

Item No 15.	Classification: Open	Date: 9 October 2013	Meeting Name: Dulwich Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Dulwich Community Council	
From:		Head of Public Realm	

RECOMMENDATIONS

1. It is recommended that the following non-strategic traffic management matters, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
 - Boxall Road – install one disabled persons' (blue badge) parking bay.
 - Melbourne Grove – install one disabled persons' (blue badge) parking bay.
 - Heber Road – install one disabled persons' (blue badge) parking bay.
 - Half Moon Lane – remove one permit bay and install a double yellow line to provide access to a planned new dropped kerb and vehicle crossover leading to No.49.
 - Rock Hill – install double yellow lines at the junction with Sydenham Hill
 - Underhill Road – install double yellow lines at the junction with Henslowe Road
 - Townley Road – extension to existing bus bays outside and opposite Alleyn's School.
 - Lordship Lane – remove 15 metres of time restricted free bay and install a 15 metre goods vehicle loading only bay.

2. It is recommended that objections received against non-strategic traffic management matters are considered and determined as follows:
 - Dulwich Park car park - for the reasons given in paragraphs 58 to 84:
 - a) consider those objections received
 - b) reject the statutory objections received
 - c) implement the scheme as initially proposed,
 - Elmwood Road – four objections made against the proposal to install at any time waiting restrictions (double yellow lines) in the turning head of Elmwood Road be considered and rejected, and officers be instructed to proceed and make the traffic order and implement, as detailed in paragraphs 85 to 102.

- Mount Adon Park – two objections made against the proposal to install at any time waiting restrictions (double yellow lines) on two bends in Mount Adon Park be considered and rejected, and officers be instructed to proceed and make the traffic order and implement, as detailed in paragraphs 103 to 117.
3. In response to two deputations made at Dulwich community council on 25 June 2013, it is recommended that:
- Norwood Road – the consultation boundary and method are approved as detailed in paragraphs 118 to 126.
 - North Dulwich triangle – members note the response outlined in paragraphs 127 to 140.

BACKGROUND INFORMATION

4. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
5. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the Community Council will take decisions on the following local non-strategic matters:
- the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the introduction of disabled parking bays
 - the setting of consultation boundaries for consultation on traffic schemes.
6. Paragraph 17 of Part 3H sets out that the community council will determine of objections to traffic management orders that do not relate to strategic or borough wide issues.
7. This report gives recommendations for a number of non-strategic parking amendments, involving traffic signs and road markings and determination of objections.
8. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Origin disabled bays – Boxall Road, Melbourne Grove and Heber Road.

9. Three applications have been received for the installation of three disabled persons (blue badge) parking bays. In each case, the applicant met the necessary criteria for an origin, disabled persons' parking bay.
10. An officer has subsequently carried out a site visit to evaluate the road network and carried out consultation with each applicant to ascertain the appropriate location for each disabled bay.
11. It is therefore recommended that disabled bays be installed at the following locations, see appendices for detailed design:

Reference	Bay location (approx)	Drawing number	Appendix
1314Q2001	Outside 5a Boxall Road	Appendix 1	
1314Q2003	Outside 78 Melbourne Grove	Appendix 2	
1314Q2024	Side of 36 Heber Road	Appendix 3	

Half Moon Lane – 1314Q2010

12. The council's asset management team have received, considered and approved in principle (subject to this decision and statutory consultation) the construction of a dropped kerb and vehicle crossover leading to No. 49 Half Moon Lane.
13. The proposed crossover location currently has a shared use (permits or paid) parking bay in front of it, this bay is part of Herne Hill (HH) Controlled Parking Zone (CPZ).
14. It is not possible to maintain a parking bay and dropped kerb at the same location as the presence of both would provide a conflicting message to motorists.
15. Officers are proposing to progress a local parking amendment such that the parking bay is removed and a waiting restriction (double yellow line) is installed; this will result in the loss of approximately one parking space.
16. Double yellow lines prohibit waiting (generally referred to as parking) 'at any time' however loading and unloading is permitted.
17. It is noted that double yellow lines are now the council's standard restriction for crossovers located within a parking zone. This is part of a wider objective to reduce sign clutter and to improve comprehension of restrictions at the point of parking.
18. It is recommended, as shown in Appendix 4 that the bay marking outside No. 49 is removed and 6 metres of double yellow line is installed.

