

QUEEN'S CRESCENT MARKET: PROPOSED PARKING AND LOADING CHANGES

NON KEY DECISION OF THE ASSISTANT DIRECTOR OF ENVIRONMENT AND TRANSPORT

SUMMARY OF REPORT:

This report seeks approval for all nine proposals consulted upon to improve parking and loading facilities in the area surrounding Queen's Crescent market. The aim of the proposals is to make the market area a better place for traders, residents, businesses (shop owners and market traders) and visitors. This report provides results of the consultation on the proposals consulted upon.

AFFECTED WARDS:

Gospel Oak and Haverstock

RECOMMENDATION:

Approval of the Assistant Director of Environment and Transport is sought, subject to compliance with relevant statutory requirements, to:

- Implement proposals 1 – 9 as described In the consultation leaflet and section 2 of this report and illustrated on the plan in **Appendix A**:

1. BACKGROUND:

Queen's Crescent Market is one of London's oldest street markets, which is held every Thursday and Saturday at Queen's Crescent, Gospel Oak. Traditionally Queen's Crescent was a six day market, however due to the decline in traders and market visitors only two traders operate on all six days. The general market, which consists of 96 trading pitches (4m x2m), is operated by both licensed permanent traders and casual traders.

A large number of traders' only parking bays have been placed on the side streets leading to Queens Crescent. This are exclusively for the use of traders who hold a permit to park in these bays; most of these are for the use of traders on Thursday and Saturday, however a small number are available for Monday through to Saturday. The aim of these is to help meet the needs of the traders, who use their vehicles to transport the items they sell on their stalls.

However, not all of these bays have been assigned to the traders. Residents have expressed concern about the lack of parking in the area which they feel is not helped by the number of trader bays which are unoccupied on a daily basis.

Officers therefore undertook a careful assessment of the number of traders parking bays against how many traders permits have been bought for these bays. It is the overall aim to introduce measures that improve the market and make it as successful as possible and one of the ways to attract more traders is to ensure adequate parking facilities are available for their use during market days. To balance this against the needs of residents and businesses in the area, officers arrived at a series of proposals to improve the existing parking and loading facilities for residents whilst still meeting the needs of the market traders.

2. PROPOSALS:

The proposals described in detail below were progressed through a public consultation exercise to gauge the views of residents, businesses and market traders.

Proposal 1: Convert existing shared use parking bay which allows only traders to park on Thursday and Saturday (3 car spaces) opposite 117 Queens Crescent into shared use Monday to Saturday. The parking bay times of operation would be as follows:

- Traders will be able to park Monday to Saturday, between 8:30am and 6.30pm
- Permit holders will be able to park Monday to Saturday, between 11am and 6:30pm

Proposal 2: Convert existing trader only parking bay (3 car spaces) at Gilden Crescent into permit holders only parking bay, Monday to Friday between 9am and 11am. Outside of these hours the parking bay is available for anyone to park in for free.

Proposal 3: Convert existing shared use traders/permit holders only parking bay (2 car spaces) on Queen's Crescent, outside 186 Grafton Road, into single yellow line. This is to allow passing space for vehicles during the day; the space can be used for parking outside controlled hours.

Proposal 4: Convert 10 metres (2 car spaces) of existing pay & display parking bay on Queens Crescent, outside 108 Queen's Crescent, into double yellow lines. This is also to provide passing space for vehicles.

Proposal 5: Convert existing 6 metres of single yellow line on Grafton Road, opposite 168 Grafton Road, into shared use bay (1 car space). The parking bay times of operation would be as follows:

- Traders will be able to park Thursday and Saturday between 8:30am-6.30pm; permit holders can park after 11:00am if the bay is not occupied by a trader.
- Permit holders will be able to park exclusively Monday, Tuesday, Wednesday and Friday, between 9:00am and 11:00am. Outside of these hours the parking bay is available for anyone to park in for free.

Proposal 6: Convert existing trader only parking bay (2 car spaces) outside 49 Allcroft Road into shared use parking bay. The parking bay times of operation would be as follows:

- Traders will be able to park Thursday and Saturday between 8:30am-6.30pm; permit holders can park after 11:00am if the bay is not occupied by a trader.
- Permit holders will be able to park exclusively Monday, Tuesday, Wednesday and Friday, between 9:00am and 11:00am. Outside of these hours the parking bay is available for anyone to park in for free.

Proposal 7: Convert existing trader only parking bay (4 car spaces) outside 32 Bassett Street into shared use parking bay. Traders will be able to park Monday to Saturday between 8:30am and 6.30pm and permit holders can park after 11am on these days, if the bay is not occupied by a trader.

Proposal 8: Convert existing trader only parking bay (5 car spaces) opposite 96 Malden Road into shared use parking bay. The parking bay times of operation would be as follows:

- Traders will be able to park Thursday and Saturday between 8:30am-6.30pm; permit holders can park after 11:00am if the bay is not occupied by a trader.
- Permit holders will be able to park exclusively Monday, Tuesday, Wednesday and Friday, between 8:30am and 6:30pm.

