

Dulwich Park car park Consultation findings

October 2013 – DULWICH COMMUNITY COUNCIL

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Section A – Background

Dulwich Park receives over 1 million visitors per year who make use of the excellent facilities which are spread over 29 hectares.

The park provides free bicycle and car parking facilities that are accessed from the Old College Gate in College Road.

Car parking facilities are provided in designated bays in the road beyond the Old College Gate and in a purpose built car park adjacent to the Francis Peek Centre.

At peak times, during the summer months, the demand for parking often exceeds available space. This can result in a number of problems. In particular:



- a) motorists leave their vehicles in locations that are obstructive and/or dangerous, increasing risk that emergency services and park vehicles are delayed or cannot get through. This occurs:
 - in spaces reserved for disabled badge holders, but without a valid permit
 - in a third row of parked cars down the centre of the road leading from Old College Gate;
 - in front of doors into the Francis Peek Centre
- b) motorists circle, looking for a space and some speed out, frustrated, when they realise there isn't a space, putting pedestrians at risk
- c) park staff are diverted from their proper tasks into the marshalling of traffic and parking

On occasions, staff have needed to close the entrance with “car park full” signs yet motorists persist and attempt to enter through the exit gate. Signs have also been erected “don't park here” yet, without enforcement, this appears to be of little deterrent.

The entire car parking area is currently unregulated and therefore no enforcement is possible, even for parking in dangerous locations or in disabled bays.

Section B – Consultation

Consultation area

It was agreed at Dulwich Community Council on 25 June 2013¹ that all properties within a 300m radius of the Dulwich Park perimeter (Village ward only) would be consulted on parking options in the car park. The number of properties and streets consulted are detailed in the following table:

STREET	Total
ALLISON GROVE	20
AYSGARTH ROAD	36
BEAUVAL ROAD	41
BOXALL ROAD	21
BURBAGE ROAD	39
CALTON AVENUE	16
COLLEGE GARDENS	22
COLLEGE ROAD	41
COURT LANE	166
COURT LANE GARDENS	22
DEKKER ROAD	56
DESENFANS ROAD	25
DOVERCOURT ROAD	33
DRUCE ROAD	30
DULWICH COMMON	14
DULWICH VILLAGE	64
EAST DULWICH GROVE	3
EASTLANDS CRESCENT	26
EYNELLA ROAD	29
FRANK DIXON CLOSE	10
FRANK DIXON WAY	24
GALLERY ROAD	6
LORDSHIP LANE	101
MITCHELLS PLACE	10
PICKWICK ROAD	51
RYECOTES MEAD	12
TURNERY ROAD	8
WOODWARDE ROAD	173
WOODYARD LANE	9
Grand Total	1108

Consultation document

1108 postal addresses are located within the consultation area. This data was derived from the council's Local Land and Property Gazetteer (LLPG).

Distribution of the consultation documents² was made on 23 July 2013. These were sent out to all properties within the consultation area by second class post. The deadline to return questionnaires either via an online form or by freepost was detailed as 15 August 2013.

¹ <http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=176&MId=4521&Ver=4>

² http://www.southwark.gov.uk/downloads/download/3516/dulwich_park_car_park

The document was also sent electronically to key stakeholders. Stakeholders were identified as:

- Dulwich Community Council ward members
- Cabinet Member for Transport, Environment and Recycling
- Dulwich Society
- Dulwich Picture Gallery
- Dulwich Park Friends
- Pavilion Café
- Dulwich Whipper Snappers
- Dulwich Bowls Club
- Quadron Services
- Dulwich Vegetable Garden
- Dulwich Recumbents
- Blue Bird Boats Ltd
- Surrounding properties
- Park users

The consultation document was designed to present information on:

- Why the consultation was being carried out
- Detail on proposed parking options in the car park (i.e. the possibility of making the existing disabled bays mandatory, enabling enforcement against dangerous/obstructive parking and introducing a 4 hour time limit on general parking)
- How recipients could have their say on the proposed car park options
- Website link to the online questionnaire and initial design drawing

By way of a questionnaire, the document sought the recipient's details, views and asked the following questions:

- Their address
- How often they use the car park
- Whether they support the proposed car park options
- If they would like their response as a general view or a statutory objection

The document followed Southwark's communications guidelines and provided detail on large print versions and translation services.

The questionnaire could be returned in a provided freepost envelope to the council's offices or completed online via Southwark's consultation webpage.

A direct phone number and email address to the parking projects team was made available to allow those wishing to making enquires via those methods.

Statutory consultation

To enable enforcement of the parking proposals in Dulwich Park car park, the council is required to make a traffic management order (TMO). Before any order can be made, the council must follow certain national procedures³ that include giving notice of its intent to make an order, a statutory consultation period and consideration of any objections.

It was agreed with the Community Council that informal consultation (questionnaire) and statutory consultation (traffic order) would be carried out simultaneously.

³ <http://www.legislation.gov.uk/uksi/1996/2489/made>

Anyone who wanted to make a statutory objection could do so via the questionnaire or separately in writing.

Park Notices

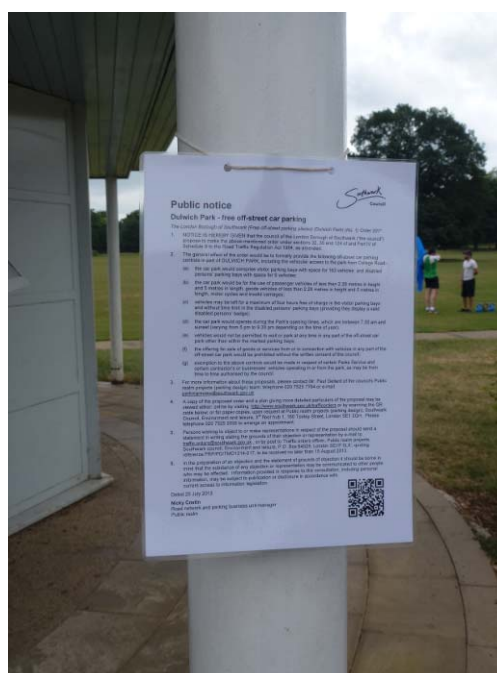
Informal and statutory consultation notices were erected within the car park on 25 July 2013.

The informal notice provided details on the consultation and the website address to the online questionnaire. A copy of this notice was also erected in the Francis Peek Building and the Pavilion Café.

The statutory notice provided information on how to object to the car park proposals.



Informal consultation notice



Statutory consultation notice

Twitter

A Tweet was sent out on 25 July 2013 on the social media website Twitter. At that time @lb_southwark had 8,100 followers. The tweet was to say that a consultation was underway on proposed parking arrangements in Dulwich Park car park.

Website

The council's parking projects webpage⁴ provided detail of the consultation, its process and how decisions would be taken.

The webpage also included the following PDF downloads:

- The consultation document
- The consultation questionnaire
- The initial design (proposed car park layout drawing)

⁴ http://www.southwark.gov.uk/info/200140/parking_projects

Section C – Consultation findings

Summary of response rate

The consultation yielded a total of 241 returned questionnaires. 219 of the returned questionnaires came from within the consultation area, representing a 20% response rate. This is a standard response rate for this type of consultation. The responses rate is tabulated in figure 1 and graphed in figure 2.

The highest response rate was from Frank Dixon Close (60%), followed by Turney Road (50%) and Woodyard Lane (44%).

The consultation period finished on 15 August 2013, late responses were accepted for a period of one week. A further 15 responses have been received since 22 August although they have not been included in the analysis of the data or preparation of this report.

Stakeholder communication

Responses were from the following key stakeholders:

- Dulwich Park Friends
- Whippersnappers
- London Recumbents
- The Pavilion Café
- Cllr Lewis Robinson

STREET	Delivered	Returns	Response rate
FRANK DIXON CLOSE	10	6	60%
TURNEY ROAD	8	4	50%
WOODYARD LANE	9	4	44%
MITCHELLS PLACE	10	4	40%
COURT LANE GARDENS	22	7	32%
EYNELLA ROAD	29	9	31%
BURBAGE ROAD	39	11	28%
EASTLANDS CRESCENT	26	7	27%
COLLEGE ROAD	41	11	27%
ALLISON GROVE	20	5	25%
COURT LANE	166	38	23%
COLLEGE GARDENS	22	5	23%
BEAUVALL ROAD	41	9	22%
PICKWICK ROAD	51	11	22%
DULWICH COMMON	14	3	21%
WOODWARDE ROAD	173	37	21%
DOVERCOURT ROAD	33	6	18%
DRUCE ROAD	30	5	17%
RYECOTES MEAD	12	2	17%
BOXALL ROAD	21	3	14%
DULWICH VILLAGE	64	8	13%
FRANK DIXON WAY	24	3	13%
DESENFANS ROAD	25	3	12%
AYSGARTH ROAD	36	4	11%
DEKKER ROAD	56	6	11%
LORDSHIP LANE	101	8	8%
CALTON AVENUE	16	0	0%
EAST DULWICH GROVE	3	0	0%
GALLERY ROAD	6	0	0%
Grand Total	1108	219	20%

