

Item No. 11.	Classification: Open	Date: 10 November 2014	Meeting Name: Peckham and Nunhead Community Council
Report title:		One hour free parking for shopping parades – consultation locations	
Ward(s) or groups affected:		All wards	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the community council:
 - Approve or amend the list of locations (Appendix 1) that will be consulted on the introduction of one hour free parking.

BACKGROUND INFORMATION

2. In July 2014 the Cabinet agreed, the new fairer future promises, the fairer future principles and the commitments of the council for the next four years including a commitment to “deliver an hour’s free parking in our shopping parades”.
3. The cabinet member for Regeneration, Planning and Transport is currently considering a report to approve the detail of how to deliver that commitment, including the approach to consultation and the decision making process, this process is summarised in Figure 1.

Figure 1

Stage	Dates	Task
1	Oct ‘14	Cabinet member to agree scope of project and decision making process
2	Nov / Dec	Community councils to agree exact locations
3	Jan ‘15	Informal consultation on initial design
4	Feb	Cabinet member to consider results and agree statutory consultation
5	March	Statutory consultation
6	April / May	Implement (or further decision to consider any objections)

4. This report (Stage 2 in Figure 1 above) provides opportunity for the community council to approve or amend the list of locations that will be consulted on regarding the initial design and extent of one hour free parking.

KEY ISSUES FOR CONSIDERATION

5. The council recognizes that small shopping parades rely on local and passing trade and that convenient car parking is one factor that can contribute to a stronger local economy.

6. Not all shopping parades have parking facilities near them and so the objective of this project is to secure the availability of short-term on-street parking at small retail parades as a means of supporting local businesses in competing with major retail centres and /or superstores with off-street car parks.

Locations for consultation

7. Shopping parades are not defined in planning terms and not all parades will be suitable for free parking. To provide a basis for discussion with each community council, officers have carried out a scoping exercise to identify parades and to make an initial recommendation of whether or not they should be consulted on provision of one hour free parking.
8. Locations recommended for consultation (Appendix 1) have one or more of the following characteristics:
 - a) paid-for parking outside the shops and no free (time-limited) bays
 - b) time-limited (free) parking of less than one hour
 - c) free, unrestricted (unregulated) parking.

Locations not recommended for consultation (Appendix 2) have one or more of the following characteristics:

- d) located within the designated planning areas of the central activity zone or within a major town centre
 - e) located on the red route (Transport for London Road Network)
 - f) have existing highway constraints that prevent safe parking or would lead to congestion (e.g. existing bus stops, bus/cycle lanes or have double yellow lines that are needed for road safety)
 - g) currently have time-limited free parking of more than 1 hour
 - h) not a parade of shops (i.e. a single retail unit)
9. The locations recommended in and out of scope of consultation are mapped in Appendix 3.
10. A final list of consultation locations will be prepared that takes account of the feedback from this community council.

Policy implications

11. The Transport Plan 2011 provides the policy framework for transport, including parking, in Southwark.
12. The plan sets out specific targets to reduce the impact of road traffic (emissions, traffic levels, collisions) and to increase the modal share of walking and cycling. Therefore the recommendations made in this report potentially conflict with those existing policies.
13. The plan provides a parking hierarchy which identifies short-stay shopper /visitor parking as of greater priority than long-stay visitor or commuter parking. In that context, the recommendations made in this report for non-CPZ areas are consistent with policy.

Community impact statement

14. The recommendations are not considered to have any disproportionate affect upon any people identified as possessing protected characteristics.
15. The recommendations are area based and therefore will have greatest effect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
16. The provision of short-stay parking bays will be of greatest benefit to motorists who want to stop for short periods of time.
17. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be predicted until the recommendations have been implemented and observed.
18. 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.

Resource implications

19. The total project cost, for all five community council areas, is approximately £35k. In addition, there will be a potential loss of income of up to £25k per annum. This is based upon the assumption that all paid parking bays are deleted in the locations identified in the initial scoping exercise, however the exact extent is subject to consultation and therefore may be less or more.
20. The estimated total costs of the proposal of can be contained within the overall parking account.
21. The revenue costs associated with the civil enforcement officer patrols will be met from within the existing contractual costs.

Consultation

22. No consultation has yet taken place.
23. Future consultation phases are planned, as summarised. This will include stakeholder consultation and statutory (traffic order) consultation. Since this is a strategic scheme, no further formal consultation will occur with community councils.
24. Potentially a further two IDM reports, detailing the results of the consultation phases, will be presented to the cabinet member for Regeneration, Planning and Transport.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

25. The intention is to carry out consultation in relation to the proposed introduction of one hour free parking in shopping parades which is in accordance with the council plan adopted in July 2014.
26. The proposal does not relate to the main road arteries as these fall under the control of TfL but only to the roads which fall under the council's control. There are no legal issues arising from the carrying out of the consultation.

Strategic Director of Finance and Corporate Services

27. The strategic director of finance and corporate services notes that the proposed changes to parking arrangements following consultation, as outlined in this report, will not adversely affect the budgeted surplus from the ring fenced parking account.
28. It is also noted that staffing and other costs of implementing the changes will be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH Website: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	List of streets recommended for consultation
Appendix 2	List of streets not recommended for consultation
Appendix 3	Map of locations recommended in and out of scope of consultation

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	29 October 2014	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team	29 October 2014	

APPENDIX 1

Locations recommended for consultation

In or out consultation scope	Primary reason for recommendation	Street	Locations
Peckham and Nunhead			16
In			16
	Existing free bays < 1hr		6
		BARRY ROAD	1
		BELLENDEN ROAD	1
		EAST DULWICH ROAD	1
		EVELINA ROAD	1
		FOREST HILL ROAD	1
		GIBBON ROAD	1
	Unrestricted parking		10
		ASYLUM ROAD	1
		BARRY ROAD	1
		BRAYARDS ROAD	1
		CHELTENHAM ROAD	1
		COMMERCIAL WAY	1
		EVELINA ROAD	1
		FOREST HILL ROAD	2
		GIBBON ROAD	1
		MEETING HOUSE LANE	1
Grand Total			16

APPENDIX 2

Locations not recommended for consultation

In or out consultation scope	Primary reason for recommendation	Street	Locations
Peckham and Nunhead			25
Out			25
	Designated area		8
		BELLENDEN ROAD	1
		BLENHEIM GROVE	1
		CHOUMERT ROAD	1
		HANOVER PARK	1
		HOLLY GROVE	1
		PECKHAM RYE	1
		RYE LANE	2
	TLRN		15
		ASTBURY ROAD	1
		NEW CROSS ROAD	1
		OLD KENT ROAD	5
		PECKHAM HIGH STREET	3
		PECKHAM ROAD	3
		QUEENS ROAD	2
	Traffic management		2
		CHELTENHAM ROAD	1
		PECKHAM PARK ROAD	1
Grand Total			25

APPENDIX 3

Map of locations recommended in and out of consultation Peckham and Nunhead Community Council

