

Meeting Taker:	Cabinet Member for Clean Air, Streets and Waste
Date:	12 November 2024
Report title:	Determination of Objections - Dulwich Village Controlled Parking Zone and junction improvement
Ward(s) or groups affected:	Dulwich Village
Classification:	Open
Reason for lateness (if applicable):	N/A
From:	The Director of Environment

RECOMMENDATION(S)

Dulwich Village CPZ

That the Cabinet Member for Clean Air, Streets and Waste:

1. Considers the 402 representations received as summarised in Table One, during the statutory consultation for 'TMO2425-011 Dulwich Village CPZ' relating to the implementation of a proposed new controlled parking zone ("CPZ") in Dulwich Village, covering a smaller area to that originally proposed, and incorporating the following roads: Townley Road, Gilkes Crescent, Gilkes Place, Calton Avenue, and partially East Dulwich Grove.
2. Considers and determines each objection and comment as per the table prepared by officers in Appendix 1 and notes the comments made online in Appendix 2.
3. Instructs officers to:
 - 3.1. make the existing Traffic Management Order(s) (TMO) to proceed with the proposal to implement a new Controlled Parking Zone (CPZ) with the operational hours of 8am to 9.30am and 3pm to 5pm Monday to Friday within the proposed CPZ area;
 - 3.2. abandon the proposal to change the single yellow line restrictions on East Dulwich Grove, Dulwich Village and Townley Road, to 8am to 9.30am and 3pm to 5pm, and to keep the current restriction of 7am to 7pm;
4. Instructs officers to write to each person who made representations to inform them of the Council's decision.

Dulwich Village Junction Improvements

That the Cabinet Member for Clean Air, Streets and Waste:

5. Consider the 24 representations received as summarised in Table Four, during the statutory consultation for '**TMO 2425-011 DULWICH VILLAGE STREETS FOR PEOPLE**' relating to the proposed implementation of new disabled persons' badge holders parking place, No waiting at any time, No loading, E- scooter and cycle hire parking place, on the following roads: Dulwich Village, Turney Road, Gilkes Crescent, Calton Avenue, Dekker Road and Court Lane.
6. Notes the proposed amendment to waiting and loading restrictions on Dulwich Village, from Numbers 78 to 70. The restriction within this location has been removed in response to representations received, to allow some parking for local residents.
7. Considers and determines each objection and comment as per the table prepared by officers in Appendix 4 and notes the comments made online in Appendix 5, a summary is shown in Table four.
8. Instructs officers to:
 - 8.1. make the existing TMO (as modified to take account of paragraph 35) to proceed with the proposals to implement measures with the operational hours of the No Loading restriction operation from 7:00am to 10:00am and 16:00pm to 19:00pm Monday to Sunday.
9. Instructs officers to write to each person who made representations to inform them of the Council's decision.

BACKGROUND INFORMATION

Dulwich Village CPZ

10. In March 2024, the Cabinet Member for Clean Air, Streets and Waste:
 - a. Approved the implementation of a new controlled parking zone ("CPZ") in Dulwich Village, covering a smaller area to originally proposed, including the following roads: Townley Road, Gilkes Crescent, Gilkes Place, Calton Avenue, and partially East Dulwich Grove, in response to resident feedback. The remaining roads consulted as part of this consultation will not be part of a controlled parking zone. As explained in this report there has been a consistent theme raised by residents about inconsiderate and unsafe parking-related issues linked to local schools and this issue is a particular concern on the roads that are included in the new smaller zone. Otherwise given the overall majority who didn't want a CPZ, their wishes, in revising the broader proposal, are being supported This proposal is subject to the outcome of any necessary statutory procedures. Full details can be found in Appendix A as can the boundary of the proposed zone.
 - b. Approved the operational hours of 8am to 9.30am and 3pm to 5pm Monday to Friday within the proposed CPZ area.

- c. Noted that a further report will be brought to the Cabinet Member should there be any valid statutory objections to the traffic order required to implement the proposed CPZ extension
- d. Approved the position and type of parking bays and restrictions for the proposed CPZ as shown in the outline design save for any amendments which may be required at the implementation stage, which may be determined by officers (Appendix B).
- e. Noted that in addition to the controlled parking zone proposed as part of this report, officers will assess and propose double yellow line waiting restrictions across the entire consulted area where required for safety reasons.