Figure 1

Street responses

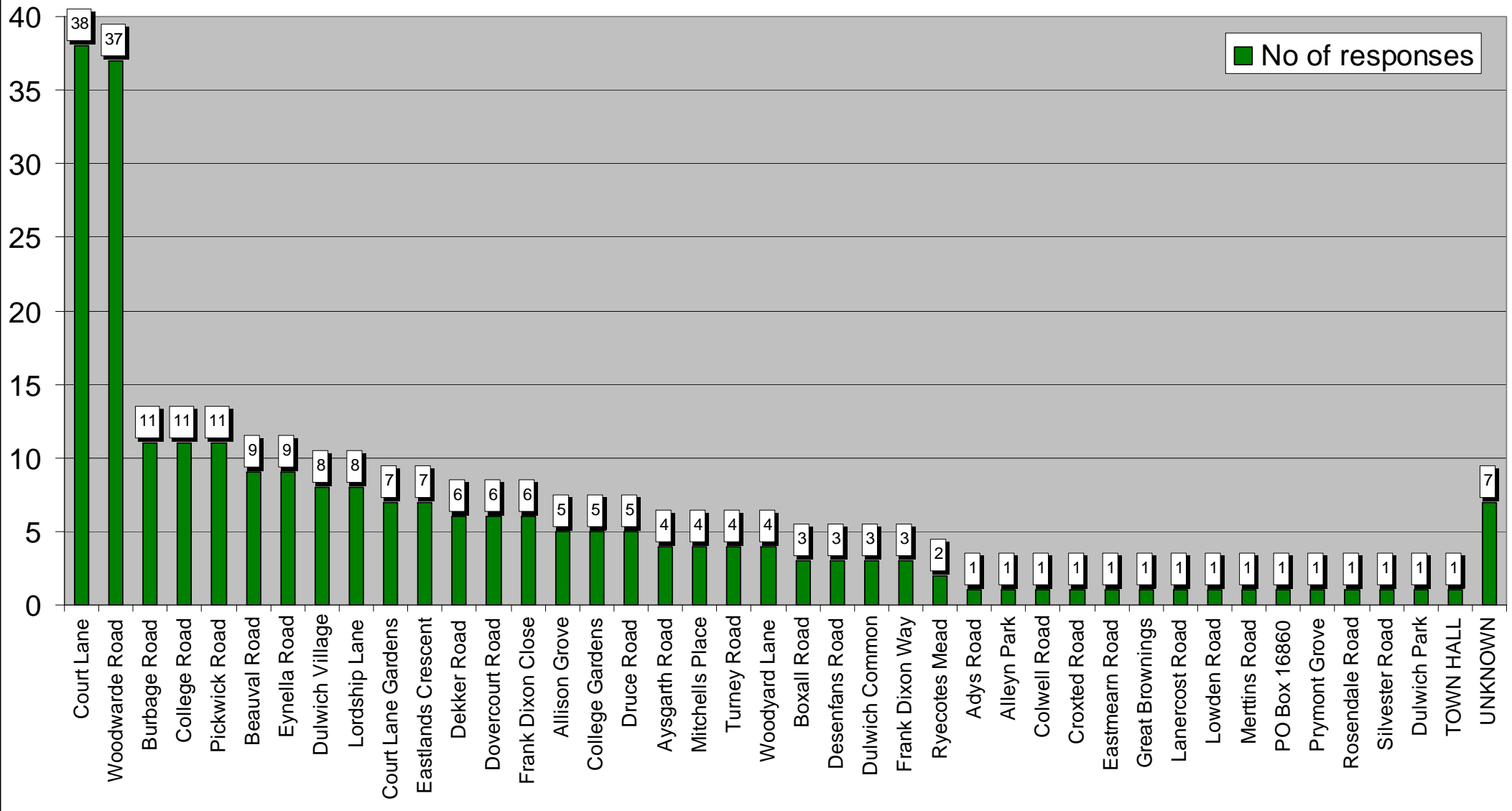


Figure 2

Headline consultation results

Paragraphs 1) to 24) detail the responses given to the seven questions asked in the informal consultation.

Q1) When using the car park, how long do you normally park for?

- 1) The response to this question reveals that the majority of respondents (68%) **don't use the car park**. The next most common response was **one to two hours** (12%).
- 2) The 2 respondents who normally park for **four to six hours** are residents who use the park for leisure purposes.
- 3) Whippersnappers and the Pavilion Café responded that they normally park for **six to eight hours**, whilst London Recumbents responded that they normally park for **eight hours or more**.
- 4) The response to question 1 is graphed in figure 3.

Q2) How often do you use the car park at Dulwich Park?

- 5) The response to this question reveals that the majority of respondents (65%) **don't use the car park**. The next most common response was **seldom** (15%).
- 6) London Recumbents and Whippersnappers responded that they park in the car park **every day** and the Pavilion Café responded that they park **most days**.
- 7) The response to question 2 is graphed in figure 4.

Q3) What is your main reason for parking in the car park at Dulwich Park?

- 8) The response to this question reveals that the majority of respondents (66%) **don't use the car park**. The next most common response was **Leisure** (26%).
- 9) London Recumbents, Whippersnappers and the Pavilion Café operate a business in the park.
- 10) The response to question 3 is graphed in figure 5.

- ***The majority responding to the consultation do not use the car park***
- ***Apart from those deemed essential for operation of the park. i.e. London Recumbents, the Pavilion Café and Whippersnappers, very few respondents (2%) indicated that they park for longer than 4 hours.***
- ***Of those that do use the park, the most common responses were that the car park was used on a seldom basis, for a duration of 1-2 hours, for leisure purposes.***

Figure 3

When using the car park, how long do you normally park for?

■ Count

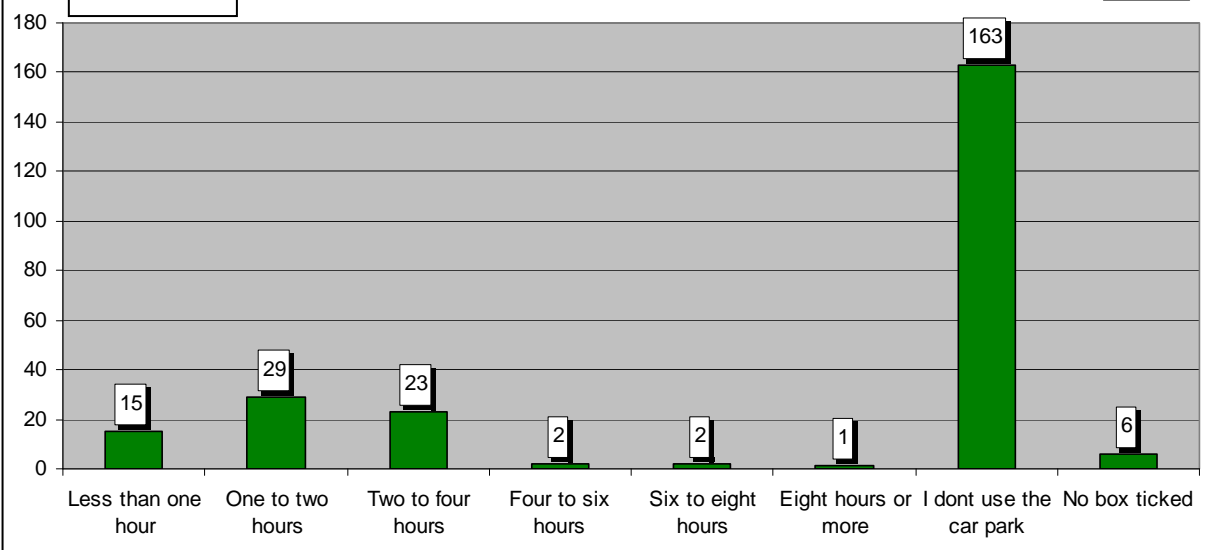


Figure 4

How often do you use the car park at Dulwich Park?

