

Item No. 10.	Classification: Open	Date: 9 September 2015	Meeting Name: Camberwell Community Council
Report title:		North Dulwich and Denmark Hill parking zone study	
Ward(s) or groups affected:		South Camberwell and Village	
From:		Public Realm Programme Manager	

RECOMMENDATION

1. That Camberwell Community Council comment upon the following recommendations that are due to be made to the cabinet member for environment and the public realm:
 - Approve the implementation of a new parking zone in the North Dulwich and Denmark Hill area, operating Monday to Friday, 12noon to 2pm, subject to the outcome of any necessary statutory procedures.
 - Approve the position and type of parking bays and restrictions for the new parking zone as shown in the detailed design (Appendix C).
 - Not approve the implementation of a parking zone in the Champion Hill area but introduce localised restrictions to prevent inconsiderate parking as shown in Appendix C.

BACKGROUND INFORMATION

2. The strategic parking project programme was approved by the head of public realm in conjunction with the cabinet member in September 2014. This programme included a consultation on a proposed parking zone in the North Dulwich and Denmark Hill area along with the Champion Hill S106 funded CPZ extension proposal.
3. Following approval of the programme but in advance of public consultation, a report was presented to Camberwell Community Council on 21 March 2015 and Dulwich Community Council on 17 March 2015. This report set out the proposed consultation methods and boundaries.
4. Two separate consultation areas were recommended at those meetings, with different timeframes. The two boundaries focussed upon (a) the North Dulwich area where substantial representations had been made and (b) the Champion Hill area where the s106 development funding was sourced. The areas did not include the streets between those two areas (eg Dylways, Crossthwaite, Sunray Avenue etc.)
5. At the meeting, Dulwich Community Council asked that all roads up to the ward boundary be included in the consultation. Camberwell Community Council asked that additional roads in their area be added in response to Dulwich Community Council's request.

6. As a result of the changes requested by the community councils, the consultation boundary was amended to reflect the streets listed at the outset of this document. This larger consultation area also enabled the programme for the Champion Hill area to be brought forward.
7. In accordance with Part 3D paragraph 22 of the Southwark constitution the decision to implement a new strategic transport scheme lies with the cabinet member for environment and the public realm.
8. Part 3H paragraph 18 and 20 of the constitution sets out that community councils are to be consulted on the detail of strategic parking / traffic / safety schemes. In practice this is carried out following informal public consultation.
9. The community council is now being consulted on the recommendations that are due to be presented to the cabinet member, following informal public consultation.
10. A parking zone consultation was last undertaken in North Dulwich in 2009. No consultation has been undertaken before in the Denmark Hill area.
11. The existing Herne Hill (HH) parking zone was first introduced in 2002. Since its implementation, the zone has been extended (2004 and 2011) and new parking zones have been introduced in Lambeth (2013, 2014).
12. There have been 143 individual requests received by the council from residents in 2014-15, following the introduction of parking zones in Lambeth.

KEY ISSUES FOR CONSIDERATION

Consultation results and parking stress data

13. Full details of the consultation strategy, results, analysis and options can be found in the “North Dulwich and Denmark Hill consultation report” (appendix a) but the key issues are summarised in this section.
14. Informal public consultation took place with all residents and businesses within the study area from 18 May 2015 until 12 June 2015.
15. The informal public consultation yielded 478 returned questionnaires from within the consultation area, representing a 23% response rate.
16. Figure 1 details the overall response to the headline questions.