Rock Hill - 1314Q2020

19. Councillor Robinson asked the Parking Design team to investigate the issue of vehicles parking too close to the junction of Rock Hill and Sydenham Hill.
20. A constituent contacted Cllr Robinson explaining that vehicles are obstructing the sight lines from Rock Hill and asked for the installation of double yellow lines on the entrance/exit of Rock Hill onto Sydenham Hill to improve line of sight and deter parking close to the junction.
21. It was reported by the resident that parking in this area by coaches and cars, causes vehicles to overtake in the middle of the road and obscures drivers from being able to enter and exit safely.
22. A new pedestrian refuge has been built to the north of the junction and any proposal for yellow lines at Rock Hill will, logically, need to extend adjacent to the refuge to avoid immediate displacement.

23. Vehicles parked at or close to a junction have two primary effects upon the road network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.
24. Ensuring adequate visibility between road users is important to safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to break and come to a stop.
25. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD) which is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, eg pedestrian, cyclist or a stopped vehicle.
26. It is noted that almost two thirds of cyclists killed or seriously injured in 2012 were involved in collisions at, or near, a road junction, with T junctions being the most commonly involved.
27. Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.
28. At this junction dropped kerbs have been installed to assist pedestrians wanting to cross the road. Before stepping off the kerb it is important that pedestrians have a clear line of sight of any oncoming vehicles.
29. The Highway Code makes clear that motorists must not park within 10 metres of a junction, unless in a designated bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
30. The proposal to install yellow lines at this junction is proposed in accordance with the council's adopted [Southwark Streetscape Design Manual \(SSDM\)](#) and standards on Highway Visibility ([DS114](#)).
31. It is recommended, as shown in Appendix 5 that double yellow line is installed on both sides of junction to improve sight lines and safety for all road users.

Underhill Road - 1314Q1014

32. The council was contacted by a local resident asking that double yellow lines are installed at the junction of Underhill Road and Henslowe Road.
33. The resident stated that the number of vehicles parking in Underhill Road has increased and she is concerned that they are parking too close to the junction.
34. Underhill Road is uncontrolled (non parking zone) and, on 17 April 2013, an officer carried out a site visit to this location and found vehicles were parked closer than 10 metres to the junction.
35. Vehicles parked at or close to a junction have two primary effects upon the road

network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.

36. Ensuring adequate visibility between road users is important to safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to break and come to a stop.
37. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD) which is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, eg pedestrian, cyclist or a stopped vehicle.
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40. At this junction dropped kerbs have been installed to assist pedestrians wanting to cross the road. Before stepping off the kerb it is important that pedestrians have a clear line of sight of any oncoming vehicles.
41. The Highway Code makes clear that motorists must not park within 10 metres of a junction, unless in a designated bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
42. The proposal to install yellow lines at this junction is proposed in accordance with the council's standards on Highway visibility ([DS114](#)).
43. It is recommended, as shown in Appendix 6 that double yellow line is installed on both sides of junction to improve sight lines and safety for all road users.

1056 - Townley Road - bus bay extensions

44. Officers received a request from Alleyn's School to investigate the possibility of safely increasing the parking provision for school coaches on Townley Road.
45. Alleyn's School runs a network of bus/coach routes to bring pupils to the school. A number of these routes then need to set down passengers at the end of the journey and currently use Townley Road
46. Officers carried out a site visit on 25 July 2013 to discuss options in the section of Townley Road between Calton Avenue and the width restriction. This section is immediately adjacent to the school with playing fields on the opposite side.
47. At present there are a mix of existing parking restrictions:
 - a) double yellow lines (no waiting at any time)
 - b) single yellow line (no waiting Monday to Friday 8-10am & 3-5pm)