■ Count

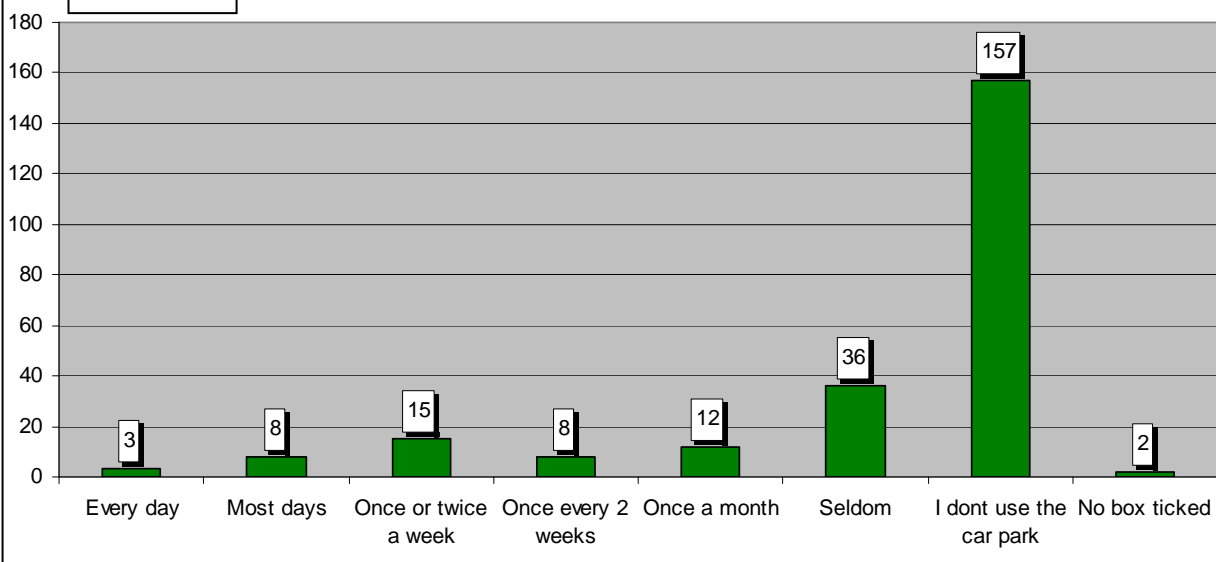
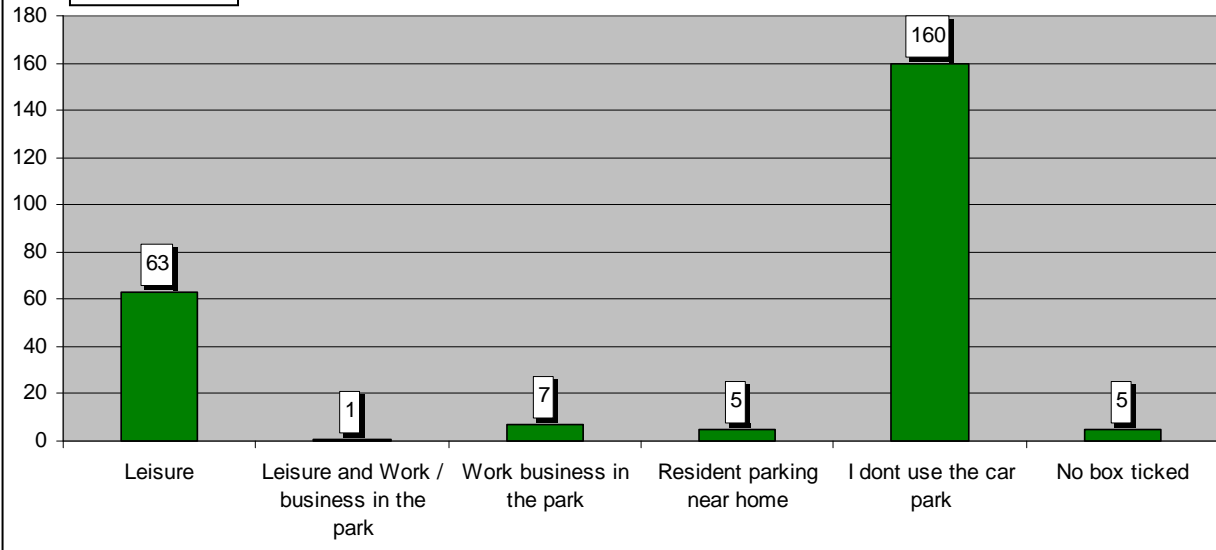


Figure 5

What is your main reason for parking in the car park at Dulwich Park?

■ Count



Q4) Do you support making the existing blue badge bays for disabled visitors enforceable so that only blue badge holders may park?

11) Figure 6 shows that a clear majority of respondents (93%) support the proposal to enforce the existing disabled bays in the park, which are currently unregulated.

12) This proposal is supported by the following stakeholders: Dulwich Park Friends, London Recumbents, Whippersnappers, Pavilion Café and Cllr Lewis Robinson.

Response	Total	Percentage
Yes	223	93%
No	14	6%
No opinion	3	1%

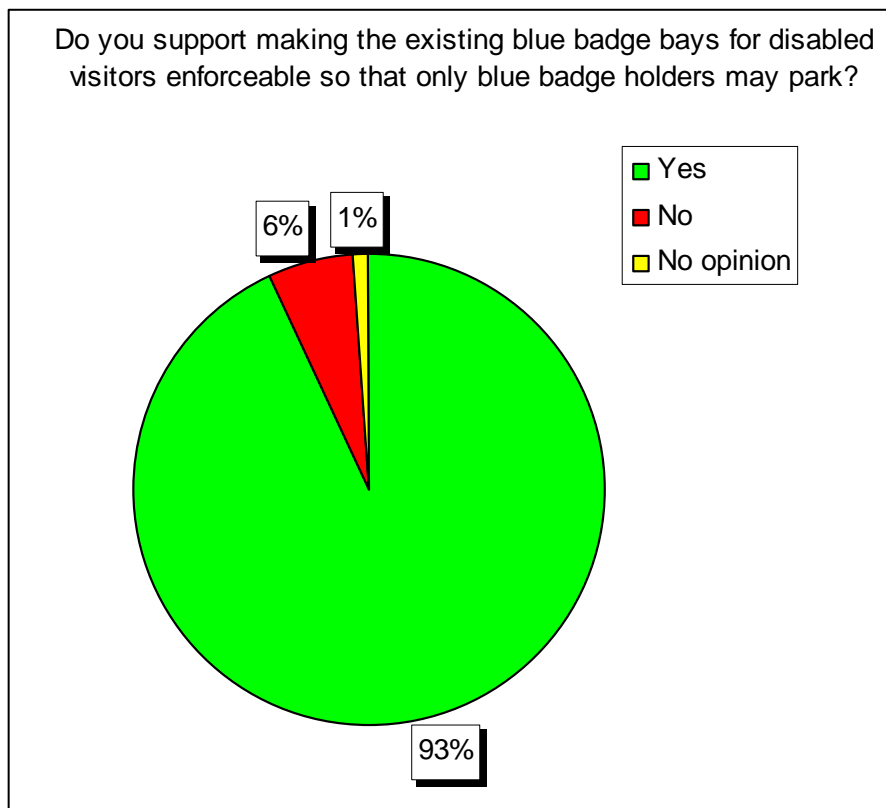


Figure 6

Q5) Do you support enforcement against dangerous parking? (i.e. vehicles not in a designated bay, causing an obstruction, or double parked)

13) Figure 7 shows that a clear majority of respondents (88%) support the proposal to enforce against dangerous parking in Dulwich Park car park.

14) This proposal is supported by the following stakeholders: Dulwich Park Friends, London Recumbents and Whippersnappers.

Response	Total	Percentage
Yes	211	88%
No	21	9%
No opinion	8	3%

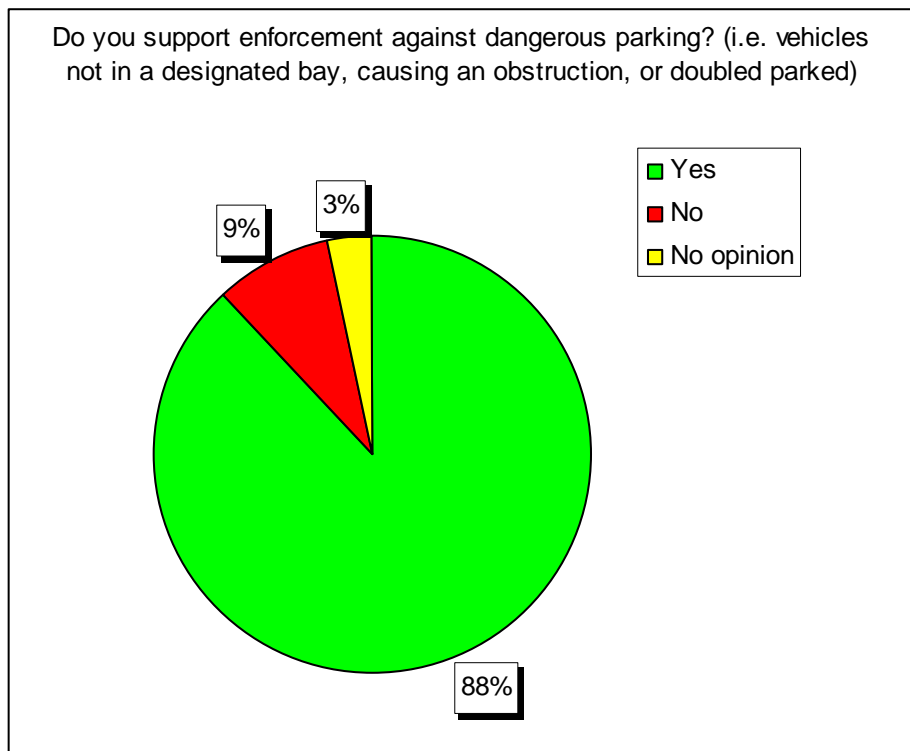


Figure 7

Q6) Do you support the introduction of a 4 hours time limit to encourage turnover in space for visitors?

15) Figure 8 shows that a majority of respondents (66%) support the introduction of a 4 hours time limit to encourage turnover in space for visitors in Dulwich Park car park.

16) It is noted 64% of those who responded 'No' do not use the car park.

17) This proposal is not supported by Dulwich Park Friends, Whippersnappers and Cllr Lewis Robinson.