11. This report makes recommendations for the determination of a number of objections that relate to TMO(s) published proposing new parking restrictions across the Dulwich Village area.

12. A total of 426 representations were received during the statutory consultation, which ran from 5 September 2024 to 3 October 2024. 24 representations were removed as they were duplicates from the same email account resulting in a total of 402 representations to be considered. 324 were classified as objections or part objections, 72 were classified as support or part support, 3 were classified as neutral and 1 was in part support and part objection. 2 letters objecting to the scheme were received.

13. At the start of the statutory period, notice was given in the London Gazette, local press (Southwark News) and street notices were placed in the affected area.

14. Notice was also given to statutory and non-statutory consultees including Transport for London, Southwark Disablement Association, Southwark Disability Forum, Southwark Cyclists, Living Streets and London Travel Watch.

Dulwich Village Junction Improvements

15. A review was carried out on the Dulwich Streetspace scheme in Spring/Summer 2021 to understand the scheme's impact.

16. The review consisted of:

- A public consultation from May to July 2021, which gathered feedback from local people on what impact the measures have had on them and their preferred future for the measures.
- An in-depth monitoring report in 2021, that included traffic volumes, cyclist volumes, pedestrian activity, bus journey times and air quality modelling¹.
- An Equality Impact assessment and bespoke engagement activities with the community
- The outcome of the review and statutory consultation (closed 11 November 2021) informed the final decision on the measures on Tuesday 4 January 2022. The final decision was to make the scheme permanent with the following changes:
 - revise the Calton Avenue, Court Lane and Dulwich Village traffic filter to allow access for emergency services
 - reduce the hours of restrictions from 5 hours a day to 2.5 hours a day during the school

¹ [Decision - Dulwich Streetspace Review - outcome of experimental trial measures and decision on the next phase of measures - Southwark Council](#)

peak travelling times

17. The permanent traffic orders for the timed access restrictions were made live on Thursday 17 February 2022.

18. An engagement exercise was carried out in autumn 2022 for the concept ideas on the layout of the junction.

19. Formal consultation was undertaken in winter 2023, on the final layout.

KEY ISSUES FOR CONSIDERATION

Dulwich Village CPZ

20. A total of 426 pieces of correspondence (consultation responses) were received as a result of the statutory consultation. This includes 402 individual representations. 24 duplicate responses were removed.

21. Appendix 1 gives a breakdown of all objections and the officer response to each objection.

22. Appendix 2 shows a redacted version of each representation.

23. Each piece of correspondence received during statutory consultation was responded to with an acknowledgement email/letter.

24. It should be noted that some responses contained more than one reason for objection.

25. Representations were made in a number of ways; this can be seen in Table one below:

- Table one, method of representation

Method of response	Count
AppyWay	347
e-form	1
email	52
Letter	2
Grand Total	402

26. It can be seen in Table two below that the majority of people who made a representation identified themselves as residents.

- Table two, category of individual of making representation

Responder	Neutral	Partly Object	Partly Support	Partly Support	Partly Support/	Wholly Object	Wholly Support	Grand Total
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					Partly Object			
Business		3				20	1	24
Commuter	1	9				38	6	54
n/a						1		1
Other		1				12	1	14
Resident	2	18	19		1	144	33	215
Stakeholder Group		3	1	1		18		23
Visitor		6	2			53	8	69
Grand Total	3	40	22	1	1	286	49	402

27. Below is a summary of the main comments from the objectors (not in any order):

- I. Parents need somewhere to park
- II. Teachers and workers at the schools need somewhere to park
- III. Commuters to the area need somewhere to park
- IV. The scheme will cause displacement on to uncontrolled areas
- V. Businesses their customers and workers need somewhere to park
- VI. This is a money-making scheme for the council
- VII. The scheme is not needed/no issues with parking
- VIII. Parking for visitors and trades people

Dulwich Village Junction Improvements

28. Of the 24 representations received, three were in support and 21 objected.

29. A complaint was received after the statutory period ended expressing concern about the proposed disabled bay on Dulwich Village. The complaint is that this will have a significant impact on their business. The disabled bay is proposed outside Number 78 Dulwich Village. However, the complainant is a business at Number 80 Dulwich Village. The bay will provide a safer access for disabled drivers to the local shops. There is no alternative position to relocate the proposed disabled bay without causing more inconvenience to disabled drivers. Officers have arranged a site visit to listen to concerns raised and provide an explanation for the proposal.