Response rate	Do you want a parking zone to be introduced in your street?	If a parking zone was introduced, which of the following <u>hours</u> would you like the parking zone to operate?	If a parking zone was introduced, which of the following <u>days</u> would you like the parking zone to operate?
23%	59% - Yes 32% - No 9% - Undecided	38% - 12 noon to 2pm 25% - Other specified 13% - 10am to 12 noon 12% - 10am to 2pm 12% - 8.30am to 6.30pm	70% - Monday to Friday 13% - Monday to Saturday 10% - Other specified

Figure 1

17. The majority (59%) of respondents, across the entire project area, are in favour of the introduction of a parking zone in their street.
18. The majority (38%) of residents are in favour of parking controls only being in place between 12 noon to 2pm.
19. Street by street analysis (Appendix B) shows that opinions about parking and the actual level of parking stress¹ do vary from street to street and between the North Dulwich area, the Denmark Hill area and the Champion Hill area.
20. The consultation results show a clear correlation between support for the parking zone and the average parking stress. Of the 12 streets that support a parking zone, the collective average parking occupancy was recorded as high at 84%. In comparison, of the 7 streets against a parking zone, the collective parking occupancy was recorded as low at 53%.

Options

21. Having considered all the data available, four possible options are considered viable. The rationale, risks and benefits for each of the options are discussed in the consultation report:
 - **Option 1** – Introduce a parking zone in the entire study area
 - **Option 2** – Introduce a parking zone in the North Dulwich and Denmark Hill area only
 - **Option 3** – Introduce a parking zone in the North Dulwich area only
 - **Option 4** – Do not introduce a parking zone within the study area

Preferred and recommended option

22. It is officers' recommendation to proceed with:
 - **Option 2** – Introduce a parking zone in the North Dulwich and Denmark Hill area only.
23. The reasons officers have recommended this option are explained in paragraphs 24 to 28.
24. Overall, in the area included in option 2, a majority of respondents (61%) support a parking zone in their street. Examining data on a street-by street basis shows that 12 streets in this area are in favour of a new parking zone (>50% in favour), with four streets showing no clear majority and four streets against (>50% against).
25. Consultees were asked whether they would change their mind if a parking zone were to be introduced in a neighbouring street. Responses were compared to those who had previously stated that they were not in favour and results adjusted according to the numbers of respondents that would change their mind. The adjusted response results in 15 roads in support of a new zone, with three roads against and two with no clear majority.

26. While there is overall support (59%) from the roads in option 1, none of the roads in the Champion Hill area responded in favour of a new parking zone. This area is not directly connected by road to the North Dulwich and Denmark Hill area, which minimises the risk of displacement of parking should Option 2 be implemented.
27. If a parking zone were to be introduced to the North Dulwich area only (as in option 3), it is likely that parking activity will be displaced to the roads in the area excluded from the parking zone. This will increase parking stress in those roads and may result in pressure for a further consultation in the excluded roads after the implementation of such a parking zone.
28. The installation of double yellow lines at junctions in the North Dulwich Triangle area of Village Ward area (9 locations) were approved at Dulwich community council on 17 March 2015. During April 2015, the council commenced statutory consultation. Objections were received during this period and were reported to Dulwich community council² on 24 June 2015 for determination where the three objections were rejected. Officers were instructed to proceed and make the traffic order but that implementation is deferred until this parking zone consultation is complete.

Policy implications

29. 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

30. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
 31. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
 32. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However, this cannot be entirely pre-empted until the recommendations have been implemented and observed
 33. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community group.
 34. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
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- 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

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

Legal implications

36. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
37. 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.
38. 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.
39. 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.
40. 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.
41. 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.

Consultation

42. The community council was consulted prior to commencement of the study.
43. Informal public consultation was carried out in May and June 2015, as detailed above.
44. This report provides an opportunity for final comment to be made by the community council prior to a decision scheduled to be taken by the cabinet

member for environment and the public realm in October 2015.

45. If approved for implementation, any parking modifications will be subject to statutory consultation required in the making of any permanent traffic management orders.

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 A	North Dulwich and Denmark Hill consultation report (circulated separately)
Appendix B	Street by street analysis (circulated separately)
Appendix C	Proposed parking zone layout (circulated separately)

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Paul Gellard, Project Engineer / Tim Walker, Senior Engineer	
Version	Final	
Dated	6 August 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
	Officer Title	Comments Sought
	Director of Legal Services	No
	Strategic Director of Finance and Corporate Services	No
	Cabinet Member	No
	Date final report sent to Constitutional Team	26 August 2015