

Dulwich Community Council

Monday 22 April 2013

7.00 pm

Kingswood House, Seeley Drive, London SE21 8QR

Stalls from 6.30pm

Membership

Councillor Robin Crookshank Hilton (Chair)

Councillor Michael Mitchell (Vice-Chair)

Councillor James Barber

Councillor Toby Eckersley

Councillor Helen Hayes

Councillor Jonathan Mitchell

Councillor Lewis Robinson

Councillor Rosie Shimell

Councillor Andy Simmons

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Friday 12 April 2013



Order of Business

- | Item No. | Title |
|----------|--|
| 1. | INTRODUCTION AND WELCOME |
| 2. | APOLOGIES |
| 3. | DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS |

Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.

Item No.	Title	Time
4.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
5.	MINUTES (Pages 2 - 11)	
	To confirm as a correct record the minutes of the meeting held on 30 January 2013.	
6.	DEPUTATIONS/PETITIONS (IF ANY)	
7.	COMMUNITY ANNOUNCEMENTS	
	<ul style="list-style-type: none"> - Chair's announcements - Youth Restoration Fund - Radio King online - Update on the South of the borough event at Kingswood House 	
8.	CONSULTATION ON IMPROVING HEALTH SERVICES IN DULWICH AND THE SURROUNDING AREAS	7.20pm
	Rebecca Scott, SOUTHWARK NHS	
9.	WELFARE REFORMS UPDATE	7.40pm
	Jay Daisi, Revenue & Benefits	
10.	HOUSING COMMISSION	7.50pm
	Kevin Dykes, Community Engagement	
	BREAK - OPPORTUNITY FOR RESIDENTS TO TALK TO COUNCILLORS AND OFFICERS	
11.	POLICE SAFER NEIGHBOURHOODS TEAMS	8.40pm
	Presentation on the New Policing Model.	
12.	CRIME AND DISORDER STRATEGIC ASSESSMENT AND ROLLING PLAN	8.50pm
	Julian Pepper, Safer Southwark Partnership	

Item No.	Title	Time
13.	CLEANER, GREENER, SAFER FUNDING	9.00pm
13.1.	CLEANER, GREENER, SAFER CAPITAL FUND 2013/14 (Pages 12 - 17)	
	Note: this is an executive function	
	To consider applications for the CGS capital fund 2013/14.	
13.2.	CLEANER, GREENER, SAFER REVENUE FUND 2013/14 (Pages 18 - 22)	
	Note: this is an executive function	
	To consider applications for the CGS revenue fund 2013/14.	
14.	COMMUNITY INFRASTRUCTURE LEVY (CIL) PROJECT BANK LIST (Pages 23 - 28)	9.10pm
	Note: this is an executive function	
	To consider proposals for the new community infrastructure project list. To guide Section 106 and Community Infrastructure Levy expenditure in each community council replacing the community project banks.	
15.	LOCAL PARKING AMENDMENTS (Pages 29 - 46)	9.20pm
	Note: This is an executive function	
	Councillors to consider the recommendations contained in the report.	
16.	PUBLIC QUESTION TIME (Page 47)	9.30pm
	A public question form is included at page 47.	
	This is an opportunity for public questions to be addressed to the chair. Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.	
	Responses may be supplied in writing following the meeting.	

Item No.	Title	Time
17.	COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY	9.40pm

Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.

Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.

The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly in 10 July 2013.

Date: Friday 12 April 2013

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Tim Murtagh, Constitutional Officer, Tel: 020 7525 7187 or email: tim.murtagh@southwark.gov.uk
Website: www.southwark.gov.uk

ACCESS TO INFORMATION

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BABYSITTING/CARERS' ALLOWANCES

If you are a resident of the borough and have paid someone to look after your children or an elderly or disabled dependant, so that you can attend this meeting, you may claim an allowance from the council. Please collect a claim form from the Constitutional Officer at the meeting.

DEPUTATIONS

Deputations provide the opportunity for a group of people who are resident or working in the borough to make a formal representation of their views at the meeting. Deputations have to be regarding an issue within the direct responsibility of the Council. For further information on deputations, please contact the Constitutional Officer.

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DULWICH COMMUNITY COUNCIL

MINUTES of the Dulwich Community Council held on Wednesday 30 January 2013 at 7.00 pm at Christ Church, 263 Barry Road, London SE22 0JT

PRESENT: Councillor Robin Crookshank Hilton (Chair)
Councillor Michael Mitchell (Vice-Chair)
Councillor James Barber
Councillor Toby Eckersley
Councillor Helen Hayes
Councillor Jonathan Mitchell
Councillor Lewis Robinson
Councillor Rosie Shimell
Councillor Andy Simmons

OFFICER SUPPORT: Simon Bevan, Acting Director of Planning
Zayd Al-Jawad, Section 106 Planning Agreements Manager
Stephen Douglass, Head of Community Engagement
Matt Hill, Public Realm Programme Manager
Fitzroy Lewis, Community Council Development Officer
Tim Murtagh, Constitutional Officer

1. INTRODUCTION AND WELCOME

The chair welcomed councillors, members of the public and officers to the meeting.

2. APOLOGIES

There were none.

3. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair announced that a late report on Paxton Green roundabout improvements had been circulated as part of Supplemental Agenda No. 1. The report was late as the consultation period had been extended to 25 January 2013, due to the strength of feeling generated by the proposals.

4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 27 November 2012 be agreed as a correct record of that meeting and signed by the chair, subject to the following change:

Page 5 – Safer Routes to school (instead of Safer Roads to school).

In response to issues raised at the previous meeting the chair advised that regarding the closure of East Dulwich Police Station, twelve local councillors had written a letter suggesting an interim patrol base on the Dulwich Hospital site. The borough commander, John Sutherland had written back saying that was not possible.

Councillor Simmons added that at the Crystal Palace end of Southwark there would be a real problem with other planned station closures. Conversations were taking place across several boroughs and with traders on how best to retain a station with a front counter for residents to speak to officers, rather than simply a base for officers.

The chair said the matter was ongoing and more information was needed on costs ahead of further discussions.

6. COMMUNITY ANNOUNCEMENTS

The Crystal Palace Community Association announced that its legal appeal against the Secretary of State's decision, to approve the housing master plan, would take place at the Court of Appeal on 22 – 24 April 2013.

7. DEPUTATIONS/PETITIONS (IF ANY)

RESOLVED:

That the deputation from Richard Hanson on behalf of residents objecting to the proposed moving of a local bus stop be heard.

The meeting heard that two separate petitions, against the plans to move a bus stop near Paxton Green roundabout, had been signed by about two hundred local people. Richard had heard that the bus stop element of the proposals had recently been dropped from the plans but went on to explain the reasons behind the grounds for the initial objection as follows:

There were concerns that, if the bus stop was moved, it would risk the safety of school children and cyclists, and increase anti-social behaviour in the local area.

The chair thanked the deputation and the matters raised were noted. Councillor Andy Simmons added that councillors from Lewisham had raised concerns about the initial proposals.

8. PAXTON GREEN ROUNDABOUT IMPROVEMENTS

Matt Hill, Public Realm Programme Manager, presented the report. He explained that the views of the community council would be forwarded to the Cabinet Member for Transport, Environment and recycling who would decide whether to implement the scheme.

Among the general objectives of the scheme were the improved access to the bus stop and improved safety within the area of the roundabout. The measures would be funded by Transport for London (TfL) as part of the council's local implementation plan programme. If approved, the scheme would be commenced in the 2013/14 financial year.

A pre-consultation took place a year ago to gauge initial views on traffic issues in the area. That had been followed by a public consultation on the details of the proposed scheme which ran from November 2012 until January 2013. Overall, there was a 50/50 split on whether or not the scheme was supported by the public. Some unpopular elements had led to the proposals being altered; those included the moving of the bus stop and cycle lane.

In response to questions, Matt made the following points:

- The cycle lane would be retained in its existing form.
- The proposal was to build out the footway/kerb on the roundabout side of Gipsy Hill and put in a raised table across the mouth of the junction and to remove the pedestrian island.
- The risks of the proposals had been assessed in an audit.
- There were no other roundabouts like this one in the borough and if officers were starting from scratch the proposals would be different from those being put forward in this instance.
- Guardrails tended not to help and were often removed; segregated cycle lanes were very expensive
- At the feasibility stage a range of options were considered including signalling the roundabout but the benefits were not proportionate to the extra costs involved.

Councillors noted the report and thanked officers for their work. They asked that the following be taken into consideration:

- That officers look at the option of retaining the traffic island in the design.
- That the benefits of the kerb build out be tested with a temporary measure to assess if it would have the desired impact.
- That detailed explanations be reported for the design decisions taken.
- That another round of consultation takes place with more analysis of the cycle lane issue.

Matt said he would report the views expressed to the cabinet member and in the meantime he would amend the consultation report to incorporate more details of the views

expressed.

9. THE FUTURE DEVELOPMENT OF DULWICH

Simon Bevan, Acting Director of Planning, gave a general introduction to the planning process in Southwark. Planning law required that applications for planning permission must be determined in accordance with the development plan unless material considerations indicated otherwise.

Simon explained that there was a National Planning Policy Framework. Planning decisions were generally a presumption in favour of sustainable development. The other main documents were the Mayor's London Plan and Southwark's own core strategy, adopted in 2011.

Southwark was generally very pro-development with targets for delivering new homes of just over two thousand per year. The developments tended to be concentrated mainly in the north and centre of the borough.

9.1 DULWICH SUPPLEMENTARY PLANNING DOCUMENT

Simon Bevan explained that a Supplementary Planning Document (SPD) was being prepared. A draft document was on the Southwark website and a twelve-week consultation period had just commenced. The SPD for Dulwich was about the particular characteristics of Dulwich and how development decisions should be approached in the area.

9.2 NEIGHBOURHOOD FORUMS

Simon Bevan explained that following the passing of the Localism Act in 2011, a number of measures designed to empower local people in their communities had been introduced. There were now ways for people to prepare neighbourhood plans and bring forward developments and make things happen. Residents could prepare a neighbourhood plan which was a guide for a range of different types of development. In an area such as Dulwich, the plan would be developed by a forum that worked together for that specific purpose.

