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|------------------------------------|--------------------------------|--|---|
| <b>Item No.</b>                    | <b>Classification:</b><br>Open | <b>Date:</b><br>April 2010   | <b>Meeting Name:</b><br>Strategic Director of Environment and Housing |
| <b>Report title:</b>               |                                | North Dulwich Controlled Parking Zone 1 <sup>st</sup> Stage Report |   |
| <b>Ward(s) or groups affected:</b> |                                | Village Ward, South Camberwell Ward                                |   |
| <b>From:</b>                       |                                | Head of Public Realm   |   |

## RECOMMENDATIONS

That the strategic director of environment and housing:-

1. Notes the results of the 1<sup>st</sup> stage study on a proposed Controlled Parking Zone in the North Dulwich area, detailed in the consultation report
2. Approves the implementation of a Controlled Parking Zone in Holmdene Avenue subject to 2<sup>nd</sup> stage (detailed design) consultation
3. Does not approve the implementation of a Controlled Parking Zone in other roads included in the 1<sup>st</sup> stage consultation.

## BACKGROUND INFORMATION

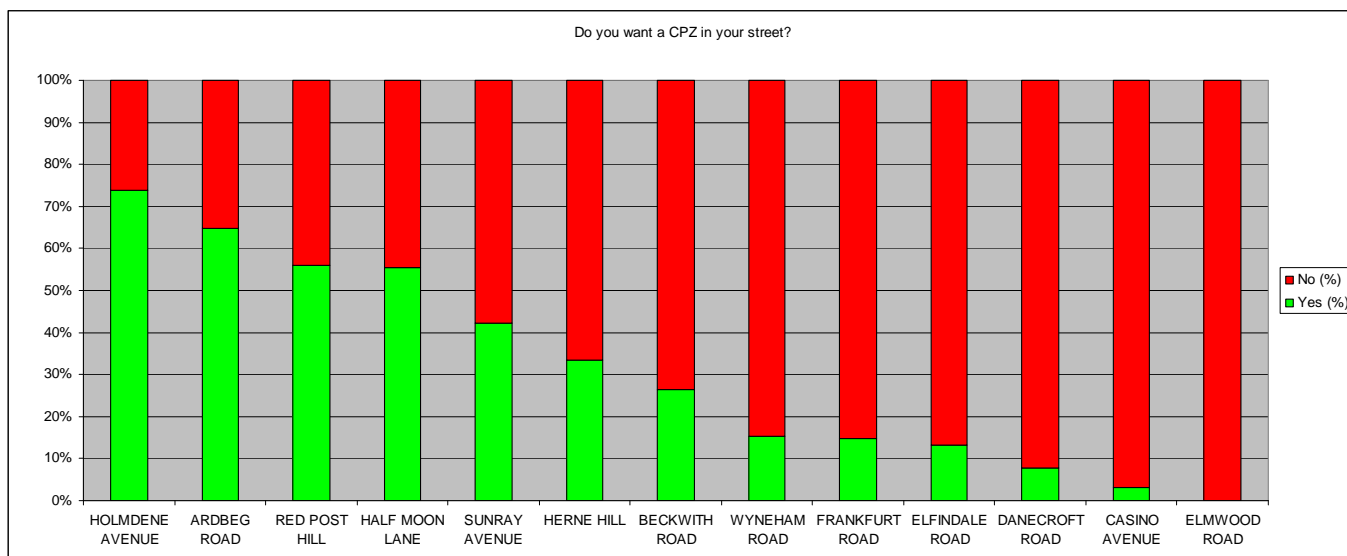
4. This report draws upon the detailed analysis of the consultation report (see background documents), government legislation, parking enforcement experience, good parking practice, financial considerations and upholds the Council's overall policies on parking contained in the Parking and Enforcement Plan (PEP).
5. The PEP sets out the council's policy in the management of parking on it's public highway. The PEP acknowledges that few things polarise public opinion more than parking but that restrictions, in many areas of the borough, provide a critical tool in prioritising space in favour of certain groups (eg. blue badge holders, residents or loading) as well as assisting in keeping the traffic flowing and improving road safety.
6. The LIP notes that congestion can be tackled through a combination of strategies – one of which is managing demand for travel through parking regulation. Parking is the end result of a trip. The availability of parking at a destination has a clear effect on whether the trip is made by car or not. Existing parking controls all across Southwark already assist in improving traffic and congestion levels. The controls provide another significant tool that can be used to help control the use of the private car. This, in turn, provides benefits in terms of vehicular emissions, traffic congestion, social inclusion and maintenance costs.
7. In accordance with Part 3H of the council's constitution, Dulwich Community Council approved the methods and boundary for the study on September 22 2009<sup>1</sup>
8. During November and December 2009, residents and businesses were consulted on parking in North Dulwich, primarily if they supported the introduction of a CPZ.

