted any late responses.
14. The document was sent to a total of 34 addresses, this included all properties in Evesham Walk and Hascombe Terrace and 11 addresses in Love Walk.
15. The document was also sent to the network development's key and local stakeholders. Local stakeholders were identified as the cabinet member for transport, environment and recycling, ward members and the emergency services.
16. The consultation yielded 15 returned questionnaires, representing a 44% response rate.
17. Proposal A asked the question, 'do you support the introduction of a permit holders only scheme in Evesham Walk?'

The results are tabulated in figure 1.

Figure 1 Street response	Yes	No	Undecided
Evesham Walk	2	5	2
Hascombe Terrace	2		
Love Walk	3	1	
TOTAL	7	6	2

18. Although there is an overall majority in favour of a permit holder only scheme in Evesham Walk, it is noted that the majority of residents who responded from Evesham Walk are against a scheme.

19. Proposal B asked the question, 'do you agree with the introduction of a permit holder only space in Love Walk?' The results are tabulated in figure 2.

Figure 2 Street response	Yes	No	Undecided
Evesham Walk	3	5	1
Hascombe Terrace	2		
Love Walk	3	1	
TOTAL	8	6	1

20. Proposal C asked the question. 'do you agree with reducing the width of the existing parking places in Love Walk?' the results are tabulated in figure 3.

Figure 3 Street response	Yes	No	Undecided
Evesham Walk	1	4	3
Hascombe Terrace	1	1	
Love Walk	1	1	1
TOTAL	3	6	4

21. Proposal D asked the question 'do you support the extension of the existing parking place in Love Walk?' the results are tabulated in figure 4.

Figure 4 Street	Yes	No	Undecided
Evesham Walk	3	5	1
Hascombe Terrace	2		
Love Walk	4		
TOTAL	9	5	1

22. The questionnaire also sought comments. The majority of comments raised related to the proposed parking amendments and have been taken into consideration in our recommendations.

Recommendations

23. It is recommended not to proceed with introduction of a permit holders only scheme in Evesham Walk (proposal A) on the basis that residents in that street were not supported. It is, however, recommended that a small section double yellow line is installed outside no.2 Evesham Walk to ensure vehicle access is maintained at all times.
24. It is recommended to formalise a parking place to zone L permit holders only, as supported (proposal B).
25. It is noted that there is a majority of residents against reducing the width of the existing parking places in Love Walk (proposal C). However, officers are recommending that this proposal still goes ahead due to the narrow carriageway width in this section of Love Walk. There is currently only 2.4m access for vehicles; this could be increased to 2.8m by reducing the width of the bays. A standard fire brigade pumping appliance is 2.5m. Whilst this gap is not ideal from London Fire Brigade (they state a preferred 3.1m for a gateway) it would at least allow them to pass between the parked cars without “bumping” cars out of the way, driving over the footway or removing one of the parking places in it’s entirety.
26. It is recommended to extend the existing permit holders only parking place as supported (proposal D).
27. The above recommendations are shown in appendix 2.

Grosvenor Terrace 1112Q1024

Initiation

28. The network development team received an email from a resident of Grosvenor Terrace in June 2011 regarding vehicular access to their private off street parking.
29. The correspondence set out that the current parking arrangement makes it impossible to manoeuvre a larger vehicle to and from the private off street parking.
30. At present the resident has a convoluted procedure to enter or exit their off-street parking area, which requires significant foreplanning. In summary, they occupy the permit holder only (Zone NC) space directly opposite their driveway with another car, then move it out of the way when they wish to exit the off-street space. The resident reports that this exercise needs to be carried out several times a year.
31. The network development team is able to determine vehicle access requirements using a ‘vehicular sweep analysis’ software. Our findings show that it is almost impossible to access the private off street parking without encroaching into the parking space opposite the driveway or mounting the footway (appendix 3). Given that the software is a theoretical model, officers agree that the manoeuvre is probably impossible without clearing the opposite parking space.
32. To ensure that access is maintained at all times, it is proposed to remove one car parking space and install a section of double yellow line. To ensure that there is no overall net loss in parking, officers would also investigate installing an additional parking space nearby.