30. A breakdown of responses received is shown in table three.

- Table three

Responder	Wholly Support	Partly Object	Wholly Object	Grand Total
Business				0
Commuter				0
n/a				0
Other				0
Resident	3	5	14	22
Stakeholder Group				0
Visitor			2	2
Grand Total	3	5	16	24

31. The proposed restrictions are intended to improve safety for all road users, following the narrowing of the road to provide more footway outside Dulwich Village C of E Infants' School. Accommodating parking will impede the flow traffic on Turney Road, since the road has been narrowed by widening the footway, as part of the new proposal.
32. Safety concerns have been observed at Court Lane, between Dekker Road and Calton Avenue, and at Court Lane, between Gilkes Place and the existing 'No motor' vehicle restriction. Some parents drop off their children during the school rush hour period at these locations to avoid the camera restrictions. As drivers turn around, they make numerous unsafe maneuvers to avoid entering the camera restrictions. This impacts adversely on the safety of vulnerable cyclist and pedestrians accessing the new public space.
33. The proposed waiting and loading restrictions on Dulwich Village and Turney Road will also improve access and safety for all road users, by removing bottle necks due to parked cars and keep traffic free flowing.
34. Some respondents are unhappy about the decision already made on the timed restrictions in the wider area in 2022, as part of the Dulwich Streetspace programme. However, monitoring reports, as part of the decision-making process, showed an increase in walking and cycling due to the traffic management changes in the area. The new public space created at Calton Avenue is also providing community and commercial benefits to the local community and businesses as more people spend time at the "square".
35. Amendments Following feedback received, the following changes have been proposed:

- Removal of proposed double yellow road marking up until 1m north of the property line border of no70 Dulwich Village
- Removal of the single loading blips on the kerblines up until north of the entrance to no 68. Dulwich Village
- Relocation of disabled parking bay. This is now equidistant between property numbers 74 and 76, Dulwich Village.

36. Table four provides a summary of key concerns raised and officers' response (See Appendix Four for full details of all comments and officers' response)

- Table four

Summary Comment	Officers Response
There is not a parking issue on these roads. There will be a cost to Dulwich residents and their visitors	The aim of the proposal is to improve safety for all road users.
It is also unclear what the measures are for providing parking for the residents of Dulwich Village i.e. 70-74 or 76. Where will the residents keep their cars?	An amendment has been made to restrictions outside Nos 78 to 70 to allow parking for residents.
This whole scheme is a total waste of money. It will not improve the lives of residents	The proposals are aimed at improving safety for all road users
Displaced traffic to other less well-off areas of the Borough	There is no traffic displacement impact from the proposals, which are safety improvement measures.

Traffic changes has hugely increased traffic in the area, has caused additional pollution on roads with schools on, has negatively impacted local shops and has massively increased the amount of traffic and parking on side roads	The statutory proposal is aimed at improving safety for all road users. The decision-making process for the timed restrictions gave due consideration to the socio-economic impact of the changes and there is no evidence that the traffic management changes are having a negative impact on local businesses. The new public square, once completed, will provide a vibrant social environment that will support local businesses.
It looks like the plan is to add 280m of extra DYLS in Woodwarde and its 5 side streets, which is excessive and will unnecessarily contribute to parking shortage for residents in this area.	There is no proposal at Woodwarde Road for the Dulwich Village junction proposal, please refer to Appendix 1 for responses to CPZ proposal.
Having just 3 disabled parking slots, and none in front of the shopping arcade, is restrictive and discriminatory, people who have a blue badge have mobility that limits their walking	Two new additional disabled bays are being proposed. The disabled bay in front of the shop will be retained as part of the CPZ proposal.
Will severely affect the business of the shops and will mean they will go bust and become empty	Comment related to CPZ proposal.
Long DYLS on many roads will remove too many parking places, where the roads were not under parking pressure previously.	The proposals are aimed at improving safety for all road users especially vulnerable road users.

