

Dulwich Community Council

Tuesday 25 June 2013

7.00 pm

Dulwich Grove United Reformed Church, East Dulwich Grove, London SE22
8RH

Membership

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

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Monday 17 June 2013



Order of Business

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

Members are asked to declare any interest or dispensation and the nature of that interest or dispensation which they may have in any of the items under consideration at this meeting.

| Item No. | Title | Time |
|----------|---|---------|
| 4. | ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT | |
| | The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda. | |
| 5. | MINUTES FROM THE PREVIOUS MEETING (Pages 1 - 9) | |
| | To approve the minutes of the meeting held on 22 April 2013 as a correct record of that meeting. | |
| | MAIN BUSINESS | |
| 6. | DEPUTATIONS/PETITIONS (Pages 10 - 11) | 7.10 pm |
| | To receive deputation presentations from local residents regarding parking problems in the Dulwich area. | |
| 7. | COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS | 7.20 pm |
| | <ul style="list-style-type: none"> • To highlight any events that are due to take place in the Dulwich community council area (if any) • To note community presentations (if any) | |
| 8. | CONCRETE HOUSE, LORDSHIP LANE SE15 | 7.35 pm |
| | Short presentation from the Heritage for London Trust . | |
| 9. | WELFARE REFORM CHANGES - UPDATE AND FACT SHEET (Pages 12 - 14) | 7.45 pm |
| | Please see attached fact sheet (officers to provide any additional information at the meeting in relation to drop ins or workshop events in the Dulwich area). | |
| | <ul style="list-style-type: none"> • Officer presentation from the revenue and benefits team • Presentation from the Southwark Legal Advice Network | |
| 10. | DRAFT DULWICH SUPPLEMENTARY PLANNING DOCUMENT (SPD) | 7.55 pm |
| | An update on the consultation and feedback. | |
| | BREAK AT 8.10 PM | |
| | An opportunity for residents to talk to Councillors and Officers. | |

| Item No. | Title | Time |
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| 11. | PUBLIC QUESTION TIME (Pages 15 - 16) | 8.20 pm |
| | Public question form is included on page 15. | |
| | 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. Responses to public questions received at previous meetings are included in the agenda. | |
| | Responses to public questions received at previous meetings are included on page 16 of the agenda. | |
| 12. | COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY | 8.25 pm |
| | 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 on 9 October 2013. | |
| 13. | COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2013/14 (Pages 17 - 22) | 8.30 pm |
| | Note: This is an executive function | |
| | Members to consider the highway schemes contained within the report. | |
| 14. | LORDSHIP LANE 20MPH ZONE PROPOSAL (OBJECTION) REPORT (Pages 23 - 29) | 8.40 pm |
| | Note: This is an executive function | |
| | Members to consider recommendations contained within the report. | |
| 15. | LOCAL PARKING AMENDMENTS (Pages 30 - 63) | 8.50 pm |

| Item No. | Title | Time |
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Note: This is an executive function

Members to consider the local parking schemes contained within the report.

OTHER REPORTS

| | | |
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| 16. | PROPOSED NEW COMMUNITY INFRASTRUCTURE PROJECT LIST (CIPL) AND CIL EXPENDITURE | 9.00 pm |
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Note: This is an executive function

Members to consider recommended schemes contained within the report and other potential schemes in the Dulwich community council area.

Date: Monday 17 June 2013

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Beverley Olamijulo, Constitutional Officer, Tel: 020 7525 7234 or email: beverley.olamijulo@southwark.gov.uk
Website: www.southwark.gov.uk

ACCESS TO INFORMATION

On request, agendas and reports will be supplied to members of the public, except if they contain confidential or exempted information.

ACCESSIBLE MEETINGS

The council is committed to making its meetings accessible. For further details on building access, translation and interpreting services, the provision of signers and other access requirements, please contact the Constitutional Officer.

Disabled members of the public, who wish to attend community council meetings and require transport assistance in order to attend, are requested to contact the Constitutional Officer. The Constitutional Officer will try to arrange transport to and from the meeting. There will be no charge to the person requiring transport. Please note that it is necessary to contact us as far in advance as possible, and at least three working days before the meeting.

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.

**For a large print copy of this pack,
please telephone 020 7525 7234.**



DULWICH COMMUNITY COUNCIL

MINUTES of the Dulwich Community Council held on Monday 22 April 2013 at 7.00 pm at Kingswood House, Seeley Drive, London SE21 8QR

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: Rebecca Scott, Programme Director, NHS Southwark
Malcolm Hines, Chief Financial Officer, NHS Southwark
Batool Reza, Housing and Community Services
Forid Ahmed, Community Councils Co-ordinator
Julian Pepper, Community Safety Analyst
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 apologies for lateness from Councillors Michael Mitchell, Lewis Robinson and Rosie Shimell.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were none.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 30 January 2013 be agreed as a correct record of that meeting and signed by the chair.

6. DEPUTATIONS/PETITIONS (IF ANY)

There were none.

7. COMMUNITY ANNOUNCEMENTS

- Youth Restoration Fund
Members of the Dulwich Youth Community Council explained that there was £14,000 available in the Youth Restoration Fund. Eight local organisations had applied for funds and the money was split equally between the following four organisations which were offering a range of skills and opportunities along with social engagement for local young people:
 - Ketra
 - Woodcraft folk
 - Bee urban
 - Fibro awareness.
- Councillor Jonathan Mitchell announced that on Sunday 28 April 2013 from 3pm – 5pm at Kingswood House, there would be a musical tea party. It would be a free event hosted by Ida Barr and would be a mix of old and new style music and entertainment.
- Radio King Online
Williams Ackon explained that Radio King Online was granted £1,000 by Southwark Council to collaborate with Southwark Youth Council. A programme was set up to offer training for young people in radio production. Williams was working on a Crystal Palace festival and would welcome anyone who wanted to get involved.

