

Item No. 10.2	Classification: Open	Date: 21 March 2015	Meeting Name: Camberwell Community Council
Report title:		Champion Hill parking consultation	
Ward(s) or groups affected:		South Camberwell ward	
From:		Head of Public Realm	

RECOMMENDATION

1. That the community council comment upon the boundary for a parking consultation as defined in Appendix 1, and upon the consultation methods detailed in paragraphs 16 and 17.

BACKGROUND INFORMATION

2. Part 3D of the Southwark constitution sets out that decisions relating to strategic transport issues, including parking zones, are a matter for decision by the relevant cabinet member.
3. Part 3H of the Southwark constitution identifies that the community council should be consulted on strategic transport decisions, such as the method of consultation and whether to create a new parking zone.
4. This report is presented to the community council for the purposes of consultation on the boundary and method of a strategic parking project.

KEY ISSUES FOR CONSIDERATION

Project scope

5. To carry out a combined first and second stage parking consultation on the principle and detail of a possible new parking zone in the Champion Hill area.

Primary aims of a parking zone

6. 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 (see parking hierarchy, appendix 2).
7. Reduce overall traffic levels: parking, by definition, is preceded by a trip and 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.

8. 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.
9. 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.
10. Assist control on future development (enabling planning department to make new developments parking permit exempt).

History of parking zones in the area

11. South Camberwell (L) parking zone is located to the north of the recommended project area. L parking zone was introduced in 1999 operating Monday – Friday, 8.30am – 6.30pm. In 2007 the zone was extended into the Hamlet.
12. The recommended consultation area has not been consulted in the past ten years.

Consultation area

13. The area recommended for consultation is identified by way of a map contained in Appendix 1. The surrounding CPZs (and non-CPZ areas) are also shown on the map.
14. The area recommended reflects:
 - a) correspondence (see paragraphs 18 to 21)
 - b) parking stress data (see paragraphs 22 to 26)
 - c) parking policy
 - d) a logical grouping of streets
 - e) a section 106 (s106/133767) commitment to undertake a parking study in the area, associated with planning permission granted for King's College Hall, 10 Champion Hill (09-AP-1089)
15. Please note that the project relates only to the public highway in this area and not to any housing estate carparks or roads.

Consultation methods

16. The method of consultation and decision making is fundamentally determined by the council constitution and the strategic transport decision making process (Appendix 3).
17. Parking zone consultations follow a standard process that was established in the Parking and Enforcement Plan and is summarised in Figure 1 as published on the council's website.

Stage		Expected dates
Design and consultation	Parking stress (occupancy / duration) surveys	Completed Jan '15
	Inception report to community council	March
	3 week consultation - pack and questionnaire to all residents, businesses and stakeholders - public exhibitions	September
	Data analysis	October
	Draft reports presented to community council for final comment	November
Decision making	Final reports and decision to be taken by Cabinet Member for Regeneration, Planning and Transport	December
	Statutory consultation (traffic orders)	January 2016
	Implementation and go-live	February 2016

Figure 1

Correspondence

18. Requests from the public to introduce a parking zone, or to consult upon the introduction thereof, are one indicator that assists in the development of proposals.
19. Where requests are geographically concentrated it is likely to indicate:
 - a) some degree of broad public support to prioritise parking
 - b) 'parking stress' (where demand for parking is approaching or exceeding the available supply)
20. It is important that requests should only be used as an indicator and these are no substitute for a proper consultation. Research has shown that "customers very rarely complain to the service/ product provider. Instead they will tell their friends, who will in turn tell their friends, creating a pyramid of dissatisfaction." Equally, those members of the public who do not consider there to be a problem are fairly unlikely to write to the council to ask to keep the status quo.
21. The council collates requests for parking zone consultations in a map system to assist in the identification of patterns that may be more localised than street level, especially where they originate from a long road which may have different parking characteristics at different ends. These maps have been presented to ward members in advance of this meeting. To date the council has received eight requests from residents in the recommended study area.

Parking stress data

22. In January 2015, the council commissioned a wide ranging parking stress survey using a standard methodology for collation of data on occupancy and duration of stay.
23. The survey was carried out from 0600 to 2100 on a weekday and Saturday, with a

beat frequency of 1 hour. This period enables comparison and assumptions to be made about who is parking and for how long.

24. The results of the survey will provide a clear picture about the profile of parking in the area.
25. At the time of writing, the final version of the survey had not been received. As shown in Figure 1, analysis of all data is programmed for October and will be presented to the community council, alongside the consultation results, in November.
26. A first draft of the weekday and weekend parking occupancy is available in Appendix 4, of the four streets recommended for a parking consultation in this report the following highlights can be noted:
 - a) average occupancy is slightly higher during the week (59%) than at the weekend (55%)
 - b) during the week, parking occupancy is at its peak in the middle of the day with lower occupancies in the late afternoon
 - c) at the weekend, demand is at its highest in the early morning with pressure substantially reduced in the afternoon
 - d) during the week there is sustained “very high” pressure in Arnould Avenue and Monclar Road. At the weekend there is prolonged pressure in Arnould Avenue.

Policy implications

27. 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

28. The policies within the transport plan are upheld within this report and have been subject to an equality impact assessment.
29. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the area where the proposals are made.
30. The implementation and operation 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 volumes.
31. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
32. 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 consultation is completed and any resulting recommendations implemented and observed.

33. 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.
34. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
35. 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
 - Prioritising parking to those who most need it, in accordance with the council's parking hierarchy.

Resource implications

36. The cost of the project and implementation (if supported) of the parking zone will be met from a contribution established for this purpose in a section 106 agreement (s106/133767) associated with planning permission granted for King's College Hall, 10 Champion Hill (09-AP-1089).
37. A better estimate of the costs and potential parking income from this scheme will be reported at the end of the consultation.

Consultation

38. Consultation has been carried out with all affected ward members on the recommendations contained within this report.

BACKGROUND DOCUMENTS

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

APPENDICES

No.	Title
Appendix 1	Map of recommended consultation boundary
Appendix 2	Adopted parking hierarchy
Appendix 3	Strategic transport decision making process
Appendix 4	Table of weekday and weekend parking occupancy (draft data)

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm		
Report Author	Tim Walker, Senior Project Engineer		
Version	Final		
Dated	9 March 2015		
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		11 March 2015	