

Item No. 14.2	Classification: Open	Date: 12 February 2014	Meeting Name: Camberwell Community Council
Report title:		Local parking amendments – Camberwell visitor parking	
Ward(s) or groups affected:		Brunswick Park and Camberwell Green	
From:		Head of Public Realm	

RECOMMENDATIONS

1. Approve for implementation the following local parking amendments, detailed in the appendices to this report, subject to the outcome of the statutory consultation.
2. Provide additional visitor (pay by phone) parking at the following locations:
 - Camberwell Grove
 - John Ruskin Street and Dartford Street
 - Valmar Road
3. Approve the consultation methods and boundaries detailed in paragraphs 21 to 25.

BACKGROUND INFORMATION

4. Part 3H of the Southwark constitution delegates decision making for non-strategic traffic management matters to the community council.
5. Paragraph 16 of Part 3H of the Southwark constitution sets out that the community council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introductions of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the introduction of disabled parking bays
 - the setting of consultation boundaries for consultation on traffic schemes.
6. This report gives recommendations for three local parking amendments, involving traffic signs and road markings.
7. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Background to providing additional visitor parking

8. Approximately half of the London Borough of Southwark is located within a parking zone but all town centres have surrounding zones, including Camberwell and Walworth (see map in Appendix 1).

9. Parking zones exist to prevent all-day commuter parking and to provide priority parking space for residents and their visitors, short term visitors and businesses.
10. Within any parking zone all kerbside space is designated to specific groups or activities. Space is primarily allocated to permit holders (residents and businesses) but may also be designated for other purposes i.e. loading, blue badge (disabled) holders, motorcycles, car clubs and short-stay visitor parking. Each parking bay is signed showing who may use the bay and at during which times. Appendix 2 contains the quantity of bays for Camberwell's surrounding zones.
11. In 2012 officers and the cabinet member for transport, environment and recycling met with a representative of the Camberwell Business Network (CBN), to identify possible locations where additional parking bays for visitors to Camberwell town centre could be created. This was to try to address a perception of the CBN that there was insufficient short term visitor parking which was therefore deterring people from visiting the shops and other businesses in Camberwell and therefore damaging the vitality and viability of the town centre.
12. Following that meeting, officers have identified three locations where additional parking facilities for visitors to Camberwell are feasible. Funding was approved to consult upon and implement these changes as part of the 2013/14 parking design programme.
13. An outline design has been prepared for the three locations. The general principles proposed are:

John Ruskin Street and Dartford Road (Appendix 3)

- To convert the existing time restricted free bays to pay by phone.
- To create an additional two spaces for zone J permit holders
- To introduce a 4 hour maximum stay on the existing disabled bay located by the junction of Walworth Road (to bring it in line with other 'destination' bays across the borough).

Camberwell Grove (Appendix 4)

- To convert the existing red route 'no stopping' restrictions to pay by phone. This is subject to the outcome of negotiation with Transport for London (TfL).
- Convert one zone L permit holders only bay to pay by phone

Valmar Road (Appendix 5)

- To convert an existing permit holders only bay to pay by phone
- Install a loading bay near the junction of Coldharbour Lane.

Rationale to provide additional pay by phone visitor parking

14. Most (89%) visitor parking bays in Southwark's parking zones operate with a charge for use.
15. Parking charges assist for two main reasons:
 - a. to help pay for the parking service (the law requires the council to keep a separate, ring-fenced parking account);
 - b. as a method of demand management (where proportionate charges ensure that users only park for as long as they need thus encouraging the turnover of space

for other users).

16. In reality there is no such thing as free parking as someone else (the public) will need to pay for the development, management and enforcement of it. Additionally, there is no evidence to show that free parking improves economic conditions or leads to greater commercial success.
17. Experience shows that free parking bays also pose a significant problem for their enforcement resulting in vehicles overstaying. Unless there is some indication of the arrival time of each vehicle, it is very difficult to ensure that vehicles only stay for the permitted time. This means that free short-stay bays tend to become long-stay, detracting from the original purpose of the bay.
18. Paying by phone is a quick, easy and secure way to pay for parking. The service is already available in all 5,000 of Southwark's existing paid-for parking bays.
19. Pay by phone now has a Smartphone application available for a range of mobile devices. The app makes registering easy and allows users to securely pay for parking, monitor and extend parking sessions remotely, manage your account details, and even help remember where you parked your vehicle.
20. Pay by phone parking in the Camberwell parking zones currently costs £2.50 per hour and there is no service charge for setting up or extending a parking session. Optional reminder and confirmation texts cost 10p per text.

Consultation method and processes

21. Before implementing any changes to the existing parking arrangements a consultation leaflet, design drawing and questionnaire will be sent to properties within a 50 metre radius of the proposed locations.
22. The informal consultation document will give detail on the proposals, and will inform residents/businesses how they can have their say.
23. To enable enforcement of even the most basic restriction requires the council, as traffic authority, to carry out, at minimum, statutory consultation as part of the making of a traffic management order.
24. It is intended to carry out informal consultation and statutory consultation at the same time.
25. Running the informal consultation and statutory consultation simultaneously will give respondents the opportunity to object to proposals via a questionnaire.
26. The proposed consultation structure is outlined in Figure 1.

Figure 1

Stage	Expected dates
Camberwell Community Council agree outline design and consultation strategy	February 2014
Informal consultation and statutory (traffic order) consultation	March 2014
Community council determine objections	April 2014 (if objections)
Proposal implemented	April 2014 (with no objections) May 2014 (if objections)

27. On 18 October 2013, the parking design team contacted Camberwell Business Network (CBN) seeking any advance comments on the proposals. A response from Visit Camberwell (Transport section of Camberwell Business Network), incorporating initial feedback and previous positions taken by businesses on parking was received on 23 October 2013 (Appendix 6).

Policy implications

28. The recommendations contained within this report are consistent with the policies of 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

Community impact statement

29. The policies within the Transport Plan are upheld within this report and have been subject to an Equality Impact Assessment.
30. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
31. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
32. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
33. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved parking facilities for blue badge (disabled) holders in proximity to their homes.

Resource implications

34. The costs to implement the proposals, including staff fees, statutory consultation and site works will be fully contained within existing parking design capital budget held within the public realm division.

Legal implications

35. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
36. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.

37. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
38. Should any objections be received they must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
39. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure 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.
40. These powers must be exercised so far as practicable having regard to the following matters:
 - a. the desirability of securing and maintaining reasonable access to premises;
 - b. the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity;
 - c. the national air quality strategy;
 - d. facilitating the passage of public service vehicles and securing the safety and convenience of their passengers;
 - e. any other matters appearing to the Council to be relevant.

Consultation

41. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
42. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
43. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
44. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
45. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
46. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark Constitution.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011 Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Map of Southwark parking zones
Appendix 2	Quantity of bays by zone and by bay type
Appendix 3	Initial design – John Ruskin Street and Dartford Street
Appendix 4	Initial design – Camberwell Grove
Appendix 5	Initial design – Valmar Road
Appendix 6	Camberwell Business Network – pre-consultation response

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Project Engineer	
Version	Final	
Dated	31 January 2014	
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	No	No
Date final report sent to Constitutional Team		31 January 2014