8. CONSULTATION ON IMPROVING HEALTH SERVICES IN DULWICH AND THE SURROUNDING AREAS

Rebecca Scott, Programme Director, NHS Southwark
Malcolm Hines, Chief Financial Officer, NHS Southwark

Rebecca explained that last year she had presented at Dulwich Community Council and other community councils about the work being done around the re-design of health services in the south of the borough. During that consultation process more than one thousand comments and ideas had been put forward about existing services and what people would like to see in the future.

There were now a number of proposals which were now out for consultation. The booklet containing the proposals had been widely circulated.

The two different options considered in the booklet varied on the extent to which services were devolved to local practices or whether there should be more centralisation of services. There were pros and cons with each and Southwark NHS would like to hear the views of residents. Residents were also welcome to put forward an alternative option to those outlined in the proposals. The consultation was open to anyone who may choose to use health services in the area. The consultation was not about hospital services but the other health services available such as General Practice (GP) surgeries and clinics.

Rebecca invited residents to attend the public meetings on the consultation which were taking place on 30 April 2013 at 7pm and on 22 May 2013 at 2pm.

Malcolm Hines added that the Integrated Care Programme was a joint programme between Lambeth and Southwark. The re-design of services for the elderly/frail was being looked at along with groups of people with long-term conditions. In this area it's about bringing services together where they could be better provided. The current Dulwich Hospital buildings were not fit for the future. The hospital was currently owned by NHS property services.

The chair noted the written representation sent in by local resident Ken Hoole. This encouraged residents to take part in the consultation and make clear the option that they favoured. Contact rebecca.scott4@nhs.net or Tel. 020 7525 5155

9. HOUSING COMMISSION

Batool Reza, Housing and Community Services

Batool explained that about 70 different community conversation events were taking place as part of the Housing Commission. Southwark has about 39,000 council properties and another 15,000 leaseholders. It was the largest social landlord in London.

The Localism Act 2011 had led to changes in the way councils look at housing finance and how council housing can be allocated. There were currently no preferred options but residents at this stage were being asked for their views on how the council should move forward. In October 2012 an independent housing commission was set up to look at plans for Southwark's housing stock beyond its existing 2015/16 strategy. It would be an investment strategy for up to 30 years.

At this point in the meeting, residents took part in some interactive voting on the way forward for council housing in Southwark.

In July 2013, a report would go to the council's Cabinet which would include information on the feedback received from local residents.

10. POLICE SAFER NEIGHBOURHOODS TEAMS - NEW POLICING MODEL

Chief Inspector Rob Harper, explained that from 24 June 2013, there would be changes to the neighbourhood policing model.

The Metropolitan Police Service (MPS) along with the Mayor's Office for Policing and Crime (MOPAC) had come up with a plan to save the required £500 million from the police budget.

Every borough in London under the new police model would have one 24-hour front counter police station. There would also be some operational changes.

In Southwark, all the 24-hour response officers would be based at Peckham police station. The operational support unit would also be based at Peckham. The detective hub, under the new model, would be at Walworth police station.

In terms of neighbourhood policing there would be a significant increase in the number of officers. The uniformed officers currently working with plain clothes officers would be going out onto some beat duties. Neighbourhood police team numbers would also be boosted by response officers.

Under the new local police model, a neighbourhood police inspector would be in charge of six sergeants, thirty constables and twelve PCSOs (Police Community Support Officers). There would be a constant presence in each area cluster between 7am and 12 midnight, seven days per week.

In response to questions, Inspector Harper made the following points:

- Ward sergeants were key to neighbourhood policing and Inspector Harper was confident the right officers were in place to deliver a good service.
- CCTV provision was the responsibility of the council's community safety department.

11. CRIME AND DISORDER STRATEGIC ASSESSMENT AND ROLLING PLAN

Julian Pepper, Community Safety Analyst, Safer Southwark Partnership (SSP) explained that the SSP worked with a range of community partners to compile and analyse data in order to recognise the issues across the borough. The Police and probation service are the lead partners in the SSP and the aim was to make Southwark a safer and healthier place to live, work and visit.

A rolling plan was being produced to cover a four-year period. The strategic assessment data covered police crime statistics, hospital A&E data, work done by community wardens

and Southwark's environment team. The matrix of statistics helped to identify priorities for things such as anti-social behaviour on a ward by ward basis.

Julian encouraged residents, as part of the ongoing outreach work, to complete the anonymous survey. The survey could be accessed at the following web address: <http://tinyurl.com/cmp8jaf>

For further information contact: julian.pepper@southwark.gov.uk or Tel. 020 7525 7278.

12. CLEANER, GREENER, SAFER FUNDING

12.1 CLEANER, GREENER, SAFER CAPITAL FUND 2013/14

Cleaner, Greener, Safer (CGS) Capital Fund 2013/14

Note: This is an executive function.

Members considered the information in the report.

