

Item No. 14.	Classification: Open	Date: 4 December 2013	Meeting Name: Dulwich Community Council
Report title:		Local parking amendments – Dulwich Park car park	
Ward(s) or groups affected:		All wards within Dulwich Community Council	
From:		Head of Public Realm	

RECOMMENDATION

1. That parking amendments in Dulwich Park car park be approved as follows, subject to the completion of any necessary statutory procedures:
 - Approve the revised design for the parking layout as detailed in Appendix 1
 - Reject objections made to the proposal to enforce against vehicles that are not parked in a designated bay.
 - Make the traffic management order and install associated signs and road markings associated with the above recommendations.

BACKGROUND INFORMATION

Constitution

2. Part 3H of the Southwark constitution delegates decision making for non-strategic traffic management matters to the community council.
3. 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.
4. 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.
5. This report gives recommendations to a non-strategic parking amendment, involving traffic signs, road markings and the determination of objections.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

Dulwich Park car park

7. On 9 October 2013 the outcome of an informal and statutory consultation relating to parking proposals in Dulwich Park car park was reported to Dulwich community council.
8. The primary aim of the consultation was to seek feedback on proposals to improve the parking situation for park users. At present, the entire car parking area is unregulated and therefore no enforcement is possible, even for parking in dangerous locations or in a disabled bay (without a blue badge). This is a particular problem during the summer months, when the demand for parking often exceeds available space.
9. At the community council meeting on 9 October 2013, members made the following decisions:
 - a. Approved making the existing blue badge (disabled) bays mandatory
 - b. Rejected the introduction of a 4 hour time limit for general parking
 - c. Deferred the decision to enforce dangerous parking subject to further consultation with key stakeholders
10. This report discusses the deferred matter, detailed in paragraph 11c.

KEY ISSUES FOR CONSIDERATION

11. Following the community council's resolution to defer the decision relating to enforcement of dangerous parking, officers met with Dulwich Park Friends and the Park Manager on 5 November 2013.
12. At that meeting there was broad support for the proposal to enable enforcement against those vehicles that parked in dangerous or obstructive locations. However, a number of detailed comments were made at the meeting. All comments that are within the scope of this project have been included within the revised design (Appendix 1) and are summarised as:
 - a. provide one additional disabled bay outside The Lodge (Whippersnappers)
 - b. provide one motorcycle parking space
 - c. commit to ensure clarity to motorists that they may only park within marked bays
 - d. commit to refresh/remark all the existing parking bay markings within the car park
13. A number of other comments were raised that were outside the scope of the project but are being considered by officers:
 - Dulwich Park Friends would like to see planters installed in the middle of the road from College Road to prevent vehicles parking in a third row. This is something they may consider making a bid for through Cleaner Greener Safer projects.
 - To consider 'no entry' signage either side of the security gates. There are 'no entry' signs installed on the security gates, but when the gates are open, these can not be seen by the motorist.

- It is noted that provisions are already in place to install an electric vehicle charging bay outside the Francis Peek building, this is expected to be installed towards the end of 2013
14. Consideration was also given to the provision of a loading bay (this was requested by London Recumbents during informal consultation). This has not been recommended as there is insufficient space to install a loading bay sufficiently close to recumbents. Providing a loading bay (of appropriate dimensions) would have prevented access to one of the park paths or would obstruct sight lines for pedestrians entering the car park. It is, however, noted that vehicles will be permitted to load and unload in any location within the car park and thus the formality of designating a loading bay is unnecessary.
 15. Subsequent to the meeting with Dulwich Park Friends and the Park Manager, an email was sent to all key stakeholders on 7 November 2013, providing details on the car park proposals and inviting an opportunity to comment on the proposals.
 16. Comments were received from 5 key stakeholders (Appendix 2), the comments made are generally supportive and do not have any implications on the recommendations.
 17. Should the proposals be approved, officers will work closely with Dulwich Park Friends when the new parking regulations are implemented.

Policy implications

18. 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

19. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
20. 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.
21. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
22. 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.
23. 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.

24. 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.

Resource implications

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

Legal implications

26. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
27. 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.

Consultation

28. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
29. Statutory consultation was carried out during July – August 2013, arrangements will now be made to publish the made order.

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	Dulwich Park car park – proposed layout
Appendix 2	Stakeholder comments

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	22 November 2013	
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 Community Council Team	22 November 2013	