

Item No. 12.	Classification: Open	Date: 24 September 2012	Meeting Name: Camberwell Community Council and Peckham and Nunhead Community Council
Report title:		Peckham Road South Parking Consultation	
Ward(s) or groups affected:		Brunswick Park (Camberwell Community Council) The Lane (Peckham and Nunhead Community Council)	
From:		Head of Public Realm	

RECOMMENDATIONS

1. That the Community Council comment upon the boundary for a proposed parking consultation within the area shown in Appendix 1.
2. That the Community Council comment upon the consultation methods and processes detailed in paragraphs 16 to 21.

BACKGROUND INFORMATION

3. This report is presented to both community councils for the purposes of consultation on the boundary and method of a parking consultation, which is matter reserved to community council under Part 3H of the Southwark Constitution 2012/13.
4. The council's 2012/13 Parking Design programme was approved on 27 April 2012 by the Cabinet Member for Environment, Transport and Recycling.
5. Following a deputation and subsequent motion made at Camberwell Community Council on 25 April 2012 the programme was revised, pertinently, to include a parking consultation of residents and businesses in streets south of Peckham Road between the boundaries of existing B, L and LG CPZs and north of the rail line.

KEY ISSUES FOR CONSIDERATION

Project scope

6. Carry out a 1st stage consultation on the 'principal' of a parking zone in streets south of Peckham Road
7. Carry out a 2nd stage consultation on the 'detail' of a parking zone in those streets approved for implementation of a parking zone, following the 2nd stage consultation

Primary aims of a parking zone

8. Improve availability of parking spaces. Give priority to certain groups i.e. residents and their visitors, loading and business short-stay parking over and above commuter parking (as per parking hierarchy, Appendix 2)
9. Reduce overall traffic levels. Parking, by default, is preceded by a vehicle journey. The council has a clear policy to reduce traffic levels with the aim of reducing congestion, improving air quality and amenity and to encourage sustainable transport modes (walking/cycling) by deterring non-essential journeys.

10. Improve road safety and smooth traffic flow. Zones reduce the level of parking occupancy and provide natural passing spaces enabling pedestrians to cross the street more safely and for vehicles to pass one another more easily.
11. Reduce parking demand such that streets can be used for purposes other than just parking such as tree planting or on-street cycle parking. Studies have also shown that streets with lower levels of traffic have a positive effect on social interaction.
12. Assist control on future development (enabling planning department to make new properties parking permit exempt).

Consultation area

13. The area recommended for consultation is identified by way of a map contained in Appendix 1 to this report. The surrounding CPZs (and non-CPZ areas) are also shown on the map.
14. The area recommended reflects:
 - changes to parking profile (see paragraphs 22 to 38)
 - the deputation and motion made at Camberwell Community Council 25 April 2012 (see paragraphs 39 to 42)
 - other correspondence from the public (see paragraphs 43 to 44)
 - parking policy
 - a logical grouping of streets
 - the allocated budget
15. The streets and number of properties proposed for consultation are listed in Figure 1.

STREET	No. PROPERTIES
AINSWORTH CLOSE	11
AZENBY ROAD	28
BUSHEY HILL ROAD	190
CACTUS CLOSE	9
CROFTON ROAD	218
DENMAN ROAD	109
GAIRLOCH ROAD	33
GRUMMANT ROAD	195
LETTSON STREET	74
LINNELL ROAD	49
LYNDHURST GROVE	72
MCNEIL ROAD	198
OSWYTH ROAD	41
PECKHAM HIGH STREET	1
PECKHAM ROAD	238
SHENLEY ROAD	188
TALFOURD PLACE	12
TALFOURD ROAD	251
VESTRY ROAD (non CPZ area, south of Linnell Road)	180
TOTAL	2097
Peckham & Nunhead Community Council	~900
Camberwell Community Council	~1200

FIGURE 1

Consultation methods

16. The method of consultation and decision making is fundamentally determined by the [council's constitution](#)¹ and the strategic transport decision making process (Appendix 3).
17. Parking policy² sets out our general parking consultation process. It is summarised and published on the [council's website](#)³ and set out in figures 2 and 3.
18. A first stage (in principal) project will assess if and where parking problems are occurring. The results of this project will lead to a key decision on which streets, if any, should be progressed to second stage (detailed design).
19. A second stage (detailed design) project will follow a decision to implement the CPZ in some or all of the consultation area. This consultation will cover aspects such as the days and hours of operation, position and type of parking and how it is signed and lined.