RESOLVED:

That allocations of CGS capital funding for the following applications be approved:

COLLEGE

| Proposal | Amount |
|--|---------------|
| Lighting the way Part 2 | £12,500 |
| Lordship Lane estate goes green | £400 |
| New war memorial paving | £1,500 |
| Safety lighting in Little Bornes | £5,000 |
| Countisbury sign / viewing platform | £6,000 |
| Dulwich wood nursery / children's centre signs | £3,500 |
| Gunsite allotment meeting hut | £3,240 |
| Hunts Slip Road landscaping | £4,500 |
| Greening the portakabin | £5,400 |
| Kingswood estate out gym and table-tennis | £11,000 |
| New Leaf regeneration | £1,300 |

| | |
|---|---------|
| Health and Safety improvements | £11,000 |
| Giles Coppice lighting improvements | £2,100 |
| Long Meadow play area | £17,000 |
| Wellbeing activities for over 50s Croxted Road estate | £584 |
| Pynners Close field facelift | £6,000 |

EAST DULWICH

| Proposal | Amount |
|---------------------------------------|---------------|
| East Dulwich crime prevention fund | £10,000 |
| Goose Green nursery astro-turfing | £5,000 |
| Cleaner Derwent Grove | £3,000 |
| East Dulwich street trees | £5,000 |
| Cycle parking hoops | £3,000 |
| Upton Court cycle lockers | £2,524 |
| Baptist church disabled access fund | £20,000 |
| Lordship Lane eco lighting | £10,000 |
| Peckham Rye Park adventure playground | £4,000 |
| Physic Garden | £364 |
| Chesterfield Grove alley gating | £8,000 |
| Street cleaning machine | £18,636 |

VILLAGE

| Proposal | Amount |
|-------------------------------------|---------------|
| Replacement bench in Dulwich Park | £1,500 |
| Refurbish stocks in Dulwich Village | £500 |
| Posts and chains in College Road | £5,000 |
| Lycott Grove fencing | £13,000 |

| | |
|--|---------|
| Pedestrian island on Burbage Road | £15,000 |
| Greening Dulwich Park | £6,000 |
| Dig the park | £3,000 |
| Roseberry Lodge | £20,000 |
| Delawyk dropped kerbs | £1,500 |
| Sunray wild life | £4,000 |
| Trees at Herne Hill velodrome | £5,000 |
| Herne Hill velodrome access improvements | £6,000 |
| Resources for crime prevention | £5,000 |
| Norwood Road tree planting | £6,000 |
| Belair Park swings | £8,000 |

NOTE: This leaves an under spend of £1,124 for Village ward.

12.2 CLEANER, GREENER, SAFER REVENUE FUND 2013/14

Note: This is an executive function.

Members considered the information in the report.

RESOLVED:

That allocations of CGS revenue funding for the following applications be approved:

COLLEGE

| Proposal | Amount |
|--|---------------|
| SNUB gardens for schools | £4,928 |
| Wellbeing for the over fifties on the Croxted estate | £2,093 |
| School crossing patrol contribution | £3,000 |

EAST DULWICH

| Proposal | Amount |
|--|---------------|
| East Dulwich Grove / Tell Grove planting | £1,000 |

Southwark Physic Garden

£1,256

VILLAGE

Proposal

Amount

School crossing patrol

£15,000

Bowls club

£1,080

Safer routes to school

£330

NOTE: This leaves an under spend of £9,979 for College ward, and an under spend of £17,744 for East Dulwich ward and an under spend of £3,590 for Village ward.

13. COMMUNITY INFRASTRUCTURE LEVY (CIL) PROJECT BANK LIST

Note: This is an executive function.

Members considered the information in the report.

RESOLVED:

That the CIL list of projects be deferred to the next meeting so that the projects for consideration can be clarified with officers.

14. LOCAL PARKING AMENDMENTS

Note: This is an executive function.

Members considered the information 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:
 - Ashbourne Crescent – install double yellow lines in front of the car park entrance.
 - Mount Adon Park– install double yellow lines on bends in the road.
 - Whateley Road – remove double yellow lines and loading ban and install a single yellow line.
2. That the following local parking amendments, detailed in the appendices to the report, be deferred for additional information to be considered:

- Lordship Lane – extend double yellow lines at the junction with Goodrich Road.
- Dulwich Park parking consultation.

15. PUBLIC QUESTION TIME

In response to a public question regarding the state of the pavement on Hunt Slip Road near Mary Datchelor Playing Fields, Councillor Andy Simmons said he would look into the situation.

16. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Following the earlier discussions around the new policing model, the community council considered whether to submit a question to the Council Assembly meeting in July 2013 and agreed the following:

“Would the Cabinet Member for Finance, Resources and Community Safety confirm that a substantial part of the recent £750,000 capital allocation to support policing and community safety will remain available to the Dulwich area, to ensure resources in the event that the new policing model for the south-west cluster is shown by the autumn review to require additional premises expenditure.”

The meeting ended at 9.55pm

CHAIR:

DATED:

| | | | |
|------------------------------------|--------------------------------|-------------------------------|---|
| Item No. 6. | Classification: Open | Date: 25 June 2013 | Meeting Name: Dulwich Community Council |
| Report title: | | Deputation Requests | |
| Ward(s) or groups affected: | | All wards | |
| From: | | Proper Constitutional Officer | |

RECOMMENDATIONS

1. That the Dulwich Community Council consider a deputation request from local traders along Norwood Road.
2. That the Dulwich Community Council consider a deputation request from local residents in Elfindale Road, Red Post Hill and Frankfurt Road.

BACKGROUND INFORMATION

3. When considering whether to hear the deputation request, the community council can decide:
 - To receive the deputation at this meeting or a future meeting; or
 - That the deputation not be received; or
 - To refer the deputation to the most appropriate committee/sub-committee.
4. The deputation shall consist of no more than six persons, including the spokesperson.
5. Only one member of the deputation shall be allowed to address the meeting, her or his speech being limited to five minutes.
6. Councillors may ask questions of the deputation, which shall be answered by their spokesperson or any member of the deputation nominated by her or him for up to five minutes at the conclusion of the spokesperson's questions, the deputation will be shown to the public area where they may listen to the remainder of the open section of the meeting.