If people wanted to be part of a forum there was a mechanism to enable that. There would be a number of tests via the council so that the forum could be recognised as the official forum making that plan. The forum would then be advertised and via a number of stages of working with the council a plan would take shape. A decision on whether to adopt the neighbourhood plan would be voted upon in a referendum.

The chair encouraged all residents wishing to get involved in the planning process to take part in the twelve week consultation for the Dulwich SPD.

In response to questions, Simon stated:

- The Council had expressed some general views in the SPD about subterranean

developments. The consultation would give residents the opportunity to comment on those.

- All comments concerning the SPD would be logged and feedback given to those who had contributed to the process. The SPD would then be forwarded to the Cabinet for decision. The SPD would be brought back to the community council in April before it goes to Cabinet in June.
- If various local groups wanted to get together and work on a neighbourhood plan, officer advice and time would be made available. Also, there were nationally funded bodies that could offer advice, such as www.locality.org.uk Locality produces a fact pack containing helpful information.
- There was scope for cross borough neighbourhoods. If it involved parts of three boroughs then all three boroughs would have to approve it. There were merits in concentrating on a small area as it was a more manageable task for those involved.

Public consultation sessions on the SPD would take place on Saturday 2 March 2013 and Wednesday 10 April 2013.

9.3 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Zayd Al-Jawad, Section 106 (S106) Planning Agreements Manager, explained that S106 was a contract with the developer when planning permission was granted. It secured things such as contributions towards open space, education, affordable housing and any mitigation that was deemed required. From next year much of the strategic element of S106 would be transferred to the Community Infrastructure Levy (CIL). The CIL would in effect be a charge on new floor space. S106 would remain for affordable housing and site specific mitigation.

There was currently a Mayoral CIL that the council collected on behalf of the Mayor for strategic transport. Last year Southwark Council consulted on what rates to charge for the Southwark CIL. The rates proposed were £250 per square metre for new residential floor space and a zero rate for storage / industrial use. There were variable rates for retail and a hotel rate of £125 per square metre. The rates were based on viability and affordability. The majority of CIL was to fund strategic infrastructure, although a defined smaller amount of 15 - 25% would be for the local area.

The S106 project bank would be updated into the CIL project list. It would be for existing S106's and for local non strategic amounts for CIL. Consultation on ideas took place in 2012. The main remit for the CIL list was that it had to be a project that supported growth in some way. There were currently 15 projects on the CIL list for the Dulwich area. The list would come to the next community council in Dulwich on 22 April 2013, for approval.

In response to questions, Zayd made the following points:

- The rate levels varied across Southwark, with three bands for residential developments to reflect differing values. The rates were similar to those in Lambeth, Camden and Hammersmith & Fulham.

- CIL applied to new developments and not for extensions to domestic housing.

9.4 ASSETS OF COMMUNITY VALUE

Stephen Douglass, Head of Community Engagement, explained that the Localism Act introduced some community rights that had come into force in 2012. Broadly speaking there were four new community rights in the legislation:

1. Neighbourhood planning
2. Community right to build
3. Community right to challenge
4. Community right to bid.

The new community right to bid was now in force. It was about keeping valued land and buildings in community use, by giving local people the chance to bid to buy them if they came onto the market. It gave certain groups the right to nominate public and private land and buildings to be part of a register of assets of community value. If something on the nominated registered list came up for sale then the right could be triggered. The community group then would have six months to prepare a bid and compete to buy it. Examples included village shops, public houses, former schools, and public open spaces. Southwark was required to publish the list of nominated assets. More details on the process had been circulated and available on request.

The community right to bid was about ensuring that an asset no longer used in the community and with a reasonable prospect of continuing to be in community use, had a measure of protection. The groups eligible to nominate for the list were tightly defined within the legislation. A registered charity could nominate as could a group with at least twelve people on the electoral register in Southwark.

The first stage was nominating for the list which would then be published as a land charge on the property. If the property came up for sale, the owner was obliged to inform the council. If a constituted community group, then expressed an interest to buy, there would be a six month moratorium period that prevented the owner selling to anyone else. The owner was not obliged to sell to the group.

The community right to challenge came into effect in June 2012. It was about community organisations interested in running a public service. That could include a wide range of local services. If a community organisation came forward expressing an interest in running a public service it would trigger a procurement exercise. There would then be an open procurement with no guarantee of success.

In response to questions, Stephen made the following points:

- The definition of community use in the legislation, applied to the community right to bid, was about furthering the social well-being of an area. The Localism Act gave the example of cultural, recreational and sporting use. It was up to community organisations to put in a nomination and make their case.

10. PARISH COUNCILS

This item was withdrawn.

The chair stated that she had met with some people from Queens Park, Westminster who were in the process of setting up a parish council. It may or may not be something that people in Dulwich would be interested in. If groups were interested in exploring the idea of parish councils in Dulwich, they should contact the council or councillors and an officer could be invited to attend a meeting and explain what was involved.

At this point, Councillor James Barber and Councillor Lewis Robinson left the meeting.

11. PUBLIC QUESTION TIME

The following written public question had been received:

On behalf of the Herne Hill Society, local residents and traders: Can we have an update on the action to address the problems of the late night economy in Norwood Road, SE24.

The chair requested an official officer reply but added that legal action was being planned against one of the premises.

12. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Following the earlier discussions about neighbourhood forums and the planning process generally, the community council considered whether to submit a question to the next Council Assembly meeting and agreed the following:

RESOLVED:

Would the Leader of the Council please provide the evidence, broken down by the original eight community council designations and contrasted to the record of main planning committee, for his statement in a letter of 21 December 2012 (responding to a letter from the Chairs of the Dulwich Society and the Turney Road Residents Association of 4 December 2012) that the council were "the unsuccessful respondents in a disproportionate number of planning appeals in respect of matters determined at community council planning committees" and the cost of the cases by community council designation.

13. COMMUNITY COUNCIL FUND 2013/14

Note: This is an executive function.

Members considered the information contained in the report.

RESOLVED:

1. That the following allocations of community council funding for the following applications be approved:

EAST DULWICH WARD

Organisation	Project	Amount
Bangladeshi Welfare Association	A Social Event	£ 763
Dulwich Milan Association	One Day Fun Day	£ 763
East Dulwich Community Association	Open Day	£ 900
Freedom After 50	Exercise Classes	£ 763
Pioneer African Caribbean Over 50s Group	Christmas Dinner	£ 861
The Mini Cooking Club	Nutrition during pregnancy	£ 763
Vale Residents Association	Website and Content Management	£1,000

VILLAGE WARD

Organisation	Project	Amount
Clapham Film Unit	Life of the Bicycle	£1,000
Delawyck Residents Management Organisation	Summer Day Trip	£ 770
Dulwich Park Friends	Dulwich Park Fair 2014	£1,000
Dulwich Table Tennis Club (SE22 branch)	Table Tennis	£ 989

Herne Hill Music Festival	Herne Hill Music Festival Opera Night	£ 760
Redthread Youth	Green Dale Youth Club	£1,000
Tayo Situ Foundation	Recognition Awards Night	£ 649
Dulwich on View	Community Photography Walk	£ 75

COLLEGE WARD

Organisation	Project	Amount
Athol House, Leonard Cheshire Disability	The Safari Challenge	£1,000
KETRA	Kingswood Festival	£1,000
Paxton Green Time Bank	Members' Activities	£ 825
Radio King Online	Radio King Academy	£1,000
Dulwich on View	Community Photography Walk	£75
Tayo Situ Foundation	Recognition Awards Night	£351
Waymark Training	Inspiration Project	£ 949

2. That the under spend of £613 from College Ward, be considered at a future meeting in 2013/14.

14. LOCAL PARKING AMENDMENTS

Note: This is an executive function.

Members considered the information contained in the report.

RESOLVED:

1. That the following local parking amendments, detailed in the appendices to the report, be approved for implementation subject to the outcome of any

necessary statutory procedures:

- Melbourne Grove – install one disabled person’s (blue badge) parking bay
 - Acacia Grove – install one disabled person’s (blue badge) parking bay
 - Hindmans Road – install one disabled person’s (blue badge) parking bay
 - Matham Grove – install one disabled person’s (blue badge) parking bay
 - Crystal Palace Road – install one disabled person’s (blue badge) parking bay
 - Friern Road – install one disabled person’s (blue badge) parking bay
 - Elmwood Road – install double yellow lines on the turning head near Red Post Hill
 - Gallery Road – install double yellow lines
 - Dulwich Village – install double yellow lines at the entrance to Nos. 61 to 67
 - Lordship Lane – install double yellow lines outside church
 - Turney Road – install double yellow lines across entrance to Dulwich sports ground.
2. That the following local parking amendments, detailed in the appendices to the report, be deferred for additional information to be considered:
- Mount Adon Park - install double yellow lines on the bends in the road.

The meeting ended at 9.50 pm.

CHAIR:

DATED:

Item No. 13.1	Classification: Open	Date: 22 April 2013	Meeting Name: Dulwich Community Council
Report title:		Cleaner Greener Safer 2013/14: Capital Funding Allocation	
Ward(s) or groups affected:		All wards within the Dulwich Community Council area	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATION

1. To approve the allocation of funds for the 2013-14 Cleaner Greener Safer (CGS) capital programme in the Dulwich Community Council area from the list of applications set out in Appendix 1.

BACKGROUND INFORMATION

2. The Council's CGS capital programme has been running since 2003.
3. In the first ten years of the CGS programme, £26,633,000 has been allocated to community councils leading to 1,548 projects being approved.
4. In the Dulwich Community Council area, £2,880,188 has been allocated to 294 projects, 276 of which have been completed to date.
5. For 2013/14, community councils have also been able to allocate CGS revenue and applications were invited for both capital and revenue ideas. The allocation of revenue is dealt with by a separate report on this meeting's agenda.
6. Examples of the types of projects that have been funded include:
 - Parks, community gardens, landscaping, tree planting and wildlife areas
 - Children's playgrounds, youth facilities, ball courts and cycle tracks
 - Lighting, security measures, pavements, streets, and tackling 'grot spots'.