- c) four bus bays (buses only Monday to Friday 8-10am & 3-5pm)
 - d) one school keep clear (no stopping Monday to Friday 8am - 5pm)
48. During the site visit it was identified that two additional bus/coach parking spaces could be provided, without losing any unrestricted parking space. This would be achieved by:
- a) removing the existing school keep clear which is no longer required as the adjacent (eastern) school entrance is no longer used by pupils
 - b) removing a short (10m) length of single yellow line on the south side
49. An initial design was prepared in conjunction with the school in February 2013 and a detailed design was subject to an independent Stage 1 and 2 road safety audit (Appendix 7). As a result of the audit the proposals have been slightly amended to provide sufficient space for eastbound vehicles to wait between the bays to allow oncoming westbound vehicles to pass.
50. It is recommended, as shown in Appendix 8 that the existing bus bay on the north side is extended by 8.6 metres and the bus bay on the south side is extended 10 metres.

1062 - Lordship Lane - Goods vehicle loading only bay

51. Transport planning consultants for Sainsbury's Ltd. contacted the council to discuss the potential for installing a loading bay near to the new Sainsbury's Local store at 357-361 Lordship Lane.
52. Sainsbury's consultants report that the new convenience store is having difficulty with servicing due to the pressure upon parking in the adjacent bay.
53. An officer visited this location and evaluated the existing traffic and parking layout. At present the existing restrictions on the east side of Lordship Lane between Crystal Palace Road and Landells Road are:
- a. southbound bus lane (operating Mon to Sat 7-10am and 4-7pm) with associated, matching waiting and loading restrictions
 - b. 40 metres of time limited (30min max stay) parking (Mon to Sat 10am to 4pm), outside of those hours it is unrestricted parking
 - c. waiting and loading restrictions on junctions
54. To provide the space form a new goods vehicle loading only bay it would require the removal of 15 metres (~3 car spaces) of the 30 minute time restricted free bay.
55. Sainsbury's have advised that they receive deliveries between 10 am and 4 pm, when the bus lane is not in operation and that this will continue and the goods vehicle loading only bay will only be required between those times.
56. Officers are of the view that the provision of a loading bay will benefit not only Sainsbury's, but also the other commercial premises on this section of Lordship Lane.
57. It is recommended, as shown in Appendix 9 that the existing 30 minute time restricted free bay is reduce bay 15 metres and a Goods vehicle loading only bay is installed to operate Monday to Saturday 10am - 4pm.

Dulwich Park car park

Background

58. On 25 June 2013 approval to consult residents and key stakeholders on proposed parking options in the Dulwich Park car park was given by Dulwich community council.
59. The general principles proposed for the car park were:
 - Make the existing blue badge bays for disabled visitors enforceable so that only blue badge holders may park.
 - Enforce against dangerous parking (i.e. vehicles not parked in a designated bay, causing an obstruction or double parked)
 - Introduce a 4 hour maximum time limit on all general parking spaces to encourage turnover in space for visitors.
60. The primary aim of the proposals was to improve the parking situation for all park users during peak times when demand for parking often exceeds available space. This has resulted in the car park become very congested with motorists leaving their vehicles in locations that are obstructive and/or dangerous.
61. Vehicles deemed essential for operation of the park would be exempt from the time limit but must display a valid permit.

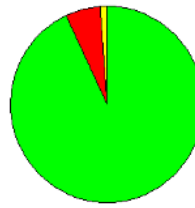
Informal and statutory consultation

62. It was agreed that a joint informal and statutory consultation would be carried out by way of a letter drop and statutory notification.
 63. Informal public consultation¹ took place with 1108 properties within a 300m radius of the Dulwich Park perimeter (Village Ward only) from 25 July 2013 until 15 August 2013. The consultation leaflet gave consultees the specific option of registering their objection as a formal statutory objection.
 64. Public realm projects advertised the council's intention to enable enforcement of the parking proposals in Dulwich Park car park.
 65. The proposed TMO was advertised on 25 July 2013 by way of notices being erected in the car park and press notices in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
 66. During the statutory, three week consultation period, objections were received via the informal consultation questionnaire returns.
 67. Figure 1 details the overall response to the headline questions and the number of statutory objections received.
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Figure 1 – Headline consultation results

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

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



Statutory objections	13
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Q5. Do you support enforcement against dangerous parking? (i.e. vehicles not in a designated bay, causing obstruction or double parked)

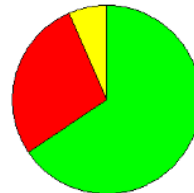
Response	Total	Percentage
Yes	211	88%
No	21	9%
No opinion	8	3%



Statutory objections	20
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Q6. Do you support the introduction of a 4 hour time limit to encourage turnover in space for visitors?