KEY ISSUES FOR CONSIDERATION

7. Deputation requests have been submitted by representatives of those mentioned above. A deputation can be submitted by a person of any age who lives, works or studies in Southwark. Deputations must relate to matters which the council has powers or duties or which affects Southwark.
8. If more than one deputation is to be heard in respect of one subject there shall be no debate until each deputation has been presented. The monitoring officer shall, in writing, formally communicate the decision of the meeting to the person who submitted the request for the deputation to be received.

Residents of Elfindale Road and neighbouring roads

9. A deputation request has been submitted by residents of Elfindale Road, Red Post Hill and Frankfurt Road concerning the parking situation in the North Dulwich triangle area.

Norwood Road Traders Association

10. A deputation request has been submitted by representatives of Norwood Road Traders Association in respect of parking in Norwood Road and time allowed for free parking bays.

Procedure for deputations

11. At the meeting, the spokesperson for the deputation will be invited to speak up to five minutes on the subject matter. The community council will debate the deputation and at the conclusion of the deputation the chair will seek the consent of councillors to debate the subject. Councillors may move motions and amendments without prior notice if the subject does not relate to a report on the agenda. The meeting can decide to note the deputation or provide support if requested to do so. The community council shall not take any formal decision(s) on the subject raised unless a report is on the agenda
12. Any relevant resource or community impact issues will be contained in the comments of the strategic director.

Community impact statement

13. The Southwark Constitution allows for deputations to be made by groups of people resident or working in the borough.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Comments of the Director of Environment and Leisure

14. To follow

BACKGROUND DOCUMENTS

| Background Papers | Held At | Contact |
|---|---------------------------------------|-------------------------------------|
| Written correspondence received from local residents and traders in the Dulwich area. | 160 Tooley Street, London SE1P 5LX | Beverley Olamijulo 020 7525 7234 |

AUDIT TRAIL

| | | |
|---|--|--------------------------|
| Lead Officer | Alexa Coates, Principal Constitutional Officer | |
| Report Author | Beverley Olamijulo, Constitutional Officer | |
| Version | Final | |
| Dated | 14 June 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 the Constitutional Team | 17 June 2013 | |

The big Welfare benefit changes in 2013

From April 2013, the Government is significantly changing welfare benefits and services, including those provided through Southwark council. Thousands of people in Southwark will be affected by these changes and some will receive less help as a result.

With so much happening, it is important to know what the changes mean and where to go for advice. Here we explain the big changes happening in 2013.

Benefits Cap

What is changing?

A cap on the total amount of benefits, including housing benefit a household can receive has been introduced from April 2013. Southwark residents will start to be affected from August 2013. By September 2013, the Benefits Cap will apply in all parts of the country

What does this mean?

- For couples, families and lone parents, the **total** amount you can receive from one or more of these benefits is **£500 per week**
- For single people the **total** amount is **£350 per week**

If you are receiving more than the amount above, your **Housing Benefit** will be reduced to bring your total benefit income down to the Benefit Cap level. Those affected will be contacted directly by the Department for Work and Pensions.

Further information can be found on the council's website or by contacting the council's directly on 020 7525 1800.

Size criteria in social housing

What is changing?

Housing benefit for working age people living in the social sector (council and housing association properties) will only be paid according to the needs of their household.

What does this mean?

If your accommodation is larger than your housing needs, you may receive less money each week and you will be responsible for paying the difference between your rent and the amount of housing benefit you receive. Any tenant with at least one spare room will be affected. The reduction will be:

- 14 per cent for one extra bedroom
- 25 per cent for two extra bedrooms.

People of pension age will not be affected by these changes.

What should you do?

Further information can be found on the council's website or by contacting the council's directly on 020 7525 1800 to see if you are affected.

Council Tax Reduction Scheme

What is changing?

Council Tax Benefit has been abolished from April 2013. Local authorities have been asked to develop a scheme to support residents on low incomes. The government has also reduced the funding available for the scheme. Southwark Council has developed a Council Tax Reduction scheme.

What does this mean?

The maximum amount of support anyone of working age will receive is 85 per cent of their Council Tax bill.

If you are working age, currently receive Council Tax Benefit and have not paid Council Tax before, you will now have to pay at least 15 per cent of your Council Tax from 1 April 2013.

Southwark Council will no longer pay Second Adult Rebate to working age claimants from April 2013.

If you are a pensioner you will be unaffected by these changes, so you will not see a reduction in the amount of support you receive.

What should you do?

If you have any queries about the new scheme or want to discuss your payment options, you can contact the council on 020 7525 1880. More information is available on the council's website

A drop in Council Tax debt advice clinic is available on the first Tuesday of the month from 5-7pm at Bermondsey CAB, 8 Market Place, Southwark Park Road, SE16 3UQ.

Do not ignore your Council Tax bill as non-payment may lead to court action and additional charges.

Disability living allowance

What is changing?

Disability living allowance (DLA) is being replaced by a new benefit called personal independence payment (PIP) for people aged 16 to 64 (from June 2013).

What does this mean?

You will not automatically be entitled to PIP. You will need to apply for it. It will be based on how your health or disability affects your ability to live independently. New claims for PIP will be taken from June 2013. From 2015, people of working age (16-64) who are getting DLA will be written to and asked to complete a new claim form, and in most cases attend a medical assessment. If you do not respond, your DLA will stop being paid.

However, you will be invited to claim PIP earlier if there are changes in how your health condition or disability affects you, or you reach the end of your Disability Living Allowance award. You can find out more about PIP and when you will be affected by the changes by contacting the DWP.

What should you do?

If you receive DLA, be aware that you will be invited to claim PIP soon and your DLA will stop at this point. Respond to the DWP letter - your payments will stop if you do not.