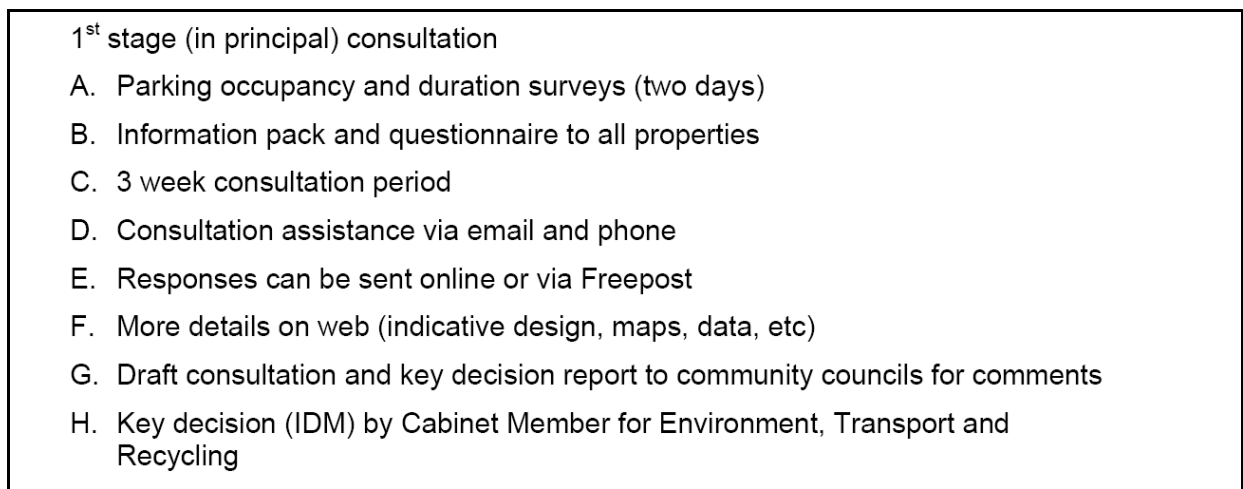


FIGURE 2

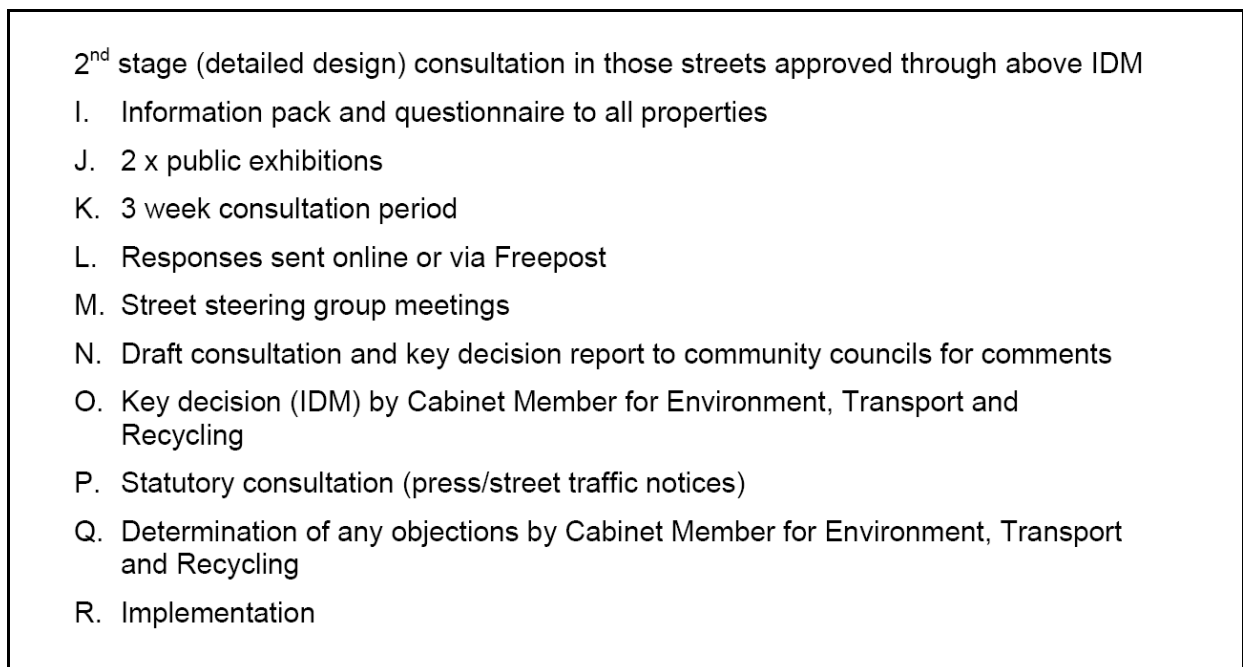


FIGURE 3

¹ www.southwark.gov.uk/info/10058/about_southwark_council/375/councils_constitution

² Parking and Enforcement Plan

³ www.southwark.gov.uk/info/200140/parking_consultations/453/how_are_decisions_made_about_parking_controls

20. The expected programme for the 1st stage project is outlined in figure 4.

Stage		Expected dates
Consultation	Parking occupancy / duration surveys	September 2012
	Consultation pack and questionnaire to all residents, businesses and stakeholders	November 2012
	Draft report to both Community Councils	January 2013
Decision making	Final report to Cabinet Member for Environment, Transport and Recycling	February 2013

FIGURE 4

21. A provisional programme for the 2nd stage project (subject to outcomes of 1st stage) is outlined in figure 5.

Stage		Provisional dates
Consultation	Consultation pack and questionnaire to residents, businesses and stakeholders approved during stage 1	March 2013
	Public exhibitions	March 2013
	Draft report to both Community Councils	May 2013
Decision making	Final report to Cabinet Member for Environment, Transport and Recycling	June 2013
	Statutory consultation (traffic orders)	July 2013
	Implementation	November 2013

FIGURE 5

Changes to parking profile

22. Anecdotal evidence (see paragraphs 43 to 44) from residents informs us that the parking profile (occupancy, duration and reason for parking) has recently changed in some streets within the proposed consultation area.
23. Officers consider that this is likely due to the implementation of LG CPZ which became operational, on a permanent basis, on January 16 2012 following public consultation and a subsequent key decision⁴.
24. A detailed parking occupancy and duration survey has been commissioned. This will provide data on who is parking in the area and for how long. The results of this survey will be used as part of the evidence base for the key decision at the end of stage 1.
25. In advance of this detailed survey officers have carried out spot occupancy surveys as part of LG CPZ monitoring.
26. Figure 6 shows overall level of safe parking occupancy in the proposed consultation area.