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



Statutory objections	43
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68. Full detail of the consultation strategy, results, options and conclusions can be found in the consultation report (Appendix 10).

Determination of statutory objections

69. Full detail of the statutory objections made during the consultation period can be found in the consultation report.

70. Officers recommend that the scheme is implemented as proposed and that the statutory objections made should be rejected. Paragraphs 72 to 83 provide an explanation for those recommendations.

71. Where key stakeholders have responded in clear support of a proposal or have made a statutory objection this has been specifically identified in paragraphs 72 to 83.

Disabled bay enforcement - 13 statutory objections

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

73. 93% of those responding to the questionnaire support the proposal.

74. The proposal is supported by Dulwich Park Friends, London Recumbents, Whippersnappers, Pavilion Café and Cllr Lewis Robinson. No key stakeholder

objected to this proposal.

Dangerous parking enforcement - 20 statutory objections

75. During busy periods (i.e. peak times and the summer months) 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.
76. 88% of those responding to the questionnaire support the proposal.
77. The proposal is supported by Dulwich Park Friends, London Recumbents and Whippersnappers. No key stakeholder objected to this proposal.

4 hour time limit - 43 statutory objections

78. The car park currently has no time limit. 4 hours will encourage turn-over of space. This will provide between two and three times as many '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.
79. During peak times motorists circle, looking for a space and some speed out, frustrated, when they realise there isn't a space, putting pedestrians at risk. Park staff are diverted from their proper tasks into the marshalling of traffic and parking.
80. The same arrangement has been working very well in Burgess Park for nearly two years
81. 66% of those responding to the questionnaire support the proposal.
82. 93% of those responding to the questionnaire indicated that they park in the car park for less than 4 hours.
83. It is noted that Dulwich Park Friends, Whippersnappers and the Pavilion café object to this proposal. London Recumbents supported this proposal.

Recommendations

84. In view of the above explanation, it is recommended that the Community Council:
- a. consider the objections
 - b. reject the objections for the reasons given in paragraphs 72 to 83.
 - c. instruct officers to make the traffic order, as initially proposed
 - d. instruct officers to write to all objectors who provided a contact address to inform them of the council's decision
 - e. instruct officers to implement all options initially proposed for the car park.

Elmwood Road – Determination of statutory objections - 1213Q3018

85. This item was presented to Dulwich Community Council at the meeting of 30 January 2013. At that meeting members approved the decision to progress to statutory consultation.
86. Following receipt of a number of objections, a report was presented to Dulwich Community Council on 26 June 2013 making recommendations to determine those objections. The decision was deferred and therefore this report brings the matter back to the community council for decision.

Background to recommendations

87. Councillor Eckersley asked the parking design team to investigate the issue of vehicles parked in the turning head.
88. The intersection between Elmwood Road and Red Post Hill was closed to motor vehicular traffic at some date in the past.
89. In closing the junction a standard turning head was constructed to allow vehicles to turn around at the end. This facility removes the necessity for vehicles to reverse (up to) 200m down the street to Danecroft Road in the event that parked cars prevent a three-point-turn.
90. An officer visited this location on the 21 November 2012 and noted that one vehicle was parked in the turning head on Elmwood Road.

Details of objections

91. Public realm projects advertised the council's intention to install double yellow lines to prevent vehicles parking in the purpose-built turning head on Elmwood Road.
92. The proposed TMO was advertised on 28 March 2013 by way of street and press notices in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
93. During the statutory, three week consultation period 21 written objections were received and officers wrote to objectors explaining the council's reasons for the double yellow lines and if they accepted this explanation to withdraw their objection.
94. Four objectors asked to maintain their objections, the details of those objections is provided in Appendix 11 and summarised in the following paragraphs.