General powers

37. Although there were a greater number of objections than support for the Dulwich Village CPZ and the Junction improvement schemes respectively, officers recommend progressing with the proposals to implement the schemes in view of the powers set out below.

38. Section 6 of the Road Traffic Regulation Act 1984 ("the 1984 Act") enables the council to make TMOs to control or regulate vehicular and other traffic (including pedestrians) for

- any of the purposes or with respect to any of the matters, mentioned in Schedule 1 of the 1984 Act; or
- any other purpose which is a purpose mentioned in any of paragraphs (a) to (g) of section 1(1) of the 1984 Act. These purposes are:
 - a. avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - b. for preventing damage to the road or to any building on or near the road, or
 - c. for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - d. preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - e. for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
 - f. preserving or improving the amenities of the area through which the road runs;
 - g. any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

39. It is considered that the proposed reduced CPZ will be expedient to achieve purposes (a), (d), (e), (f) and (g), in accordance with sections 1 and 6 of the Road Traffic Regulation Act 1984 (“the 1984 Act”) (set out in the paragraph above).

40. Section 45 of the 1984 Act gives the Council specific power to introduce CPZs with permits. In applying this power it is necessary to have regard (amongst other factors) to:

- (a) the need for maintaining the free movement of traffic;
- (b) the need for maintaining reasonable access to premises; and
- (c) the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section.

41. The Council has taken into account information relating to parking pressure gathered by traffic surveys, and resident feedback from the informal consultation while applying this power to introduce a CPZ. When designing the scheme, due regard has been given to the road network layout and effect of the proposed scheme on traffic movement, in particular the placing of double and single yellow lines where required to address sight lines, visibility, pedestrians and cyclists’ safety. Consideration has also been given to crossovers with private off-road parking and access to premises. There is a mixture of on and off-street parking across this area. We envisage this will not change due to the implementation of the proposed zone; however, this will be monitored as part of the review period.

42. Section 122 of the 1984 Act provides:

“(1) It shall be the duty of every ... local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) 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

- (2) The matters referred to in subsection (1) above as being specified in this subsection are —
- (a) the desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
 - (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - (d) any other matters appearing to ... the local authority to be relevant.

43. The council in satisfying this duty must have proper regard to its s122(1) duty and balancing this duty with the matters set out at s122(2) when making any decision to implement TMOs.

44. In light of the issues discussed in this report and having regard to the matters listed in section 122(2), officers consider that the proposals will enable the Council to meet its duty under section 122 of the 1984 Act. The matters which have pointed in favour of implementing the proposals include the need to secure expeditious, convenient and safe movement of traffic and the provision of suitable and adequate parking facilities whilst balancing the encouragement of

active travel, which in turn reduces pollution, improve air quality and enhance the amenity of the area. The Dulwich Village Junction Improvements will provide a public space which will improve the amenity of the area, whilst also improving the safety of pedestrians and cyclists using the highway. These also give effect to the objectives in the SfP Strategy as explained above.

45. Section 121B of the 1984 Act states that no London borough council shall exercise any power under the Act in a way which will affect, or be likely to affect a:

- GLA (TfL) road,
- Strategic Road or road in another London borough, unless:

i) the council has given notice of the proposal to exercise the power to TfL; and in a case where the road concerned is in another London borough, to the council for that borough; and.

ii) the proposal has been approved

- in the case of a Strategic Road, by Transport for London and, where the road concerned is in another London borough, the council for that borough;
- in the case of a road within another borough that is not a Strategic Road, by the London borough council concerned; or

iii) the period of one month after the date on which TfL and, where applicable, the council received notice of the proposal, TfL, or the council objecting to the proposal; or

iv) any objection made by Transport for London or the council has been withdrawn; or

v) where an objection has been made by TfL or a London borough council and not withdrawn, the Greater London Authority has given its consent to the proposal after consideration of the objection.

