

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 15 November 2014	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Coleman Road area parking zone consultation	
<b>Ward(s) or groups affected:</b>		Brunswick Park	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

1. That the community council comment upon the consultation boundary and methods for the planned parking zone consultation in the Coleman Road area.

## BACKGROUND INFORMATION

2. The council's 2014/15 parking design programme was approved in September 2014 by the Head of Public Realm in conjunction with the Cabinet Member for Regeneration, Planning and Transport.
3. The programme includes a project to consult upon a possible new parking zone in the Coleman Road area.
4. Part 3H of the Southwark Constitution sets out that community councils should be consulted on strategic traffic management matters such as whether to create a parking zone and the method of any such consultations.

## KEY ISSUES FOR CONSIDERATION

### Consultation area

5. The area recommended for consultation is identified by way of a map contained in Appendix 1 to this report. Surrounding CPZs (and non-CPZ areas) are also shown.
6. Officers recommend this area on the basis that it:
  - matches concerns raised about parking directly from residents, via ward councilors and through the Wells Way Triangle Residents Association
  - is a logical grouping of streets in terms of the road network
  - is within the allocated budget
  - matches the boundary for another strategic highway project (the Coleman Road area improvement project) and thus provides opportunity to combine the two schemes for the purposes of consultation and delivery.
7. It is noted that this area was consulted but rejected the option of a parking zone in 2011. Full details of that consultation can be found in the background papers.

### Consultation methods

8. The method of consultation and decision making is fundamentally determined by the [council's constitution](#).

9. The council generally takes a two stage approach ('in principle' and 'detailed design') to consultations when considering whether or not to introduce a new parking zone. Full details of the various parking project types are provided on the [council's website](#).
10. A first stage (in principle) consultation will assess if and where parking problems are occurring, this includes collection of data on parking and a consultation with all residents, businesses and stakeholders. The results of this project will lead to a key decision on which streets, if any, should be progressed to second stage (detailed design).
11. 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.
12. Where an area is well defined either by (or a combination of) street pattern, existing parking restrictions, project budgets or political boundaries that consultation process may be reduced into a combined 1<sup>st</sup> and 2<sup>nd</sup> stage project (Appendix 2).
13. This particular area meets the criteria to carry out a combined 1<sup>st</sup> and 2<sup>nd</sup> stage consultation. It is bounded on two sides by an existing CPZ and the no-waiting restrictions associated with the B217 (Southampton Way). The street pattern is also reasonably self enclosed with only Newent Close providing an entry/exit point into the network of streets.
14. In respect of the consultation boundary and Newent Close, it has been agreed that the parking zone consultation should extend as far as the proposed location for the motor vehicle closure point (subject to separate consultation via the Coleman Road Area Improvement project).
15. It is therefore recommended that a combined 1<sup>st</sup> and 2<sup>nd</sup> stage consultation is carried out as defined in Figure 1.

Phase		Expected dates
Design & consultation	Parking occupancy / duration surveys	November 2014
	Consultation pack and questionnaire to all residents, businesses and stakeholders, including public exhibition	December 2014
	Draft report to Community Council	February 2015
Decision making	Final report to Cabinet Member for Regeneration, Planning and Transport	April / May 2015
Delivery	Road Safety Assessments Detailed audit review Experimental traffic orders advertised Construction	Early summer 2015
Monitoring	Experimental traffic order (max 18 months)	Nov / Dec 2015 Jan 2016
	Informal consultation (keep / revise / cancel parking zone) Decision report to Cabinet Member	

**Figure 1**

## **Policy implications**

16. 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**

17. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
18. 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.
19. The introduction of a parking zone contributes to an improved environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic levels.
20. 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.
21. 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.
22. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - Providing improved access for key services such as emergency and refuge vehicles
  - Improving road safety, in particular for vulnerable road users, on the public highway
23. 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.

## **Resource implications**

24. The costs of the parking zone project, including staff fees, consultation and implementation (if supported) will cost approximately £60,000 which will be funded through capital provisions already established for this purpose.
25. A more accurate estimate of the costs from this scheme will be reported at the end of the consultation.
26. Cost code for parking zone projects is L-5110-0042.

## **Legal implications**

27. Community Council is being asked to comment upon the consultation boundary and methods for the consultation on a possible new parking zone in the Coleman Road area as set out in Council's 2014/15 parking design programme.
28. Paragraph 20 of Part 3H of the Constitution entitled 'Consultation/non-decision making' provides that following a strategic decision to introduce a parking or traffic safety scheme, community councils must be consulted on the detail of the schemes such as:
  - the method of consultation and how it is undertaken;
  - the type of traffic features to be introduced; and
  - where street furniture is positioned.
29. Paragraph 21 of Part 3H of the Constitution provides that Community Council must be consulted on decisions of a strategic nature, such as whether to create parking zones or home zones.
30. The Individual Cabinet Member will ultimately have to decide whether or not to implement the new controlled parking zone and determine objections to traffic orders that are of a strategic nature pursuant to Part 3D of the Council's Constitution following a review of comments from Community Council and the responses to the combined 1<sup>st</sup> and 2<sup>nd</sup> stage consultation. The Individual Cabinet Member can also decide to make strategic changes to an existing CPZ.

## **Consultation**

31. Consultation on the outline of the project has been carried out with the Cabinet Member for Regeneration, Planning and Transport.
32. Officers were invited, attended and presented to the Wells Way Triangle Tenants and Residents Association AGM on 16 September. The council's intention to consult upon a parking zone was discussed and was well received by those present.
33. All aspects of future consultation are detailed in the key issues section of this report.

## APPENDICES

No.	Title
Appendix 1	Map of recommended parking consultation area
Appendix 2	Combined 1 <sup>st</sup> and 2 <sup>nd</sup> stage parking zone consultation process

## BACKGROUND PAPERS

Background Papers	Held At	Contact
East Camberwell 1st stage CPZ consultation report (March 2007)	160 Tooley Street	Tim Walker 020 7525 2021
East Camberwell 2nd stage CPZ consultation report (August 2008)	160 Tooley Street	Tim Walker 020 7525 2021
Lucas Gardens and Southampton Way 1st and 2nd stage controlled parking zone report (September 2011)	160 Tooley Street and <a href="#">on council website</a>	Tim Walker 020 7525 2021
Transport Plan 2011	160 Tooley Street and <a href="#">on council website</a>	Tim Walker 020 7525 2021

## AUDIT TRAIL

<b>Lead Officer</b>	Head of Public Realm - Des Waters	
<b>Report Author</b>	Tim Walker	
<b>Version</b>	Final	
<b>Dated</b>	5 November 2014	
<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	Yes	Yes
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	4 November 2014	