Universal Credit

The Government plans to introduce Universal Credit as a new single payment replacing the following benefits:

- Housing Benefit
- Income-based Jobseeker's Allowance
- Income-related Employment and Support Allowance
- Income Support
- Child Tax Credits
- Working Tax Credits

When will Universal Credit be introduced?

Universal Credit will be introduced in October 2013: New claimants will make claims for Universal Credit from October 2013, while claims for existing benefits and credits will be gradually phased out. From April 2014, all new claims will be for Universal Credit and which include payments for new Housing Benefit claims

If you currently claim the above benefits, you will be gradually moved onto Universal Credit by the end of 2017

What is different about Universal Credit?

The main differences between Universal Credit and the current system are:

- Universal Credit will be available to people who are in work and on a low income, as well as to those who are unemployed
- Most people will apply online and manage their claim through an online account
- Universal Credit claimants will receive just one monthly payment in arrears, paid into a bank account
- Everyone on Universal Credit will need to have a bank account, as Universal Credit will be paid into a bank account.
- Support with housing costs will go direct to the claimant as part of their monthly payment rather than to their landlord

What should you do?

You can keep up to date with the latest information through the DWP. They will write to you when it is time for you to move to Universal Credit.

Pensioners will not be affected by any the changes listed above.

Further information on the changes to the welfare benefits system is available on the council's website. If you are worried that you might be affected by any of these changes, visit the one stop shops or local advice centre.



Dulwich Community Council

Public Question form

Your name:

Your mailing address:

What is your question?

Please give this form to Beverley Olamijulo, Constitutional Officer or Fitzroy Lewis, Community Council Development Officer

Feedback on issues - Dulwich Community Council on 22 April 2013

| Question | Responses |
|--|---|
| <p>Question</p> <p>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.</p> | <p>Response</p> <p>Response from David Franklin (senior manager) in Southwark's Licensing Team.</p> <p>'Crime statistics do not show a high rate of anti-social behaviour on the Southwark section of Norwood Road, resources are deployed proportionately across the borough targeting areas where high levels of crime and disorder, including antisocial behaviour, occur.</p> <p>The night-time economy team will visit Norwood Road occasionally, where there is now one nightclub operating within Southwark. A second night club has closed following Planning enforcement action who is also taking action with regard to the remaining night club. Seven visits have been made since September 2012, at times varying between 22:00 and 03:30hrs and no incidents of anti-social behaviour have been observed.</p> <p>The Council's noise service have visited on two occasions in the same period and witness one statutory noise nuisance from the night club and a warning letter was sent.</p> <p>We are of course happy to look into any specific areas of concern.'</p> |

| | | | |
|------------------------------------|--------------------------------|---|---|
| Item No. 13. | Classification: Open | Date: 25 June 2013 | Meeting Name: Dulwich Community Council |
| Report title: | | Community Council Highways Capital Investment 2013/14 | |
| Ward(s) or groups affected: | | All in the Dulwich Community Council area | |
| From: | | Head of Public Realm | |

RECOMMENDATION

1. To agree the works to be funded from the proposed schemes in the Dulwich Community Council area as set out in Appendix 1, or to agree alternative schemes subject to officer investigation and feasibility.

BACKGROUND INFORMATION

2. The declining quality of public highway combined with extreme weather events has led to further deterioration in recent years – with some non-principal, unclassified roads being particularly affected. Given the nature of these roads and the lower level of traffic flows it is unlikely that such locations will feature in any major resurfacing programme. Without the necessary capital allocation to attend to such locations, complaints of poor road surfaces can only be dealt with through the council's reactive maintenance programme.
3. The Council's non-principal road investment programme prioritises works on non-principal roads on a borough-wide basis and this investment forms the largest part of the annual investment programme.
4. In August 2011 and prior to the reduction in the number of Community Councils the Cabinet Member for Transport, Environment and Recycling committed to the provision of an allocation of £100,000 (£800,000 total) to each Community Council for local investment selections in highways surfacing. The schemes that were approved and delivered in 2012/13 financial year ended 31 March 2013 are presented in Appendix 2.
5. As part of the approved Highways Capital Investment programme for 2013/14, each Community Council will receive a proportion of £800,000, as published in Highways and Lighting Capital Investment Programme (2013/14) dated 20 March 2013 (Appendix 3).
6. Dulwich Community Council was allocated £114,285 to be used for its highways surface improvements (carriageway or footway) of its choice. These can be spent on any non-principal road on the area. Any under spends from previous years can also be re-allocated, up to the overall available funding set out in paragraph 8 below and in Appendix 1.

KEY ISSUES FOR CONSIDERATION

7. As an aid to the selection process, officers have provided a range of required works and indicative costs for their implementation, excluding works already programmed as part of the borough-wide priority programme. These are shown in Appendix 1, including details of any under or over spend from the previous financial year.
8. The overall budget available to the Dulwich Community Council is £148,321 (£114,285 for 2013/14 plus £34,036 carry over from 2012/13).
9. The commencement and completion of the schemes within the current financial year will depend upon the decision by the community council, subject to any adverse weather

conditions later in the winter months.

Community Council Selections

10. This money can be spent on any asset renewal or replacement project selected by the Community Council with the caveats that it cannot be spent on traffic safety or parking schemes, non-functional or decorative installations and / or non-essential works. In addition to the resurfacing selections provided it, the money (or part thereof) could be spent on minor patching and pothole repairs should a community council wish to do so.

Delivery

11. Once the community council has made its selections by the method of its 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.

Human Resources implications

12. As set out in the Highways and Lighting Capital Investment Programme (2013/14) dated 20 March 201, the planning, programming, supervision and payment of all the programmes in this report will be managed by the Public Realm Division in conjunction with the new integrated highways supplier Conway Aecom.