KEY ISSUES FOR CONSIDERATION

7. There is £268,572 for the 2013/14 CGS capital programme and £12,600 unallocated funding from previous years, giving an overall budget of £281,172 for new projects in the Dulwich Community Council area.
8. Eligible proposals must bring about a permanent improvement and make an area cleaner, greener or safer.
9. Proposals with revenue costs, including salaries or computer equipment, feasibility studies, costs for events, festivals, workshops or other one-off events are not eligible for capital funding. CCTV proposals, internal improvements to housing property, works on schools where there is no access to the general public are also not eligible. Works on private property are not eligible unless there is a long-term guarantee of public access or a demonstrable public benefit.

10. The application form invited expressions of interest for the applicants to deliver projects themselves. A due diligence exercise to ensure that this is both practical and realistic has been undertaken as part of the feasibility process. In such cases, the council would give the funding allocation to the applicant in the form of a capital grant, with appropriate conditions attached.

Policy implications

11. The CGS programme is fully aligned with the council's policies around sustainability, regeneration and community engagement.

Community impact statement

12. The roles and functions of community councils include the promotion of involvement of local people in the democratic process and taking decision-making closer to local people. Community councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
13. An explicit objective within community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The Cleaner Greener Safer programme is an important tool in achieving community participation.
14. All ideas for CGS projects come directly from the local community via a simple project nomination form. Specific schemes will then be agreed by community councils and will reflect local needs and priorities.

Resource implications

15. The funding for the 2013/14 CGS programme was approved by the Cabinet and is part of the council's overall capital programme as detailed in the launch of CGS Capital Programme 2013/14 report dated September 2012.
16. The CGS allocation for Dulwich Community Council area for 2013/14 financial year is £268,571. In addition, underspends of £12,600 from previous years are also available. This gives a total budget of £281,171 available for new projects in the community council area. The expenditure against this allocation will be monitored and reported on as part of the overall Capital Programme.
17. The underspends from previous years are detailed in Appendix 2.
18. All professional fees related to the project are also allowed to be treated as the capital costs of the project. Where projects are awarded as a grant to organisations, the community council award letter will not include the professional fees which will be charged direct to project costs.
19. CGS projects must be completed within two years of award of funding. Projects that are unlikely to be completed within two years will be reported to Community Council and available budgets may be reallocated to other projects.
20. After the defects and liability period, or three year maintenance period in the case of planting works, all future maintenance is assumed by the asset owner,

for example Housing, Parks, Highways, or in some cases external asset owners. Therefore, there are no revenue implications to the Public Realm projects business unit as a result of approving the proposed allocation.

Consultation

21. All CGS projects require consultation with stakeholders, including the project applicant, local residents, Tenants and Residents Associations and local community groups where appropriate.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

22. This report is recommending that the Dulwich Community Council approve the allocation of funds to the individual projects specified at appendix 1. The power for this function is derived from Part 3H paragraph 11 of the Constitution which states that community councils have the power of "Approval of the allocation of funds to cleaner, greener, safer capital and revenue schemes of a local nature, using the resources and criteria identified by the cabinet".
23. The Cabinet Member for Transport Environment and Recycling approved the funding for the 2013/2014 programme in September 2012 by exercising his powers under Part 3D paragraph 2 of the Constitution; and the Community Council approval being sought here is therefore the next constitutional step in the process.
24. Community council Members also have powers under paragraph 12 of Part 3H of the Constitution to oversee and take responsibility for the development and implementation of the local schemes.

Strategic Director of Finance and Corporate Services

25. This report recommends approval of the allocation of funds for the 2013/14 Cleaner Greener Safer programme in the Dulwich Community Council area from the list of applications set out in Appendix 1.
26. It is noted that the capital funding for the CGS programme has been approved and contained within the departmental capital budgets as part of the council's overall capital programme.
27. Officer time and any other costs connected with this recommendation will be contained within existing budgeted revenue resources.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Launch of Cleaner Greener Safer Capital Programme 2013/14 - September 2012	http://modern.gov.southwark.gov.uk/mgDelegatedDecisions.aspx?XXR=0&&DR=06%2f02%2f2012-20%2f02%2f2013&ACT=Find&RP=0&K=0&V=0&DM=314X&HD=0&DS=2&Next=true&T=Cleaner%20Greener%20safer&META=mgdelegateddecisions&	Andrea Allen 020 7525 0862

APPENDICES

No.	Title
Appendix 1	Dulwich Community Council Cleaner Greener Safer Capital programme 2013/14: Applications
Appendix 2	Previous years Cleaner Greener Safer funding for reallocation April 2013

AUDIT TRAIL

Lead Officer	Deborah Collins, Strategic Director of Environment and Leisure	
Report Author	Andrea Allen, Senior Project Manager	
Version	Final	
Dated	10 April 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	No
Strategic Director of Finance and Corporate Services	Yes	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		11 April 2013

Dulwich Community Council
Cleaner Greener Safer Capital programme 2013/14: Applications

APPENDIX 1

Proposal Name	Reference	Ward
Grant for additional police equipment for three Dulwich Wards	172207	All Dulwich wards
Southwark Police Neighbourhood Watch Association	169974	All Dulwich wards
Interpretation sign and viewing platform at Countisbury House.	168584	College
Signage for Dulwich Wood Nursery School & Children's Centre	169222	College
Safety lighting in Little Bornes SE21	170108	College
New War Memorial paving.	171094	College
Gunsite Allotment Meeting Hut	172275	College
New Leaf Regeneration	172360	College
wellbeing activities for over fifties croxted rd est.	172365	College
SNUB Gardens for Schools 2013	172553	College
Landscaping at Hunts Slip Road SE21	300077	College
Long Meadow Play Area	173155	College
Lighting the Way Part 2	173281	College
Gates to combat anti-social behaviour and burglary	173291	College
Lordship Lane TRA hall goes greener	173353	College
Lordship Lane estate goes green	173404	College
Greening the Portakabin & safety/security improvements	173518	College
OUTDOOR GYM AND TABLE TENNIS EQUIPMENT AT KINGSWOOD ESTATE	300043	College
Pynners Close field Facelift Project	300046	College
Health and safety improvements	300063	College
Giles Coppice lighting improvements	300054	College
East Dulwich Crime Prevention Fund	165806	East Dulwich
Guerilla Spring	165978	East Dulwich
Nursery Playground at Goose Green Primary and Nursery School	170745	East Dulwich
Cleaner Derwent Grove	172243	East Dulwich
High St bicycle recycling hub at Lordship Lane SE22	172394	East Dulwich
Sweeping East Dulwich Clean	172401	East Dulwich
East Dulwich Street Trees	172417	East Dulwich
Safer streets	172422	East Dulwich
Cycle Parking	172426	East Dulwich
East Dulwich ward Crime Prevention Fund	172969	East Dulwich
Bike lockers at Upton Court, East Dulwich	173178	East Dulwich
East Dulwich Disabled Access Fund	173456	East Dulwich
Sustainable Winter (Christmas) Road Side Tree Lighting	173529	East Dulwich
Southwark Outreach young offender tool store	300053	East Dulwich
Paint and decorate hoarding at Dulwich Hospital Physic garden	300067	East Dulwich
Micro maintenance of Dulwich Physic garden	300068	East Dulwich
East Dulwich support for Peckham Rye Adventure Playground	300094	East Dulwich
Chesterfield Grove Community Garden	300098	East Dulwich
Street cleaning machine	300121	East Dulwich
Safe Routes to School Route Planning Map	163017	Village
Replace a dying Hop Hornbeam (Ostrya carpinifolia) tree in Dulwich Village.	168008	Village
Observation bee hive in Dulwich Park	168579	Village
Further improvements to the Norwood Road shopping parade	170359	Village
Dropped Kerbs at Delawyk	171794	Village
Replacement bench on green area on the west side of the junction of Village Way & Dulwich Village	172202	Village
Tree planting at Herne hill Velodrome	172204	Village
Posts and chains in College Road	172205	Village
Rosebery Lodge	172209	Village
Refurbish the historic Stocks in Dulwich Village	172212	Village
Pedestrian island at the east end of Burbage Road by roundabout	172230	Village
Heritage Bus stop canopies in Half Moon Lane in Herne Hill	172236	Village
Wildfowl feeding area and signage	172935	Village
Greening Dulwich Park	172941	Village
More swings for Belair Park playground	173100	Village
Belair Bees and Food Growing Project	173151	Village
Safe Boardwalk	173156	Village
Improving Court Lane traffic calming	173258	Village
Dig the park	173333	Village
Planting around trees on Norwood Road	173362	Village
PELO Community Play Ground	173540	Village
Herne Hill velodrome access	300055	Village
Lytcott Grove fencing and defensive scheme	300074	Village
Word 4 Weapons/Street Pastors	300089	Village
Public Cycle Counters	300090	Village
Eco-Gardening Project in Nunhead	300117	Village
A fully working Bowls Club	300119	Village

Item No. 13.2	Classification Open	Date: 22 April 2013	Meeting Name: Dulwich Community Council
Report title:		Cleaner Greener Safer Revenue Fund 2013/14	
Ward(s) or groups affected:		All wards within Dulwich Community Council	
From:		Stephen Douglass, Head of Community Engagement	

RECOMMENDATION

1. That the Dulwich Community Council allocates the £60,000 of the Cleaner, Greener, Safer (CGS) Revenue Fund 2013-14. In addition, there is an under spend from 2012-13 of £108 for all wards to be carried over and £1,170 for East Dulwich ward which was unallocated in 2012-13. The projects to be considered for allocation are set out in Appendix 1.

BACKGROUND INFORMATION

2. A Cleaner, Greener, Safer Revenue Fund consisting of £210,000 across the borough, with an allocation of £10,000 per ward, was introduced as part of the budget strategy agreed at the council assembly meeting on the 29 February 2012. At the council assembly meeting which took place on the 27 February 2013, it was furthermore agreed to allocate an additional £10,000 per ward making the total Revenue Fund available of £410,000 across the borough resulting in £20,000 per ward. There was an under spend of £108 from an all wards allocation relating to SNUB Dulwich project in 2012-13, unless otherwise directed this will be added to 2013-14 all wards budget. There is also £1,170 unallocated for East Dulwich ward from 2012-13.
3. At the council assembly meeting held on the 29 February 2012, it was agreed that £18,000 be vired from the cleaner greener safer revenue fund reserved for the Dulwich community council, to the environment and leisure public realm budget for the purpose of retaining school crossing patrol services in the Dulwich Village area. Council Assembly was of the view that this was the best way to secure long term funding for the school crossing patrol services. However in accordance with paragraph 7 below the community council must still resolve to make this allocation in the current financial year.
4. The aim of this fund is to give community councils decision making powers over significant amounts of revenue funding that they can allocate to meet locally determined priorities. It is anticipated that the availability of the Revenue Fund will enhance and complement the effectiveness of the Capital Fund.
5. On 1 March 2012 the Leader of the Council delegated the executive function to each community council to take the Cleaner, Greener, Safer Revenue Funding decisions in their areas.