Objection 1

There is no problem with cars parking in the turning area.
The turning simulation is flawed.
Vehicles never have to reverse as far as 200m.
On-street parking will be negatively affected.

Objection 2

The proposals are not required and a waste of money

The proposals do not help local residents
The proposals are unnecessary. The road is a dead end.

Objection 3

There are currently no issues around resident parking in the area.
Discharging the "network management duty" is unnecessary.

Objection 4

The turning simulation is flawed.
Vehicles have never had to reverse as far as 200m.
On street parking will be negatively affected.

Reasons for report recommendations

95. When this highway was closed at its junction with Red Post Hill, a turning head was specifically designed and constructed to allow vehicles to turn around at the end to prevent vehicles from having to reverse back up the street.
96. There seem to be mixed views on whether or not the turning head is used for parking and therefore whether yellow lines are justified.
97. Some have commented that parking is under great pressure in this area and that the loss of these spaces would make matters worse.
98. Others, however, have commented that people don't park in the turning head and therefore yellow lines are not unnecessary.
99. In both scenarios, it would seem that yellow lines may be justified on the basis that:
 - a. if parking pressure is high, then restrictions are needed to maintain a proper turning head and to avoid reversing out
 - b. if parking pressure is low and people don't park there, then new restrictions will not negatively impact on parking in the area
100. Officers consider that swept path analysis (turning simulation) was carried out to specification and was carried to illustrate how a vehicle should use the turning head.
101. It is noted that there is a cycling facility between the turning head and Red Post Hill and the introduction of double yellow lines would improve safety for cyclist by keep the approach and entrance clear.

Recommendation

102. In view of the above explanation, it is recommended that the Community Council:
 - a. consider the four objections
 - b. reject the four objections
 - c. instruct officers to make the traffic order, as proposed,
 - d. instruct officers to write to the objectors to inform them of the decision
 - e. instruct officers to implement the double yellow lines in the turning head as Elmwood Road as shown in Appendix 12.

Mount Adon Park - Determination of statutory objections - 1213Q3001

103. This item was presented to Dulwich Community Council at the meeting of 30 January 2013. At that meeting members approved the decision to progress to statutory consultation.

Background to recommendations

104. The parking design team was contacted by a local ward member who had been made aware of parking issues raised by one of her constituents who is a resident in the street.
105. An officer visited Mount Adon Park on 9 October 2012, which is a narrow, steeply winding street leading from Lordship Lane to Dunstan's Road. It is noted that many of the properties have off-street parking.
106. The councillor's constituent highlighted that in August there was a serious house fire in a Council property on Mount Adon Park and the fire engine had some difficulty in getting to the site of the fire because of parked vehicles.
107. Officers contacted the London Fire Brigade and Southwark council's waste management for their comments regarding access to this street.
108. Waste Management commented that *"this is one of the trickiest roads in the borough to collect from because of the parking, and that yellow lines on the corners would really help! That said, the collections are usually able to take place, one way or another"*
109. London Fire Brigade's fire liaison officer confirmed that a fire incident occurred at 11 Mount Adon Park on 16 August at 02:03 hours. However, despite a number of requests to Forest Hill Fire Station the officer was unable to confirm exactly what access problems had occurred, if any.
110. The council's Asset Management division found it necessary to install double yellow lines along the full length of the north side of Mount Adon Park during the winter 12/13 - under a temporary traffic order to enable winter gritting vehicles to negotiate the road.

Details of objections

111. Public realm projects advertised the council's intention to install double yellow lines to prevent vehicles parking on the corners on Mount Adon Park.
112. The proposed TMO was advertised on 28 March 2013 by way of street and press notices in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
113. During the statutory, three week consultation period two written objections were received and officers wrote to objectors explaining the council's reasons for the double yellow lines and if they accepted this explanation to withdraw their objection.
114. The two objectors asked to maintain their objections, the details of those objections is provided in Appendix 13 and summarised in the following paragraphs.