Community Impact Statement

13. There are no specific community impact issues arising from the recommendations.

BACKGROUND DOCUMENTS

| Background Papers | Held At | Contact |
|--|--|---|
| Highways Capital Investment Programme Decision 20 March 2013 | 160 Tooley Street PO Box 64529 Southwark Council London SE1P 5LX Online: http://modern.gov.southwark.gov.uk/ieDecisionDetails.aspx?ID=3637 | Franklin Uwakaneme 0207525 2207 or Matthew Hill 020 7525 3541 |

APPENDICES

| No. | Title |
|------------|---|
| Appendix 1 | Candidate Schemes for 2013/14 |
| Appendix 2 | Summary update of the schemes approved for implementation in 2012/13 for financial year ended 31 March 2013. |
| Appendix 3 | Extract from Appendix 5 of the Highways Capital Investment programme for 2013/14 - Community Council Investment Allocations |

AUDIT TRAIL

| | | |
|---|---|--------------------------|
| Lead Officer | Matthew Hill, Public Realm Programme Manager | |
| Report Author | Franklin Uwakaneme, Manager, Environmental Improvements | |
| Version | Final | |
| Dated | 12 June 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 | 12 June 2013 | |

APPENDIX 1

Devolved Community Council Funded Schemes

Community Council : Dulwich

Date: 25 June 2013

Funding

| | |
|------------------------------------|-----------------|
| Under spend from previous years | £34,036 |
| Allocation for FY 2013/14 | £114,285 |
| Total available for 2013/14 | £148,321 |

Officer Recommendations – 2013/14

| Candidate Road | Ward | Carriageway/Footway | Allocation | Estimated Cost |
|------------------|---------|----------------------|------------|-----------------|
| Elfindale Road | Village | Footway | | 74,849 |
| Druce Road | Village | Footway | | 35,419 |
| Ardbeg Road | Village | Footway | | 38,925 |
| Pickwick Road | Village | Footway | | 52,153 |
| Beckwith Road | Village | Footway | | 33,639 |
| Carver Road | Village | Carriageway | | 36,189 |
| Langton Rise | College | Carriageway | | 9,335 |
| Hitherwood Drive | College | Carriageway | | 6,987 |
| Stradella Road | Village | Carriageway | | 12,953 |
| | | | | |
| | | Overall Total | | £300,449 |

APPENDIX 2

Summary update of the schemes approved for implementation in 2012/13 for financial year ended 31 March 2013.

| Schemes Name | Community Councils | Ward | Budget Allocation | Carriageway Resurfacing | Footway Works | Under/(Over) Spend | Comments/ Former Community Council areas |
|--|--------------------|--------------|--|-------------------------|---------------|--------------------|--|
| Calton Avenue Outside 27-47 | Dulwich Cc | Village | 18,000 | | 18,000 | 0 | Dulwich |
| Calton Avenue Outside 73 | Dulwich Cc | Village | 3,000 | | 3,000 | 0 | Dulwich |
| Dulwich Village (Barclay to Woodyard Lane) | Dulwich Cc | Village | 14,000 | | 14,000 | 0 | Dulwich |
| Turney Road Outside 188 | Dulwich Cc | Village | 1,500 | | 1,500 | 0 | Dulwich |
| Turney Road Outside 107-111 | Dulwich Cc | Village | 2,000 | | 2,000 | 0 | Dulwich |
| Turney Road Outside 87-89 | Dulwich Cc | Village | 2,000 | | 2,000 | 0 | Dulwich |
| Turney Road Outside 140-142 | Dulwich Cc | Village | 2,000 | | 2,000 | 0 | Dulwich |
| Turney Road Outside 63-65 | Dulwich Cc | Village | 2,000 | | 2,000 | 0 | Dulwich |
| Croxted Road Outside 276-288 | Dulwich Cc | Village | 5,000 | | 5,000 | 0 | Dulwich |
| North Cross Road | Dulwich Cc | East Dulwich | 66,000 | 37,130 | | 28,000 | Dulwich |
| Seeley Drive | Dulwich Cc | College | 38,400 | 27,800 | | 10,600 | Dulwich |
| Half Moon Lane | Dulwich Cc | Village | 4,000 | | 4,000 | 0 | Dulwich |
| Colby Road | Dulwich Cc | College | 27,000 | 26,941 | | 58 | Dulwich |
| | | | | | | | |
| Implementation Fee | | | | | | -£4,622 | |
| | | | Budget Carried Forward – Under/(Over) spend | | | £34,036 | |

APPENDIX 3

Extract (Appendix 5 of the Highways Capital Investment Programme for 2013/14 - Community Council Investment Allocations)

| Community Council | Ward | Allocation (£k's) | Total (£k's) |
|--------------------------------|-------------------------|--------------------------|---------------------|
| Bermondsey and Rotherhithe | Grange | 38.095 | 209.525 |
| | Livesey (part) | 19.050 | |
| | Riverside | 38.095 | |
| | Rotherhithe | 38.095 | |
| | South Bermondsey | 38.095 | |
| | Surrey Docks | 38.095 | |
| Borough, Bankside and Walworth | Cathedrals | 38.095 | 190.475 |
| | Chaucer | 38.095 | |
| | East Walworth | 38.095 | |
| | Faraday | 38.095 | |
| | Newington | 38.095 | |
| Camberwell | Brunswick Park | 38.095 | 114.285 |
| | Camberwell Green | 38.095 | |
| | South Camberwell | 38.095 | |
| Dulwich | College | 38.095 | 114.285 |
| | East Dulwich | 38.095 | |
| | Village | 38.095 | |
| Peckham and Nunhead | Livesey (part) | 19.050 | 171.430 |
| | Nunhead | 38.095 | |
| | Peckham | 38.095 | |
| | Peckham Rye | 38.095 | |
| | The Lane | 38.095 | |
| | | | 800.000 |

| | | | |
|------------------------------------|--------------------------------|-----------------------------------|---|
| Item No. 14. | Classification: Open | Date: 25 June 2013 | Meeting Name: Dulwich Community Council |
| Report title: | | Lordship Lane 20mph Zone Proposal | |
| Ward(s) or groups affected: | | East Dulwich ward | |
| From: | | Head of Public Realm | |

RECOMMENDATIONS

1. Consider the three objections received relating to a proposal to introduce a 20mph zone on Lordship Lane between Melbourne Grove and Goose Green (detailed in appendix 1).
2. Reject the three objections and implement the scheme as originally proposed and give approval to make the relevant Traffic Management Order (TMO).
3. Instruct officers to write to the objectors giving reason for the decision.