In this instance the formal notifications of the adjoining boroughs and TfL, will take place in accordance with the Council's obligations to do so, should approval to make the proposed, now reduced, CPZ be given.

46. Section 124 and Part IV of Schedule 9 of the 1984 Act provides that certain provisions apply for the making of orders under section 6, such as consulting with the police.

47. In considering this proposed, now reduced, CPZ, the Council has applied its network management duty under s16 of the Traffic Management Act 2004. In particular it is considered that the proposed reduced CPZ and the associated restrictions for Dulwich Village Junction will be consistent with:

the management of the road network with a view to achieving, so far as may be reasonably practicable having regard to the Council's other obligations, policies and objectives, the following objectives—

(a) securing the expeditious movement of traffic on the authority's road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

The Greater London Authority Act 1999

48. The Greater London Authority Act 1999 places a duty on each London local authority to have regard to the Mayor of London's Transport Strategy when exercising any function. This therefore includes the exercise of its Traffic Management Duty and when deciding whether to make a traffic order. It is considered that due regard to the Mayor's Transport Strategy has been accorded in planning and considering this proposed scheme.

Section 55 Road Traffic Regulation Act 1984

49. The cost of permits purchased for the proposed CPZ will be used to meet the costs of administration and enforcement of the proposed CPZ and help maintain and improve our streets. Any surplus income will be used to within the legal ring-fence for parking income under section 55 of the Road Traffic Regulation Act 1984. For example, it could be used for important things we all rely on, such as safer crossings and pavement maintenance.

50. Each individual objection has been duly considered and a comprehensive response provided as set out in Appendix 1 and 4. It is not considered that any of the points made in the objections warrant a change or amendment to the original proposals, other than an amendment to waiting and loading restrictions on Dulwich Village, from Numbers 78 to 70. The restriction within this location has been removed in response to representations received, to allow some parking for local residents.

Policy framework implications – Dulwich Village CPZ and Dulwich Village Junction Improvements

51. The plans set out in this report also support the aims of the 'Streets for People' strategy which sets out a bold vision and a firm commitment to improve our residents' quality of life and take action on climate change, by changing how we all travel and use streets in our borough.

Streets for People supports:

- i. cleaner air
- ii. safer and quieter streets with less traffic and fewer accidents
- iii. healthy travel options like walking, cycling, or wheeling
- iv. greener, and more pleasant spaces for our communities to connect and socialise
- v. a better place for all who live, work, study, and visit

52. The implementation of the new Dulwich Village area CPZ will contribute to this aim.

Community, equalities (including socio-economic) and health impacts

Community impact statement

Dulwich Village CPZ

53. 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.

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

55. There is a risk that new restrictions may cause parking to be displaced and to indirectly have an

adverse impact upon road users and neighbouring properties at that location. The scheme is designed to seek to reduce displacement where possible. The Council can address ongoing displacement effects following implementation of the scheme and consider whether any further or different potentially mitigating measures could be utilised.

56. With the exception of those benefits and risks identified above, the recommendations set out in this report are not considered to have a disproportionate effect on any particular community group.
57. 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 refuse vehicles; and
 - Improving road safety, in particular for vulnerable road users, on the public highway.
58. Officers consider that the scheme (having regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of the locality affected and the importance of facilitating the passage of public service vehicles) contributes towards 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.

Dulwich Village Junction Improvements

59. The Dulwich Village Junction Improvements align with the objectives in the Streets for People strategy for the reasons set out above. The proposals affecting Calton Avenue seek to create new community space allowing people to sit and socialise which helps towards mental wellbeing and community cohesion.
60. People who walk to the high street spend up to 40% more than those who drive (TfL, 2013). The Dulwich Village Junction Improvements will increase pedestrian movement by improving the active travel environment which will then have a positive impact on the local economy at Dulwich Village.
61. People on low incomes want greater investment on walking (58%) and cycling (50%), than driving. So, creating a safer and attractive environment for cycling and walking will benefit those on low income (Sustrans 2022).
62. The safer cycling and walking environment provides wider benefits for the whole community, including improvement of pedestrian accessibility to local amenities along the North and South Parade or schools and Dulwich parks. Therefore, the measures are considered to have a positive community impact.
63. The cycle track on Calton Avenue and segregated cycling facilities on Dulwich Village and Turney Road provides a safer route for pupils to improve their physical activity and mental wellbeing by cycling to school. Additionally, the new public space on Calton Avenue provides community space for social interaction, community surveillance, walking and wellbeing.
64. Amendment has been made to restrictions outside Nos 78 to 70 to allow parking for local residents and minimise any adverse community impact.