<sup>1</sup> <http://moderngov.southwarksites.com/ieListDocuments.aspx?CId=176&MId=2972&Ver=4>

9. An information pack about CPZs with a tear-off Freepost questionnaire was hand delivered to every property within the consultation area and also posted, with a covering letter, to key stakeholders. The total distribution of the document was 1,359.
10. Consultation commenced on November 17 2009. The last date for responses was detailed as December 11 2009. Officers accepted and inputted late responses up to 6 January 2010.
11. Consultation methods followed corporate communications guidance. Full detail of the strategy can be found in the consultation report.
12. A detailed parking survey to quantify parking occupancy, duration and type of parking activity was carried out in thirteen roads across the study area.

## KEY ISSUES FOR CONSIDERATION

13. A total of 362 questionnaires were returned representing a 27% response rate. This is an excellent response rate for this type of consultation when compared with similar consultations in the borough and benchmarked against other London authorities.
14. The council gives significant weighting to the consultation return when the response rate exceeds a threshold of 20%.
15. Figure 1 details responses to the question do you support the introduction of a CPZ in your street? The results are also mapped, with response rate and midday weekday parking conditions in Appendix A.



16. It is recommended that the existing Herne Hill CPZ is extended to include Holmdene Avenue where clear support is demonstrated. As this provides an extension to an established zone, the existing times of operation (12 noon to 2pm, Monday to Friday) should be continued.
17. It is not recommended to introduce controls into Red Post Hill due to the significant amount of correspondence received (against the CPZ) by email / letter beyond those charted in the questionnaire returns.
18. In view of paragraph 17 and for the technical reasons provided in the consultation report it would be very difficult to provide a reasoned CPZ boundary for the two other supportive roads (Ardbeg Road and Half Moon Lane). Therefore these are not recommended for CPZ implementation.

19. It is noted that further recommendations are made in the consultation report that relate to minor parking amendments in the area. These matters are reserved for determination by the community council and will be approved by way of a separate report once detailed designs have been prepared.

## **POLICY IMPLICATIONS**

20. The recommendations contained within this report are consistent with the policies of the PEP and the council's overall transport strategy, the Local Implementation Plan (LIP).

## **COMMUNITY IMPACT STATEMENT**

21. The implementation and operation of the CPZ contributes to an improved environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic levels.
22. The consultation leaflet met communication guidance with a languages page with advice of how to access the council's translation services. Large format leaflets were available for those with visual impairment.
23. The policies within the Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

## **RESOURCE IMPLICATIONS**

24. 2<sup>nd</sup> stage consultation and implementation of the CPZ will approximately £15,000 which will be funded through capital funding already established for this purpose.

## **CONSULTATION**

25. Informal consultation is summarised in Background Information.
26. A draft of this report will be presented to Dulwich Community Council. Final representation will be considered for a period of two weeks and supplemented to this section of the report.
27. Any areas approved for CPZ implementation will be subject to 2<sup>nd</sup> stage (detailed design) consultation.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Strategic Director of Communities, Law & Governance**

28. To be provided following draft version

### **Finance Director**

29. To be provided following draft version

## **FOR DELEGATED APPROVAL**

Under the powers delegated to me in accordance with the Council's Financial Regulations, I authorise action in accordance with the recommendation contained in the above report.

**Signature** .....

## Strategic Director Environment and Housing

Date .....

### APPENDICES

| No. | Title  |
|-----|--|
| A   | Do you want a CPZ, response rate and occupancy map |

### BACKGROUND PAPERS

| Background Papers  | Held At           | Contact                    |
|--|-------------------|----------------------------|
| North Dulwich consultation report (1026 Consultation Report) | 160 Tooley Street | Tim Walker (020 7525 2021) |
| Parking and Enforcement Plan                                 | 160 Tooley Street | Tim Walker (020 7525 2021) |

### AUDIT TRAIL

|   |                        |  |               |
|---|------------------------|--|---------------|
| <b>Lead Officer</b>   | Des Waters             |  |               |
| <b>Report Author</b>  | Tim Walker             |  |               |
| <b>Version</b>  | 0.2 Draft              |  |               |
| <b>Dated</b>  | 10 March 2010          |  |               |
| <b>Key Decision?</b>  | Yes                    | <b>If yes, date appeared on forward plan</b> | February 2010 |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER</b> |                        |  |               |
| <b>Officer Title</b>  | <b>Comments Sought</b> | <b>Comments included</b>                     |               |
| Strategic Director of Communities, Law & Governance                       | Pending                | Pending                                      |               |
| Finance Director  | Pending                | Pending                                      |               |
| <b>Date final report sent to Constitutional Support Services</b>          |                        |  |               |

