

London Borough of Camden, Supporting Communities Directorate, Regeneration and Planning Division

Scheme Reference: MI-02_John Street

Matters for decisions by the Director of Regeneration and Planning, Supporting Communities Directorate – NON KEY DECISION – MARCH 2018

REPORT TITLE	RECOMMENDATION	WARD/S	APPROVED BY
<p>Proposed Minor Parking Amendments on – John Street, Northington Street and King’s Mews</p>	<p>That the Director of Regeneration and Planning approves, subject to compliance with relevant statutory requirements, the following measures:</p> <ul style="list-style-type: none"> -Create 3 new diplomatic spaces on John Street. -Relocate 1 general disabled bay from King’s Mews to John Street by converting 1 redundant business parking bay. -Create 25 metres of shared use parking bay on Northington Street 	<p>Holborn & Covent Garden Ward</p>	<p><i>David T. Joyce</i></p> <p>David Joyce Director Supporting Communities Directorate Regeneration & Planning</p> <p>9th March 2018</p>

MINOR PARKING PROPOSALS – John Street, Northington Street & King's Mews

NON KEY DECISION OF DIRECTOR OF REGENERATION AND PLANNING, SUPPORTING COMMUNITIES DIRECTORATE.

1.0 Summary of report

1.1 This report seeks approval on the proposals to implement various parking amendments to accommodate 3 new diplomatic bays and the conversion of 1 redundant business bay into a general disabled bay on John Street. The proposals also include the creation of one 25 metre shared used (residents' and paid for parking) parking bay on Northington Street and removal of one general disabled bay on King's Mews to accommodate a new entrance into a redeveloped building.

2.0 Background

2.2 **New Diplomatic Parking on John Street:** It is proposed to amend parking on John Street following a request made to the Council by the Embassy of the Republic of Kosovo for 3 diplomatic car parking spaces (15 metres) after the embassy recently acquired new consular officers at 8 John Street.

2.3 All London Boroughs have signed the Vienna Convention on Diplomatic Relations 1961 (VCDR) & Vienna Convention on Consulate Relations 1963 (VCCR). Under these agreements local authorities are obligated to allocate consulates on-street diplomatic parking where off-street parking facilities are not available. The number of bays a Council provides is based on a quota and recommendation provided by the Foreign and Commonwealth Office (FCO) Diplomatic Division. The FCO states that one diplomatic bay must be provided per 5 diplomats plus one for the ambassador. This criteria is applied strictly in Camden due to limited kerb side space.

2.4 The Embassy for the Republic of Kosovo submitted an application under this agreement to create 3 diplomatic spaces outside of number 8 John Street which would replace 15 metres of existing residents' parking space. This provision is endorsed by the FCO who is fully funding the implementation of the parking bays.