Objection 1

Parking outside my property does not cause an obstruction
These double yellow lines would seriously jeopardize any chance of parking on Mount Adon Park itself.
I do not believe the solution lies in double yellow lines

Objection 2

Proposed double yellow lines on both sides of the bends on Mount Adon Park are not acceptable and serve no useful purpose.
Access at the second bend [2-8 Mt Adon] has never been an issue in all the 21 years that we have lived here.
We can however see there might be a case for double yellow lines on the *insides* of the bends.

Reasons for recommendations

115. To provide enough carriageway width for emergency and refuse vehicles to travel along the highway. Swept path analysis has been carried out to demonstrate that yellow lines are required on both sides of the road (Appendix 14).
116. To reduce the risk of possible damage to parked vehicles.

Recommendation

117. In view of the above explanation, it is recommended that the community council:
 - a. consider the two objections
 - b. reject the two objections
 - c. instruct officers to make the traffic order, as proposed,
 - d. instruct officers to write to the objectors to inform them of the decision
 - e. instruct officers to implement the double yellow lines on the corners of Mount Adon Park as shown in Appendix 15

RESPONSE TO NORWOOD ROAD DEPUTATION

118. Dulwich community council heard a deputation from the Chair of the Herne Hill Traders (Norwood Road) on 25 June 2013 asking that the existing free parking in Norwood Road be extended from 30 minutes to one hour parking.
119. In the deputation the chair outlined the traders agreed unanimously that they would like the 30 minute (free parking) time limit along Norwood Road on the Southwark side outside the parade of shops to be extended to one hour free parking. He said this was imperative for local businesses to survive especially in the current economic climate and people should be able to enjoy their shopping experience without having to rush and so it would help if the extra time is given. He explained more people should be encouraged to visit Norwood Road parade of shops. He said the Herne Hill Forum were also supportive of this proposal.
120. Members at the meeting considered that not all businesses objected to the existing 30 minute arrangement and that such a change may not be warranted on the basis of cost as well as need (examples given were that not all shoppers that visited the Norwood Road shops came by car, many shoppers lived locally and there could be some displacement for some car users).
121. It was resolved at that meeting that officers should report back on the procedures that would include consultation on extending free parking.

Recommended process

122. Changing the maximum stay period of a parking bay is a non-strategic traffic matter that will be determined by the community council. This could be undertaken as part of the rolling programme of Local Parking Amendments.
123. Carry out a local informal consultation (leaflet and questionnaire) with all 39 postal address properties that front the parade between Half Moon Lane and Croxted Road, ward members and other stakeholders identified by the community council at this meeting.
124. Consult upon on three options:
 - a. No change
 - b. Change all bays to 1 hour parking
 - c. Change 50% of bays (southern end) to 1 hour parking but 50% (northern end) to remain 30mins
125. Report the results of the consultation back to the community council with the next quarter of local parking amendments (February 2014) making recommendations of to possibly proceeding to statutory consultation.
126. Officers note caution that changing the bay from 30 mins to 1 hour parking will halve the maximum possible number of parking slots per day (and potentially halve the number of shoppers that can park). Additionally, there is a practical reality that enforcement of free parking bays is particularly difficult (as there is no indication of time of arrival or overstay) and therefore enforcement experience shows that motorists can often park for double the maximum stay period with only a small chance of a PCN. This problem would be exacerbated by extending the limit to 1 hour.

RESPONSE TO NORTH DULWICH TRIANGLE CPZ DEPUTATION

127. Dulwich community council heard a deputation from Nicola Hancock who acted as spokesperson for a number of residents in Elfindale Road, Red Post Hill and Frankfurt Road.
128. In the deputation the spokesperson explained the problem of a lack of availability of on street parking in the North Dulwich Triangle and requested the council consult upon the introduction of a Controlled Parking Zone (CPZ).
129. It was resolved at that meeting that officers should respond to the problems of parking in the North Dulwich Triangle area, outlining its resource issues and set out how they can be addressed.