Equalities (including socio-economic) impact statement – – Dulwich Village CPZ and Dulwich Village Junction Improvements (Appendix 3)

65. The Public Sector Equality Duty (“PSED”) is set out in section 149 of the Equality Act 2010 (“2010 Act”) which requires the council, in the exercise of its functions, to have due regard to the need to:

- eliminate discrimination, harassment, and victimisation;
- advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it;
- foster good relations between persons who share a relevant protected characteristic and those who do not share it.

66. An Equalities Impact and Needs Analysis (“EINA”) has been undertaken inline with the council’s PSED to assess the impact of the Dulwich Village area CPZ on groups with protected characteristics and to assess whether any mitigating actions could be taken to promote equality and tackle inequalities (see Appendix 3). The identified protected characteristics affected by the proposals include age, religion and disability.

67. Mitigating actions were carried out by officers in the finalising the design and implementation of the Dulwich CPZ to address the negative impacts identified in the EINA as summarised below:

Description of issue	Action
It is potential that the introduction of a controlled parking zone may negatively impact older people.	Provision of bays to suit the needs of those who do not own a phone or need to park close to local amenities. Providing PayPoint facilities where possible. Paper questionnaires and Door knocking to take place during the consultation to capture the views of people that would not respond online or at drop-in sessions.
Parking restrictions may isolate those who rely on their cars or visits from carers	There will be a general increase in spaces because of the reduction in commuter parking, there are multiple free/discounted bays for those with Blue Badges. There are specific carer permits available.
Potential that the responses to the parking consultation will not be representative of the demographics of that part of Southwark	Door knocking to take place during the consultation

Paid for parking could be a hurdle to those visiting a place of worship.	Bays to be introduced to ensure that places of worship are still accessible. Permit parking does not prevent people from being able to drive, but there will be a cost implication if services are during the operational hours. Each individual place of worship to be considered and mitigation such as additional disabled bays/short stay bays to be introduced.
Insufficient disabled parking	Concern have been raised about insufficient disabled bays. The proposal introduces two new disabled bays as well as the proposed controlled parking zone which will result in an increase in spaces because of the reduction in commuter parking. Furthermore, there are multiple free/discounted bays for those with Blue Badges. There are also specific carer permits available.

68. The EINA concluded that the Dulwich Village area CPZ proposals have a positive impact on protected characteristic groups. This and in light of the mitigation actions undertaken, the proposals are not considered to have a disproportionate effect on any particular protected characteristic group.
69. The Dulwich Village Junction Improvements will have a significant positive effect on socio-economic equalities, especially for those on low incomes whose main means of journeying is active travel. The proposals will create quality safer community spaces for active travel, improve interaction with nature, support the local economy and promote community cohesion and surveillance.
70. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Improving road safety, in particular for vulnerable road users including pedestrians and cyclists, on the public highway.
 - Improving existing shared use facilities by improving road surface, road markings, and signage.
 - Improving existing pedestrian and cycle facilities by improving surfaces, road markings, and signage.
 - Improving access for pedestrians and cyclists to local facilities.
 - Providing street furniture, which accommodates the needs of certain demographic groups, such as disabled, elderly, and other mobility impairment.

Health impact statement – Dulwich Village CPZ and Dulwich Village Junction Improvements

71. The proposals promote more sustainable modes of transport and discourage car use. This should assist in the council's objective of reducing car journeys in the borough and would assist in improving air quality. By discouraging car use, the council is delivering changes that promote active travel, encouraging people to get active and stay active.
72. Encouraging walking and cycling has a positive impact on levels of physical activity of people living in or travelling through the area, and just 20 minutes of physical activity per day can reduce the risk of several health conditions.