Response	Total	Percentage
Yes	155	66%
No	67	28%
No opinion	15	6%

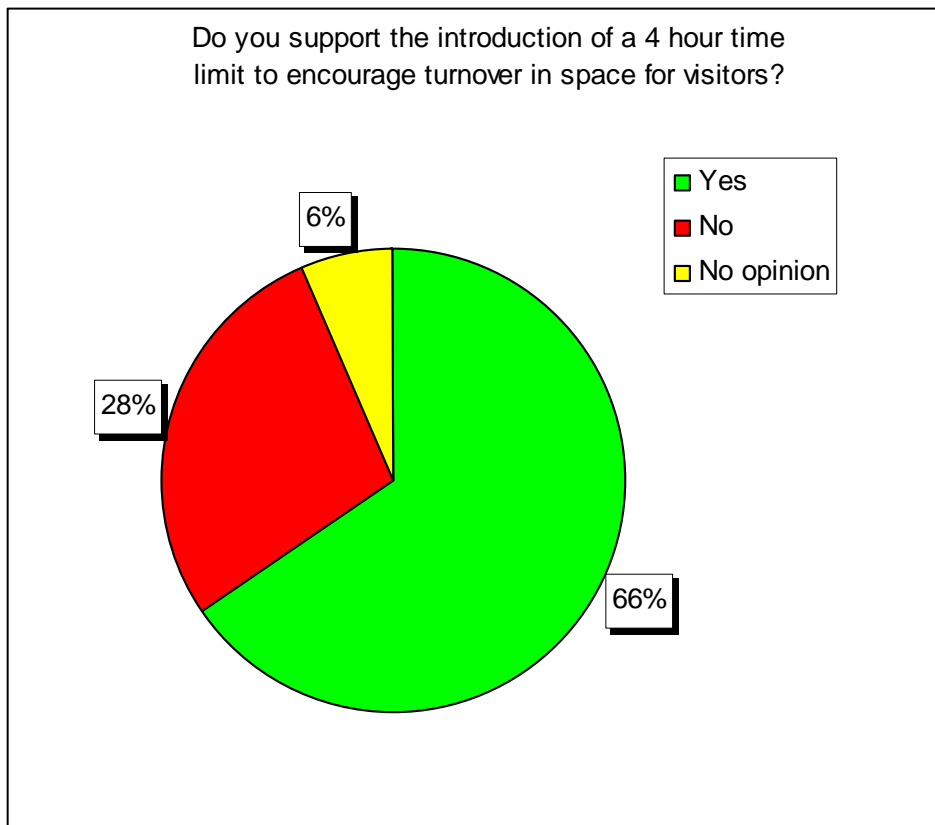


Figure 8

Q7) Do you have any further comments regarding the proposed layout or type of parking bays

18) Respondents were given the opportunity to make any further comments regarding the proposed layout or type of parking bays.

19) Any one who made comments were then asked if they would like their comments to be considered as:

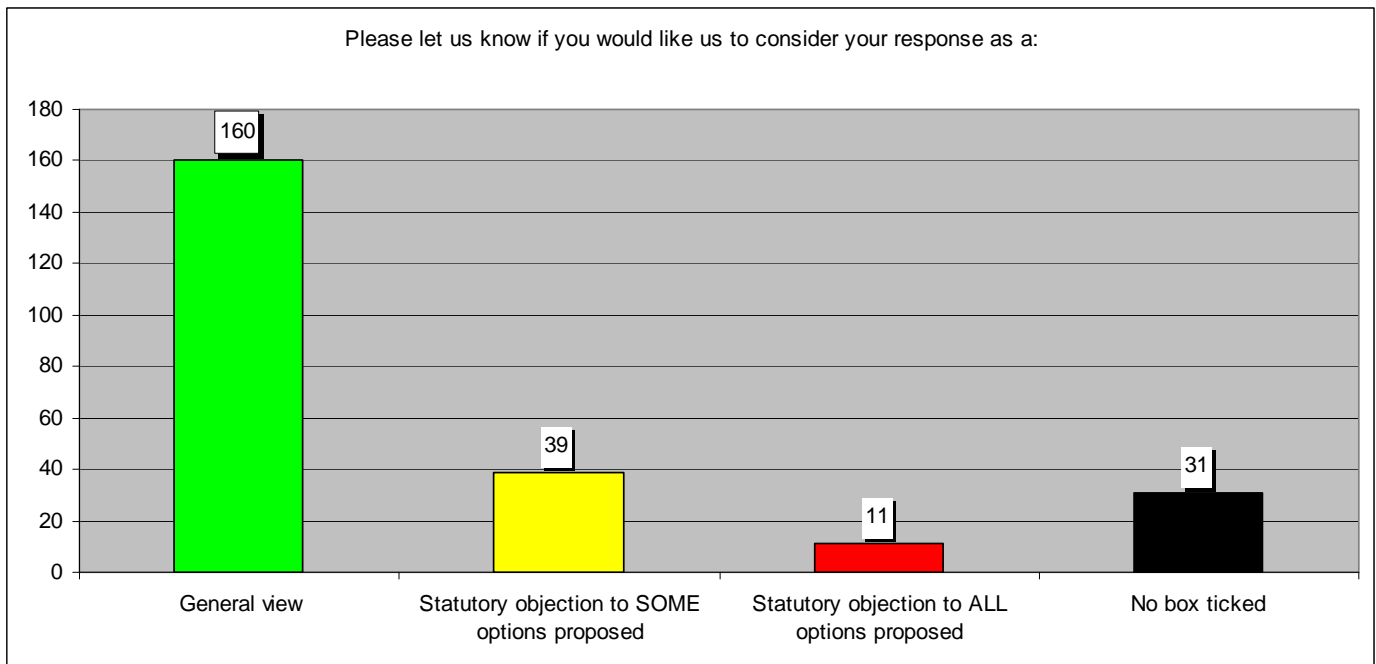
- A general view
- A statutory objection to ALL options proposed
- A statutory objection to SOME options proposed (where they have ticked 'no' to Q4, Q5, Q6)

20) The majority of comments made were a general view.

21) A total of 50 objections were made to ALL or SOME of the proposed options.

22) No objections were made outside the informal consultation, i.e. in response to the formal statutory notice in the local press.

23) The comments made are categorised in **figure 9**.



Total	Type	What happens next?
160	General view	General comments will be considered and, where possible, changes made (eg. to position or type of bays). See page 15
11	Statutory objection to ALL options proposed	Statutory objection will be reported to Dulwich Community Council for determination.
39	Statutory objection to SOME options proposed (where you have ticked 'no' in Q4, Q5, Q6): 32 – the introduction of a 4 hour time limit 9 – the enforcement against dangerous parking 3 – making the existing blue badge enforceable	

Figure 9

Summary of general comments made

24) General comments were also made. Understandably, the responses given generally mirrored the view expressed to the key questions (questions 4, 5 and 6) on the proposed options. Figure 10 provides a summary of the key issues raised and officer's response.

	Comment	Officer response
1	Concerns about the impact a 4 hour maximum stay would have on parking in nearby streets. Would the council consider parking zone in streets near the park?	The consultation findings reveal that apart from vehicles deemed essential for operation of the park (who would be permitted to park all day) very few motorists park for more than 4 hours in the park. The proposal will create between two and three times as many 'parking slots' per day, enable more visitors to park and also improve likelihood of finding a space. The council has had very little in the way of correspondence from residents in streets close to the park requesting parking controls or that a parking problem exists.
2	Can the proposals only operate seasonal and/or at weekends. Can the proposed 4 hour maximum stay period be extended to 5 or 6 hours?	This was not an option included in the consultation but it is a feasible option and is something members could consider. Slightly larger signs would be required to inform motorists the days/months the car park operated.
3	Install a pay and display machine that issues free tickets, instead of a civil enforcement officer patrolling the area.	This is an expensive option and not within the budget as the car park would require 2-3 machines (at a cost of 3k per machine), plus ongoing maintenance costs. Even if a pay and display machine was installed, a civil enforcement officer would still be required to monitor the parking.
4	Can bays parking bays be installed in the middle of the road?	No. Vehicles parked in the middle of the road cause an obstruction should an emergency vehicle (i.e. a fire engine) require access.
5	Have the council considered installing angled (echelon parking) to increase capacity in the car park? Is there scope to create additional parking – i.e perhaps beyond the gate/bollards? Or open up the Dulwich Common entrance.	Echelon parking would create approximately 15 additional spaces in the road. Officers do not recommend echelon parking as the bays would be located along the main pedestrian route into the park. Echelon parking severely reduces the visibility of the driver (when reversing out of the space) and would therefore increase risk of collision between cars and pedestrians. Children (who may be below eye level from a reversing car) are at greatest risk. It is noted that the road is regularly used by pedestrians and it is unrealistic and, arguably, undesirable to expect all pedestrians to walk along the footway within a park.
6	Has the council carried out any parking surveys to establish the normal length of stay in the car park?	No parking beat surveys have been carried out however the consultation included a specific question to ascertain how long people normally parked for (see Figure 3).
7	The existing parking bay markings are very worn/faded	We are proposing to refresh the worn and faded parking bay markings See the Dulwich Park car park recommendations (page 29).
8	Requests for additional disabled parking bays in the car park	Formalising the existing disabled bay should see parking situation improve as the bays are currently misused
9	London Recumbents receive deliveries at various times, from vehicles ranging from sprinter sized vans, to much larger trucks. The only safe way to allow this is to have a dedicated bay for deliveries, which would also be of importance for the Francis Peak Building where the Park offices are situated.	Should the parking options be approved by Dulwich community council, we will then work with London Recumbents on possible locations for a designated loading bay. See the Dulwich Park car park recommendations (page 29).

Figure 10

Section D – Statutory objections

Dulwich Park car park Statutory objections to ALL the options proposed

- A total of 11 respondents indicated on their questionnaire that they would like us to consider their response as a statutory objection to all options proposed. These objections are tabulated below.
- Four objections have been omitted from this section. This is because, in their responses, they stated that they would like their reply to be considered a statutory objection but ticked in support of all proposed options and provided no general comments against the proposals.

Type	Objection to all options proposed
Reference	232592
Street	Pickwick Road
I think this is trying to shut the stable door after the horse has bolted.	
The main reason people drive to Dulwich park is poor public transport. The only bus is the P4 which is not frequent enough. We need a more frequent P4 and a bus which comes through Dulwich village from the centre of town. This must be the only place in South London which is served by only one bus.	

Type	Objection to all options proposed
Reference	232785
Street	Court Lane
I believe that all bays should be available to all drivers.	