⁴ <http://moderngov.southwarksites.com/ieDecisionDetails.aspx?ID=2401>

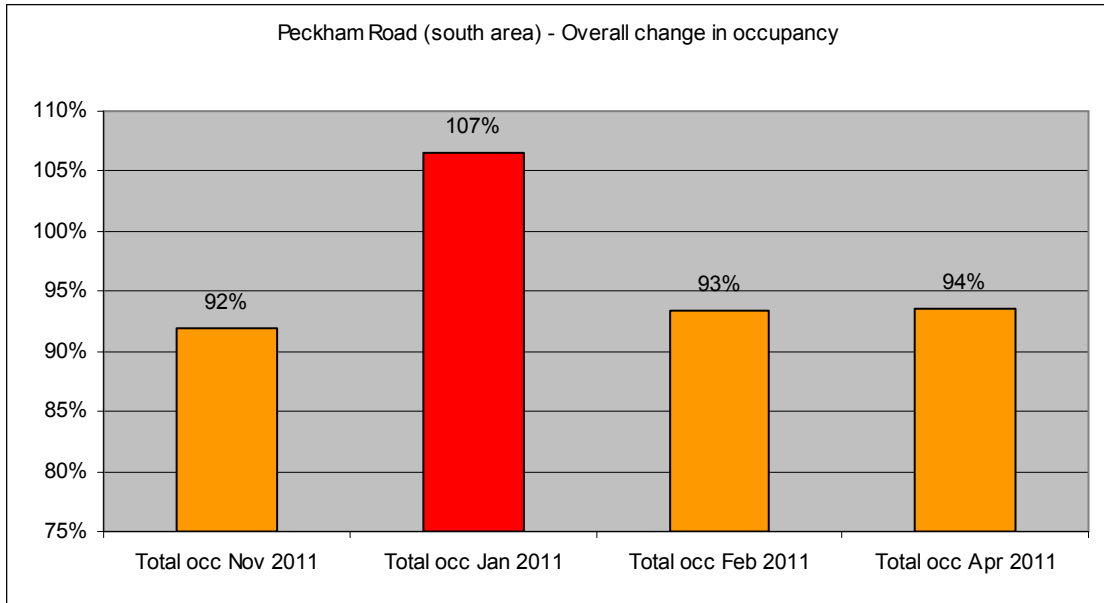


FIGURE 6

27. The surge to 107%⁵ in January 2011 is likely to reflect an immediate displacement from LG CPZ that subsequently settled down (LG CPZ went live on 16 January 2012). This “bedding-in” period is a relatively common occurrence with traffic and parking schemes.
28. Across the full project area the data indicates that occupancy levels have almost returned to pre- LG CPZ levels; albeit that the pre-CPZ value is classified as “very high approaching capacity”.
29. There has, however, been a noticeable increase in the number of streets classified as over capacity.

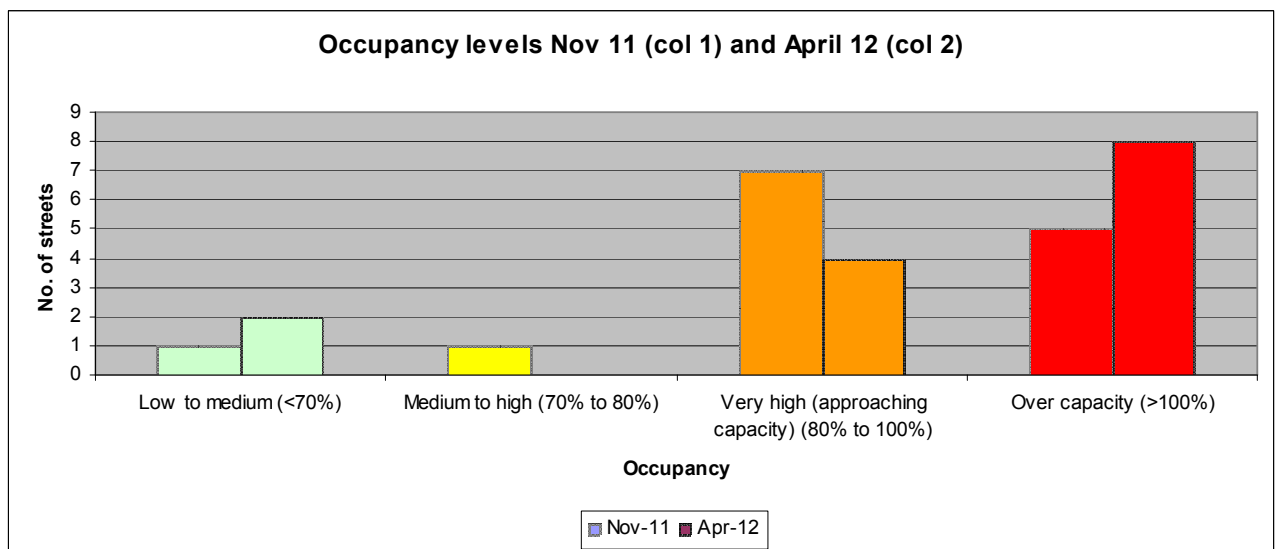


FIGURE 7

30. Some local trends have been observed. Figure 8 show that those streets very close to the boundary of LG CPZ have seen increases in parking occupancy that have not reduced and returned to pre-CPZ levels, unlike the wider area.