Proposal 9: Convert all remaining shared use parking bays (within the red boundary shown on the plan) to allow permit holders to park after 11am on Thursday and Saturday if the bays are not occupied by the traders. This will allow residents to park in bays that would otherwise be unoccupied for the whole day as traders generally arrive early if they plan to trade on the day.

3. CONSULTATION PROCESS:

The agreed Level 1 consultation methodology process for Engineering and Transport Strategy services was carried. The proposed changes described above have been through the statutory consultation process from 11 April 2013 to 3 May 2013 with a notice of intent traffic order advertised in two newspapers (the Ham and High and the London Gazette). This was undertaken in parallel with letters sent to statutory consultees, Ward Members and affected residents and businesses. In addition the consultation information describing the proposal and asking for comments on the proposed changes was provided to all permanent and causal market traders. Respondents were given a 21 days response period. The consultation leaflet is included in Appendix A. The consultation pack included the following:

- A leaflet outlining the proposal, showing a location map and a drawing of the proposed changes.
- A questionnaire to be completed and returned. The questionnaire asked consultees to state whether they agreed, disagreed with the proposal or had no opinion, and provided space for any further comments.

Consultation results

Of the approximately 726 leaflets distributed a total of 44 responses were received, which represented a return rate of 6.06%. The tables below provide a summary of the responses received.

Tables 1 - 9 Results of consultation

Proposal 1	Convert existing shared use bay which allows only traders to park on Thu & Sat (3 car spaces) opposite 117 Queens Crescent into shared use parking bay Mon-Sat. Traders will be able to park Mon-Sat between 8:30am-6.30pm and permit holders can park after 11am if the bay is not occupied by a trader.		
	Yes	No	No Opinion
Residents, Businesses & Trader	22	8	10
Statutory Groups	1	0	0
Local Groups	0	1	0
Ward Members	2	0	0
Market Traders			
Totals	25 (56.82%)	9 (20.45%)	10 (22.73%)

Proposal 2	Convert existing trader only parking bay (3 car spaces) at Gilden Crescent into permit holders' only parking bay (Mon-Fri 9am-11am).		
	Yes	No	No Opinion
Residents, Businesses & Trader	29	2	9

Statutory Groups	1	0	0
Local Groups	1	0	0
Ward Members	2	0	0
Totals	33 (75.00%)	2 (4.55%)	9 (20.45%)

Proposal 3	Convert existing shared use traders/permit holders' only parking bay (2 car spaces) on Queen's Crescent, outside 186 Grafton Road into single yellow line.		
	Yes	No	No Opinion
Residents, Businesses & Trader	17	13	10
Statutory Groups	1	0	0
Local Groups	0	1	0
Ward Members	2	0	0
Totals	20 (45.45%)	14 (31.82%)	10 (22.73%)

Proposal 4	Convert 10 metres (2 car spaces) of existing pay & display parking bay outside 108 Queen's Crescent into double yellow lines.		
	Yes	No	No Opinion
Residents, Businesses & Trader	14	15	11
Statutory Groups	1	0	0
Local Groups	0	1	0
Ward Members	2	0	0
Totals	17 (38.64%)	16 (36.36%)	11 (25.00%)

Proposal 5	Convert existing 6 metres of single yellow line, opposite 168 Grafton Road into shared use bay (1 car space). Traders will be able to park Thurs & Sat between 8:30am-6.30pm (permit holders can park after 11am if the bay is not occupied by a trader) and permit holders will be able to park on Mon, Tue, Wed & Fri between 9am-11am.		
	Yes	No	No Opinion
Residents, Businesses & Trader	27	5	9
Statutory Groups	1	0	0

Local Groups	1	0	0
Ward Members	2	0	0
Totals	31 (70.45%)	5 (11.36%)	8 (18.19%)

Proposal 6	Convert existing trader only parking bay (2 spaces) into shared use parking bay outside 49 Allcroft Road. Traders will be able to park Thurs & Sat between 8:30am-6.30pm (permit holders can park after 11am if the bay is not occupied by a trader) and permit holders will be able to park on Mon, Tue, Wed & Fri between 9am-11am.		
	Yes	No	No Opinion
Residents, Businesses & Trader	28	3	9
Statutory Groups	1	0	0
Local Groups	1	0	0
Ward Members	2	0	0
Totals	32 (72.73%)	3 (6.82%)	9 (20.45%)

Proposal 7	Convert existing trader only parking bay (4 car spaces) outside 32 Bassett Street into shared use parking bay. Traders will be able to park Mon-Sat between 8:30am-6.30pm and permit holders can park after 11am if the bay is not occupied by a trader.		
	Yes	No	No Opinion
Residents, Businesses & Traders	26	5	9
Statutory Groups	1	0	0
Local Groups	1	0	0
Ward Members	2	0	0
Totals	30 (68.19%)	5 (11.36%)	9 (20.45%)