KEY ISSUES FOR CONSIDERATION

6. The community councils will use the criteria set out below for the allocation of this funding.
 - a. Proposals that make an improvement to an area on the basis of making it cleaner, greener or safer or a combination.
 - b. CGS applications from the capital round which were ruled out because they were revenue applications.
 - c. The revenue fund could be used to meet the revenue costs associated with a CGS capital award.
 - d. A community council may choose to allocate some or all of their revenue resources to their CGS capital allocations.
 - e. Subject to the availability of resources, the revenue fund may be used to buy services from the council.
7. While the allocation is based on £20,000 per ward, a community council can, if it chooses, decide to aggregate all or part of the funding and spend more than £20,000 per ward.
8. Community councils will be free to indicate whether they would like expenditure to be an ongoing commitment over more than one financial year or spending over a fixed timescale for a one-off project. Commitments will be subject to final agreement of the council budget and a decision by each community council on an annual basis.
9. As with any executive decision taken by community councils this is subject to the council's existing scrutiny arrangements.

Delivery

10. Once the Community Council has made their selections by the method of their choice they will be designed and delivered as soon as possible in 2013/14. Any under spends or projected overspends will be reported back to community council for resolution or reallocation.

Community Impact Statement

11. The roles and functions of community councils include the promotion of involvement of local people in the democratic process. Community Councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
12. An explicit objective within community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The Cleaner Greener Safer programme is an important tool in achieving community participation.
13. In fulfilling the above objectives that community councils have of bringing together and involving Southwark's diverse local communities, consideration has also been

given to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decisions to the need to:

- a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;
 - b. Advance of equality of opportunity between persons who share a relevant protected characteristic and those who do not share it
 - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
14. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
15. Having due regard to the need to advance equality of opportunity is further defined in S.149 as having due regard to the need of:
- a. Remove or minimise disadvantages connected with a relevant protected characteristic
 - b. Take steps to meet the different needs of persons who share a relevant protected characteristic
 - c. Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under- represented

Resource implications

16. The total cost of the CGS Revenue Fund is part of the Budget process for 2013/14 agreed by Council Assembly. Any costs incurred in implementing this fund will be met within existing resources.

Policy implications

17. The CGS Revenue Fund is fully aligned with the Council's policies toward sustainability, regeneration and community engagement.

Consultation

18. Decisions will reflect longstanding ward priorities and may be complementary to the decisions made in the CGS Capital fund allocation. In this first year of the scheme consultation took place at the Community Council meetings and is therefore now an integral part of the decision making process.

Legal Implications

19. The Local Government Act 2000 [as amended] ('the Act') gives the leader the power to delegate any executive function to whoever lawfully can undertake the function. The allocation of the Cleaner, Greener, Safer revenue fund (CGS) is an executive function.
20. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the leader.
21. In allocating funding under the CGS community councils must have regard to the council's equality duties set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties have been considered in the body of the report at paragraphs 12, 13 and 14 in the Community Impact Statement.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Cleaner Greener Safer Revenue IDM Report	160 Tooley Street	Forid Ahmed 0207 525 5540
Budget Proposals 2013/14	http://moderngov.southwark.gov.uk/documents/s35022/Report%20Policy%20and%20Resources%20Strategy%20201314%20-%20201516.pdf	
Policy and Resources Strategy 2012/13-2014/15 - Revenue budget	http://moderngov.southwark.gov.uk/mgAi.aspx?ID=22918	
Dulwich Community Council meeting minutes – 17/4/2012	http://moderngov.southwark.gov.uk/mgAi.aspx?ID=22333	

APPENDICES

No.	Title
Appendix 1	Dulwich Community Council CGS revenue fund 2013/14 projects for consideration

AUDIT TRAIL

Lead Officer	Forid Ahmed, Community Councils Coordinator	
Report Author	Fitzroy Lewis, Community Council Development Officer	
Version	Final	
Dated	10 April 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	Yes
Finance Director	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	10 April 2013	

APPENDIX 1

Dulwich Community Council CGS revenue fund 2013/14 projects for consideration

Proposal Name	Funding Stream	Reference	Ward
New Leaf Regeneration	Revenue and Capital	172360	College
Wellbeing activities for over fifties Croxted Rd est.	Revenue and Capital	172365	College
SNUB Gardens for Schools 2013	Revenue and Capital	172553	College
High St bicycle recycling hub at Lordship Lane SE22	Revenue	172394	East Dulwich
Sweeping East Dulwich Clean		172401	East Dulwich
Southwark Outreach young offender tool store	Revenue and Capital	300053	East Dulwich
Paint and decorate hoarding at Dulwich Hospital	Revenue and Capital		
Physic garden		300067	East Dulwich
Micro maintenance of Dulwich Physic garden	Revenue and Capital	300068	East Dulwich
Belair Bees and Food Growing Project	Revenue and Capital	173151	Village
Word 4 Weapons/Street Pastors	Revenue	300089	Village
School crossing patrols in Dulwich	Revenue	Council assembly decision – 29/02/12	Village
Safe Routes to School Route Planning Map	Revenue	163017	College/Village
Introducing Companion Groups	Revenue	173453	All Wards

Item No. 14.	Classification: Open	Date: 22 April 2013	Meeting Name: Dulwich Community Council
Report title:		Community Infrastructure Levy (CIL) Project Bank list	
Ward(s) or groups affected:		All wards within Dulwich Community Council	
From:		Chief Executive	

RECOMMENDATION

1. That the community council agrees the new community infrastructure project list for this community council, which replaces the previous community project bank for the same area.

BACKGROUND INFORMATION

2. The community project bank is a list of community generated project ideas which have been approved by the relevant community council. The project bank was first introduced across all eight community council areas in 2008/09 with a revised list being delivered in 2009/10 along with additional procedural guidance.
3. The project bank is designed to capture ideas for projects to improve the local environment that could be implemented through S106 or other funding sources as they become available. The list can then be used by councilors and project officers to identify specific area based projects that are known to have community and the relevant community council support.
4. The 2009/10 project prioritisation involved looking at the existing approved community project bank listings and incorporating other projects for consideration.
5. In 2009/10 the consultation and application process was combined with the Council's Cleaner Green Safer (CGS) programme in an effort to make the process easier for the community to understand. All viable ideas that met project bank criteria and were not fully funded by CGS were automatically added to the community project bank. Details of the status of the 2008/9 and 2009/10 projects can be found at Appendix A of this report.
6. As part of revising Southwark's S106 Supplementary Planning Document (SPD) and the introduction of Southwark's CIL, there is an opportunity to revive the project banks into a list of community infrastructure projects that can meet the needs of the existing and future population. The consultation is designed to help identify what infrastructure local people believe is required in their local areas in order to support the projected level of new development.
7. In 2010 Regulations relating to securing S106 obligations were tightened to focus more heavily on direct impacts of a particular development and the mitigation that is required by those impacts. Once Southwark's CIL is introduced in the middle of 2013, S106 contributions will only be used for defined site specific mitigation as CIL will secure contributions towards strategic infrastructure.

8. Of the current project bank projects 152 projects have been fully or partially financed, including 92 of the priorities from the list spread across all community council areas. This represents 43% of the identified priority projects.
9. A 12 week consultation to identify the new community infrastructure projects list was conducted in July through to October with reports and presentations at all Community Council, Planning Committee and local community groups. The results of these are incorporated in the appendices and form the proposed list
10. In early 2013 the Planning Minister Nick Boles announced the amount of CIL to be spent locally (meaningful amount) would be 15% with a cap at £100 per council tax dwelling. For areas with a neighborhood plan this would be 25% with no cap. This proposed CIPL list is intended to guide both existing S106 local spend and CIL local spend.

KEY ISSUES FOR CONSIDERATION

11. Once Southwark CIL is adopted, new S106 will focus on immediate mitigation for a development and remove this as a source of project bank funding. The new community infrastructure project list (CIPL) will therefore focus on Southwark's CIL and existing S106 agreements which are already in the system and which have provisions covering the following publically accessible amenities:
 - Community facilities,
 - Education,
 - Public realm.
 - Local transport improvements,
 - Open space and,
 - Sport.
12. Under the S106, save for a few exceptions, contributions are not secured for improvements to residential buildings, or spaces to which potential residents of the funding development cannot access.
13. Monies secured under Southwark's CIL will have a wider application, breaking the link between funding development and mitigation. Southwark CIL funded projects must be for infrastructure that supports growth
14. Planned growth is highlighted in the adopted Core Strategy with the strategic infrastructure required to meet this need identified in Southwark's Infrastructure Plan (to be consulted upon in the summer).
15. It is currently proposed to keep the CIPL separate from Cleaner Greener Safer (CGS), however individual projects may crossover.

Policy implications

16. The essential features to recognise here are:
 - National Planning Policy Framework
 - Localism 2011 Act

- Community Infrastructure Regulations 2010, 2011 and 2012 Amendments,
 - Southwark's emerging CIL Charging Schedule and Infrastructure Plan (public consultation in July 2012 and February 2013)
17. Proposing to revise the current project bank to form the community infrastructure project list (CIPL) is a direct response to the above policy's guidance in seeking more local level community involvement in both the planning system and the decision making process. CIPL will help direct funding to local improvements local people have inputted to, improving the visibility of the benefits from new developments.
 18. It is proposed to update the CIPL yearly to ensure that it continues to reflect local people's preferences and priorities for local infrastructure.

Community impact statement

19. The proposed project is based around the desire to improve infrastructure for all and improve the communication between the council and the local community when it comes to planning infrastructure. Existing governance will ensure individual allocations are free from bias and opportunity is available to all.

