

Item No.	Classification: Open	Date: 15 February 2016	Meeting Name: Cabinet Member for Environment and the Public Realm
Report title:		North Dulwich and Denmark Hill parking zone study	
Ward(s) or groups affected:		South Camberwell and Village	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATIONS

1. It is recommended that the Cabinet Member for Environment and the Public Realm:
 - i. Consider the 10 representations as summarised in Table 1 received during statutory consultation relating to the proposal to introduce a new parking zone (permit parking bays and double yellow lines) in the North Dulwich and Denmark Hill area. It should be noted that some representations provided more than one ground for objection.
 - ii. Reject each of the objections included in the correspondence, summarised in Table 2, for the reasons given in Appendix 1.
 - iii. Instruct officers to write to each person who made representations to inform them of the council's decision.
 - iv. Instruct officers to make the necessary Traffic Management Order.
 - v. Instruct officers to proceed with installation of the parking zone in the North Dulwich and Denmark Hill area operating from Monday to Friday between 12 Noon and 2pm, as per IDM approved on 28 October 2015.

BACKGROUND INFORMATION

2. This report makes recommendations for the determination of a number of objections that relate to traffic orders that are of a strategic nature as they relate to the outcome of the North Dulwich and Denmark Hill parking consultation.
3. A total of 10 representations were received by email during the statutory consultation period, as shown in Table 1. The grounds for objection included across this correspondence are summarised in Table 2.
4. The objections were received as a result of the statutory consultation procedure concerning the introduction of a new parking zone in the North Dulwich and Denmark Hill area.
5. Part 3D, paragraph 23 of the Southwark Constitution sets out that determination of objections to traffic orders which are of a strategic nature are reserved to the

Cabinet Member for Environment and the Public Realm.

6. The Cabinet Member for Environment and the Public Realm approved¹, on 28 October 2015:
 - i. That the implementation of a new parking zone in the North Dulwich and Denmark Hill area, operating Monday to Friday, noon to 2pm be approved, 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.
 - ii. That approval not be given for the implementation of a parking zone in the Champion Hill area.
 - iii. That 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 be approved, subject to the outcome of statutory consultation.
7. It should be noted that while a parking zone is not recommended for Champion Hill, the approved design does include new waiting restrictions in that area.
8. The rationale for a new parking zone in the North Dulwich and Denmark Hill area was explained in more technical detail in page 47 of the consultation report.¹
9. The decision to introduce a new parking zone was made following public and community council consultation. Full details of that study can be found within the background documents.
10. In accordance with legislation² the council advertised its intention to make traffic orders in respect of the introduction of the new parking zone, on 17 December 2015.
11. The consultation period ran 5 weeks until 21 January 2016. The longer than usual statutory consultation period took into account the Christmas holiday period.
12. Notice was given in the London Gazette³, local press (Southwark News) and street notices were placed in the affected area.
13. Notice was given to the following statutory consultees: London Ambulance Service, London Fire Brigade, Metropolitan Police Service, TfL Buses, Freight Transport Association, and the Road Haulage Association.
14. Notice was also given to non-statutory consultees including: Transport for London, Southwark Disablement Association, Southwark Disability Forum, Southwark Cyclists, Living Streets and London TravelWatch.
15. Full details of the proposal were also made available for inspection on the council's website or in person by appointment at 160 Tooley Street.

¹ <http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=5509>

² The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

³ <https://www.thegazette.co.uk/notice/2449031>

KEY ISSUES FOR CONSIDERATION

16. A total of 10 pieces of correspondence were received as a result of the statutory consultation. A copy of all representations received can be found in Appendix 3. Those representations are summarised by street in Table 1 and the grounds for objection are listed in Table 2. Further details of each objection and officers response can be found in Appendix 1.
17. Each piece of correspondence received during statutory consultation was responded to with an acknowledgement email/letter including details on the outcome of the North Dulwich and Denmark Hill parking consultation, the rationale for the new parking zone and outlining the process for determination of objections.

Street	Objection
Casino Avenue	6
Herne Hill/Danecroft Road	1
Red Post Hill	1
Address not provided	2
Grand Total	10

TABLE 1 – Representation by street

Ref	Grounds for Objection	Count ⁴
1.	Loss of parking in the three cul-de-sac areas in Casino Avenue and Sunray Avenue	6
2.	Concerns raised regarding consultation process and decision making	4
3.	It will increase congestion and reduce visibility making the streets unsafe for pedestrians and reducing access for emergency vehicles	3
4.	Cost of permits	2
5.	Street clutter in conservation area	2
6.	There is insufficient parking congestion in this area to justify the proposed measures.	1
7.	It will displace any parking problems in Casino Avenue	1
8.	I dispute that fact that the proposed CPZ will improve residents ability to park, many of the streets in this area are full at weekends as much as during school hours.	1
9.	It will increase disputes between residents over parking spaces	1
10.	Lack of car club spaces in design	1
11.	Replace part or all of the shared use bay outside No. 51 Herne Hill on Danecroft Road with a resident permit holders only bay	1

TABLE 2 – Grounds for objection

18. The officer responses to the grounds for objection can be found in Appendix 1.
19. Any other comments that were raised during the statutory consultation are detailed in the respondents correspondence (Appendix 3)

Conclusions

⁴ Note that the sum of table 2 exceeds the total number of objections made as many objectors gave more than one reason for their objection.