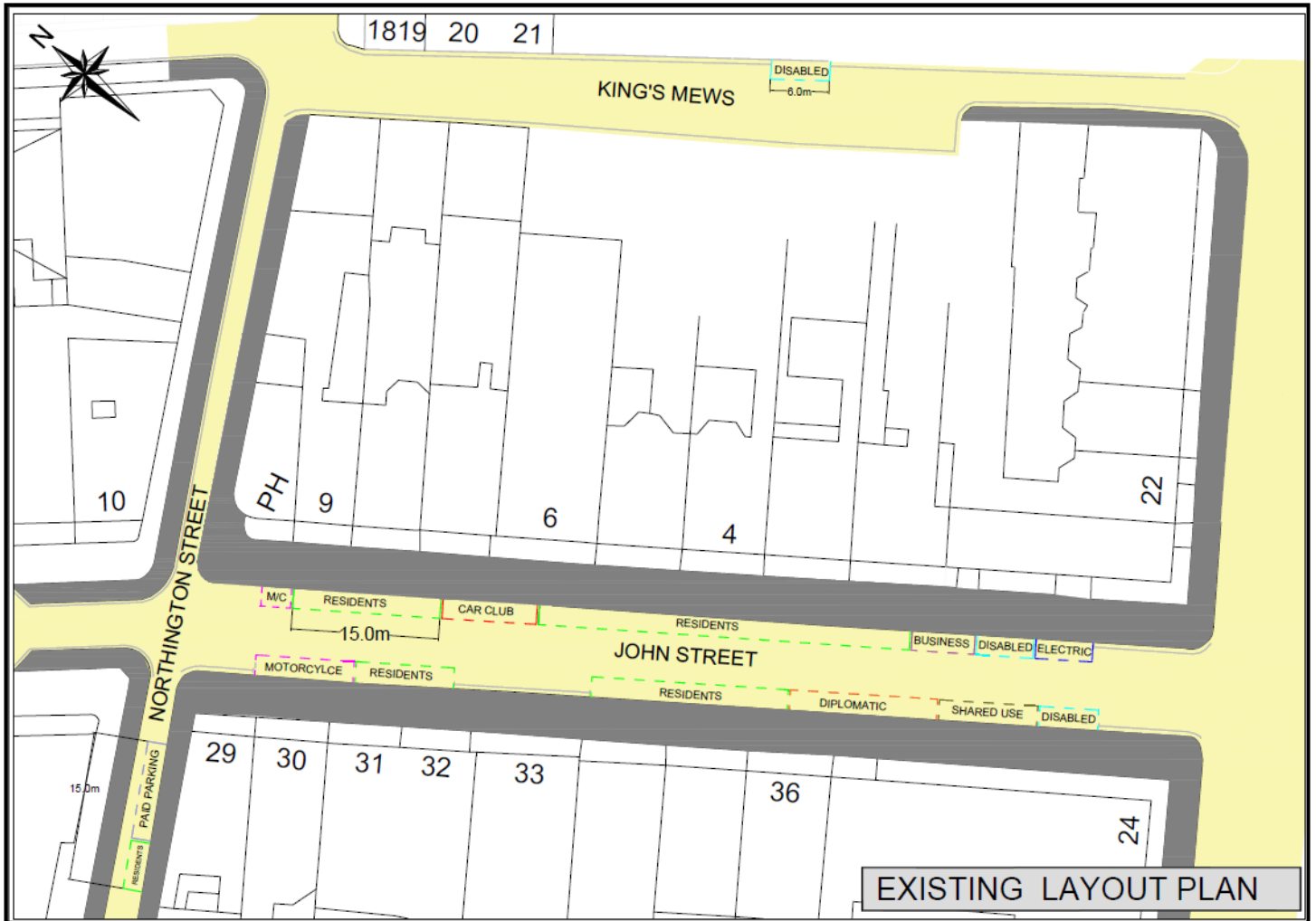
2.5 **Section 106 Development 27-28 King's Mews:** the Council is proposing to relocate the existing general disabled bay from outside 27-28 King's Mews and implement outside 2 John Street by converting an existing redundant business parking bay. The disabled bay must be relocated in order allow access from the public highway into the newly developed 27-28 King's Mews.

2.6 New shared use (residents' and paid for parking bay) on Northington Street: the Council is proposing to create a new shared use parking bay on Northington Street in order to accommodate the loss of residents' parking bay on John Street as a result of the 3 new diplomatic parking bays.