⁵ Values over 100% indicate dangerous or inconsiderate parking, eg. parking on corners or across dropped kerbs

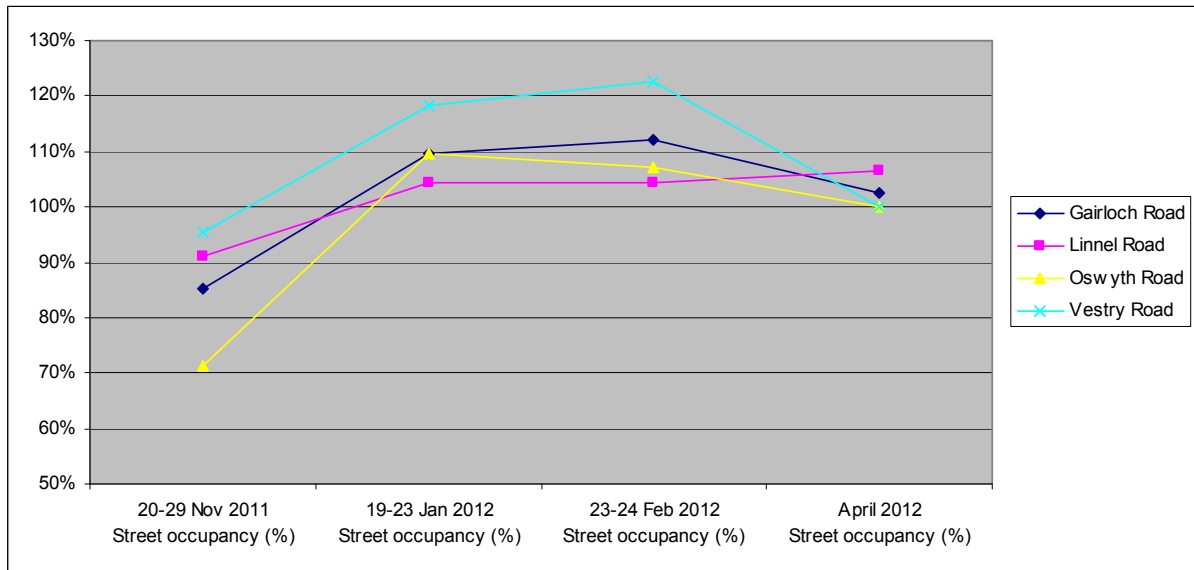


FIGURE 8

31. It is noted that some streets within the project area have low to medium parking occupancies and are highly unlikely to be supportive of a parking zone on the basis that they do not have a parking problem.
32. It is also noted that some streets have seen a reduction in parking occupancy levels following implementation of LG CPZ. Full details of the results of the spot occupancy surveys can be found in Appendix 4.
33. Three maps (Appendix 5) show vehicle parking density and the changes that occurred during the period November 2011 to February 2012. These maps visualise the reduction in parking density within LG CPZ and changes within the surrounding project area.
34. Some initial analysis has also been completed on the origins of vehicles parked within the proposed project area. This is the first time this has been trialed in the borough for such a project and involved the collection of vehicle registration marks and matching this to the Driver and Vehicle Licensing Agency (DVLA) registered keeper information. The DVLA supplied the council with the first 4 (or 5) digits of the postcode sector of the vehicle keeper address.
35. The results of this analysis are mapped in Appendix 6 and summarised in Figure 9.
36. Figure 9 shows that 62% (count = 458) of all vehicles that were parked within the project area are from postcode sectors that intersect with (or whose centroids are within 500m) of the project boundary. That is to say that 62% of cars parked within the area had registered keeper postcodes of SE5 8xx, SE15 5xx or SE15 4xx.
37. Of interest, 30% (count = 227) of all vehicles parked within the project area originated from a postcode sector between 2km and 30km of the study area. We consider that this significant proportion is likely to be indicative of the number of medium to long distance commuters and/or visitors within the area.
38. Further analysis and verification of this data will be discussed in the final key decision report. This will be possible following completion of the standard occupancy and duration survey being commissioned that enables classification of user (ie resident, short-stay visitor, commuter) based upon time of arrival and length of stay.

