

Item No. 8.	Classification: Open	Date: 24 January 2012	Meeting Name: Dulwich Community Council
Report title:		Grove Vale Controlled Parking Zone 1 st and 2 nd stage report	
Ward(s) or groups affected:		East Dulwich Ward and South Camberwell Ward	
From:		Head of Public Realm	

RECOMMENDATIONS

1. Note that this report is presented to the community council for consultation purposes only and that the final decision is delegated to the Cabinet Member for Environment, Transport and Recycling.
2. Consider and note the results of the supporting Grove Vale 1st and 2nd stage Controlled Parking Zone (CPZ) consultation report (the 'consultation report').
3. Consider the options contained within consultation report which are summarised below:

Option 1. Not to proceed with the installation of a CPZ in any of the Grove Vale study area.

Option 2. Not to proceed with the installation of a CPZ in any of the Grove Vale study area but carry out minor changes.

Option 3. Introduce a one hour CPZ on an experimental basis in Derwent Grove only.

Option 4. Introduce a one hour CPZ on an experimental basis in the following streets only: Derwent Grove, Elsie Road, Jarvis Road, Melbourne Grove, Oxonian Street, Tintagel Crescent and Zenoria Street.

Option 5. Introduce a one hour CPZ on an experimental basis in the following streets only: Derwent Grove, Elsie Road and Tintagel Crescent.

4. Give comment to the options above (or make alternative suggestion) and note that any comments or suggestions made will be included within the final report to the Cabinet Member for Environment, Transport and Recycling scheduled for February 2012.

BACKGROUND INFORMATION

5. Approval to consult residents on the principal and detail of a possible CPZ in the Grove Vale area was given by Dulwich Community Council on 15 September 2011 and by Camberwell Community Council on 22 September 2011.
6. Informal public consultation took place with all residents and businesses within the 2011 until 11 November 2011.

7. Full detail of the consultation strategy, results, options and conclusions can be found in the consultation report.

KEY ISSUES FOR CONSIDERATION

8. In accordance with Part 3H paragraph 20 and 22 of the council's constitution community councils are to be consulted on strategic matters such as the introduction of a CPZ. In practise this is carried out before and after the public consultation.
9. In accordance with Part 3D paragraph 22 of the council's constitution the decision to implement a new CPZ lies with the individual Cabinet Member for Environment, Transport and Recycling.
10. The community council is now being given opportunity to make final representations to the options that have arisen following public consultation detailed in the consultation report.

Policy implications

11. The recommendations contained within this report are consistent with the policies of the PEP and the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction

- Parking, by definition, occurs at the end of a vehicle trip. By managing or limiting the provision of parking to certain users or classes of vehicle, CPZs contribute to the reduction of traffic. This is predominantly achieved by preventing commuter or long-stay parking and associated traffic.

Policy 2.3 – promote and encourage sustainable travel choices in the borough

- By managing the supply of parking, CPZs are significant in releasing suppressed demand for sustainable modes, such as walking, cycling and public

Policy 4.2 – create places that people can enjoy

- Parking controls assist in reducing the dominance of on-street parking. They ensure that where it is permitted it is prioritised fairly and takes place in appropriate places.
- CPZs reflect the fact that only 50% of households in Southwark have access to a car and that balance should be made in the allocation of road space

Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

- CPZs contribute to the reduction in private motor vehicle traffic by preventing commuter parking. If parking spaces are not available at the destination then an alternative (more sustainable) method of transport is likely to be chosen to carry out that trip.

Community impact statement

12. The implementation and operation of the 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.

13. The consultation leaflet met communication guidance with a languages page with advice of how to access the council's translation services. Large format leaflets were available for those with visual impairment.
14. The implementation of a CPZ may benefit disabled motorists by reducing parking demand in locations that currently allow unrestricted parking.
15. The council will continue to provide its normal service for the provision of 'origin' disabled bays outside residents homes who meet the relevant criteria.
16. The implementation of a CPZ will provide greater protection of parking spaces to all residents and their visitors living within the zone. This prioritisation of space provides a benefit to all resident permit holders.
17. The overall implementation of a CPZ may disbenefit those persons who currently drive to the area who will now be required to pay for parking during the operational hours of pay and display or be excluded if staying longer than the permitted maximum stay at a pay and display bay.

Resource implications

18. This report is for the purposes of consultation only and there are no resource implications associated with it.
19. It is, however, noted that this projected is funded by an allocation from Transport for London for this purpose.

Consultation

20. The two community councils were consulted prior to commencement of the study, as detailed in paragraph 5.
21. Informal public consultation was carried out in October and November 2011, as detailed in paragraph 6.
22. This report provides a opportunity for final comment to be made by the community council prior to a key decision scheduled to be taken by the Cabinet Member for Environment, Transport and Recycling in February 2012.
23. Any areas that are approved for CPZ implementation will be subject statutory consultation required in the making of any permanent Traffic Management Orders.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Grove Vale 1 st and 2 nd Stage Controlled Parking Zone consultation report	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Tim Walker 020 7525 2021
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 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
Grove Vale CPZ, Appendices	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Paul Gellard 020 7525 7764

APPENDICES

No.	Title
Appendix 1	Grove Vale CPZ, Consultation Report

AUDIT TRAIL

Lead Officer	Tim Walker, Senior Engineer	
Report Author	Paul Gellard, Transport and Projects Officer	
Version	Final	
Dated	20 December 2011	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director for Communities, Law and Governance	No	No
Finance Director	No	No
Cabinet Member	Yes	No
Date final report sent to Constitutional Team	20 December 2011	