Type	Objection to all options proposed
Reference	234052
Street	Dekker Road
This exercise with its narrow circumscribed solutions misses the point entirely. None is appropriate. All miss the point which concerns the overall quality and movement in the park and how to preserve its slowness and differences. Cars are merely one aspect of movement, which includes persons walking and cycling. Excessive focus on cars is banale. All the proposed solutions will privilege the car even further. The best option tax usage by making people pay, and reduce car movements - you do not even offer!! The solution with their concomitant urban signs will inevitably will disfigure the listed park and serve to sub-urbanise it further!! this is a bad outcome	

Type	Objection to all options proposed
Reference	236713
Street	Woodwarde Road
I do not support 4 hour restrictions on parking bays because a leisurely visit to the park should not have a time constraint. Increasing turn over in the parking bays would increase traffic inside the park and the surrounding area, presenting further risks to pedestrians and harm to the environment. The proposed enforcements on parking would create a policed environment that would detract from the open and friendly atmosphere. Furthermore, it would be an unnecessary waste of tax payers money, considering the generally sensible conduct of visitors. These proposals might discourage families and individuals from visiting the public park and enjoying it.	

Type	Objection to all options proposed
Reference	237338
Street	Court Lane
Lived here 20 years and parking RARELY a problem. When is a problem is nothing worth bothering about. Whoever thought up latest idea should go back to school. Waste of money, ill conceived. Leave alone PROBLEMS mentioned simply do NOT exist 99.99% of time. Thank you for asking, is appreciated.	

Type	Objection to all options proposed
Reference	237756
Street	Woodwarde Road

I object to all the proposals, This is why:

1 My main general objection is that these proposals will be turning the park's roads etc back into public roads and municipal car parks, after they have been successfully turned into "shared spaces". These proposals are going in the wrong direction.

2 Blue badge restrictions: Blue badges themselves are supposed to be very restricted – only for people with "permanent" disabilities – or at very least expected to continue for at least 12 months. However this would not help the many people who have disabilities for less than 12 months for example recovering from a broken hip operation and on two crutches. I do not think people in this state should be fined for parking in these reserved bays if these are the closest to the park amenities.

3 Instead of a blue badge scheme in the park, there should be a proper sized legible notice against these bays saying for whom they are reserved/prioritized – and rely on the big society after that.

4 There are further for-wheelchair parking bays within the roads round the park (ie past the gate) –very rarely used. Before the council brings in legal restrictions in the car park, it should consider using these additional spaces when needed.

5 Enforcing against dangerous or obstructive parking. The park roads should not be turned back to being extensions of the public road. This also begs the question of what is "dangerous". Is there any evidence in the way of accidents on account of misparking? The problems that are quoted in the background do not appear to be "dangerous".

6 Doesn't the park have any existing byelaws that can cover all this? If the roads in the park are turned back into normal public roads, I fear we will soon have parking meters or other CPZ controls, statutory signage, legal arguments, and charges to pay for it all, and no doubt speed bumps and other speed enforcement measures. If anything, the road should go the other way towards more shared space, (a bit like Exhibition Road in S Ken) and merge footpaths with the road.

7 The suggestion of frustrated motorists speeding out putting pedestrians at risk (problem b)) is an issue of too few parking spaces, not of misparking. To deal with this, the obvious way is to increase the number of parking spaces.

8 But in practice the number of parking spaces is already unnecessarily reduced. When I looked a few days ago, at least 5 spaces in the car park were occupied by council impedimenta, including a large container, unused fencing and litter bins, and the like. And in the road leading from Old College Gate, both sides have been divided into large and/or confusing bays with white paint, encouraging drivers to park leaving unnecessarily wide gaps between them. I would guess at least 6 parking spaces are thereby lost.

9 So before any statutory enforcement is put in place the Council must first take steps to free the maximum number of parking spaces in the existing parking areas, so releasing an extra 10 or so spaces. It should also consider whether further overflow parking can be provided on busy or special days.

10 And as for park staff being diverted from their "proper tasks" (problem c)), that is very much a question of what their proper tasks are, indeed what the park is for – I would have thought one of the main points of what the park is for is for the visitors. The notion that welcoming visitors and helping them to find somewhere to park is somehow a problem is wrong.

11 If it really is a problem, the Council should consider using either volunteers or community support officers .

12 And as for the problem of motorists trying to enter through the exit gate, I guess the council could put up a statutory NO ENTRY sign there outside the gate, which could be enforced.

13 And as for the erected "don't park here" signs being ignored, maybe cones would be better. (Fixed/heavy cones or beacons -or more or less anything higher than a car's sump- down the middle of the road would for sure prevent parking there)

14 4-hour parking restriction This is a bad idea. People should not be discouraged from spending the day in the park. It is better they do it there than in the surrounding roads (but If there is an actual problem with people leaving vehicles overnight, and/or for periods of days/weeks, that should be discouraged – is that trespass? Or would a law need to be changed? I suggest introducing an overnight fee for parking at night which surely could be done and enforced as a civil matter.)

So, all in all I do not agree with any of the proposals, or any movement towards more control and regulation and less community engagement.

Type	Objection to all options proposed
Reference	239584
Street	Court Lane

I oppose these moves:

- (i) I believe there are too many disabled bays already. This will result in unused bays if enforced.
- (ii) My fear is that this will drive yet more cars to use court lane for parking. This already results in blocking virtually every wekkend of my driveway. There is no enforcement of the white line and council offered to put in double line.
- (iii) I therefore only happy enforcement in the car park if there is enforcement and increase of parking restrictions at the court lane entrance

Dulwich Park car park Statutory objections to PART of the options proposed

- A total of 39 respondents indicated on their questionnaire that they would like us to consider their response as a statutory objection to part of the options proposed.
- Objections to part of the proposed options were received from Dulwich Park Friends, Whippersnappers and the Pavilion Café.
- These objections are tabulated below

Objects to:	The introduction of a 4 hour time limit
Reference	Dulwich Park Friends
Street	
<p style="text-align: center;">Response to possible parking controls in Dulwich Park</p> <p>Thanks for your email inviting Dulwich Park Friends to respond to Southwark’s consultation on possible parking controls in Dulwich Park.</p> <p>The online form is not really configured for interest groups, so please accept this letter as our formal response. We have notified our membership of our intended opposition to the four hour limit (see response to Q6) – and had only one reply disagreeing. So we trust that due weight will be given to our views.</p> <p>Here, then, are our responses to the specific questions in the consultation:</p> <p>4. Do you support making the existing blue badge bays for disabled visitors enforceable so that only blue badge holders may park? <i>This applies to the red shaded areas shown on the drawing</i></p> <p>YES</p> <p>5. Do you support enforcement against dangerous parking? (i.e. vehicles not in a designated bay, causing an obstruction, or double parked) <i>This applies to the green shaded area shown on the drawing</i></p> <p>YES - BUT see our important comment about other areas of the park, in response to Q7 below.</p> <p>6. Do you support the introduction of a 4 hour time limit to encourage turnover in space for visitors? <i>This applies to the blue shaded areas shown on the drawing</i></p> <p>NO – <u>please treat this as a statutory objection</u></p> <p style="text-align: center;">Registered charity no. 1067472</p>	

Reasons:

We do not consider it reasonable to restrict the amount of time visitors can spend in the park to four hours. (For example, a large picnic can easily occupy people for longer than that.) Dulwich Park differs from others where a time limit might be appropriate (e.g. Belair Park, where commuters using West Dulwich station can use free parking facilities).

We also consider that restricting parking in this way will encourage longer term users who might get a ticket to park on the nearby streets, to the detriment of residents.

The parking difficulties sought to be resolved by these proposals arise mostly at busy weekends and bank holidays when the weather is good. The number of such weekends obviously varies from year to year, but would typically not exceed perhaps 8-10. The problems do not generally arise during ordinary working days, because the park is not near any transport links. In any event, we foresee practical difficulties of enforcement, leading to possible disputes or misunderstandings. For example, would the parking times of someone making several visits during the day be aggregated? That would be impossible to police.

7. Do you have any further comments regarding the proposed layout or type of parking bays?

(i) A measured survey should be undertaken to establish the feasibility of angled parking bays on the road leading to the car park (instead of 'nose to tail' as shown). An advantage of that could be that it would prevent parking down the middle of the road.

If, however, that would result in fewer spaces then you should consider fixed 'planters' in the middle of the road, or possibly collapsible posts. These would prevent parking down the middle.

(ii) The entry gate/barrier at the end of the green shaded area (where the word 'Posts' appears on the drawing) has never worked satisfactorily. A consequence is that, to allow blue badge holders to enter the park to drive round, a gate is left permanently open. ***This is an invitation to other drivers to enter the park when there are no spaces left in the entrance road or car park – as occurs frequently at busy times – and park wherever the fancy takes them**.***

Although we urge Southwark urgently to replace the current broken barrier with a different system (the Park Manager has ideas), ***the Traffic Management Order will presumably need to state that the powers will***

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apply to other irregularly parked vehicles within the park itself (i.e. not just the green shaded areas).

** The Friends successfully campaigned to exclude vehicles from the park (with obvious exceptions such as blue badge holders, delivery vans for the café, etc) and fund-raised some £20,000 towards the construction of the car park. This has made the park a safe and relaxing place. Illicit driving and parking in the park change those characteristics – indeed make it potentially dangerous.

This response is in electronic letter form, given its formal nature, but we'd prefer it if subsequent correspondence could be by email.

Yours sincerely,

Trevor Moore
Vice-chair

Objects to:	The introduction of a 4 hour time limit
Reference	Whippersnappers
Street	College Road
We do not support the restriction of 4 hours. 4 hours only will effect our ability to deliver out childrens services. During the holidays we run our play schemes from 9am -4/5pm. We need our minibus on site as we also pick up and drop children home. Our staff also need to bring cars to work so we can operate our school pick ups.	
We do not see any problem with parking during weekdays, the problems only arise on busy sunny weekends.	