**A comparison between the number of vehicles parked in the project area
on 28 March 2012 and the vehicle's registered keeper address**

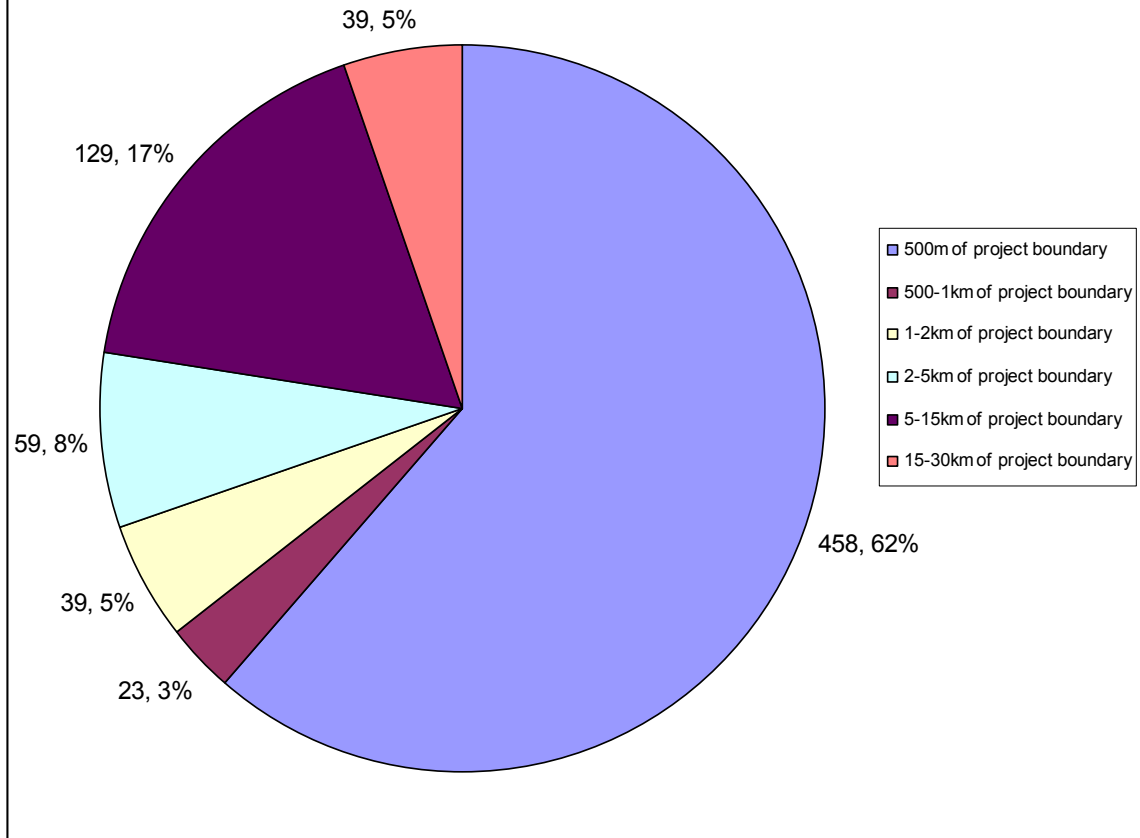


FIGURE 9

Deputation and motion, Camberwell Community Council 25 April 2012

39. The following deputation, figure 10, was made on 25 April 2012 by local residents to Camberwell Community Council.

1. That the Camberwell Community Council formally requests that Southwark Council consult residents on streets outside of the LGCPZ not presently covered by parking controls on options to manage on-street parking pressures, including a new/extended CPZ (Appendix A - proposed list of streets see attached).
2. That the Camberwell Community Council formally requests that Southwark Council urgently review the implementation and operation of the LGCPZ with a view to moderating its impact on surrounding streets while still effectively managing parking pressures inside the LGCPZ area (Appendix B - non-exhaustive list of suggestions of potential changes see attached).

Appendix A: Suggested roads to be consulted on parking options – bounded by existing CPZs, Peckham Road to the north and the railway line to the south.

- A1. The southern (non-CPZ) section of Vestry Road
- A2. McNeil Road
- A3. Lyndhurst Grove (to the point at which CPZ Zone B starts)
- A4. Azenby Road
- A5. Linnell Road
- A6. Oswyth Road
- A7. Gairloch Road
- A8. Shenley Road
- A9. Cross Road
- A10. Crofton Road
- A11. Bushey Hill Road
- A12. Talfourd Road
- A13. Talfourd Place
- A14. Denman Road

Appendix B: Ideas for moderating the impact of the LGCPZ.