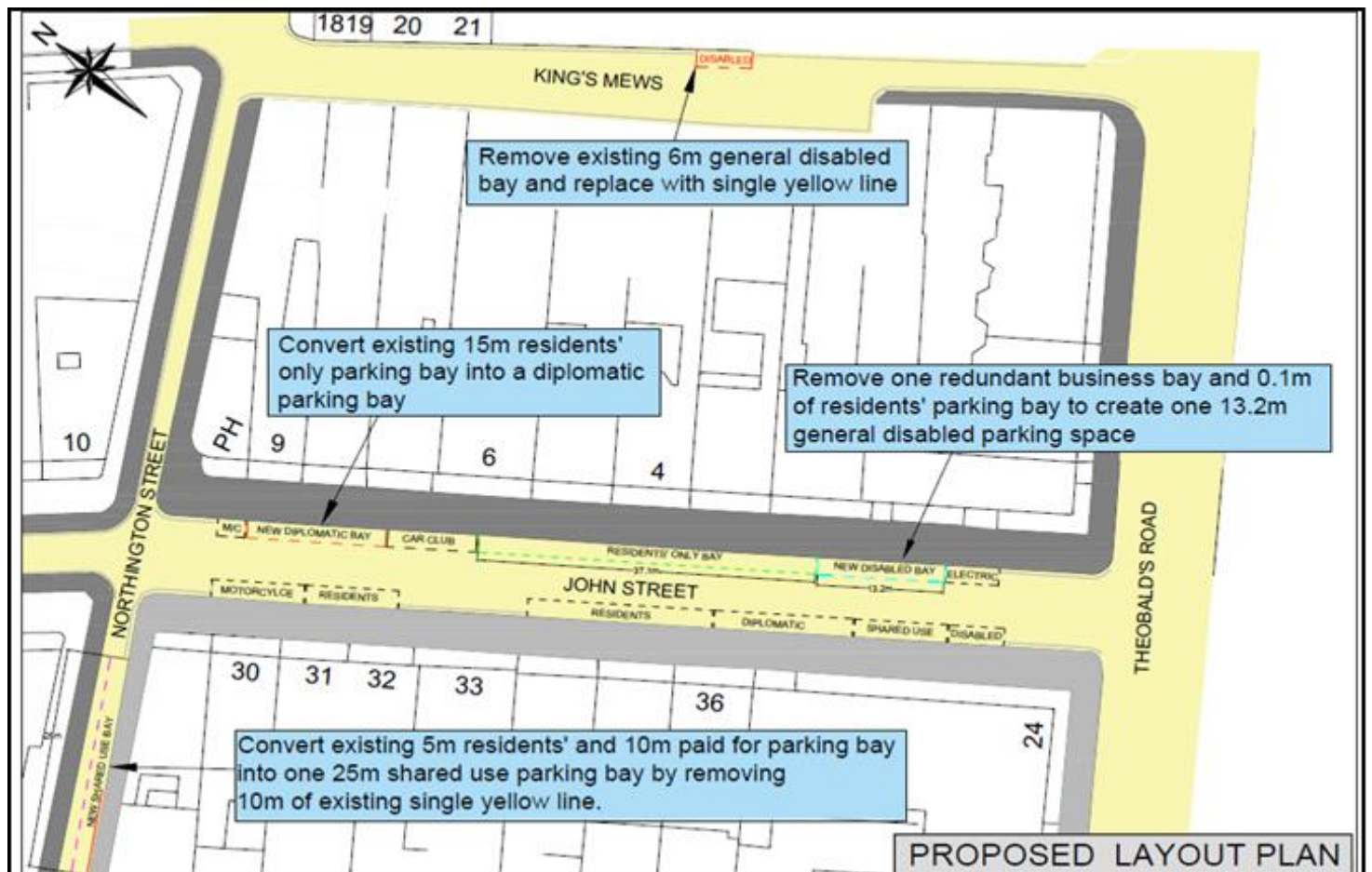
3.0 Summary of proposed measures:

- To create a 15 metre (3 car spaces) diplomatic only parking bay outside 8 John Street, this is to serve the Embassy of the Republic of Kosovo, which would result in the loss of 3 resident only parking spaces.
- To remove one 6 metre (1 car space) general disabled bay outside 27-28 King's Mews. This is to accommodate an entrance as part of the development of 27-28 King's Mews. The removed general disabled bay will be replaced by 6metres of single yellow line.
- To remove one 6.5m redundant business parking bay and reduce the residents' only parking bay by 0.1m from outside 2 John Street and convert it into a 6.6metre general disabled bay . This will create a 13.2metre general disabled bay outside 2 John Street for two vehicles and will replace the loss of the general disabled parking from King's Mews.
- To create a 25 metre shared use (residents' and paid for parking) parking bay at Northington Street at the junction with John Street by converting the existing 5metre residents' bay, 10metre paid for parking bay and 10metre of existing single yellow line. This is to accommodate the loss of parking due to the creation of a 15metre diplomatic parking bay outside 8 John Street.

