

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 24 September 2012	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Camberwell Community Council	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATIONS

1. That the following local parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
2. Camberwell Station Road –
  - a. convert 5 spaces of the existing permit holder parking place to a 30 mins (max stay) time restricted parking bay;
  - b. convert the existing free and unrestricted parking bays (on east side of road) to permit holder bays; and
  - c. convert the incorrectly signed 2hr time restricted parking / loading bay to a 1hr time restricted parking bay (and remove the legend 'loading only').
3. Lucas Gardens parking zone. Change existing permit holder only parking bays to shared-use (permit holders or paid visitor spaces) in the following locations -
  - a. Dagmar Road – between Peckham Road and No. 1 Dagmar Road;
  - b. Grace's Mews – all bays;
  - c. Grace's Road - Between Wilson Road and Grace's Mews, north side only;
  - d. Maude Road – between Dagmar Road and Wilson Road, all bays on both sides; and
  - e. Vestry Road - eastern side only, adjacent to park, all bays south to junction with Linnell Road.

## BACKGROUND INFORMATION

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

## KEY ISSUES FOR CONSIDERATION

### **Camberwell Station Road - 1213Q20104**

6. The Cabinet Member for Environment, Transport and Recycling contacted public realm projects following receipt of a complaint by a constituent relating to a lack of

visitor parking outside the Royal Mail sorting office in Camberwell Station Road.

7. It was noted by the constituent that the Herne Hill Royal Mail sorting office had been closed and, as a result, residents must now travel to Camberwell Station Road sorting office to pick up their parcels.
8. Currently outside the sorting office there is a (K) permit holder's only bay (10 spaces) and whilst loading/unloading is permitted it does not provide facility for longer stay parking that would be expected with visitors collecting parcels.
9. An officer visited the location to assess the possibility of providing visitor parking outside or near the Royal Mail site.
10. Of the 10 spaces available for permit holders, 2 were occupied by permit holders, 6 vehicles had no permit on display and 2 spaces were unoccupied.
11. It is therefore recommended that 5 spaces of permit holders only parking be converted to 30 minute (max stay) free parking to provide a facility for visitor picking up parcels from the Camberwell Station Road Royal Mail sorting office, as per appendix 1.
12. During the survey it was noted that a number of inconsistencies existed in the nearby parking arrangements. The bays on the east side (opposite the rail arches) are unsigned and acting as free, unrestricted parking. To bring these bays in line with policy, they should be permit holder parking (this would also assist in offsetting the loss noted in paragraph 11 above).
13. It is therefore recommended that the 4 parking places on the east side of Camberwell Station Road be formally signed as permit holder (K) parking bays, as detailed in appendix 1.
14. Finally, a short-term parking bay on the west side of Camberwell Station Road near its junction with Denmark Road is signed as a 2hr (max stay) time restricted parking but has the road text 'loading only'. This is not a permitted variant of the traffic signs regulations.
15. It is therefore recommended that the existing parking place is regularised to match the existing bay at the northern end of Camberwell Station Road which provides 1hr time restricted parking with no return in 2 hours.

## **Lucas Gardens parking zone**

### **Background**

16. On 25 April 2012 Camberwell Community Council heard a deputation by a resident in relation to parking in streets south of Peckham Road.
17. The deputation was subsequently supported as a motion by the community council (appendix 2).
18. The [minutes of that meeting](#)<sup>1</sup> can be found here but the deputation can be summarised as requesting the council carry out:

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<sup>1</sup> <http://moderngov.southwark.gov.uk/mgAi.aspx?ID=2350>

- a. consultation on a possible parking zone in those unrestricted streets between the zones of B, EC and LG CPZs; south of Peckham Road and bounded by the rail line to the south.
  - b. changes to existing LG CPZ to reduce the displacement impact from that zone.
19. A separate report to this meeting of Camberwell Community Council is being presented which covers the request for a new parking consultation.
20. This report sets out the council's response to the other suggestions made to moderate the impact of LG CPZ.