- B1. Consider whether/how the uptake of parking permits by residents inside the LGCPZ can be raised further to minimise the displacement of residential parking.
- B2. Reduce the hours of operation of the LGCPZ to more evenly distribute parking pressures across the wider area while continuing to deter all-day commuter parking from the LGCPZ area.
- B3. Remove the eastern (Lucas Gardens) side of Vestry Road (north of the junction with Linnell Road) from the LGCPZ.
- B4. Convert parking bays inside the LGCPZ not currently fronted by residential addresses from 'permit holders only' to 'permit holders only or maximum 3 hours' [if B2 is not implemented].

FIGURE 10

40. Camberwell Community Council agreed the above as a motion at that meeting.
41. The streets proposed for consultation in this report match those made in the above deputation and motion.
42. In respect of ideas made in appendix b to the above deputation (ideas to moderate the impact of LG CPZ) a separate local parking amendment report is being presented to Camberwell Community Council for approval.

Public requests

43. The council has also received correspondence on the matter directly from the public. The vast majority of which can be summarised as asking the council to consult upon (or implement) parking controls to favour residents in the area. The approximate origin of those requests is shown in Figure 11 and totals 22 individuals. 18 of those have been received since January 2012.
44. A random selection of comments made within that correspondence is included in Appendix 7.

