

Item No.	Classification: Open	Date: 20 October 2015	Meeting Name: Cabinet Member for Environment and Public Realm
Report title:		North Dulwich and Denmark Hill parking study, consultation results	
Ward(s) or groups affected:		South Camberwell, Village	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATIONS

That the Cabinet Member for Environment and Public Realm:

1. Approve the implementation of a new parking zone in the North Dulwich and Denmark Hill area, operating Monday to Friday, noon to 2pm, subject to the outcome of any necessary statutory procedures at an estimated cost of £70,000 comprising £50,000 for implementation works and £20,000 staff costs.
2. Not approve the implementation of a parking zone in the Champion Hill area.
3. Approve the position and type of parking bays and restrictions for the new parking zone and surrounding streets (Champion Hill area and Village Way) as shown in the detailed design (Appendix 2).

BACKGROUND INFORMATION

4. This report draws upon the detailed analysis of the consultation report (Appendix 1), government legislation, parking enforcement experience, good parking practice and financial considerations.
5. In September 2014, the strategic parking project programme was approved by the Head of Public Realm in conjunction with the Cabinet Member.
6. The programme included a consultation on the possible introduction of a new parking zone in the North Dulwich and Denmark Hill area.
7. This consultation was included within the programme following representations by local residents, via resident associations and ward councilors.
8. Streets around Champion Hill were included based on correspondence, parking stress data, parking policy and a commitment to undertake a parking project associated with planning permission for a nearby development.
9. In accordance with Part 3H of the council's constitution, the consultation methods and boundary for the study were approved at Camberwell Community Council and Dulwich Community Council meetings in March 2015.
10. 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.)

11. 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.
12. 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.
13. In September 2015, Camberwell Community Council and Dulwich Community Council were given opportunity to make final representations to the cabinet member following public consultation.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

14. Informal public consultation took place with all residents and businesses within the North Dulwich and Denmark Hill project area from 15 May 2015 until 12 June 2015. Further detail of the consultation process can be found in the consultation report (Appendix 1).
15. The informal public consultation yielded 474 returned questionnaires from within the consultation area, representing a 23% response rate. This is a good response rate for this type of consultation when compared to similar consultations in Southwark and other London authorities. The headline findings from the review are detailed in figure 1.

Area	Response rate	Do you want a parking zone to be introduced in your street?		
		Yes	No	Undecided
Entire study area	23%	59%	32%	9%
Streets within the proposed parking zone area (Option 2)	24%	61%	30%	9%

Figure 1

16. Detailed street by street analysis, as well as the parking stress survey, identified that there is justification to consider a parking zone within part or all of the project area. The following options were considered and presented to Camberwell Community Council and Dulwich Community Council:
 - **Option 1** – To introduce a parking zone in the entire project area.
 - **Option 2** – To introduce a parking zone in the North Dulwich and Denmark Hill area only.
 - **Option 3** – To introduce a parking zone in the North Dulwich area only.
 - **Option 4** – Do not introduce a parking zone within the project area.

17. The rationale, risks and benefits for each of the above options can be found in section 7 of the consultation report (Appendix 1).
18. It is also recommended that double yellow lines be implemented for all junctions in the project area, regardless of which option is adopted, in the interests of road safety.
19. The general consensus from the project is when the overall result is considered, Option 2 is preferred. The proposed parking zone would operate from Monday to Friday, between 12noon and 2pm. Again, a range of timeframes for the operation of any zone introduced were consulted upon, and a '2 hour' daytime, Monday to Friday was preferred by most respondents.
20. The final detailed design plan showing the proposed parking layout is presented in Appendix 2 to this report.

Proposals for consideration

21. In view of all of the overall consultation response and having considered all data on a street-by-street basis, the following recommendation has been made:
 - a) Approve the implementation of a new parking zone in the North Dulwich and Denmark Hill area, operating Monday to Friday, noon to 2pm, subject to the outcome of any necessary statutory procedures.
 - b) Not approve the implementation of a parking zone in the Champion Hill area.
 - c) Approve the position and type of parking bays and restrictions for the new parking zone and surrounding streets (Champion Hill area and Village Way) as shown in the detailed design (Appendix 2).

Policy implications

22. 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

23. 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.
24. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
25. 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.

26. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any particular community group.
27. 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.
28. The Council believes 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.

