

Item No. 10.3	Classification: Open	Date: 21 March 2015	Meeting Name: Camberwell Community Council
Report title:		North Dulwich parking consultation	
Ward(s) or groups affected:		South Camberwell Ward	
From:		Head of Public Realm	

RECOMMENDATION

1. That the community council comment upon the boundary for a parking consultation as defined in Appendix 1, and upon the consultation methods detailed in paragraphs 14 and 15.

BACKGROUND INFORMATION

2. Part 3D of the Southwark constitution sets out that decisions relating strategic transport issues, including parking zones, are a matter for decision by the relevant cabinet member.
3. Part 3H of the Southwark constitution identifies that the community council should be consulted on strategic transport decisions, such as the method of consultation and whether to create a new parking zone.
4. This report is presented to the community council for the purposes of consultation on the boundary and method of a strategic parking project.

KEY ISSUES FOR CONSIDERATION

Project scope

5. Carry out a combined first and second stage parking consultation on the principle and detail of a possible new parking zone in the North Dulwich area.

Primary aims of a parking zone

6. Improve availability of parking spaces: Give priority to certain groups i.e. residents and their visitors, loading and business short-stay parking over and above commuter parking (see parking hierarchy, Appendix 2).
7. Reduce overall traffic levels: parking, by definition, is preceded by a trip and the council has a clear policy to reduce traffic levels with the aim of reducing congestion, improving air quality and amenity and to encourage sustainable transport modes (walking/cycling) by deterring non-essential journeys.
8. Improve road safety and smooth traffic flow: Zones reduce the level of parking occupancy and provide natural passing spaces enabling pedestrians to cross the street more safely and for vehicles to pass one another more easily.

9. Reduce parking demand such that streets can be used for purposes other than just parking such as tree planting or on-street cycle parking: Studies have also shown that streets with lower levels of traffic have a positive effect on social interaction.
10. Assist control on future development (enabling planning department to make new developments parking permit exempt).

History of parking zones in the area

11. The recommended consultation area has been consulted previously and is adjacent to other, existing parking zones that have been amended on a number of occasions, as outlined in Figure 2.

Date	Project
2003	Following consultation, new HH CPZ introduced on experimental basis to streets south of Half Moon Lane
2006	HH CPZ extended into Carver Road, Ruskin Walk, Warmington Road, Howletts Road and Hollingbourne Road on experimental basis. HH CPZ hours of operation reduced to 2 hrs per day (from 10 hrs) on experimental basis
2008	Experiment made permanent
2009	North Dulwich area consulted. Broadly against but some localised support, one street clearly in favour (Holmdene Ave)
2011	HH CPZ extended to Holmdene Avenue following 2nd stage consultation
Late 2013	Introduction of CPZ in Lambeth, in some streets to north west of Herne Hill
Early 2014	Lambeth CPZ extended to cover all streets to the north west of Herne Hill and Denmark Hill

Figure 2

Consultation area

12. The area recommended for consultation is identified by way of a map contained in Appendix 1. The surrounding CPZs (and non-CPZ areas) are also shown on the map.
13. The area recommended reflects:
 - a) correspondence (see paragraphs 16 to 19)
 - b) parking stress data (see paragraphs 20 to 24)
 - c) parking policy
 - d) a logical grouping of streets
 - e) the available budget

Consultation methods

14. The method of consultation and decision making is fundamentally determined by the council constitution and the strategic transport decision making process (Appendix 3).
15. Parking zone consultations follow a standard process that was established in the

parking and enforcement plan and is summarised in Figure 1 as published on the council's website.