The proposals outlined above, if approved for implementation, will not result in a loss of any marked parking bays, however there will be a reduction in exiting single yellow line provision on Northington Street. The plans below illustrate the proposals in further detail.



EXISTING LAYOUT PLAN



PROPOSED LAYOUT PLAN

4.0 Consultation

- 4.1 The proposals described above were subject to a public consultation which was undertaken for a period of one month that ended on 14 December 2017. A total of 330 leaflets distributed to local residents, businesses, local and statutory groups and Ward Members. The consultation was also published online allowing consultees to submit responses to the consultation electronically by completing an online survey.

Consultation analysis

- 4.2 From the 330 leaflets distributed 11 responses were received. This represents a response rate of 3.3% which is significantly less than the average consultation response rate of about 7%. Of the 11 responses received 10 (90%) responses were received in objection to the proposed measures and 1 (10%) response was received in favour of the proposed amendments.

Comments received from Councillors

- 4.3 **Councillor Meric Apak Cabinet Member for Better Homes & Kentish Town Ward Member:** Councillor Apak responded to the consultation in his capacity as Cabinet Member for Sustainability and Environment at the time of public consultation. Councillor Apak commented that the CA-D Zone has significant number under used paid for parking bays and that these should be converted into residents' parking bays or shared use bays, any single yellow line space should also be converted into residents parking in order to minimise the impact on existing residents' parking bays caused by schemes such as diplomatic & business parking bays.
- 4.4. **Councillor Awale Olad (Ward Member):** submitted strong objections to the proposed amendments as they result in a reduction in residents' parking opportunities and the shared use parking bay proposal isn't a like for like replacement. Councillor Olad went on to say that the new 24 hour parking zone controls introduced in neighbouring Islington has reduced parking opportunities for residents' even further. Councillor Olad stated where officers have proposed to remove single yellow line space to accommodate other types of parking such as diplomatic bays, business bays or disabled bays in a similar way single yellow line should be removed in order to accommodate residents' parking bays lost due to schemes in the ward.
- 4.5 **Councillor Julian Fulbrook (Ward Member):** commented that Holborn & Covent Garden Ward has the lowest number of residents' with cars in the borough. However those residents' who do use cars, do so because they have a genuine need by car despite all the restrictions they face in terms of congestion charge, random parking suspensions for filming purposes and expensive yearly resident permit costs. For

this reason Councillor Fulbrook objected to the proposed reduction in residents' parking provision as this has a direct impact on those residents' who have a genuine need to use cars as form of transport in the Ward. Councillor Fulbrook went on to say that he noted a significant increase in the number of applications for both diplomatic and business parking bays in the Ward, he stated that officers need to look into the criteria for both parking provisions and make it as stringent as possible.

4.6 **Councillor Sue Vincent (Ward Member):** submitted objections to the proposals on ground of parking loss and questioned the necessity to provide to diplomatic parking provision.

4.7 **Summary of comments received in objection from 7 local residents:**

- John Street has suffered with many parking changes over recent years, with various types of parking bays such as business bays and diplomatic bays constantly reducing parking opportunities for residents,
- The creation of 25 metre shared use parking bay isn't a like for like replacement for the loss in residents' parking.
- The Council should increase residents' parking provision and reduce paid for parking bays. Paid for parking bays aren't required on John Street.

4.8 One response was received in favour of the proposed changes from the developer of 28 King's Mews commenting the relocation of the disabled bay is vital in order have access to the newly developed building.