33. As there is a high demand for parking in this section of Grosvenor Terrace, it was deemed necessary to carry out informal consultation with local residents.

Informal consultation

34. On 17 June 2011 a letter and proposal plan (appendix 4) was sent out by Royal Mail to 31 properties in Grosvenor Terrace (properties 27a-29 and 68-98b). The last date for comments was detailed as 15 July 2011.

35. The letter explained of the council's intent to install a small section of double yellow line and to investigate installing an additional parking space, to ensure there is no overall net loss in parking.

36. Seven individuals emailed during the consultation period resulting in a 23% response rate to the consultation.

37. All seven pieces of correspondence objected to the proposal.

38. A considerable number of points were raised in the numerous emails to officers. Of the points raised, that related to the proposed parking arrangement, the primary concern and objection was that a parking space would be lost in a section of Grosvenor Terrace where parking is at a premium.

39. On 13 July a notice was erected to the disabled bay post outside No. 76 Grosvenor Terrace to inform residents of the councils intent to remove the disabled bay as we understand that the bay is no longer is use.

40. The notice invited comments by 5 August 2011. No comments were received during the consultation period, meaning that the bay can be converted to a zone NC permit holders only space.

Recommendations

41. Taking into consideration all objections received during the informal consultation period and the council's findings on the vehicle access requirements, the network development team recommend to proceed with the installation of section of double yellow line (appendix 5) for the following reasons:

- a. The council has a duty placed upon it to secure and maintain reasonable access to premises.
- b. The vehicle sweep analysis has proven that is impossible to manoeuvre in and out of the off street parking area without encroaching into the parking bay or onto the footway.
- c. To prevent any possible damage to the footway.
- d. The removal of the disabled bay, results in no overall net loss in parking.

POLICY IMPLICATIONS

42. The recommendations contained within this report are consistent with the polices of the Parking Enforcement Plan and associated Local Implementation Plan (LIP)

43. The proposals will support the council's equalities and human rights policies and will promote social inclusion by:

- Providing improved access for emergency vehicles, refuge vehicles, residents and visitors; and
- Improving sight lines for all road users.

COMMUNITY IMPACT STATEMENT

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

RESOURCE IMPLICATIONS

45. All costs arising from implementing the proposals, as set out in the report, will be fully contained within the existing local parking amendment budget.

CONSULTATION

46. Where informal consultation has already been carried out this is discussed in the key issues section of the report.

47. Should the community council approve the item, statutory consultation will take place as part of the making of the traffic management order. A proposal notice will be erected in proximity to the site location and a press notice will be published in the Southwark News and London Gazette. If there are objections a further report will be re-submitted to the community council for determination.

48. The road network and parking manager has been consulted on the proposals and has no objections.

49. No consultation or comment has been sought from the Strategic Director for Communities, Law and Governance or the Chief Finance Officer.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Parking and Enforcement Plan	Public Realm Environment & Leisure 160 Tooley Street	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Evesham Walk / Love Walk – informal consultation document
Appendix 2	Evesham Walk / Love Walk – proposal plan
Appendix 3	Grosvenor Terrace – Autoturn (vehicle sweep analysis)
Appendix 4	Grosvenor Terrace – Informal consultation and proposal plan
Appendix 5	Grosvenor Terrace – Proposal plan

AUDIT TRAIL

Lead Officer	Tim Walker, Senior Engineer	
Report Author	Paul Gellard, Transport and Projects Officer	
Version	Final	
Dated	9 September 2011	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director for Communities, Law and Governance	No	No
Finance Director	No	No
Parking operations and development manager	No	No
Network manager	Yes	No
Parking and network management business unit manager	Yes	No
Cabinet Member	No	No
Date final report sent to Community Councils Team	9 September 2011	