Stage		Expected dates
Design and consultation	Parking stress (occupancy / duration) surveys	Completed Jan '15
	Inception report to community council	March
	3 week consultation - pack and questionnaire to all residents, businesses and stakeholders - public exhibitions	May
	Data analysis	June
	Draft reports presented to community council for final comment	September
Decision making	Final reports and decision to be taken by Cabinet Member for Regeneration, Planning and Transport	October
	Statutory consultation (traffic orders)	November
	Implementation and go-live	December / Jan '16

Figure 1

Correspondence

16. Requests from the public to introduce a parking zone, or to consult upon the introduction thereof, are one indicator that assists in the development of proposals.
17. Where requests are geographically concentrated it is likely to indicate:
 - a) some degree of broad public support to prioritise parking
 - b) 'parking stress' (where demand for parking is approaching or exceeding the available supply)
18. It is important that requests should only be used as an indicator and these are no substitute for a proper consultation. Research has shown that "customers very rarely complain to the service/ product provider. Instead they will tell their friends, who will in turn tell their friends, creating a pyramid of dissatisfaction." Equally, those members of the public who do not consider there to be a problem are fairly unlikely to write to the council to ask to keep the status quo.
19. The council collates requests for parking zone consultations in a map system to assist in the identification of patterns that may be more localised than street level, especially where they originate from a long road which may have different parking characteristics at different ends. These maps have been presented to ward members in advance of this meeting but in the interests of data protection are presented in Appendix 4 in a table format.

Parking stress data

20. In January 2015, the council commissioned a wide ranging parking stress survey using a standard methodology for collation of data on occupancy and duration of

stay.

21. The survey was carried out from 0600 to 2100 on a weekday and Saturday, with a beat frequency of 1 hour. This period enables comparison and assumptions to be made about who is parking and for how long.
22. The results of the survey will provide a clear picture about the profile of parking in the area.
23. At the time of writing, the final version of the survey had not been received. As shown in Figure 1, analysis of all data is programmed for June and will be presented to the community council, alongside the consultation results, in September.
24. A first draft of the weekday and weekend parking occupancy is available in Appendix 5, of the eight streets recommended for a parking consultation in this report the following highlights can be noted:
 - a) average occupancy is higher during the week (87%) than at the weekend (66%)
 - b) during the week, parking occupancy is at its peak in the middle of the day with lower occupancies in the early morning and late evening
 - c) at the weekend, demand is highest in the early to mid-morning with pressure substantially reduced in the afternoon
 - d) during the week there is sustained “very high” pressure in most roads but at the weekend any prolonged pressure is uncommon

Policy implications

25. 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

26. The policies within the transport plan are upheld within this report and have been subject to an equality impact assessment.
27. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the area where the proposals are made.
28. The implementation and operation of a parking zone contributes to an improved environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic volumes.
29. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety. This is being recommended separately on today's agenda for this area as part of the council's local parking amendment programme.

30. 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 consultation is completed and any resulting recommendations implemented and observed.
31. The consultation leaflets will meet communication guidance with a languages page with advice of how to access the council's translation services. Large format leaflets will be available for those with visual impairment.
32. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
33. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - 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
 - Prioritising parking to those who most need it, in accordance with the council's parking hierarchy.

Resource implications

34. The project and implementation (if supported) of the parking zone will cost approximately £50,000 which will be funded through capital provisions already established for this purpose.
35. A better estimate of the costs and potential parking income from this scheme will be reported at the end of the consultation.
36. Cost code for CPZ reviews is L-5110-0042.

Consultation

37. It should be noted that the boundary of Dulwich and Camberwell runs along the centre line of Red Post Hill and therefore agreement is being sought from both community councils.
38. Consultation has been carried out with all affected ward members on the recommendations contained within this report.

REASONS FOR URGENCY

39. A decision is required at the March 2015 meeting to enable consultation to commence before July 2015. A decision on this report will also be taken at the Dulwich Community Council in March 2015 as it covers parts of both community council areas.

REASONS FOR LATENESS

40. The report was submitted on time but not published with the main agenda due to

a technical error.

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	Map of recommended consultation boundary
Appendix 2	Adopted parking hierarchy
Appendix 3	Strategic transport decision making process
Appendix 4	Table of requests from the public to consult (and not to consult)
Appendix 5	Table of weekday and weekend parking occupancy (draft data)

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm		
Report Author	Tim Walker, Senior Project Engineer		
Version	Final		
Dated	3 March 2015		
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			5 March 2015