Resource implications

20. The emergence of the project banks as a CIPL, associated with historical S106 agreement contributions and Southwark's CIL enables the administration of this to benefit from both S106 agreement administration charges and the 5% of CIL the Council can retain for administration purposes.
21. An electronic process of submitting new ideas and updates on our website keeps costs low and yearly consultations and updates are focused in one month.
22. The existing governance for S106 expenditure, as detailed in the S106 Protocol, will be retained, as there is no proposed changes to this and the proposals will have no increase on resources.

Consultation

23. During July 2012 – October 2012, there was 12 weeks of consultation. This focused on the existing projects and ask consultees for details of potential new projects.
24. This report now proposes the new projects that have come out of this round consultation.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

25. It is noted that pursuant to the Council's Constitution Community Councils, Planning Committee and local communities have been consulted concerning revisions to community infrastructure project lists (CIPL) which form the subject of this report. The main issues are outlined in the body of the report.

26. Members of the relevant Community Council's are requested to approve the CIPL which originate in their particular areas. In accordance with function 2 and 22 of Part 3H of the Constitution, Community Councils have the power to approve projects for inclusion within the community project bank or CIPL being a successor to the community project bank system.
27. In making their decision members should note the contents of this report and in particular the restricted application of Section 106 planning obligations. An authority's ability to pool more than five separate planning obligations / contributions entered into on or after 6 April 2010 towards a common piece of infrastructure will be phased out effective from April 2014 (Reg 123). In addition, projects identified as infrastructure projects on a Regulation 123 list will not generally be funded by Section 106 unless such a project amounts to site specific mitigation necessitated by that particular development. Effectively, from the date of adoption of CIL, future Section 106 agreements will not be used to fund infrastructure projects but will continue to fund affordable housing and site specific mitigation. Existing S106 contributions will be rollover to cover expenditure of CIPL project but subject to the constraints placed by regulations and government guidance.
28. Members are advised that subject to the above considerations they may approve the CIPLs applicable to their areas as potential projects which may be funded in the manner set out in this report.

Strategic Director of Finance and Corporate Services

29. The strategic director of finance and corporate services notes the resource implications contained within the report. Officer time to effect the recommendations will be contained within existing budgeted revenue resources.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
None		

APPENDICES

No.	Title
Appendix 1	Community Infrastructure Project List (CIPL) 2013

AUDIT TRAIL

Lead Officer	Gary Rice, Head of Development Management	
Report Author	Zayd Al-Jawad, Section 106 Manager	
Version	Final	
Dated	18 January 2013	
Key Decision?	No	
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	No	No
Date final report sent to Constitutional Team		8 March 2013

Community Council	Dulwich	
Project suggestions for approval	S106	CIL
Renovation of Rosebery Lodge in Dulwich Park for community use.	Yes - community facilities	Yes
New Police Station, with police base and front counter	No	Yes
New Primary School in East Dulwich	Yes - Education facilities	Yes
Fred Francis day centre reprovion	Yes - community facilities	Yes
Enlarge Dulwich library (MLA recomm. Twice size)	Yes - community facilities	Yes
East Dulwich Train Station upgrade (platform cover, access lighting)	Yes- Transport	Yes
Expand local school play and sports ground links (Green dale)	Yes - open space	Yes
Expand Dulwich Leisure Centre into adjoining buildings	Yes- Sport	Yes
Open space improvements (Green Flag award) at Dawson's Heights	Yes - open space	Yes
Open space improvements in an around the hospital site	Yes - open space	Yes
Project suggestions not for approval	Reason	CGS referral
A community centre on the Dulwich Hospital site.	Would need to be considered as part of any application	No
A MUGA games pitch in association with the community centre and/or park as part of the redevelopment of the Dulwich Hospital site	Would need to be considered as part of any application	No
20mph on LBS roads	Expected capital funding	No
Create a new one-stop shop in E Dulwich.	Not S106 justifiable	No

Item No. 15.	Classification: Open	Date: 22 April 2013	Meeting Name: Dulwich Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Dulwich Community Council	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATIONS

1. It is recommended that the following local parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
 - a. Ashbourne Grove – install double yellow lines in front of car park entrance
 - b. Mount Adon Park – install double yellow lines on bends in the road
 - c. Whateley Road – remove double yellow lines and loading ban and install single yellow line
 - d. Lordship Lane – extend double yellow lines at the junction with Goodrich Road.
2. It is recommended that the consultation, detailed in paragraphs 43 to 57 in relation to possible changes to parking arrangements in Dulwich Park be approved.

BACKGROUND INFORMATION

3. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the Community Council.
4. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the Community Council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the introduction of disabled parking bays
 - the setting of consultation boundaries for consultation on traffic schemes.
5. This report gives recommendations for four local parking amendments, involving traffic signs and road markings, and a boundary for a traffic consultation.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Ashbourne Grove

7. The council was contacted by an agent acting on behalf of the HSBC Bank requesting that the single yellow lines in front of their car park on Ashbourne Grove be converted to double yellow line due to obstructed access.
8. HSBC Bank has premises at No. 64-66 Lordship Lane and uses them on a 24 hour basis. HSBC inform us that staff based at the premises are required to attend other London locations at short notice, even at night. They are required to attend in respect of security issues. Staff vehicles are kept in the private off-street car park immediately adjacent to the premises, accessed via an entrance in Ashbourne Grove.
9. At present there is a single yellow line adjacent to the entrance to the car park. The single yellow line is signed and operates Monday to Saturday 8am -6.30pm.
10. The Bank stated: *“access has been blocked on a number of occasions, in the evening there have been two separate vehicles parked outside the gate restricting access. On one occasion a member of staff had to wait 33 minutes whilst someone picked up an Indian takeaway, and on another occasion they had to wait for 16 minutes whilst a van was unloaded but no driver was present”*.
11. Officers note that, whilst the single yellow line does allow overnight parking, it is an offence (irrespective of the presence or absence of a yellow line) in most instances to park adjacent to a dropped kerb and the council has a duty to maintain reasonable access to premises.
12. In respect of paragraph 11, officers agree with and recommend the change of restriction at this location. This has the additional benefit of ensuring that HSBC staff make full use of their car park rather than parking on-street to the disadvantage of local residents.
13. While investigating the single yellow line outside the HSBC carpark it was noted that there is another single yellow line in close proximity (10m west). This single yellow fronts the parking/bin store area of the Co-Operative store.
14. The existing single yellow line is a bad state of repair and has no signage and therefore is unenforceable. The line also extends in front of No. 2 Ashbourne Grove who have a vehicle crossover and off-street parking.
15. Officers have written to the resident at No.2 Ashbourne Grove who replied that they would like the single yellow line removed as it sends a mixed message (ie the yellow line allows parking but the dropped kerb can be enforced at any time).
16. It is noted that the footway configuration of the entrance to the Co-Op carpark/bin area differs from HSBC and officers consider that parking in front of the Co-Op is less likely to occur.
17. It is therefore recommended that the existing single yellow line outside the entrance to the HSBC car park as shown in appendix 1 is converted to double yellow line and the existing single yellow line in front of No. 2 Ashbourne Grove is removed.

Mount Adon Park

18. This item was presented to Dulwich Community Council at the meeting of 30 January 2013. At that meeting members deferred the decision to progress to statutory consultation.

Background to recommendations

19. The parking design team was contacted by Councillor Hayes who had been made aware of parking issues raised by one of her constituents who is a resident in the street.
20. An officer visited Mount Adon Park on 9 October 2012, which is a narrow, steeply winding street leading from Lordship Lane to Dunstan's Road. It is noted that many of the properties have off-street parking.
21. Cllr Hayes' constituent highlighted that in August there was a serious house fire in a Council property on Mount Adon Park and the fire engine had some difficulty in getting to the site of the fire because of parked vehicles.
22. Officers contacted the London Fire Brigade and Southwark council's waste management for their comments regarding access to this street.
23. Waste Management commented that *"this is one of the trickiest roads in the borough to collect from because of the parking, and that yellow lines on the corners would really help! That said, the collections are usually able to take place, one way or another"*
24. London Fire Brigade's fire liaison officer confirmed that a fire incident occurred at 11 Mount Adon Park on 16th August at 02:03 hours. However, despite a number of requests to Forest Hill Fire Station the officer was unable to confirm exactly what access problems had occurred, if any.
25. The council's Asset Management division found it necessary to install double yellow lines on the north side of Mount Adon Park this winter - along the entire length - under a temporary traffic order to enable winter gritting vehicles to negotiate the road.

Deferment and officer's response

26. On 30 January 2013 Dulwich Community Council deferred the decision to progress to statutory consultation as a local resident raised concern that there was no consultation in respect of the temporary double yellow lines, installed to enable winter gritting of this steep road.
27. Officers have confirmed that those double yellow lines were installed correctly and in accordance with statutory and council process, by way of a temporary traffic order made under Section 14 of the Road Traffic Regulation Act .
28. Notice was given in the press on 17 December 2012. There are no legal requirements to consult as part of the Section 14 temporary order.

29. The intention is for these double yellow lines to be removed as soon as the risk of severe winter weather has passed.

Recommendation

30. In view of the above explanation, it is recommended that double yellow lines (no waiting at any time) are introduced on a permanent basis on the bends *only* as shown in appendix 2. This will assist with maintaining access in the street throughout the year.

Whateley Road

31. Councillor Barber contacted the parking design team on behalf of the businesses to request a review of restrictions in Whateley Road.
32. At present there is a mix of waiting and loading restrictions on Whateley Road between Lordship Lane and Landcroft Road. Restrictions vary due to competing demands on the road space but include:
- a. no waiting or loading at any time (double yellow line and double kerb stripe)
 - b. no waiting Monday to Friday 8am-6.30pm (single yellow line)
 - c. one loading only bay Monday to Saturday 7am-7pm, max stay 40 mins
 - d. two bus stops (servicing the P13).
33. An officer carried out a site visit on 5 and 21 February 2013 and met with the businesses directly adjacent to this stretch of Whateley Road: Mr. Bell from Dulwich Bathroom Centre and Mr. Djelal from the Garage.
34. Both business owners consider that the existing at any time waiting and loading restrictions are too long and wanted to know if the bus stop outside Nos. 84 to 90 could be moved further (east) along the street.
35. Officers consider that the at any time waiting and loading restriction could be reduced by 7.5 metres to provide additional loading opportunity on the northern side of Whateley Road. It is not within the scope of this project to evaluate or carry out relocation of the bus stop.
36. It should also be noted that the businesses on Lordship Lane between Whateley Road and Bawdale Road have no on-street loading facility due to the presence of a pedestrian crossing; therefore this proposal will also be of benefit to them.
37. It is therefore recommended, as detailed in Appendix 3, that at any time waiting and loading restrictions (double yellow lines and double kerb stripes) are reduced by 7.5 metres and the adjacent single yellow line extended (Monday to Friday 8am-6.30pm) to improve the loading facility for businesses.

