

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 7 September 2015	<b>Meeting Name:</b> Cabinet Member for Environment and Public Realm
<b>Report title:</b>		East Camberwell (EC) parking zone review, consultation results.	
<b>Ward(s) or groups affected:</b>		Brunswick Park, Camberwell Green and Faraday	
<b>From:</b>		Strategic Director of Environment and Leisure	

### **RECOMMENDATION(S)**

1. It is recommended that the Cabinet Member for Environment and Public Realm approves the following recommendations:
  - a) Make no changes to the operational hours or days of the existing East Camberwell (EC) parking zone.
  - b) Make design changes to the type and position of existing parking bays as detailed in Appendix 2 of the consultation report subject to the outcome of the necessary statutory procedures.

### **BACKGROUND INFORMATION**

2. This report draws upon the detailed analysis of the consultation report (Appendix 1), government legislation, parking enforcement experience, good parking practice and financial considerations.
3. In September 2014, the strategic parking project programme was approved by the Head of Public Realm in conjunction with the Cabinet Member.
4. The programme included a review of the existing East Camberwell (EC) parking zone, which currently operates Monday to Friday; 8.30am to 6.30pm. The main aim of the review was to assess the times of operation of the zone.
5. One of the main triggers for a consultation on the operating times of the EC parking zone, was a public deputation made to Camberwell Community Council on 20 November 2013.
6. The deputation was received from Brunswick Park Neighbourhood Tenants and Residents Association (BPNTA) who asked the council to consult local residents about the hours of operation of the zone.
7. In accordance with Part 3H of the council's constitution, the consultation methods and boundary for the study were approved at Camberwell and Borough, Bankside and Walworth Community Council meetings in February 2015.
8. In July 2015, Camberwell Community Council and Borough, Bankside and Walworth Community Council were given opportunity to make final

representations to the cabinet member following public consultation.

## KEY ISSUES FOR CONSIDERATION

### Summary of consultation process and findings

9. Informal public consultation took place with all residents and businesses within the EC parking zone from 11 May 2015 until 5 June 2015. Further detail of the consultation process can be found in the consultation report (Appendix 1).
10. The informal public consultation yielded 204 returned questionnaires from within the consultation area, representing a 6% response rate. This is a typical response rate for this type of consultation when compared to similar consultations in Southwark and other London authorities. The headline findings from the review are detailed in figure 1.

Area	Response rate	During what <u>hours</u> would you like the EC parking zone to operate?	During what <u>Days</u> would you like the EC parking zone to operate?
East Camberwell (EC) parking zone	6%	<b>50%</b> - Remain the same <b>23%</b> - 10am-12noon <b>15%</b> - 10am-2pm <b>9%</b> - Specified other hours	<b>78%</b> - Remain the same <b>13%</b> - Monday to Saturday <b>6%</b> - Specified other days

**Figure 1**

11. The general consensus from the study is that there is no support to change the existing hours or days of operation of the existing EC parking zone. This is an indication that the current parking regime is working well.
12. There was no widespread support to change the hours of operation in the EC parking zone. 50% of respondents would like the operational hours of the zone to remain the same (8.30am – 6.30pm).
13. When combining the support for shorter hours of operation (2 hours + 4 hours), this only equates to 37%.
14. There was no widespread support to change the days of operation in the EC parking zone. 78% of respondents would like the operational hours of the zone to remain the same (Monday – Friday).
15. Based upon individual street responses, there are some streets that could be considered for shorter hours, in particular Sansom Street and Sears Street. However, as these streets are not geographically connected they could not be considered as a separate subzone.
16. It is not good parking practice to have various, isolated single streets operating at different times within a wider zone. This invariably leads to confusion over parking controls and accusations of entrapment. The authority has a responsibility to ensure that parking controls are simple to understand.
17. The consultation study also identified some locations within the EC zone where modifications are considered necessary to improve parking layout and road safety.
18. Minor parking amendments to the parking layout are proposed in Bantry Street,

Brisbane Street, Picton Street and St Giles Road. Further detail and the rationale for each of the proposals can be found on page 17 of the consultation report.

### **Proposals for consideration**

19. In view of all of the overall consultation response and having considered all data on a street-by-street basis, two recommendations have been made:
  - a) **Recommendation 1** - Make no changes to the operational hours or days of the existing East Camberwell (EC) parking zone
  - b) **Recommendation 2** - Make design changes to the type and position of existing parking bays as detailed in Appendix 2 of the consultation report subject to the outcome of the necessary statutory procedures.

### **Policy implications**

20. 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**

21. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
22. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
23. 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 entirely pre-empted until the recommendations have been implemented and observed.
24. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community group.
25. 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.

### **Resource implications**

26. The capital cost of works of the proposed recommendations is around £3k and

will be contained within the allocated budget for Parking Design Project (cost code L-5110-0042).

27. The total expenditure incurred against the capital allocation for the scheme will be monitored and reported on as part of the overall Capital Programme.
28. Staffing costs are expected to be around £20k connected with this recommendation which will be contained with existing revenue business unit budgets.

### **Consultation**

29. A parking consultation has been carried out in advance of this report. The consultation is summarised in paragraphs 7 to 15 of this report.
30. A draft of this report was presented to Camberwell Community Council and Borough Bankside and Walworth Community Council and their comments can be found in the following paragraphs.

#### **Camberwell Community Council**

31. On 15 July 2015, the consultation findings and conclusions were reported to the community council.
32. Camberwell Community Council expressed a collective view that supports the report recommendations.

#### **Borough, Bankside and Walworth Community Council**

33. On 15 July 2015, the consultation findings and conclusions were reported to the community council.
34. Borough, Bankside and Walworth Community Council expressed a collective view that supports the report recommendations.
35. The Cabinet Member for Environment and Public Realm will note that proposed parking amendments within the study area will be subject to statutory consultation required in the making of the Traffic Management Order. Should statutory objections be received these are delegated to the Cabinet Member for determination, this being classified as a strategic scheme.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Director of Legal Services**

36. The report confirms that public consultation has been undertaken and detailed analysis carried out in relation to the consultation report. This has led to the recommendations which are made to the Cabinet Member which are, as explained in paragraph 14 of the report, consistent with the policies of the Transport Plan 2011.
37. In accordance with para 24, Part 3D of the Constitution, the Cabinet Member has the authority to confirm any strategic changes to an existing parking zone. In the case of east Camberwell, the recommendation is in fact that no changes are made to the operational hours or days whilst paragraph 1b does suggest certain

design changes subject to the necessary statutory procedures. The approval therefore falls within the authority of the Cabinet Member.

#### **Strategic Director of Finance and Corporate Services (CAP15/094)**

38. The report is requesting approval from the Cabinet Member for Environment and Public Realm to approve following recommendations:
- a) Make no changes to the operational hours or days of the existing East Camberwell (EC) parking zone.
  - b) Make design changes to the type and position of existing parking bays as detailed in Appendix 2 of the consultation report subject to the outcome of the necessary statutory procedures.
39. It is noted that the capital cost of the proposed scheme is estimated to be £3,000 and will be contained within the departmental capital budget for Parking Design Projects allocated under the council's capital programme.
40. Staffing and any other costs connected with this recommendation to be contained within existing departmental revenue budgets.

#### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Tim Walker (020 7525 2021)

#### **APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Consultation report
Appendix 2	Proposed parking amendments

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill – Public Realm Programme Manager	
<b>Report Author</b>	Tim Walker – Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	14 August 2015	
<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	Yes	Yes
<b>Cabinet Member</b>	Yes	No
<b>Date final report sent to Constitutional Team/Community Council/Scrutiny Team</b>	3 September 2015	