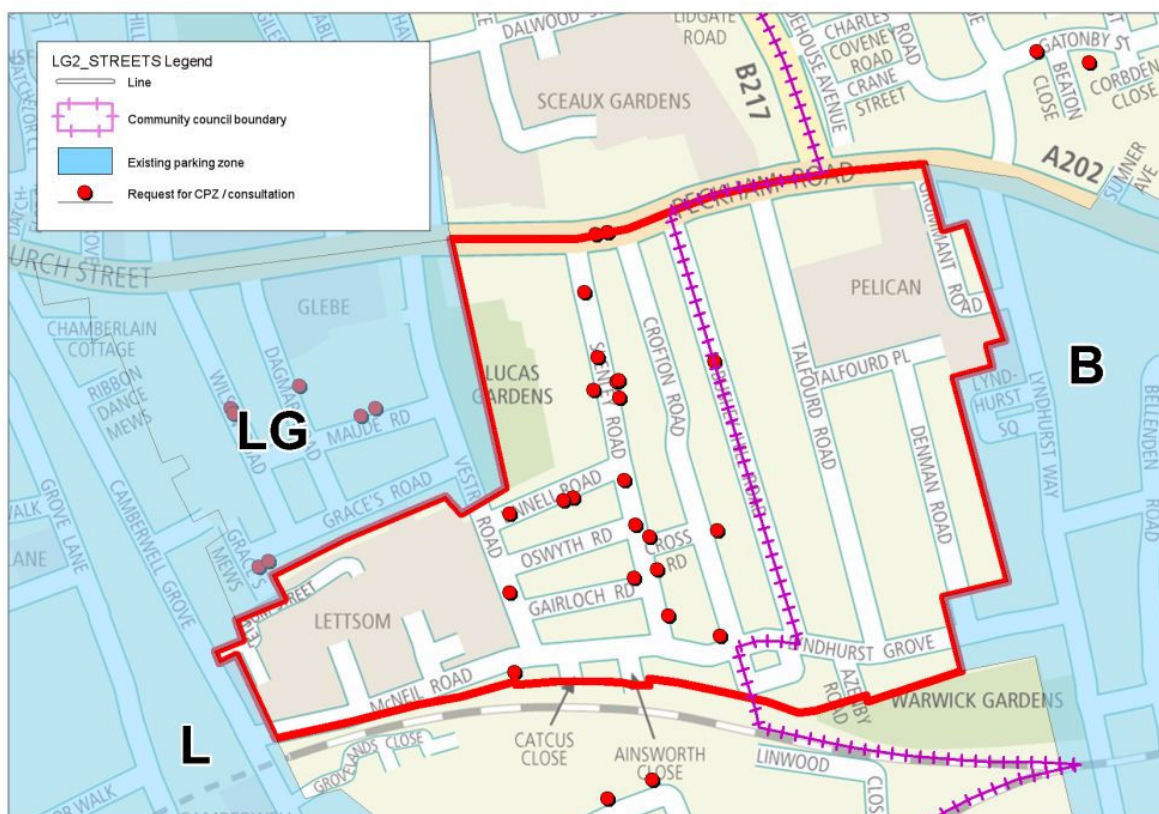


FIGURE 11

Policy area (Parking and Enforcement Plan, 2006)

45. The PEP states the following which identifying Brunswick (Park) area as somewhere that may justify a new zone.

Looking ahead, areas where the considerations set out above may justify consideration of new zones or reviews of existing zones include:

- Other areas adjacent to commercial areas such as North Camberwell between zones J and K, and the district centre of Lordship Lane;
- Zones around the remaining rail stations: South Bermondsey, Queens Road, Nunhead, East Dulwich, North Dulwich, West Dulwich and Sydenham Hill stations;
- Residential areas in which there is a high density of car ownership, particularly where there are also major employers or other attractions to visit the areas. Many of these areas are associated with a high proportion of houses converted into flats. Figure 4 shows where these are located. Areas include north Herne Hill, East Dulwich, Brunswick/Southampton Way, Peckham Rye, Nunhead and Livesey. In the Southampton Way area and Livesey there are also concentrations of employment (figure 5)
- Locations where high density development is taking place such as Bermondsey Spa and the Elephant and Castle, and areas adjacent to council housing schemes where permit schemes are being considered

Policy implications

46. The recommendations contained within this report are consistent with the policies of the council's overall transport strategy, the Transport Plan.

47. The introduction of CPZs provide a critical tool in prioritising space in favour of certain

groups (eg. blue badge holders, residents or loading) as well as assisting in keeping the traffic flowing and improving road safety, a duty under the Traffic Management Act, 2004.

Community impact statement

48. The implementation and operation of a 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.
49. The consultation leaflets will meet communication guidance with a languages page with advice of how to access the council's translation services. Large format leaflets will be available for those with visual impairment.
50. The policies within the PEP and Transport Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