73. The proposals support the council's mission to reduce exposure to air pollution by discouraging vehicle usage in an area. Children, older people, and people with respiratory and health conditions are more vulnerable to the health effects of air pollution.
74. Residents and visitors who have mobility issues should benefit from the proposals, as they will be able to park closer to their destination because non-local traffic should be removed. Blue Badge holders will also be able to park in controlled bays when displaying their blue badge and parked within the Council's guidelines for blue badge parking.
75. The proposals support the council's mission to have zero people killed or injured in traffic accidents on our streets by 2041 by introducing traffic reduction and calming measures.
76. Introducing waiting and loading restrictions at junctions, improving pedestrian priority and safety at crossing locations and encouraging more community activities and events at the Calton Avenue public space will all improve health and well-being for the community
77. The proposed scheme fully supports and aligns with the council's Healthy Weight Strategy 2016–2021. 1 in 4 of the people in the Dulwich Village area is a young person and so a key objective of the Dulwich Village Junction Improvements are to re-design the streets to encourage physical activity, help to tackle childhood obesity and improve mental wellbeing.

Further Guidance

Climate change implications – Dulwich Village CPZ and Dulwich Village Junction Improvements

78. The report has considered the impact of the proposed measures on climate change above. The measures support the aims of the Council's Climate Change Strategy under Priority 2 – Active and Sustainable Travel. Key aims of the Council's Climate Change Strategy include to 'reduce car journeys to a minimum by 2030' and to 'be a borough where walking and cycling becomes the default way to get around'. Part of meeting the borough's ambition of net zero emissions by 2030 includes a reduction in vehicle kms travelled and a shift to active and public transport; road transport currently accounts for 20% of the borough's emissions. These measures strongly support that ambition.
79. A just and inclusive transition is at the heart of the Council's emerging climate policy. These proposals prioritise the movement of people first and foremost, while retaining vehicle access for those who require it. In delivering a safer and more equitable highway network, the measures are in accordance with the council's approach to addressing the climate emergency.
80. The Dulwich Streetspace scheme, made permanent in 2022, created a positive modal shift away from private car ownership and towards active travel. The proposals in this report aim to strengthen these traffic reduction measures further by improving conditions to make active travel the safer, cheaper, enjoyable, faster and convenient choice. The measures prioritise the use of the streets by pedestrians, cyclists, wheelers, scooters giving effect to the above Climate Change Strategy objective.

Resource Implications – Dulwich Village CPZ and Dulwich Village Junction Improvements

81. There are no additional staffing implications, as provision will be made from the Highways department to deliver the recommendations included in this report for the Dulwich Village Junction

scheme and the Dulwich Village CPZ.

Legal Implications – Dulwich Village CPZ and Dulwich Village Junction Improvements

82. In order to approve the recommendations, set out at paragraph 1-9 of the report, and proceed to make the proposed TMOs under the powers contained in the 1984 Act, the Cabinet Member or Clean Air, Streets and Waste should form the view that the following matters have been addressed:

- The Council has carried out notification and consultation procedures in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (“1996 Regulations”). This is dealt with at paragraphs 10-19 of this report, with a summary of the consultation responses at paragraphs 20-36 of this report;
- The Council has properly considered all objections received as part of the statutory consultation in a satisfactory manner, and in accordance with administrative law principles, Human Rights law and the relevant statutory powers. Appendix 1 provides a breakdown of all objections received, and the officer response to each objection for the consideration of the decision maker.

83. The decision maker should ensure that the decision is made in accordance with the relevant legal powers set out at paragraphs 37-50 of this report and apply public law principles including reasonableness and consideration of all relevant considerations whilst disregarding irrelevant considerations.

84. The published TMO entitled “The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (CPZ 'DV' and surrounding area) Order 2024” can be modified in accordance with the provisions of Regulation 14 of the 1989 Regulations.