Previous consultations

130. The area has twice been consulted on the principle of the introduction of a parking zone, in 2005/6 and 2009/10.
131. The draft results of the 2010 consultation were presented to Dulwich community council before a final decision was taken by the Strategic Director for environment and housing not to introduce a zone. This decision was taken having considered all the data available at that time and with particular regard to the results of the public consultation. The Strategic Director for environment and housing was the Individual Decision Maker identified in the constitution for making of such decisions at that time.
132. A map showing the consultation results is contained in Appendix 16.

Cost of further consultation

133. A two stage consultation (1st – in principle; 2nd – detailed design) is considered appropriate and is likely to need to cover a similar area to that consulted in 2010.
134. Should any new zone be introduced on an experimental basis, there may need to be an option for a 3rd stage review (after 1yr operation) which could lead to removal or extension of the zone.
135. Estimated costs to undertake such a consultation are detailed in the following table.

CPZ consultation and start-up costs	No. properties	No. affected streets	Total cost
1st stage (in principal consultation, parking surveys)	1200	12	£18,254
2nd stage (detailed design consultation and implementation)	1200	12	£124,054
3rd stage (experimental review and minor amendments)	600	6	£18,577
Total CPZ consultation and start-up costs			£160,886

Availability of funding

136. Currently, the council has no funding to commence a consultation in this area and as such we have no plans to include this in our programme that is reviewed on an annual basis.
137. The capital budget (parking projects) is projected for full-spend by the end of 2013/14.
138. There is currently no Section 106 funding available for parking zones in this area. There may be a possibility of securing S106 funding when/if planning permission is sought in relation to the possible new school facilities on the old Kings College Site on Half Moon Lane.

Conclusion

139. In view of the absence of funding it is not possible to give any more information on when another parking consultation might be carried out in this area.
140. Furthermore should funding be made available it is unlikely that priority would be given to the North Dulwich area on the basis that the area has been consulted twice before yet there are other parts of the borough that have not been given that opportunity and have similar or greater parking pressures.

Policy implications

141. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly

Policy 1.1 – pursue overall traffic reduction

Policy 4.2 – create places that people can enjoy.

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

Community impact statement

142. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.

143. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.

144. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.

145. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.

146. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.

147. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.

148. The recommendations support the council's equalities and human rights policies and promote social inclusion by:

- Providing improved parking facilities for blue badge (disabled) holders in proximity to their homes.
- Providing improved access for key services such as emergency and refuge vehicles.
- Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

149. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets.

Legal implications

150. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.

151. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
152. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
153. Should any objections be received they must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
154. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
155. These powers must be exercised so far as practicable having regard to the following matters
 - a) the desirability of securing and maintaining reasonable access to premises
 - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
 - c) the national air quality strategy
 - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - e) any other matters appearing to the Council to be relevant.
156. By virtue of section 32 -25, the Council may, for the purposes of relieving or preventing congestion or traffic may provide off-street parking places such as those proposed for Dulwich Park

Consultation

157. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
158. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
159. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
160. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
161. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
162. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark Constitution.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 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

APPENDICES

No.	Title
Appendix 1	Boxall Road – proposed origin disabled bay
Appendix 2	Melbourne Grove – proposed origin disabled bay
Appendix 3	Heber Road – proposed origin disabled bay
Appendix 4	Half Moon Lane – proposed at any time waiting restriction
Appendix 5	Rock Hill – proposed at any time waiting restriction
Appendix 6	Underhill Road – proposed at any time waiting restriction
Appendix 7	Townley Road – Stage 1 and 2 road safety audit
Appendix 8	Townley Road – proposed bus bay extensions and at any time waiting restrictions
Appendix 9	Lordship Lane – proposed Good vehicle loading only bay
Appendix 10	Dulwich Park car park – consultation report
Appendix 11	Elmwood Road – objections details
Appendix 12	Elmwood Road – proposed at any time waiting restriction
Appendix 13	Mount Adon Park – objections details
Appendix 14	Mount Adon Park – swept path analysis
Appendix 15	Mount Adon Park – proposed at any time waiting restriction
Appendix 16	North Dulwich 1 st stage CPZ consultation results (2010)

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Tim Walker, Senior Engineer	
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Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	26 September 2013	