Lordship Lane / Goodrich Road

38. The council was contacted by a resident who is concerned that the existing double yellow lines at the junction of Goodrich Road and Lordship Lane are insufficient in length, in particular that motorists leaving the side road cannot see oncoming traffic, approaching from their right.
39. An officer carried out a site visit on 20 February 2013 to observe vehicle

behaviour at the junction and to assess the visibility envelope.

40. The existing no waiting at any time restriction (double yellow line) on Lordship Lane, to the northwest of Goodrich Road, extends approximately 4 metres. It extends 7.5m to the southeast of Goodrich Road.
41. To provide the correct visibility splay, calculated from the stopping distance of 43 metres on a road that has a 30 miles an hour speed limit set out 2.4 metres back from the centre point of the junction side road on the northwest side of the junction, 11.5 metres of waiting restriction is required and on the southeast side of the junction 10 metres is required.
42. It is therefore recommended, as detailed in Appendix 4, that at any time waiting restrictions (double yellow lines) are extended to protect and improve sight lines.

Dulwich Park – parking consultation

Background

43. Dulwich Park receives over 1 million visitors per year who make use of the excellent facilities which are spread over 29 hectares.
44. The park has entrances in College Road, Dulwich Common, Court Lane and Dulwich Village.
45. Visitors are encouraged to arrive by foot or bicycle, by rail (via West Dulwich and North Dulwich stations) or by bus (P4 or P13).
46. The park provides bicycle and free (to the user) car parking facilities that are accessed from the Old College Gate in Court Lane.
47. A survey carried out in 2005 showed that 50% of visitors lived in a postcode sector within walking distance of the park. It also revealed that 48% of visitors arrive by car.
48. Car parking facilities are provided in designated bays in the road beyond the Old College Gate and in a purpose built car park adjacent to the Francis Peek Centre. An aerial photograph of the facilities is provided in appendix 5.
49. At peak times, during the summer months, the demand for parking often exceeds available space. This results in a number of issues that are of substantial concern to staff at the park. In particular:
 - a. motorists leave their vehicles in locations that are obstructive and/or dangerous, with risk of access difficulties particularly to emergency and park service vehicles, eg.
 - in a third row of parked cars in centre of the road leading from Old College Gate;
 - in spaces reserved for disabled badge holders
 - in front of doors into the Francis Peek Centre
 - b. motorists circle, looking for a space and some speed out¹ when they realise there isn't a space, putting pedestrians at risk

¹ There are existing 5mph signs, however

c. park staff are diverted from other tasks into the marshalling of traffic and parking.

50. On occasions, staff has closed the entrance with “car park full” signs yet motorists persist and attempt to enter through the exit gate. Signs have also been erected “don’t park here” yet, without enforcement, this appears to be of little deterrent.
51. The entire car parking area is unregulated and no enforcement is currently possible. Private land (which applies here) clamping is no longer allowed following the introduction of the Protection of Freedoms Act 2012².

Consultation method

52. To enable enforcement of even the most basic restriction (eg parking in a blue badge bay without displaying a permit) requires the council, as traffic authority, to carry out, at minimum, statutory consultation as part of the making of a traffic management order.
53. Additional to the statutory minimum, the council proposes to carry out informal consultation with stakeholders (appendix 6) on the proposals.
54. The proposed consultation structure is outlined in Figure 1.

² <http://www.legislation.gov.uk/ukpga/2012/9/part/3/chapter/2/enacted?view=interweave>

Dulwich Park – parking consultation

Consultation process and decision making

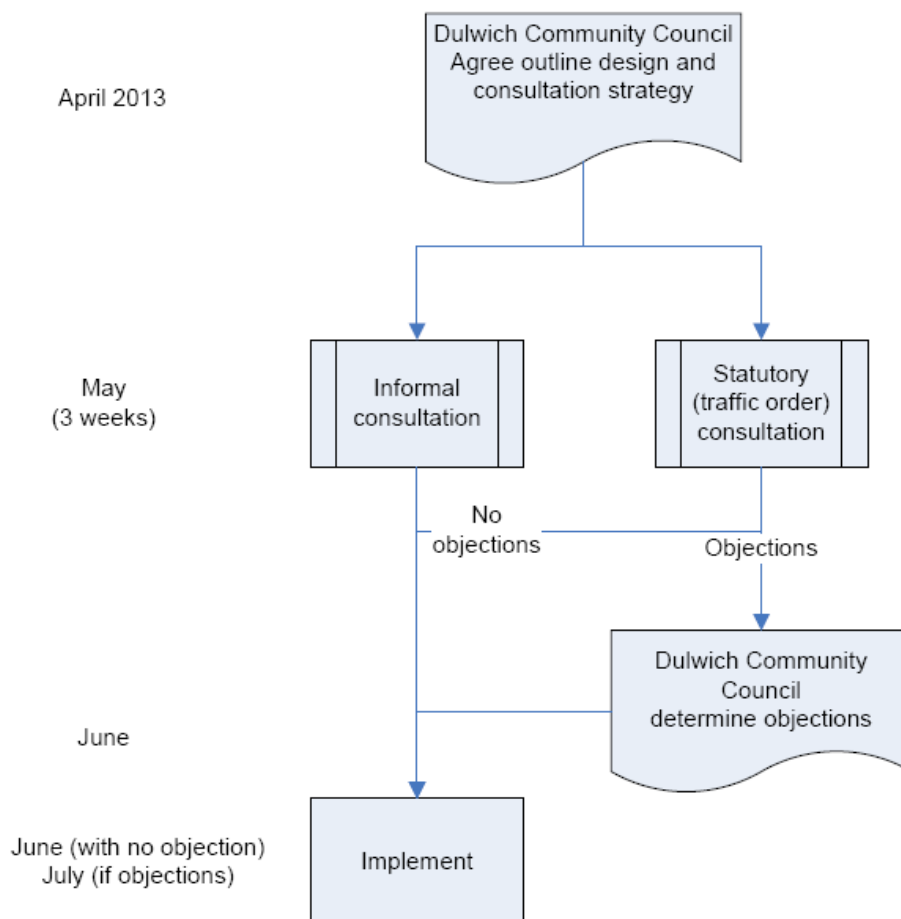


Figure 1

Outline design principles

55. An outline design is included in appendix 7. The general principles proposed for consultation are:
- General parking spaces will have a four hour maximum stay period (163 spaces)
 - Blue badge (disabled) bays will have a four hour maximum stay period (9 spaces)
 - Vehicles deemed essential for operation of the park will be exempt from the time limit but must display a valid permit
 - Those areas that are not designated as a parking places are restricted no parking areas
56. Officers consider that a 4 hour maximum stay period could be beneficial to all park users and will encourage greater turn-over of space. This will provide more 'parking slots' per day and therefore increased likelihood of finding a parking space. It is noted that this arrangement has been working satisfactorily in Burgess Park for nearly two years.

57. Officers are aware of the negative impact that parking signs and road markings can have and especially in a park environment. Our starting position for the design of off-street parking will be a zero-signing approach but, clearly, there will be need to convey restrictions to road users. We will include more details on the position and type of signs and markings proposed during the consultation.

Policy implications

58. 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

59. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
60. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
61. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
62. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
63. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
64. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
65. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved parking facilities for blue badge (disabled) holders in proximity to their homes.
 - 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

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

Legal implications

67. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
68. 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.
69. 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.
70. 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.
71. 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.
72. 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

73. No informal (public) consultation has been carried out.
74. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
75. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
76. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
77. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
78. Any person wishing to comment upon or object to the proposed order will have

21 days in which do so.

79. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark Constitution.

BACKGROUND DOCUMENTS

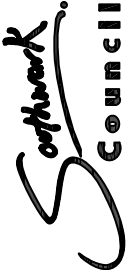
Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker 020 7525 2021