85. In accordance with the requirements of regulation 17 of the 1996 Regulations, should the decision be made to make the TMOs as per the recommendations of this report, the Council shall, within 14 days of making the TMOs:

- publish in the London Gazette and a newspaper circulating in the area in which any road or place to which the order relates is situated, a notice:
 - (i) stating that the order has been made; and
 - (ii) containing the particulars specified in Parts I and III of Schedule 1 of the 1996 Regulations
- notify in writing any person who has objected to the order as part of the statutory consultation process, where their objection has not been “wholly acceded to” including the reasons for the decision (in accordance with regulation 13 and 17(3) of the 1996 Regulations). This is reflected in the recommendation at para 3 of this report.
- take such other steps of the kinds referred to at regulation 7(1)(c) of the 1996 Regulations as the Council considers appropriate for the purpose of ensuring that adequate publicity is given to the making of the TMOs.

86. The TMOs shall only come into force once the Council has published the notice, referred to in paragraph 88 above, which confirms the order has been made.

87. After the TMOs are made, the Council must ensure proper signage is implemented in the vicinity in accordance with Regulation 18 of the 1996 Regulations.

Financial Implication – Dulwich Village CPZ and Dulwich Village Junction Improvements

88. The estimated implementation cost of the Dulwich CPZ scheme is £100,000. This will be met from the parking revenue budget.
89. The estimated cost for the delivery of the recommendation for Dulwich Village Junction proposal is £5,000 and this will be funded by the Highways and Parking climate emergency reserve. The project code is L-8000-2022.01.02.

Timeframes – Dulwich Village CPZ and Dulwich Village Junction Improvements

90. Should the decisions be taken that the proposals are to be implemented, we will be looking to 'make' the traffic order in November 2024. Work is planned to start in November/December 2024 and expected to go live in respect of the junction and CPZ proposals in December 2024.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Assistant Chief Executive – Governance and Assurance

91. This report requests that the Cabinet Member for Climate Emergency, Clean Air & Streets approve the implementation of a new parking zone in the Dulwich Village area.
92. The strategic director of finance and governance notes that this proposal is to be funded from the Parking Design budget financed by the Parking Service and that there are sufficient resources available.
93. Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue budgets.

Strategic Director, Resources (ESL24/087)

94. This report is requesting that the Cabinet Member for Clean Air, Streets and Waste approves the recommendations detailed in paragraphs 1 to 9 of this report, pertaining to the proposals to implement the Dulwich CPZ scheme and the Dulwich Village junction scheme.
95. The Strategic Director of Resources notes that the estimated costs associated with these recommendations are £100,000 and £5,000 respectively and there is sufficient funding available to support these proposals.
96. Staffing and any other costs connected with these recommendations to be contained within existing departmental budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
<p>Streets for People https://moderngov.southwark.gov.uk/documents/s115187/Appendix%201%20Streets%20for%20People%20Strategy%202023-2030.pdf</p>	<p>Southwark Council Environment, Sustainability and Leisure Highways 160 Tooley Street London SE1 2QH</p>	<p>Jo Redshaw</p>
<p>Climate Change Strategy</p> <p>A copy can be obtained by emailing highways@southwark.gov.uk requesting a copy of the Climate Strategy</p>	<p>Southwark Council Environment, Sustainability and Leisure Highways 160 Tooley Street London SE1 2QH</p>	<p>Tom Sharland</p>
<p>Informal consultation decision: https://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=8052</p>	<p>Southwark Council Environment, Sustainability and Leisure Highways 160 Tooley Street London SE1 2QH</p>	<p>Jo Redshaw</p>

APPENDICES

No.	Title
1	Breakdown of all objections and the officer response to each objection – Dulwich CPZ
2	Redacted version of each representation - Dulwich CPZ
3	EINA - Dulwich CPZ & Dulwich Village Junction Improvements
4	Breakdown of all objections and the officer response to each objection - Dulwich Village Junction Improvements
5	Redacted version of each representation - Dulwich Village Junction Improvements

AUDIT TRAIL

Lead Officer	Matt Clubb – Director of Environment	
Report Author	Gurch Durhailay – Interim CPZ Project Manager and Clement A Frempong – Principle Project Manager – (Transport)	
Version	Final	
Dated	November 2024	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Assistant Chief Executive, Governance and Assurance	Yes	Yes
Strategic Director, Finance	Yes	Yes
Cabinet Member	Yes	
Date final report sent to Constitutional Team	12 November 2024	