20. The parking zone proposal has overall received a high level of support, as shown in the background documents. We have only received 10 objections to the proposed parking zone. These have mainly been confined to residents in Casino Avenue and relate to a particular design issue.
21. The informal consultation yielded a 23% response rate, of which 59% are supportive of the introduction of a new parking zone in the entire study area. This increases to 61% for the recommended parking zone area.
22. The consultation findings and recommendations were presented to Camberwell Community Council and Dulwich Community Council in September 2015. Both community councils were supportive of the recommended parking zone area.
23. It is clear from the representations that most objectors have concerns with particular, minor elements of the design. Some of them view the introduction of the parking zone as an additional unneeded cost to them. However, as detailed in paragraph 7 of this report, the parking zone is being proposed based on the results of the consultation which took place in June 2015. The consultation materials provided information on permit costs so that respondents could make an informed decision on whether they want a parking zone.
24. The Council has therefore proposed to introduce the new parking zone in the North Dulwich and Denmark Hill area as outlined in the IDM report from October 2015.
25. For the reasons outlined in the officers responses in Appendix 1, all objections should be rejected.
26. The majority of comments received have been regarding the loss of unsafe parking space on the Casino Avenue cul-de-sac areas. Options for these areas have been explored as shown in Appendix 2.

Policy implications

27. 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 place that people can enjoy
 - Policy 5.1 – Improve safety on our roads and to help make all modes of transport safer.
 - Policy 5.6 - We will seek to create conditions where our roads are safe.
 - Policy 6.1 – Make our streets more accessible for pedestrians
 - Policy 7.1 - Maintain and improve the existing road network making the best use of it through careful management and considered improvements.
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets
 - Policy 8.2 - Promote the uptake of low emissions vehicles.

Community impact statement

28. The policies within the Transport Plan are upheld within this report and have been subject to an Equality Impact Assessment.
29. The recommendations are area based and therefore will have greatest effect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
30. The implementation of a new parking zone will benefit the local community by removing commuter parking and parking displaced from other nearby CPZs resulting in an overall increase in the number of parking spaces available to residents.
31. There is a risk that the new parking zone may cause displacement to roads on the periphery of the proposed area which could trigger the need for further consultation and additional funding. However this cannot be entirely pre-empted until the recommendations have been implemented and observed.
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.

Resource implications

33. There are no resource implications associated with the recommendations contained within this report, that have not been previously agreed.
34. This report is to determine statutory objections made in relation to a proposed traffic order.
35. Any additional costs as a result of these recommendations will be contained within the original budget that was agreed for this project on 28 October 2015.
36. Any additional income generated from the implementation of these recommendations was already considered and was part of the savings proposals for 2018/19.

Consultation

37. Statutory consultation has been carried out as detailed in paragraphs 10 to 15 of this report.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Law and Democracy

38. The Cabinet Member in October agreed to approve the implementation of the parking zone referred to in paragraph 7 of this report subject to the outcome of a statutory consultation.
39. The results of that consultation are now available and the Cabinet Member for Environment and the Public Realm is now being asked to consider and determine the objections received in respect of a proposed new parking zone in

the North Dulwich and Denmark Hill area.

40. The objections have been received following the statutory consultation process in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 and the Road Traffic Regulation Act (RTRA) 1984. Under Regulation 14 the Council has discretion to modify the Order following any objections received, and the recommendation to proceed with the proposed parking zone following the making of objections would be in accordance with Regulation 14.
41. Part 3D paragraph 23 of the Southwark Constitution gives the Cabinet Member for Environment and the Public Realm the authority to determine objections to traffic orders which are of a strategic nature. Accordingly, the Cabinet Member may approve the recommendation with such appropriate amendments as he deems fit having regard to the content of this report.
42. Once the objections have been determined by the Cabinet Member the Traffic Management Orders will be made by officers under delegated powers, as the making of a Traffic Management Order which is of a strategic nature is not a matter specifically reserved to any other Council decision making body.

Strategic Director of Finance and Governance (CAP15/211)

43. This report is requesting the Cabinet Member for Environment and the Public Realm to approve a number of recommendations, (as reflected in paragraph 1i to 1v)j relating to the statutory consultation on the proposal to introduce a new parking zone (permit parking bays and double yellow lines) in the North Dulwich and Denmark Hill area. Background and full details are provided within the main body of the report.
44. The strategic director of finance and governance notes that there are no additional resource implications arising from the report recommendations and officer time to effect the recommendations will be contained within existing departmental revenue budgets

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
North Dulwich and Denmark Hill consultation report	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=5509	Paul Gellard (020 7525 7764)

Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Paul Gellard 020 7525 7764
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APPENDICES

No.	Title
1	Summary of objections received and officers response
2	Casino Avenue and Sunray Avenue permit parking area options
3	Objections (redacted)

AUDIT TRAIL

Lead Officer	Ian Smith, Director of Environment, Environment & Leisure	
Report Author	Matt Hill, Head of Highways, E&L	
Version	Final	
Dated	11 February 2016	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Strategic Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Lead Member	Yes	Yes
Date final report sent to Constitutional Team/Community Council/Scrutiny Team	15 February 2016	