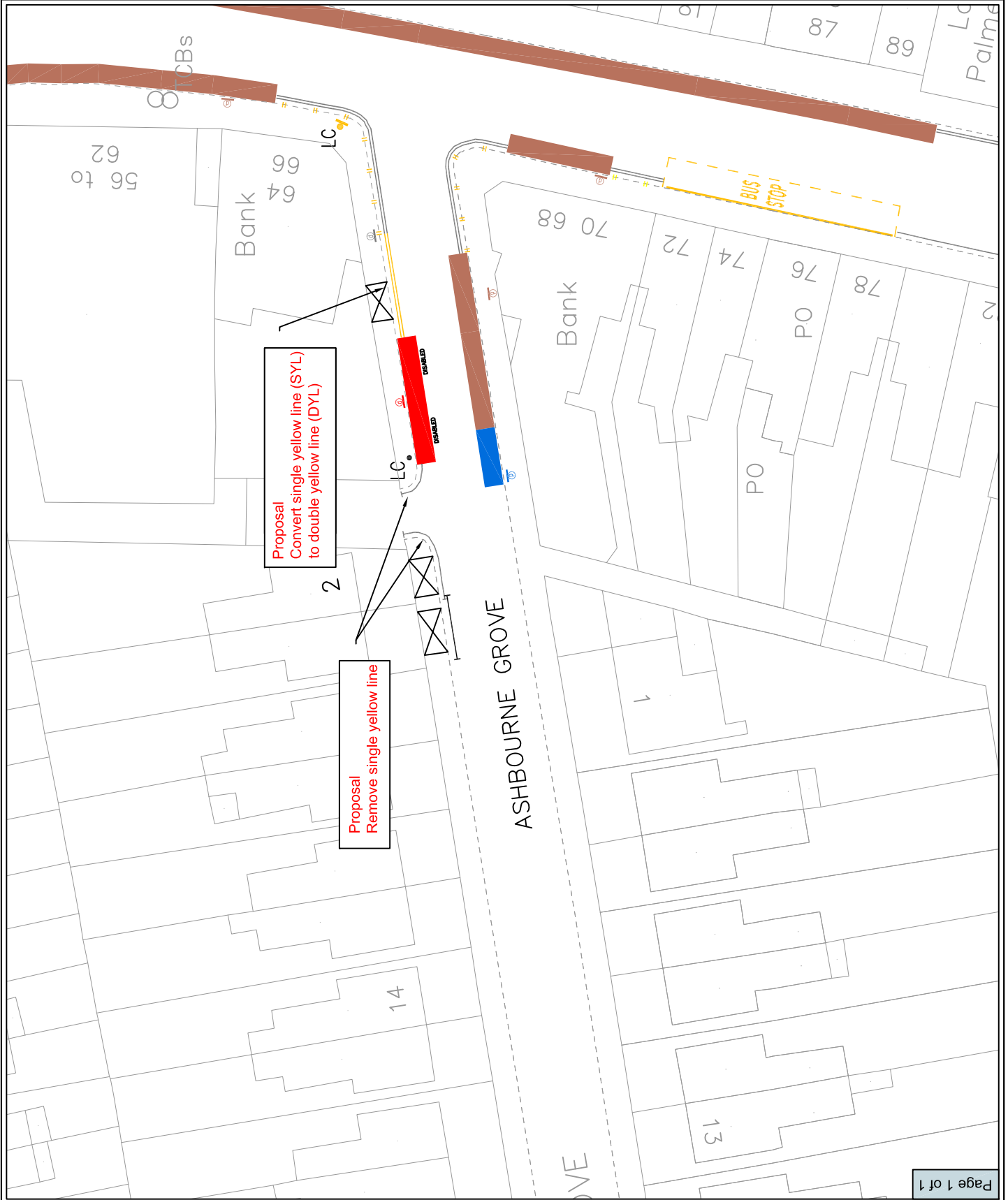
APPENDICES

No.	Title
Appendix 1	Ashbourne Grove – proposed at any time waiting restrictions
Appendix 2	Mount Adon Park – proposed at any time waiting restrictions
Appendix 3	Whateley Road – proposed remove at any time waiting/loading restrictions, install Mon - Fri 8am-6.30pm waiting restrictions
Appendix 4	Lordship Lane/Goodrich Road – proposed at any time waiting restrictions
Appendix 5	Dulwich Park car park – aerial photographs
Appendix 6	Dulwich Park – stakeholder list
Appendix 7	Dulwich Park – outline design

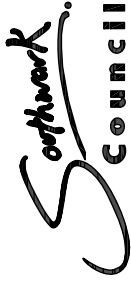
AUDIT TRAIL

Lead Officer	Head of Public Realm - Des Waters	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	11 April 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	11 April 2013	

PUBLIC REALM PROJECTS (PARKING DESIGN)  Environment and Leisure, Public Realm PO Box 64529, London SE1 5LX																																					
LEGEND																																					
<ul style="list-style-type: none"> EXISTING DOUBLE YELLOW LINES PROPOSED DOUBLE YELLOW LINES EXISTING SINGLE YELLOW LINE DISABLED BAY CAR CLUB BAY 30MIN FREE BAY BUS STOP ADVISORY WHITE H-BAR 	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Revision details</th> <th style="text-align: left;">By</th> <th style="text-align: left;">Date</th> <th style="text-align: left;">Suffix</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td>A</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td>B</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> <p>Project ID / name 1213Q4_LOCAL_PARKING_AMENDMENTS</p> <p>Drawing title ASHBOURNE GROVE PROPOSED_AAT_WAITING_RESTRICTIONS Layout</p> <p>APPENDIX_1</p> <p>Scale 1:500_AT_A4</p> <p>File name 1213Q4_004</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Drawn</th> <th style="text-align: left;">Designed</th> <th style="text-align: left;">Checked</th> <th style="text-align: left;">Approved</th> </tr> </thead> <tbody> <tr> <td>MH</td> <td>MH</td> <td>TW</td> <td>TW</td> </tr> <tr> <td>21/02/13</td> <td>21/02/13</td> <td>21/02/13</td> <td>21/02/13</td> </tr> </tbody> </table> <p style="text-align: right; font-size: small;">© Crown copyright. All rights reserved (0)100019252) 2012</p>	Revision details	By	Date	Suffix				A				B													Drawn	Designed	Checked	Approved	MH	MH	TW	TW	21/02/13	21/02/13	21/02/13	21/02/13
Revision details	By	Date	Suffix																																		
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PUBLIC REALM PROJECTS (PARKING DESIGN)



Environment & Leisure, Public Realm
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LEGEND

- Existing double yellow lines
- Existing single yellow lines
- Proposed double yellow lines
- Bus stop
- Dropped kerb
- Lamp column

Revision details

By	Date	Suffix
		A
		B

Project ID / name

1213Q3_LOCAL_PARKING_AMENDMENTS

Drawing title

MOUNT_ADON_PARK
PROPOSED_AAT_WAITING_RESTRICTIONS

Layout

APPENDIX_2

Scale

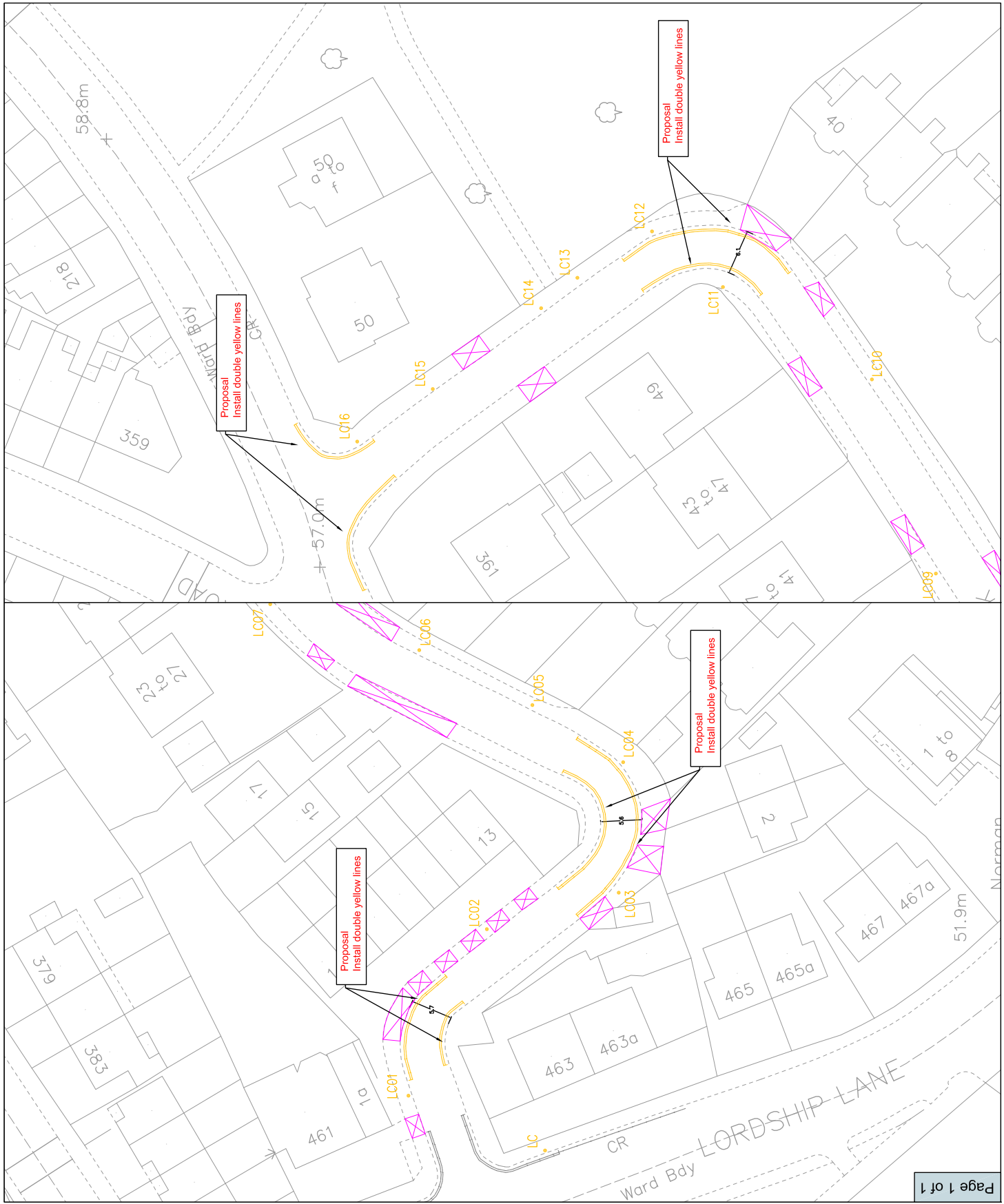
1:500 AT_ A3

File Name


1213Q3001 Mount Adon Park.dwg

Drawn	Designed	Checked	Approved
MH	MH	TW	TW
03/09/12	03/09/12	15/10/12	15/10/12

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LEGEND

- EXISTING DOUBLE YELLOW LINES
- PROPOSED DOUBLE YELLOW LINES

Revision details	By	Date	Suffix
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			B

Project ID / name
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Drawing title
GOODRICH ROAD
PROPOSED_AAT_WAITING_RESTRICTIONS
Layout