5.0 **Officer Comments**

5.1 Officers acknowledge concerns expressed by Ward Members and local residents' in relation to the impact on residents' parking provision in John Street and more widely across Holborn & Covent Garden Ward. Equally the Council must consider requests for designated parking bays such as diplomatic or disabled bays, where the Council believes there is a genuine need for these facilities and / or where applications have met the agreed criteria. Without dedicated parking it would be difficult for the embassy to carry out the daily functions successfully. The Vienna convention, which all local authorities signed up to in the early 1960's, provide the diplomatic community with certain diplomatic immunities and privileges which includes the provision of diplomatic parking bays where off street parking facilities aren't available.

5.2 Officers have tried to mitigate the loss of residents parking as much as possible, by proposing that residents can to park within a number of bays which are currently allocated as paid for parking. Officers did consider reducing existing paid for parking bay provision however there is a need for short-term parking facilities for those visiting the area and

the existing paid for parking bays are also well used. The shared use provision helps to balance the need for paid for parking and contributes to addressing the pressure put on residents' parking provision due to the proposed creation of diplomatic parking provision.

- 5.3 As a result of immunity provided to the diplomatic community through the conventions, diplomatic vehicles can currently occupy residents' parking space on street and won't be subject to receiving penalty charge notices for parking illegally. However the provision of designated diplomatic parking spaces would provide a dedicated space for diplomats to park their vehicles in a safe and reasonable manner.
- 5.4 In order to mitigate loss in residents' parking provision officers are looking into the feasibility of providing timed diplomatic parking bays, so that the bays will only be operational in line with the consulate opening hours for example Monday to Friday 8.00am to– 5.00pm. This would allow residents' to park in the bays during evenings and weekends when residents' parking is most in demand. However at present the Department for Transport hasn't authorised the implementation of timed diplomatic parking bays. The Council will seek to apply to the Department for Transport for special authorisation for timed diplomatic bays which we hope would alleviate parking pressure experienced by local residents. However because seeking approval from DfT can be a lengthy process the diplomatic parking bays would have to be implemented now, with view to change the timings at future date if approved.
- 5.5 The Council is currently undertaking a consultation to review the hours of control in Controlled Parking Zone D (CA-D). This is as a result of the implementation of 24 hour controls in neighbouring Islington Council. This consultation may result in the hour of controls changing, increasing the number of parking opportunities available to residents; however this is will be subject to the outcome of the public consultation and a separate decision report.

6.0 **Comments from Parking Operations**

- 6.1 Colleagues in Parking Operations colleagues commented that with current legislation and agreements in mind the Council is duty bound to provide diplomatic parking provision where it has been endorsed by the FCO. There is significant demand for short-term parking facilities in this area, so the creation of shared use parking bay instead of removing paid for parking is a sensible approach.

7.0 Comments from Legal Services

7.1 Colleagues in legal services commented that the proposals should be implemented in line with current statutory requirements and officers should seek Department for Transport approval for timed diplomatic parking provision if feasible in order to minimise reduction in parking opportunities where possible.

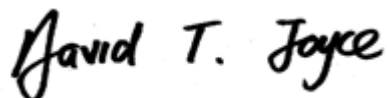
8.0 Financial Implications

8.1 The total cost of creating the statutory Traffic Management Order, officer time and public consultation, which is approximately £5,000, will be met jointly by the Embassy for the Republic of Kosovo and the developer of 28 King's Mews.

9.0 Officer Recommendation

9.1 Officers confirm that having considered all the comments received from consultees on the proposed minor parking amendments on John Street in the context of the current legislation, officers recommend that the Director of Regeneration and Planning grants approval to implement the changes outlined above subject to statutory requirements.

Signed by Director:



David Joyce
Director of Regeneration and Planning
Supporting Communities Directorate
Date: 9th March 2018

Design Engineer: Tabrez Hussain
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Dated: 05 March 2018

REPORT ENDS