Objects to:	The enforcement against dangerous parking
Reference	Pavilion Café
Street	
I am concerned that parking enforcement would put people off coming to the park, could parking restrictions start only from say 2pm so that it would be a parking ticket from 2 till 6pm? Currently I think the car park does not offer the option number of car park spaces and could be better. The flow is difficult and there are a lot of flower beds. If the cars were parked differently would it not allow more spaces for example if the cars were parked on only one side of the main carriageway but facing the other way? Are there no other solutions than imposing parking tickets? I look forward to hearing about the general public's views	

Objects to:	The introduction of a 4 hour time limit
Reference	232462
Street	Burbage Road
the 4 hour limit is unnecessary and will just increase the demand on parking in the residential roads close to the park. users of the park should be encouraged to use the park car park first before using other roads.	

Objects to:	The introduction of a 4 hour time limit
Reference	232674
Street	Dovercourt Road
I don't think there should be an enforced time limit for people visiting the park. Many people come to the park for a day out and this would stop this and if anything increase the amount of traffic even more.	

Objects to:	The introduction of a 4 hour time limit
Reference	232722
Street	Lowden Road
I am not against a 4 hour limit per se, but the inability to return once I have left the park are unfair. The main reasons for this are:	
1. I organise parkrun every Saturday morning at 9am in Dulwich Park. We have over 100 runners attending and many drive. Most have left the park by 10am. Under the proposals, none of those runners could return later in the day with their families. Surely it would be better to have a condition of no return within (say) 1 or 2 hours.	
2. Many people share cars (I share mine with my wife) and so we could inadvertently breach the rules if I didn't tell my wife I'd already been in the park that day.	
Who would be responsible - the registered keeper or the driver?	

Objects to:	The enforcement against dangerous parking The introduction of a 4 hour time limit
Reference	232863
Street	Court Lane Gardens
I think it IS acceptable when people park in the middle of the entrance road on busy weekends as the car park is too small to support visitor access.	
I don't want enforcement officers slapping large fines on visitors staying more than 4 hrs. If I wanted to live in a borough that actively seeks ways to make money out of parking fines I would move to Wandsworth. One of the BIGGEST attractions of Dulwich Village and Dulwich Park is the lack of parking restrictions.	

Objects to:	Making the existing blue bade bays for disabled visitors enforceable
Reference	232913
Street	Burbage Road
I don't think parking bays should be kept empty or restricted for one group or users, even disabled ones.	
Everyone should have equal waiting times. It is infuriating to see empty bays you cannot use.	
There are no grounds to suggest one group should have better rights.	

Objects to:	The introduction of a 4 hour time limit
Reference	233379
Street	Dovercourt Road
I think that the four hour limit is too rigid and that it is perfectly reasonable for a family with children to want to stay in the park all day in the school holidays.	

Objects to:	The introduction of a 4 hour time limit
Reference	234225
Street	College Gardens
Families and groups wishing to meet for a picnic or birthday party etc should not be limited. There appears to be no evidence of the park being used as a free long term car park, but if that is suspected it likely to be midweek only and not at the moment causing a problem.	

Objects to:	The enforcement against dangerous parking
Reference	234228
Street	Pickwick Road
Restrict the parking in the green zone will reduce capacity and increase congestion in the village	

Objects to:	The introduction of a 4 hour time limit
Reference	234336
Street	Eynella Road
Limiting the time will only push parking into surrounding streets. If the available parking is insufficient, more spaces should be made available - for instance the hardly used paved area at the Queen Mary gates could readily be adapted for cars approaching from the south circular. Also I don't really see why a family wanting a day out in Dulwich park should be limited to 4 hours particularly as it is less well off families coming from further afield who would be most affected, while better off residents like myself with large gardens who don't need to spend a summer day in the park won't be affected at al. Why shouldn't someone be able to bring the family up from Peckham with a picnic and enjoy meeting up with friends.	

Objects to:	The introduction of a 4 hour time limit
Reference	234861
Street	Woodwarde Road
The current system works well most of the time.	

Objects to:	The introduction of a 4 hour time limit
Reference	235592
Street	Turney Road
I have a concern about the additional costs of enforcement and ticketing, it will cause parking to overflow into College and Gallery Roads causing congestion at peak usage times esp weekends.	

Objects to:	The introduction of a 4 hour time limit
Reference	235662
Street	Dulwich Village
The main problem in restricting the parking to only the marked bays would be the congestion in the village on busy weekends. The central parking in the entrance road seems to function adequately. A possible compromise would be to make the parking restrictive except on weekends / holidays from April to say September 30th. Regarding a 4 hour time limit, I suspect that many families from 'less affluent' areas take to spend the day in the park. A 4 hour limit would take the relaxation away and make it all more like a general car park.	

Objects to:	The introduction of a 4 hour time limit
Reference	235817
Street	Woodwarde Road
To increase the number of parking spaces it would be better to have angled 45degree parking 9with marked boxes) on the road inside the Old College Gate entrance. This would make it easier for parking and also increase the number of vehicles that can be parked. It would also dissuade people from parking down the centre of the road (which I think is fine with the present parallel parking) as this space will be required for entry/exit from the angled parking bays. People should be allowed to park for more than 4 hours if they have planned a longer stay. It is unfair to restrict their time as that then defeats their enjoyment of the park. Also with no limit, there needs be no money wasted on patrolling to check on peoples times of parking. (What proportion of vehicles currently parked, stay for over 4 hours? I would have thought it might be quite small). there should DEFINITELY be NO CHARGE for parking and this should be maintained. Allowing unlimited time parking will also remove the need for unsightly signs which also diminish the enjoyment of the free space.	

Objects to:	The introduction of a 4 hour time limit
Reference	235825
Street	Court Lane
For families on a day trip, this won't work and will generally lead to people parking in nearby streets to make sure they don't fall foul of 4 hour rule	

Objects to:	The introduction of a 4 hour time limit
Reference	235828
Street	Court Lane
I think it will displace cars onto the nearby streets for long term parking. I do not think most people are in the park for more than 4 hours anyway. It would cost to enforce the 4 hour limit money better spent on clearing the park flower beds.	

Objects to:	The enforcement against dangerous parking The introduction of a 4 hour time limit
Reference	235841
Street	Frank Dixon Close
One of the beauties of the park is the feel that you are out of London. to see parking officers running around the entrance would destroy that feeling. If people want to spend the whole day in the park they should be able to - why should they be restricted to 4 hours? in the 2 years we have lived here I have never seen the problems with parking that you outline. your proposal would change the feel of the park and would be the first step of many I'm sure. Those who arrive early to park should enjoy the benefit of arriving early. Free parking in Dulwich is one of the many benefits of the place - seems the traffic enforcement 'eye' car 'permanently' in the village waiting to catch someone already destroys the lovely village feeling - please no more!	

Objects to:	The introduction of a 4 hour time limit
Reference	235873
Street	Druce Road
If people are unable to park, due to the 4hr restriction, for the period of time that they want to visit the park this will lead to congestion in the surrounding streets. This could become a nuisance to residents in the locality.	

Objects to:	The introduction of a 4 hour time limit
Reference	235881
Street	Woodwarde Road
As a resident I feel that those driving to the park will want to stay longer than 4 hours. Enforcing a 4hr limit will in my opinion have the following effects 1) more parking and congestion in local roads probably leading to the need of enforceable parking - no thanks. 2) less visitors to the park having the time to visit (and spend at) local shops/restaurants who are already struggling. 3) frustrated drivers leaving the car park angry that they have received a ticket and a fine putting pedestrians at risk. 4) if there isn't enough parking - perhaps people will actually walk or cycle, are there proposals for parking for cycles or boris bikes?	

Objects to:	The introduction of a 4 hour time limit
Reference	235895
Street	Ryecotes Mead
Has there been any research - evidence as to how long people actually do stay? Are there many who habitually park all day? Having a 4 hr rule means ticketing and a warden checking, it introduces a new element and prohibits anyone staying for longer than 4 hours. Are you going to introduce fines? Has the possibility of lane parking diagonally in the broad roadway been considered? this would allow more parking in the same space.	