BACKGROUND INFORMATION

4. The Council gave notice of its intent to introduce a 20mph zone for the section of Lordship Lane between Melbourne Grove and Goose Green under section 6 of the Road Traffic Regulation Act, 1984, on 8 May 2013.
5. Statutory consultation was carried out for a period of three weeks via street, press and web notices; a copy of the proposed orders was also sent to statutory consultees.
6. This report presents details of the objections that were received during the statutory consultation period.
7. Determination of such matters is reserved to community council for decision, it being a non-strategic Traffic Management Order.
8. The origins and reasons for the recommendations are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Lordship Lane 20mph Zone (PRP/PD/TMO1314-003)

Background to the proposed TMO

9. A CGS funding proposal (£15K) was awarded to design and install a section of 20mph zone on Lordship Lane between Melbourne Grove and Goose Green.
10. The 20mph proposal in Lordship Lane (between Goose Green and Melbourne Grove) is part of the council's ongoing objective to make all of the roads in borough 20mph. Introduction of 20mph speed limits has been proven to reduce

both the frequency and seriousness of road collisions, which is particularly pertinent for Lordship Lane given the high volume of pedestrians and vulnerable road users crossing the carriageway.

11. Following receipt of the scheme brief, traffic surveys were undertaken to ascertain the current average vehicle speeds along this section of Lordship Lane, which indicated an 85th percentile speed of 28mph.
12. The scheme was designed (using signage and road markings) in line within current national Traffic Signs Regulations and General Directions (TSRGD) standards – the national government regulations governing such matters.
13. The scheme has the added benefit of improving the visual streetscape through significant de-cluttering of existing 20mph signage on side roads. The scheme will result in the combining the existing 20mph areas to the east and west of this section of Lordship Lane into one zone. Therefore existing entry signage on side roads can be removed.

Detail of the objections received

14. On 8 May 2013 the council's intention to introduce a 20mph limit for the section of Lordship Lane between Melbourne Grove and Goose Green was advertised.
15. The proposed TMO was published by way of street and press notices in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
16. During the statutory, three week consultation period 3 written objections were received, none of which have since been withdrawn following discussion with officers. The details of those objections are provided in Appendix 1 and summarised in the following paragraphs.

Summary of objection 1

17. Received from a private individual - The road in question is a main through road carrying both public and private traffic and this proposed speed limit will not benefit traffic flow in any way.
18. The traffic flow is more than enough to cause a reduction of speed and safe guard pedestrians wishing to cross the road.
19. The road is currently suitable for the traffic and any imposed speed reduction will cause congestion which is not wanted.

Summary of objection 2

20. Received from the Metropolitan Police Service - I am concerned about the speeds at night in the section of Lordship Lane that you propose to bring in a 20mph speed limit. This road is not a small, quiet residential street, it is a busy A road used by all categories of driver.
21. In the day, speeds are kept low by traffic, parked vehicles and vehicles pulling in and out of the short term parking bays. I see from the speed surveys that the speeds are continuously low in the day.

22. Although there is far less traffic at night, because the road is a major route, there is still a steady flow. I am more concerned about the North bound speeds. This section of road has a bus lane which makes the road much wider and therefore more likely to encourage drivers to speed up.
23. Taking a dip sample of the Hansler Rd North bound speed survey - on the 11th Dec2012 between midnight and 0600hrs there were 777 vehicles, 339 of these were exceeding the 30mph speed limit. On the 14th Dec, between the same hours there were 1018 vehicles, 465 of these were exceeding the 30mph speed limit.
24. Bearing in mind signage (and no physical traffic calming features) is likely to reduce traffic speeds by 1 to 2 mph, what engineering measures are being taken to ensure that the 20mph limit is adhered to 24hrs a day in different traffic conditions? If it is implemented as planned, I believe that it won't be long before residents start to complain about night time speeding and demand enforcement. This needs to be addressed before implementation of the new speed limit.

Summary of objection 3

25. Received from the London Cab Ranks Committee, the taxi trade body which deals with ranks and highways matters - I would like to object to your proposal to introduce a 20mph speed limit on Lordship Lane. This section of road is well used and already has a number of pedestrian crossings which serve to slow traffic. The introduction of a formal 20mph scheme would be costly and would not add to pedestrian safety on the stretch of road. The change to 20mph could lead to confusion for motorists already coping with a multitude of traffic enforcement signs and other visual clutter. A convincing case for this scheme adding to road safety in the area has not been made by Southwark council. No thorough cost/benefit analysis has been made to justify the inconvenience and cost of the proposed scheme.