Resource implications

29. The capital cost of works of the proposed recommendations is approximately £50,000. This expenditure will be contained within the primary funding allocated for this purpose under s106/133767 and a report will be submitted to the Director of Planning for approval under delegated authority. Commitments against this project will commence only when funding is approved
30. Staffing costs connected with this recommendation are expected to be approximately £20,000 and will be contained within existing business unit revenue budgets.
31. The contract will be monitored on a regular basis as part of the departmental capital monitoring process.

Consultation

32. A parking consultation has been carried out in advance of this report. The consultation is summarised in paragraphs 14 to 17 of this report.
33. A draft of this report was presented to Camberwell Community Council and Dulwich Community Council and their comments can be found in the following paragraphs.

Camberwell Community Council

34. On 9 September 2015, the consultation findings and conclusions were reported to the community council.
35. Camberwell Community Council supported the recommendations made in this report.

36. It is noted that members expressed surprise about the low level of support and low response rate from the Cleve Hall Estate (the Champion Hill area). Members asked that, should demand change, the area be re-consulted.

Dulwich Community Council

37. On 9 September 2015, the consultation findings and conclusions were reported to the community council.
38. Dulwich Community Council supported the introduction of a parking zone in streets in the Village Ward.
39. On 8 September 2015 and prior to the Dulwich community council meeting, Councillor Lyons emailed officers requesting an additional recommendation to the report, as follows:
- *“That additional consideration be given to additional parking constraints in Village Way in order to retain the sustainability of the Grafton Dance Centre business located there. The business is reliant upon visiting teachers and students and Village Way will bear the brunt of all day commuter parking, blocking access to the school.”*
40. The location is outside the project boundary. However, a number of options are considered feasible. These are discussed in Section 7.7 of the Consultation Report and officers have recommended a design amendment within the detailed design for this project (Appendix 2).
41. Dulwich Community Council supported the recommendations made in this report, with the additional recommendation as proposed by Cllr Lyons.
42. The Cabinet Member for Environment and Public Realm will note that proposed parking design will be subject to statutory consultation required in the making of the Traffic Management Orders. If any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision on whether to proceed with that part of the scheme will be subject to a further IDM report to the Cabinet Member for Environment and Public Realm.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

43. The Cabinet Member for Environment and Public Realm is being asked to approve the implementation of a new parking zone in the North Dulwich and Denmark Hill area; not to approve the implementation of a parking zone in the Champion Hill area and approve the position and type of parking bays and restrictions for the new parking zone and surrounding streets as shown in the detailed design.
44. Part of the scheme requires a traffic management order. The procedure for implementing a traffic management order involves a statutory consultation. The report acknowledges that if any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision on whether to proceed with that part of the scheme will be subject to a further report to the Cabinet Member for Environment and Public Realm.

45. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the Council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not.
46. The Human Rights Act 1998 imposed a duty on the Council as a public authority to apply the European Convention on Human Rights; as a result the Council must not act in a way which is incompatible with these rights. The most important rights for planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property).
47. The implementation of a controlled parking zone is not anticipated to have any detrimental impacts on a particular group or to breach the provisions of the Human Rights Act 1998.
48. The Council's Constitution gives the portfolio holder for Environment and Public Realm responsibility for (amongst other things) traffic management and road safety. Part 3D of the constitution provides that the responsibility for implementing a new controlled parking zone falls to the individual Cabinet Member and therefore it is appropriate for the Cabinet Member to determine the recommendations set out in paragraph 1 to 3 above.

Strategic Director of Finance and Governance (CAP15/132)

49. The report is requesting the cabinet member for environment and public realm to approve a number of parking control decisions as detailed in paragraphs 1 to 3.
50. The strategic director of finance and governance notes that the capital costs of the proposed scheme will be contained within the S106 agreement for Parking Design Projects and commitments against this project will only commence once the funding is confirmed and formally approved as part of the councils capital programme.
51. It is also noted that the estimated staffing costs of £20k and any other costs connected with these recommendations will be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Paul Gellard (020 7525 7764)

APPENDICES

No.	Title
Appendix 1	Consultation report
Appendix 2	Detailed design drawing

AUDIT TRAIL

Lead Officer	Matthew Hill – Public Realm Programme Manager	
Report Author	Paul Gellard	
Version	1.0	
Dated	7 October 2015	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team/Community Council/Scrutiny Team	20 October 2015	