Objects to:	The enforcement against dangerous parking The introduction of a 4 hour time limit
Reference	235907
Street	Eastlands Crescent
<p>On 5 and 6 we object to council presenting an unfriendly face spending money on wardens and issuing fines on the odd days in the year that space is scarce. Q5 we object to controls that do not allow parking space to be maximised. There are streets in London where cars are allowed to park down the middle of the road. There are streets in London where bays are at an angle to the kerb to increase capacity. We object to the attitude that the use of every available space is dangerous. This is just big daddy stuff. Q6 we object to the proposed 4 hr limit everyday of the year. Picnickers should be able to park without having to clockwatch. They need to be able to arrive before lunch and stay until the end of the day, rather than having to leave for the benefit of some short term visitors.</p>	

Objects to:	The introduction of a 4 hour time limit
Reference	236106
Street	Woodwarde Road
<p>I think the time limit is largely irrelevant and introduces an unnecessary level of bureaucracy.</p>	

Objects to:	The enforcement against dangerous parking The introduction of a 4 hour time limit
Reference	236146
Street	Dulwich Village
<p>NO PARKING ENFORCEMENT OFFICERS - IT WILL SPOIL DULWICH PARK!!! 5) I think in peak times there is enough room down the centre of the main driveway to park and to drive past safely. 6) I think that the parking should be first come first served, people quite often spend a day in the park in good weather. More locals who drive should be encouraged to WALK. People speed in the park which is one of the most dangerous issues. Van drivers delivering to the cafe - I have seen nearly running over a dog, it could have been a child. They are not careful enough. Also people speeding far more than 5mph driving in and out of the park and the car park. there are small children getting out of cars and often not watched who are at high risk. Rather than 5mph how about DEAD SLOW SIGNS and rippling speed humps in the entrance road. The survey you used is extremely old data - 8 years old. I think the car park is probably busier than that now with all the improved amenities etc</p>	

Objects to:	The introduction of a 4 hour time limit
Reference	236159
Street	Burbage Road
<p>I do not support the 4 hour parking limit because I believe many visitors wish to visit for longer than 4 hours (particularly in the summer) and a restriction will simply add to parking congestion in Dulwich Village, College Road and Gallery Road because visitors will choose to park there instead.</p>	

Objects to:	The enforcement against dangerous parking The introduction of a 4 hour time limit
Reference	236531
Street	Woodyard Lane
<p>Whilst I support enforcement for dangerous or obstructive parking, I do not support enforcement of vehicles not in a designated bay, because this can lead to ticketing for minor breaches e.g wheel over line. The current green shaded area of parking on your suggested plan is limited to the area up to the automatic barriers, but there are a number of other disabled parking spaces around the park. The same should apply to them. I have noticed that some drivers drive all around the park and leave their cars wherever they please, usually closest to where their group of friends happen to be. This is easily dealt with by a remedial bylaw to the effect that only those who have specific permission to be in the park. e.g current blue badge holders, or those involved in specific permitted events, should be allowed to enter or remain in the park beyond the barriers. All others will be in breach of the bylaws and unless e.g. they leave within a specified period of being requested to leave, they will be penalised. I strongly</p>	

disagree with the proposed 4 hour limitation on parking in the park. There are significant problems on no more than 10-15 occasions each year, primarily on Sundays and/or bank holiday Mondays, and only then if there is consistent sunshine and good weather. A four hour time limit for everyone at all times of the day and year is an excessive and disproportionate way of tackling the problem. There are many people who want to stay for more than four hours to enjoy the park. If people are compelled to leave within 4 hours this will inevitably increase the amount of traffic in and around the park entrance, defeating your stated objective. This is likely to reduce the effectiveness of commercial and other events in the park. It will also increase considerably the displacement parking around the park entrance and in surrounding areas, including the ever popular Dulwich Village. Cynics may suggest that this is the intended purpose of this proposal, and it is merely a backdoor method of achieving a CPZ within the Dulwich area. The solution may lie in enforcing dangerous, obstructive and unpermitted parking by civil enforcement officers, relieving park staff of any responsibility to marshal traffic and parking.

Objects to:	The introduction of a 4 hour time limit
Reference	237330
Street	Woodwarde Road
<p>Q5 - I have no objections to cars parking in the middle of the road in from College Gate and suggest parking bays are marked here. Q6 - many people come at weekends with families for a picnic. I welcome this use of the park but feel that 4 hours may not be long enough for people who come some distance. I was opposed to the introduction of the car park, feeling that distribution of parking around the circular track was better for visiting families and those with disabled relatives (as I was at the time). I'd have no objection to reverting to old system, though I personally enjoy traffic free walks. Thank you.</p>	

Objects to:	Making the existing blue badge bays for disabled visitors enforceable The enforcement against dangerous parking
Reference	238411
Street	Lanercost Road
<p>Regarding blue badge spaces they are little used during weekdays this suggests enforcement is unnecessary.</p> <p>We believe a reasonable charge should be made to park and the revenue used to help to maintain the gardens which have neglected because of the cut backs. In addition the parking bays in the car park are poorly marked.</p>	

Objects to:	The introduction of a 4 hour time limit
Reference	238708
Street	Court Lane
<p>I live next to the park so do not need to use the car park. However, I am well aware of the traffic congestion and dangerous parking on busy days and am pleased that LBS is addressing the issue.</p> <p>I support the need to enforce parking only in designated bays and for the need for the number of these to be maximised where space permits this safely. I also support the need for the disabled parking bays to be used strictly by blue badge holders only. However, I strongly object to the proposed 4 hour time limit for parking in designated bays because the basis for this proposal is flawed - i.e. the need to ensure a turnover of spaces and fairer access to available parking as a result. This is not an issue for most of the year. It is only relevant in nice weather - generally at weekends in summer months and on bank holidays. For example, why should a park user not be able to leave their car for more than 4 hours on a cold day in November when there is no shortage of space for other visitors to park? Additionally, I regularly use the park with runners and dog-walkers who may visit and park several times in a day - e.g. two short walks with the dog a day or an early morning run and then a return trip with kids later. It is not clear how the 4-hour limit would be policed and I am not confident that LB Southwark would have the resources to calculate aggregate time in bays and avoid unfair penalties. The issue that needs resolving is the dangerous parking on busy days and the proposed enforcement of designated bay use only deals with this. Time limits are not required or desirable.</p>	

Objects to:	The introduction of a 4 hour time limit
Reference	238714
Street	Eastmearn Road
<p>i fully support making parking safer and un obstructive, however we now will have to suffer because of the actions of a few. i supprt everything except the time limit on parking, there are no station or shops or anything close by that people not using the park would overstay their welcome. as a resident and mother we often drive and picnic and play in park which exceeds 4 hours a lot and this would mean i wouldn't be doing this in this beautiful park anymore.</p> <p>please do not implement this one thing</p>	

Objects to:	The enforcement against dangerous parking
Reference	238872
Street	Croxted Road
<p>The problems lies with the fact the car park is really badly laid out and does not provide enough space for people to park. Additionally the barrier could be moved further back to allow extra spaces or the road widened so that there were additional parking spaces then people wouldn't feel forced to park down the middle.</p>	

Objects to:	The introduction of a 4 hour time limit
Reference	239561
Street	Court Lane
<p>I live very near to the park entrance on court lane and have trouble with cars blocking my drive while people are at the park. I am concerned that a 4 hour time limit will encourage more cars to park on nearby streets because they will be worried that if they have to move their car after 4 hour there will be no spaces locally.</p> <p>Do many people park for much more than 4 or 5 hours? Is this really necessary? Lots of signs and notices will not be attractive in the park.</p> <p>Perhaps people working nearby & parking all day in the park could be stopped if this is perhaps an issue?</p>	

Objects to:	The enforcement against dangerous parking The introduction of a 4 hour time limit
Reference	239588
Street	Great Brownings
<p>Dulwich Park is popular and since stopping parking round the inner roads there is more demand on the existing car parking. The majority of people park safely. There is already too much restriction and regulation on parking in the borough/London. If you restrict the parking even more then it will spill out onto College Road and cause chaos. Then you will put restrictions on College Road and further.</p>	

Objects to:	The introduction of a 4 hour time limit
Reference	239592
Street	Woodwarde Road
<p>Problem of car parking spreading outside the park to already congested restricted streets.</p>	

Objects to:	The introduction of a 4 hour time limit
Reference	
Street	Boxall Road
<p>Whilst I support any enforcement that will make parking easier for disabled visitors and to prevent dangerous or illegal parking, I am very reluctant to support any scheme that will put future pressure on residents parking. It is already very difficult to park in my road (Boxall Road). Is there any possibility of a residents parking scheme coming into force? I would welcome and be prepared to pay for a residents parknig permit such as the on in Herne Hill</p>	

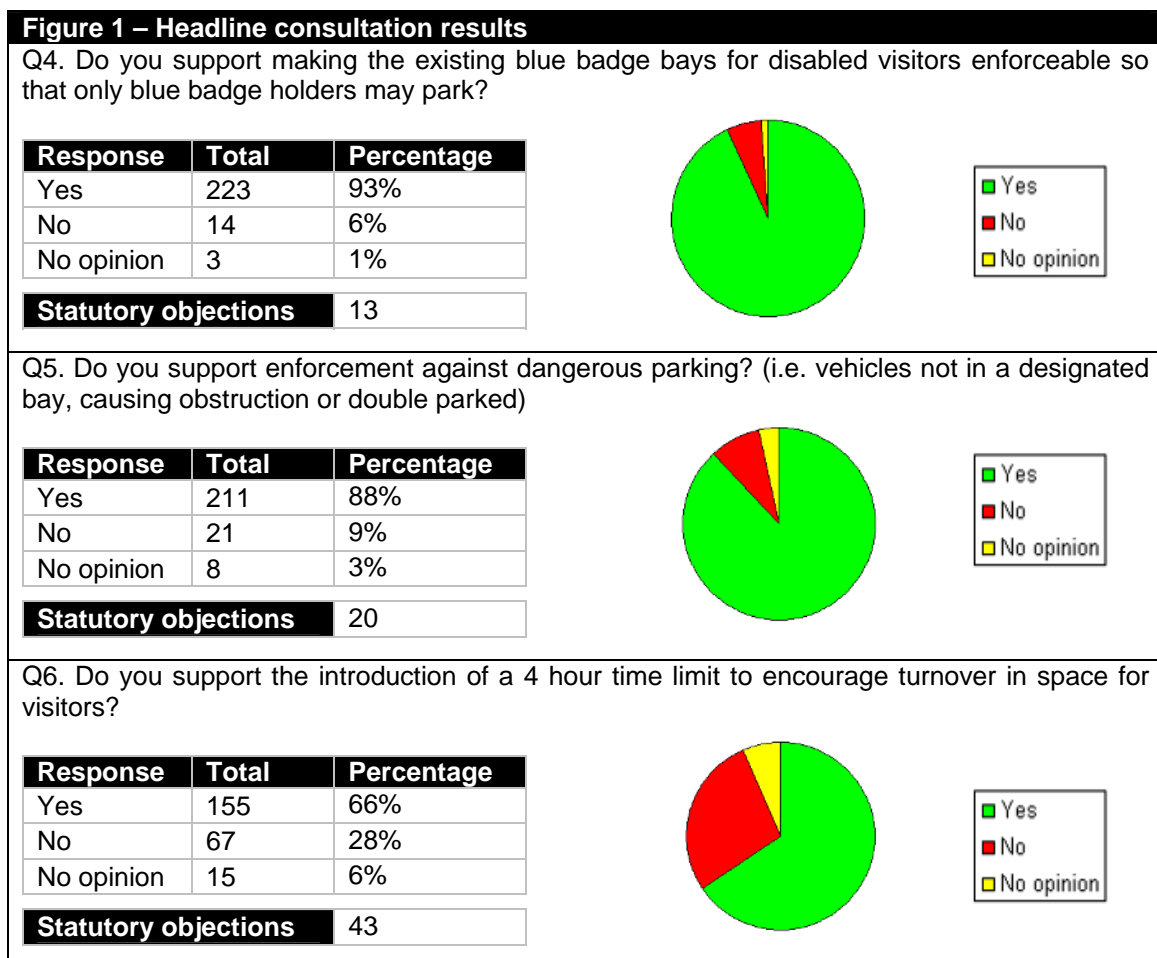
Section E – Consultation conclusions and recommendations