Proposal 8	Convert existing trader only parking bay (5 car spaces) opposite 96 Malden Road into shared use parking bay. Traders will be able to park Thurs & Sat between 8:30am-6.30pm (permit holders can park after 11am		
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	if the bay is not occupied by a trader) and permit holders can park Mon, Tue, Wed & Fri between 8.30am-6.30pm.		
	Yes	No	No Opinion
Residents, Businesses & Trader	28	3	9
Statutory Groups	1	0	0
Local Groups	1	0	0
Ward Members	2	0	0
Totals	32 (72.73%)	3 (6.82%)	9 (20.45%)

Proposal 9	Convert all remaining shared use parking bays to allow permit holders to park after 11am on Thurs & Sat if the bays are not occupied by the traders.		
	Yes	No	No Opinion
Residents, Businesses & Trader	33	2	5
Statutory Groups	1	0	0
Local Groups	1	0	0
Ward Members	2	0	0
Totals	37 (84.10%)	2 (4.45%)	5 (11.36%)

Consultation analysis

The responses indicate that all proposals have received majority support; however in the case of Proposal 4, the number of responses in favour is 17 compared to 16 opposed, and therefore the response is more balanced.

Most of the comments have been provided are by those who have not supported the proposals. In most cases, these are from residents who have stated that their objections stem from the fact that the trader parking bays are not well used and they remain unoccupied on most days.

They have suggested that the Council consider reducing the actual numbers of traders' parking spaces by converting some of them into resident parking bays. They added that the proposal to convert these to shared use bays, which allow only traders to park for a few hours on market days would really cause inconvenience for the residents as they would have to move their parked cars during the restricted hours. Some businesses have requested for more pay and display parking bays as it will help bring customers to the markets.

4. OFFICERS COMMENTS:

In terms of proposal 4, the loss of two pay and display bays is necessary as it is in a section of road which is narrow and causes congestion during busy periods. The conversion to double yellow lines will help provide passing space thus easing congestion. Its worth noting that the most of the trader parking bays are located within the Inner L controlled parking zone , the hours of operation for which is Monday – Friday 9am to 11am. This means that a number of these bays would be available to be parked by everyone after 11am if not occupied by a trader

on market days. On all other days it would also be available for anyone's use if free. Parking Services were consulted on the removal of these bays and have not raised any objections.

Of 44 responses received, there was only one response received from a market trader. It is considered that the proposed changes will help to improve parking and loading facilities in the Queen's Crescent area and make it a better place for traders, residents, businesses (shop owners and market traders) and visitors.

Officers are however mindful that currently there are a large number of trader bays which are not occupied during market days. However the aim of the proposed changes is to increase take up of the market pitches on both permanent and casual traders. This will result in more parking permits being bought by traders; hence make the market more successful. The proposal to allow all residents to park after 11am if the trader bay was not occupied will help meet some of the residents' needs. The uptake on the pitches and therefore parking bays for traders will be monitored to see if the numbers of traders increase which will allow an assessment to be made on whether the market was more fully occupied hence showing improved success.

The table below shows existing and proposed parking bay allocation.

Bay type	Existing (parking spaces)	Proposed (parking spaces)
Trader only parking bays (Mon-Sat)	15	0
Shared use parking bays, Trader (Mon-Sat)	0	7
Shared use parking bays, Trader (Thu & Sat)	48	51
New shared use parking bays, Trader (Thu & Sat)		1
Totals	63	59
Permit holders only parking bay	Gain of 3 spaces	
Pay & Display parking bay	Loss of 2 spaces	

Its worth noting that there are currently 16 permanent traders who hold a permit to park in trader/shared use bays. As each trader can apply for up to 3 parking spaces, at a maximum 48 spaces would be utilised. However as most permanent traders use only one vehicle, the number of spaces currently occupied is likely to be under 30. Therefore the 59 spaces proposed are more than sufficient to accommodate parking for both current permanent and casual traders as well as any future growth in demand for permits.

Officers therefore consider that all proposals as consulted upon should be implemented as collectively they will help improve parking conditions for residents without having any detrimental effects on market traders.

5. RECOMMENDATIONS: For all proposals (1 to 9) to be implemented as consulted upon.

6. COMMENTS FROM THE DIRECTOR OF FINANCE:

The cost for Queen's Crescent Market scheme is estimated at £13K and there is currently £13K funding available for 2013-14 under cost code CDCP7379.

Officer's time charge for undertaking feasibility, public consultation, works cost and any additional time spent on the project will be charged to CDCP7379.

7. COMMENTS FROM THE BOROUGH SOLICITOR

Comments from the Borough Solicitor's department have been incorporated into the report.

Attachments

Appendix A - Consultation leaflet & Questionnaire

Signed by Assistant Director



Sam Monck
Assistant Director
Environment & Transport
Culture and Environment Directorate
Date: 14 May 2013

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Dated: 14 May 2013