Resource implications

51. First and second stage consultation and implementation (if supported) of the CPZ will cost approximately £100,000 which will be funded through capital provisions already established for this purpose.
52. A better estimate of the costs and potential parking income from this scheme will be reported at the end of the consultation.
53. Cost code for CPZ reviews is L-5110-0042.

Consultation

54. Consultation has been carried out on the content of this report with the Cabinet Member for Environment, Transport and Recycling and Brunswick Park and The Lane ward members.

BACKGROUND PAPERS

Background Papers	Held At	Contact
East Camberwell 1 st stage CPZ consultation report (March 2007)	160 Tooley Street London SE12QH	Tim Walker 020 7525 2021
East Camberwell 2 nd stage CPZ consultation report (August 2008)	160 Tooley Street London SE12QH	Tim Walker 020 7525 2021
Lucas Gardens 2 nd stage CPZ consultation report (August 2008)	160 Tooley Street London SE12QH	Tim Walker 020 7525 2021
Lucas Gardens and Southampton Way 1st and 2nd stage controlled parking zone report (September 2011)	160 Tooley Street and on council website	Tim Walker 020 7525 2021
Lucas Gardens controlled parking zone: determination of statutory objections (December 2011)	160 Tooley Street and on council website	Tim Walker 020 7525 2021
Transport Plan 2011	160 Tooley Street and on council website	Tim Walker 020 7525 2021

APPENDICES

No.	Title
1	Map of recommended parking consultation area
2	Parking hierarchy
3	Strategic transport decision making process
4	Table of occupancy levels in project area during November 2011, January, February and April 2012
5	Visualisation of parking density in project area and LG CPZ during November 2011, January and February 2012
6	Map of DVLA registered keeper postcode sectors parked within project area (vehicle origins)
7	Selection of correspondence extracts made by residents about parking in the project area

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	13 September 2012	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	Yes	No
Date final report sent to Constitutional Team		13 September 2012