Use of the car park

- The majority responding to the consultation do not use the car park
- Apart from those deemed essential for operation of the park. i.e. London Recumbents, the Pavilion Café and Whippersnappers, very few respondents (2%) indicated that they park for longer than 4 hours.
- Of those that do use the park, the most common responses were that the car park was used on a seldom basis, for a duration of 1-2 hours, for leisure purposes.

The proposed options

- Overall, all 3 proposed options are supported by the majority responding to the informal consultation.
- Objections were received via the questionnaire to all proposals, with a majority objecting to the proposal to introduce a 4 hour time limit in the car park.



Dulwich Park car park recommendations

The following recommendations are on the detail (proposed layout and type of parking bays) of the car park.

Option	Recommendation	Reasons	Benefit	Risk
1. Make the existing blue badge (disabled) bays mandatory	Reject all statutory objections made to this proposal	<p>93% of respondents to the consultation support this option.</p> <p>Supported by Dulwich Park Friends, London Recumbents, Whippersnappers, Pavilion Café and Cllr Lewis Robinson.</p> <p>Currently the blue badge bays are advisory and can be misused without risk of penalty.</p> <p>Priority should be given to blue badge parking, in line with council policies.</p>	Gives parking priority to those most in need.	Those who park, without a blue badge permit, in the existing bays may receive a Penalty Charge Notice (parking ticket).
2. Enforce against dangerous or obstructive parking	Reject all statutory objection to this proposal	<p>88% of respondents to the consultation support this option.</p> <p>Supported by Dulwich Park Friends, London Recumbents and Whippersnappers.</p> <p>To discourage vehicles parking dangerously, i.e obstructing the road or double parking.</p>	Will resolve the problem of motorists leaving their vehicles in locations that are obstructive and/or dangerous, increasing risk that emergency services and park vehicles are delayed or cannot get through. This occurs in a third row of parked cars down the centre of the road leading from Old College Gate.	This recommendation would reduce the number of parking spaces available albeit in locations that are considered by officers as dangerous or obstructive.
3. Introduce a 4 hour time limit for parking (except disabled bays)	Reject all statutory objection to this proposal	<p>66% of respondents to the consultation support this option.</p> <p>The car park currently has no time limit and at peak times, during the summer months, the demand for parking often exceeds available space.</p>	4 hours will encourage turn-over of space. This will provide more 'parking slots' per day, enable more visitors to park and also improve likelihood of finding a space, whilst giving enough time to enjoy the park to the full.	This recommendation would mean that visitors will not be able to park for more than 4 hours.

Note: The above recommendations would require the installation of signage. Our starting position for the design of off-street parking will be a minimal signing approach but, clearly, there will be need to convey restrictions to road users

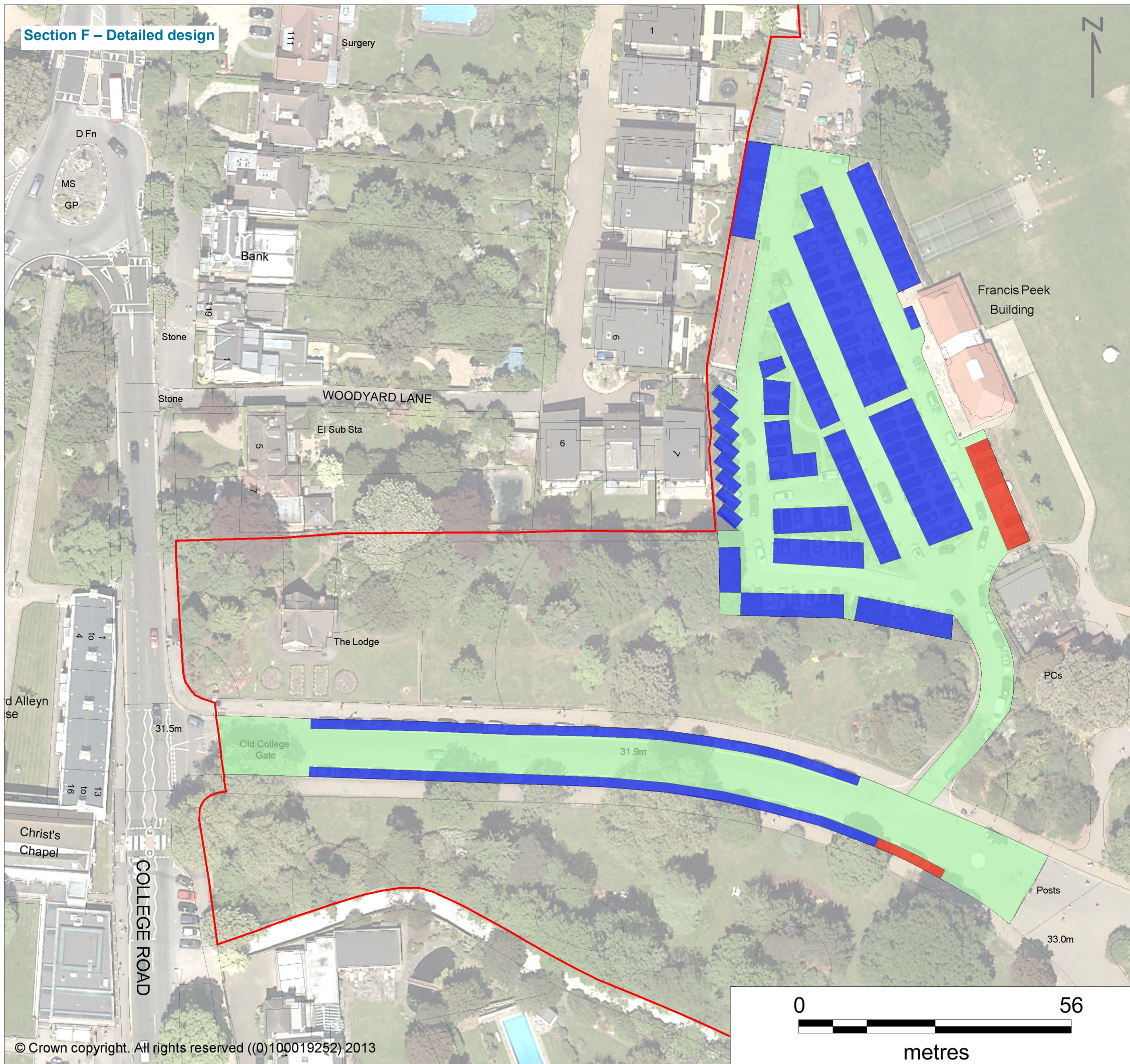
Subject to the above recommendations being approved, officers will also implement the following:

4. Remark the entire car park (parking bays only)	Comments made during the consultation about the existing parking bay markings being very worn and faded.	Will make it clear to the motorist where it is safe to park.	None
5. Propose a loading bay within the car park	London Recumbents receive deliveries at various times, from vehicles ranging from sprinter sized vans, to much larger trucks.	The only safe way to allow this is to have a dedicated bay for deliveries, which would also be of importance for the Francis Peak Building where the Park offices are situated.	Existing general parking places may have to be amended.

It is recommended that:

1. The officer recommendations outlined above are approved at Dulwich community council in October 2013.

Section F – Detailed design



Dulwich Park car park proposed options

LEGEND

- Dulwich park boundary
- Disabled bays
- General parking bays
- Restricted area / at any time waiting restriction

Disabled parking (see question 4)

Proposal to make the existing blue badge (disabled bays) mandatory

Currently the blue badge bays are advisory and can be misused without risk of penalty

No waiting at any time (see question 5)

Proposal to enforce against dangerous or obstructive parking to discourage vehicles parking dangerously, i.e obstructing the road or double parking

General parking (see question 6)

Proposal to introduce a 4 hour time limit for parking (except disabled bays). We are not proposing any parking charges

The car park currently has no time limit. 4 hours will encourage turn-over of space. This will provide more 'parking slots' per day, enable more visitors to park and also improve likelihood of finding a space



Version control

Version 1.0 final

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