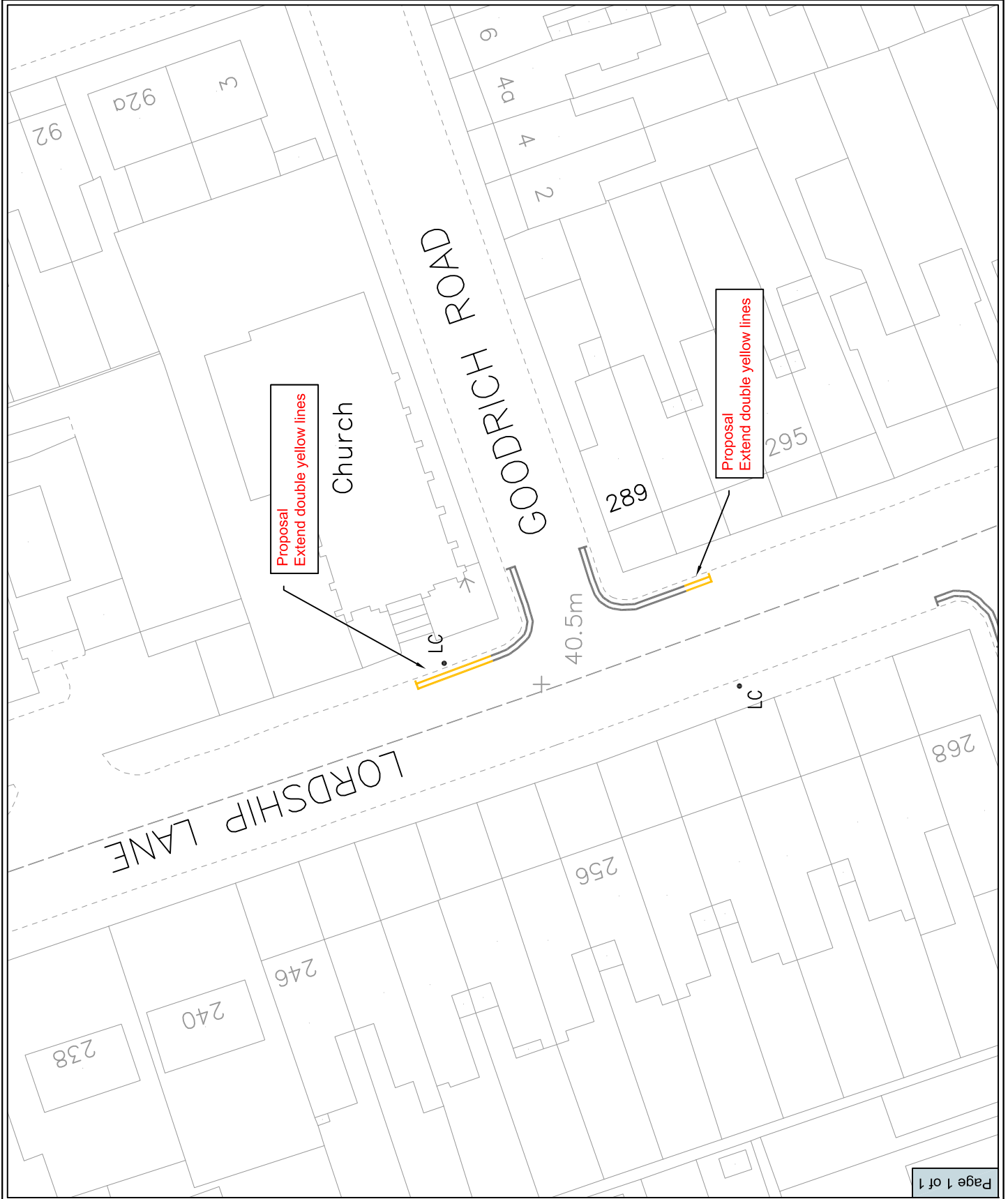
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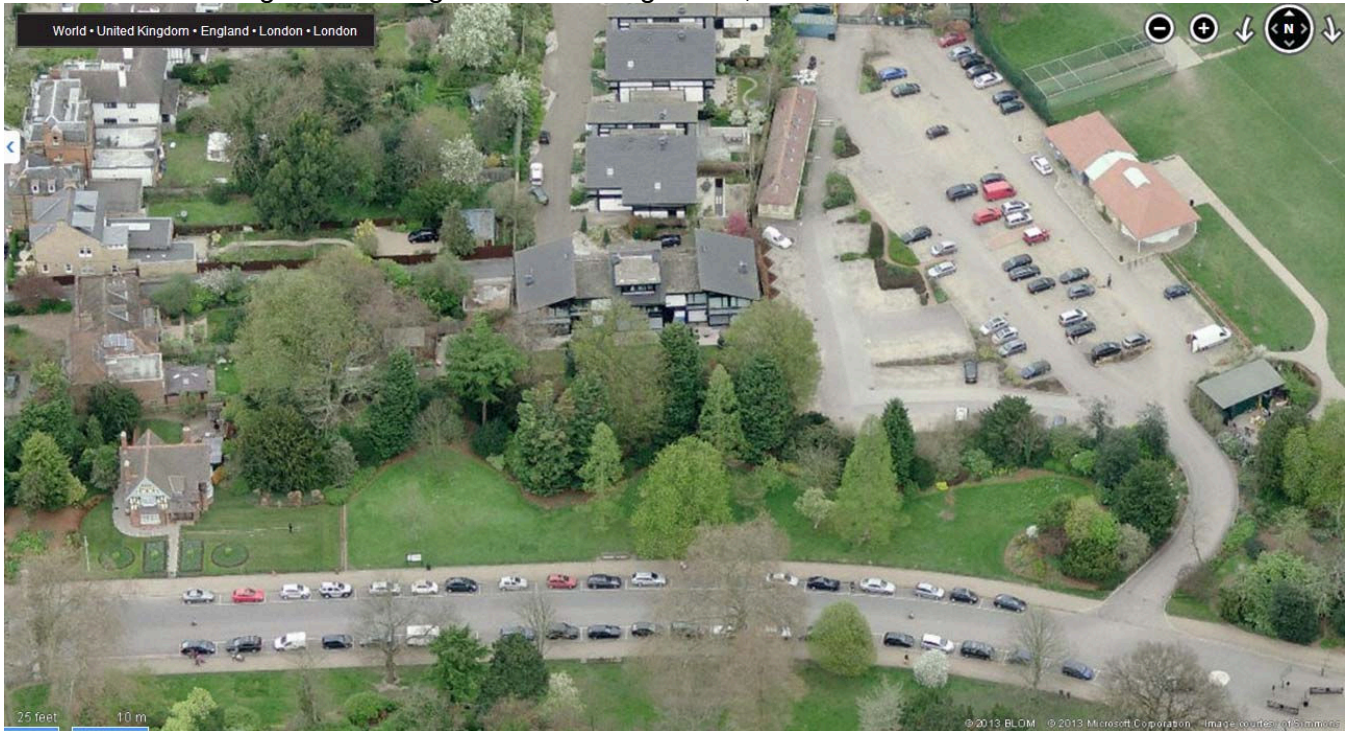
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MH	MH	TW	TW
26/02/13	26/02/13	26/02/13	26/02/13

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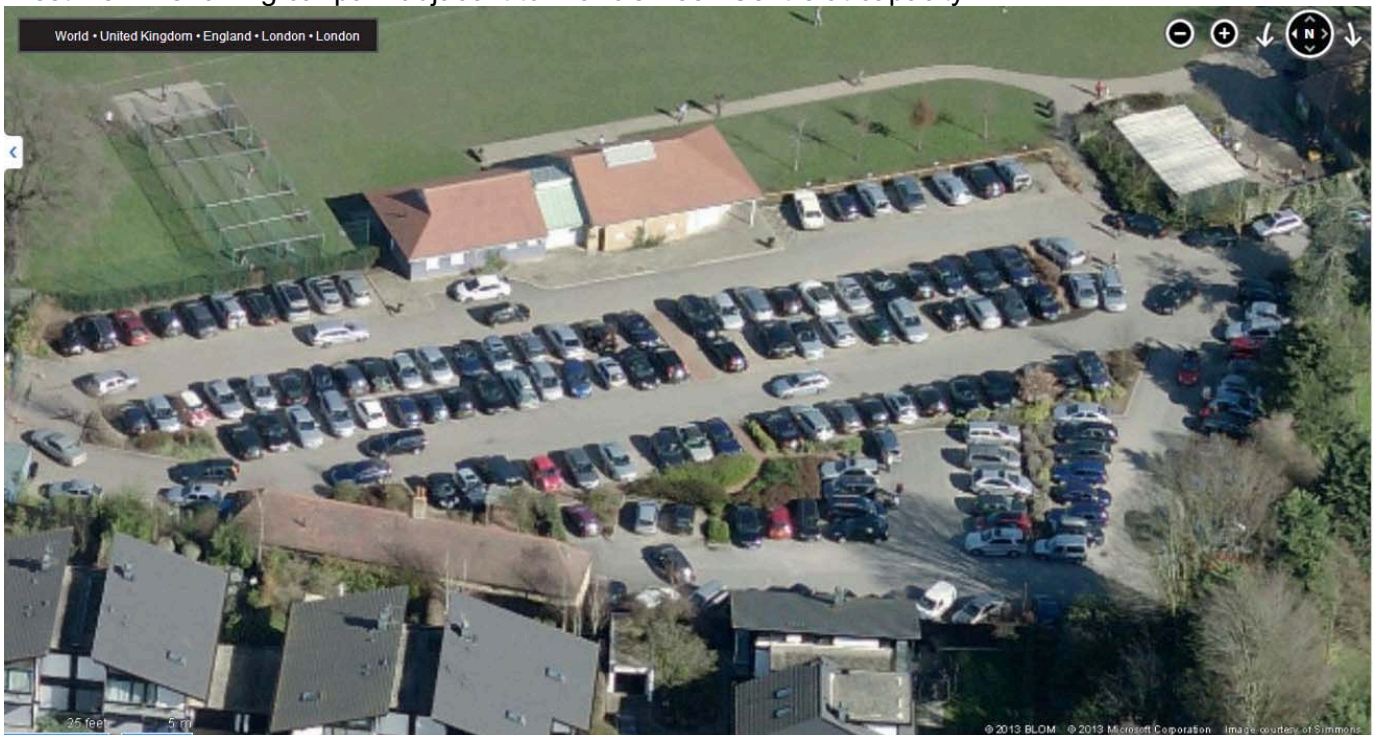


APPENDIX 5 - Aerial view of Dulwich Park parking facilities

North view - showing road leading from Old College Gate, Court Lane



West view – showing car park adjacent to Francis Peek Centre at capacity



Appendix 6 – Stakeholder list

1. Ward Members
2. Cabinet Member for Environment, Transport and Recycling
3. Dulwich Park Friends
4. Pavilion Café
5. Dulwich Whipper Snappers
6. Dulwich Bowls Club
7. Quadron Services
8. Dulwich Vegetable Garden
9. Dulwich Recumbents
10. Blue Bird Boats Ltd
11. All properties within a 100m radius of the park perimeter
12. Park users via poster notification



Your name:

Your mailing address:

What is your question?

Please give this form to Tim Murtagh, Constitutional Officer, or
Fitzroy Lewis, Community Council Development Officer

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