**Deputation point 2a. Consider whether/how the uptake of parking permits by residents inside the LGCPZ can be raised further to minimise the displacement of residential parking.**

21. Figures from the first 5 months of operation of LG CPZ show an excellent uptake of parking permits (30% of all households) when compared with the borough average (12%). LG CPZ has the second highest permit take up of all CPZs within the borough.
22. The motion asks for methods to increase that take-up further.
23. We consider that there is little scope to further increase permit take-up when considered alongside the existing good uptake and our policy that parking permit charges should be equal across all zones.
24. The council takes a firm view that the parking account should be managed on a borough-wide basis. No CPZ is a local, self-contained area – they should all fit into a bigger picture with wider interests. Residents benefit from controls not only in the areas where they live, but also in areas through which they travel and in destination areas for trips.
25. In this policy context, the cost of a parking permit must be the same in all zones across the borough. This reflects the fact that the council runs an overall parking account and that no CPZ is an individual business case.
26. We are therefore unable to reduce the cost of parking permits within LG CPZ that may otherwise have had some impact upon permit take-up.

**Deputation 2b. 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**

27. Residents within LG CPZ were consulted upon possible hours of CPZ operation, prior to the zones introduction.
28. The majority (55.8%) of those responding were in support of the all-day (10 hours per day) controls and this was subsequently introduced.
29. The consultation also included a question asking if respondents supported a limited hours zone (4 hour per day), only 28% of respondents supported this option.

30. In view of that consultation response the council proceeded with the implementation of all-day controls.
31. To make a change now to the hours of operation would required consultation with all streets, changes to traffic orders and parking signs - in the region of £12,000.
32. At present there does not appear to be support from residents within LG CPZ area to change the hours of operation and no funding has been assigned to carry out such a review or make those changes.

**Deputation 2c. Remove the eastern (Lucas Gardens) side of Vestry Road (north of the junction with Linnell Road) from the LGCPZ**

33. It is highly unusual to have free, unrestricted parking within a parking zone. This will certainly lead to high levels of parking occupancy in those bays and start to undermine one of the key objectives of our CPZs - to assist in delivering the council's policy to reduce overall levels of private motor vehicle traffic on our streets by 3% by 2013.
34. The removal of the CPZ would be against that policy by increasing opportunity for commuter parking and therefore this is not recommended.

**Deputation 2d. Convert parking bays inside the LGCPZ not currently fronted by residential addresses from 'permit holders only'**

35. Changes such as these are subject to the decision of the community council.
36. It is therefore recommended that the following changes be approved subject to statutory consultation.

<b>Location</b>	<b>Existing</b>	<b>Proposed</b>
Dagmar Road Between Peckham Road and No. 1 Dagmar Road, all bays on both sides.	LG permit holders only	Shared-use (LG permit holders or 4hr 'pay by phone')
Grace's Mews All bays	LG permit holders only	Shared-use (LG permit holders or 4hr 'pay by phone')
Grace's Road Between Wilson Road and Grace's Mews, north side only	LG permit holders only	Shared-use (LG permit holders or 4hr 'pay by phone')
Maude Road. Between Dagmar Road and Wilson Road, all bays on both sides.	LG permit holders only	Shared-use (LG permit holders or 4hr 'pay by phone')
Vestry Road Eastern side only, adjacent to park, all bays south to junction with Linnell Road	LG permit holders only	Shared-use (LG permit holders or 4hr 'pay at machine' or 'pay by phone')

37. It is noted that 4 of the five locations proposed for shared-use do not have the option of pay at machine (ie. cash payment). This is because one location (Vestry Road) already has a pay and display machine in the immediate vicinity of the bays.

38. The other four locations do not have a machine that can be used but we do not have funding for the installation of 4 new pay and display machines.
39. Officers consider that the above proposals will have very little impact upon residents within LG CPZ (as the bays will become shared in use) but may assist in moderating the zone's impact into surrounding (uncontrolled) streets.

### **Policy implications**

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

Policy 1.1 – pursue overall traffic reduction

Policy 4.2 – create places that people can enjoy

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

41. The proposal(s) 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
- Improving sight lines for all road users
- Improving junction and pedestrian safety, especially those with limited mobility or visual impairment; and

### **Community impact statement**

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

### **Resource implications**

43. 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**

44. No informal (public) consultation has been carried out. Where consultation with stakeholders has been completed, this is described within the main body of the report.
45. Should the community council approve the item(s), 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.

## 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 1	Camberwell Station Road - Convert permit holders only bay (5 spaces) to 1hour time restricted free bay (5 spaces)
Appendix 2	Minutes from Item 7, Camberwell Community Council, 25 April 2012, relating to a deputation regarding parking south of Peckham Road

## AUDIT TRAIL

<b>Lead Officer</b>	Tim Walker, Senior Engineer	
<b>Report Author</b>	Michael Herd, Transport and Projects Officer	
<b>Version</b>	Final	
<b>Dated</b>	13 September 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>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
<b>Date final report sent to Constitutional Team</b>	13 September 2012	