# North Dulwich 1st stage CPZ consultation Appendix A

Do you want a CPZ, response rate and occupancy

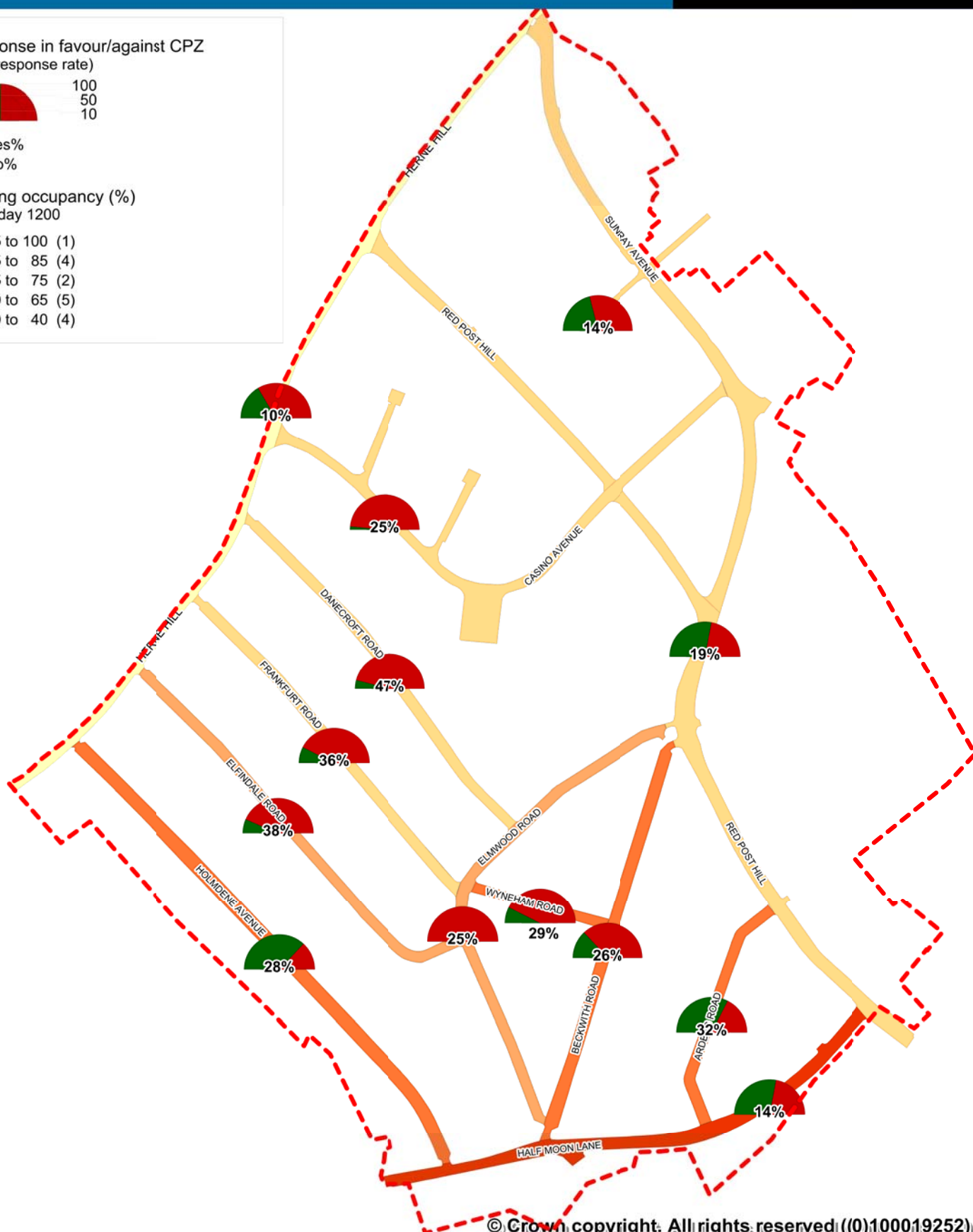
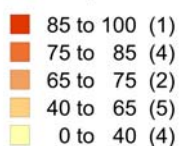
March 2010

Response in favour/against CPZ  
(with response rate)



Yes%  
No%

Parking occupancy (%)  
Thursday 1200



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