

Item No. 11	Classification: Open	Date: 22 September 2011	Decision Taker: Camberwell Community Council
Report title:		Grove Vale parking consultation	
Ward(s) or groups affected:		East Dulwich, South Camberwell	
From:		Head of Public Realm	

RECOMMENDATIONS

1. That the community council:
 - a. Note and approve commencement of a joint 1st and 2nd stage parking consultation within the boundary area, defined in Appendix 1.
 - b. Note and approve the project's consultation process.

BACKGROUND INFORMATION

2. This report presents a recommendation for the boundary and method of a 1st and 2nd stage controlled parking zone (CPZ) consultation, which is a matter reserved to community council for decision under Part 3H of the council's constitution.
3. The council's 2010-12 network development programme was approved in June 2010 by the cabinet member for environment and transport. Pertinently, this included a parking consultation of residents and businesses in some uncontrolled (non CPZ) streets in East Dulwich and South Camberwell wards.
4. The consultation area concentrates on streets around Grove Vale, which are a short walking distance from East Dulwich railway station. The streets were last consulted in 2002/03 as part of a Dulwich wide parking study.
5. The 2002-03 study did not result in the installation of a CPZ. However, since the last parking consultation parking patterns and stress may have changed, this evidence is based on continued correspondence received from residents, requesting a CPZ consultation, particularly from those roads close to East Dulwich railway station.
6. It should be noted that the boundary of Dulwich and Camberwell runs along the centre line of Grove Vale and therefore agreement is being sought with both community councils

Parking background

7. The Parking and Enforcement Plan refers generally to this area as East Dulwich. It suggests the area "may justify consideration of new zone" on the basis that it is close to a rail station with a mix of residential area (with a high density of car ownership per km²) as well as "employers or other attractions to visit the are"

8. Residents have made numerous complaints to the council about parking congestion in the East Dulwich area.
9. It is also clear from Appendix 2 that the area offers commuters and long-stay visitors a convenient set of uncontrolled streets within Southwark, adjacent to public transport links into central London.

Parking beat surveys

10. Parking occupancy and duration surveys have been completed for the area which establish a very high demand for parking, as well as high levels of commuter and non-resident parking. Full details of this survey will be published with the final reports.

KEY ISSUES FOR CONSIDERATION

Consultation area

11. The area recommended for consultation is identified by way of a map contained within the appendix to this report and also summarised in table 1, below.

Road	No. of properties	Ward
Adys Road	4	South Camberwell
Besant Place	23	South Camberwell
Copleston Road	73	South Camberwell
Derwent Grove	82	East Dulwich
Dog Kennel Hill	3	South Camberwell
East Dulwich Grove	86	East Dulwich
East Dulwich Road	112	East Dulwich
Elsie Road	41	East Dulwich
Grove Vale	300	East Dulwich / South Camberwell
Hayes Grove	66	South Camberwell
Jarvis Road	3	East Dulwich
Lordship Lane	24	East Dulwich
Melbourne Grove	86	East Dulwich
Oglander Road	1	South Camberwell
Ondine Road	114	South Camberwell
Oxonian Street	10	East Dulwich
Railway Rise	4	East Dulwich
St Francis Road	57	South Camberwell
Tintagel Crescent	35	East Dulwich
Tintagel Gardens	4	East Dulwich
Vale End	2	South Camberwell
Zenoria Street	29	East Dulwich
TOTAL	1159	

Table 1

12. All residents, businesses and stakeholders will be included in the consultation, however, any decision to progress a CPZ will only apply on the public highway (ie. not on housing estate or private parking areas).

13. The streets within the consultation area are situated within East Dulwich and South Camberwell ward.
14. The area recommended reflects:
- a. the council's commitment to manage parking
 - b. areas as well as high levels of correspondence
 - c. known pressure areas
 - d. as logical a boundary as is possible for such a tight network of streets
15. It is noted that, unlike the area to the south-west of Grove Vale, the area to the north-east has a more complicated network of interconnecting streets and that determining a logical boundary is difficult (without consulting a much larger area that funding does not allow for).
16. In regard to paragraph 15, and on the basis that parking occupancy is high in Copleston Road and leads from Grove Vale, it is recommended that it is included within the consultation (to its junction with Oxenford Street). However, Oglander Road has not been recommended for inclusion because it cannot be accessed (by car) from Grove Vale (the funding source) due to the one-way working and that should it be included it would have also required Everthorpe Road and possibly Oxenford Street.

Consultation methods

17. Parking policy sets out the CPZ consultation process. It is summarised and published on the council's website.
18. This CPZ consultation method follows a joint 1st and 2nd stage process. The consultation will determine if residents and businesses support a CPZ 'in-principal' and also seek comment on a proposed design for the parking layout. Two public exhibitions will also be held locally during the consultation period. This will give residents and businesses the opportunity to meet and discuss with officers.
19. Consultation will be way of a questionnaire delivered to all properties, a freepost return envelope or the option to respond online.
20. Street notices will be erected to advise of the consultation and details will be available on the council's website.
21. The draft programme is outlined in table 2, below.

Stage	Expected dates
Consultation pack and questionnaire to all residents, businesses and stakeholders (~1200)	October 2011
Draft report to Dulwich and Camberwell Community Council	January 2012
Final report to cabinet member for transport, environment and recycling	February 2012
Traffic management orders and statutory consultation	Spring 2011
Installation of CPZ (subject to support from consultation)	Spring 2011

Table 2 – Draft programme

POLICY IMPLICATIONS

22. The recommendations contained within this report are consistent with the policies of the PEP and the council's overall transport strategy, the Local Implementation Plan (LIP).
23. The introduction of CPZs provide a critical tool in prioritising space in favour of certain groups (eg. blue badge holders, residents or loading) as well as assisting in keeping the traffic flowing and improving road safety, a duty under the Traffic Management Act, 2004.

COMMUNITY IMPACT STATEMENT

24. The implementation and operation of a CPZ contributes to an improved environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic levels.
25. 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.
26. The policies within the Parking and Enforcement Plan are upheld within this report which has been subject to an Equality Impact Assessment (EqIA).

RESOURCE IMPLICATIONS

27. The consultation and implementation (if supported) of the CPZ will be approximately £80,000 which will be funded through LIP funding already established for this purpose.
28. A better estimate of the costs will be reported at the end of the consultation.

CONSULTATION

29. The consultation strategy and boundary has been discussed with ward members and the cabinet member for environment, transport and recycling.
30. Previous and planned parking consultation is discussed within the body of this report.

APPENDICES

No.	Title
Appendix 1	Map of recommended CPZ consultation area
Appendix 2	Map of existing Southwark and London CPZs

BACKGROUND PAPERS

Background Papers	Held At	Contact
Parking and Enforcement Plan	Public Realm Environment & Leisure 160 Tooley Street London SE1 5LX	Tim Walker 020 7525 2021

AUDIT TRAIL

Lead Officer	Tim Walker, Senior Engineer	
Report Author	Paul Gellard, Transport and Projects Officer	
Version	Final	
Dated	9 September 2011	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Road network and parking business unit manager	Yes	No
Strategic Director of Communities, Law & Governance	No	No
Finance Director	No	No
Date final report sent to Community Councils Team		9 September 2011