Reasons for report recommendations

26. The introduction of a 20mph zone in Lordship Lane is in line with the council's policy objective of making all roads in the borough 20mph.
27. Introduction of 20mph speed limits has been proven to reduce both the frequency and seriousness of road collisions, which is particularly pertinent for this section Lordship Lane given the high volume of pedestrians and vulnerable road users crossing the carriageway.
28. There is no evidence to suggest that the introduction of a 20mph speed limit will have any adverse effect on traffic congestion or journey times in Lordship Lane. The slower speeds should actually help with regulating traffic flow and movement in conjunction with the existing signal operated pedestrian crossing facilities. This will also have environmental benefits of lower ambient noise levels and air pollution.
29. At this stage, there is not enough funding to progress additional physical measures above what is currently proposed (such as further vertical deflection measures). Recent changes to the TSRGD allow for 20mph zones to be

installed using signage and road markings only and therefore the current design complies fully with legislative criteria.

30. The implementation of 20mph zones through the use of signage and road markings is extremely cost effective and with benefits for vulnerable road users.
31. The proposed scheme will not add to street clutter (and confusion to drivers). As detailed above, street clutter will be substantially reduced as part of this scheme.
32. Following the implementation of the scheme, further speed surveys will be undertaken to ascertain if the introduction of the scheme has resulted in speed reduction (in line with the new legal speed limit). If speeds are still too high (particularly at night), then potentially more funding could be made available (through the community council fund) to install further measures to physically curtail traffic speeds
33. It must be noted that whilst three objections were received, 18 emails of support were received.
34. In view of the above powers for making new traffic orders and the general policy support for implementation of 20mph on all borough roads, it is recommended that the objections are rejected and the 20mph zone is implemented as originally proposed

Policy implications

35. The recommendations contained within this report are consistent with the policies of the Council's Transport Plan.

Community impact statement

36. The policies within the Transport Plan are upheld within this report and have been subject to an Equality Impact Assessment (EqIA). Lower speed limits support better road safety for vulnerable road users.

Resource implications

37. All costs arising from implementing the proposals, as set out in the report, will be fully contained within the allocated CGS scheme budget.

Consultation

38. The statutory consultation carried out to date is detailed within the body of the report.
39. Formal notification of the council's intent to make a Traffic Management Order has been made in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996
40. The road network and parking manager has been consulted on the proposals and has no objections.

41. No consultation or comment has been sought from the Director of Legal Services or Strategic Director of Finance and Corporate Services.

BACKGROUND DOCUMENTS

| Background Papers | Held At | Contact |
|---------------------|---|-----------------------------|
| Transport Plan 2011 | Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011 | Sally Crew 020 7525 5673 |

APPENDICES

| No. | Title |
|------------|----------------------------|
| Appendix 1 | Lordship Lane - Objections |

AUDIT TRAIL

| | | |
|---|--|--------------------------|
| Lead Officer | Qassim Kazaz, Principal Project Manager, Transport | |
| Report Author | Chris Mascord, Senior Engineer | |
| Version | Final | |
| Dated | 7 June 2013 | |
| Key Decision? | No | |
| CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER | | |
| Officer Title | Comments Sought | Comments included |
| Strategic Director of Finance and Corporate Services | No | No |
| Director of Legal Services | No | No |
| Cabinet Member | No | No |
| Date final report sent to Constitutional Team | 10 June 2013 | |

APPENDIX 1**Objection 1**

Sent: 16 May 2013 10:27

Subject: Traffic Order PRP/PD/TMO1314-003

Traffic Order
PRP/PD/TMO1314-003 Lordship Lane

With regard to the above I would like to register my objection to the introduction of a 20 MPH speed limit.

The road on question is a main through road carrying both public and private traffic and this proposed speed limit will not benefit traffic flow in any way.

The traffic flow is more than enough to cause a reduction of speed and safe guard pedestrians wishing to cross the road.

The road is currently suitable for the traffic and any imposed speed reduction will cause congestion which is not wanted.

This is yet another a scheme that is being proposed for no sensible reason

Objection 2

Sent: 21 May 2013 18:25

Subject: RE: [LB Southwark - statutory consultations] Lordship Lane - introduction of 20 m.p.h. speed limit

whilst the Metropolitan Police support measures to reduce traffic speeds and speed related injuries on the roads, we need to ensure that speed limits are appropriate for road conditions. I am concerned about the speeds at night in the section of Lordship Lane that you propose to bring in a 20mph speed limit. This road is not a small, quiet residential street, it is a busy A road used by all categories of driver.

I have looked at the speed surveys. The Frogley Rd one was positioned next to a crossing on a speed table so I would expect the speeds to be low here. The other survey concerns me.

In the day, speeds are kept low by traffic, parked vehicles and vehicles pulling in and out of the short term parking bays. I see from the speed surveys that the speeds are continuously low in the day.

Although there is far less traffic at night, because the road is a major route, there is still a steady flow. I am more concerned about the North bound speeds. This section of road has a bus lane which makes the road much wider and therefore more likely to encourage drivers to speed up.

Taking a dip sample of the Hansler Rd North bound speed survey - on the 11th Dec2012 between midnight and 0600hrs there were 777 vehicles, 339 of these were

exceeding the 30mph speed limit. On the 14th Dec, between the same hours there were 1018 vehicles, 465 of these were exceeding the 30mph speed limit.

Bearing in mind signage (and no physical traffic calming features) is likely to reduce traffic speeds by 1 to 2 mph, what engineering measures are being taken to ensure that the 20mph limit is adhered to 24hrs a day in different traffic conditions? If it is implemented as planned, I believe that it won't be long before residents start to complain about night time speeding and demand enforcement. This needs to be addressed before implementation of the new speed limit.

Objection 3

Sent: 3 June 2013 23:12

Subject: Lordship Lane 20 mph speed limit

Dear sir

I am writing on behalf of the London Cab Ranks Committee, the taxi trade body which deals with ranks and highways matters.

I would like to object to your proposal to introduce a 20mph speed limit on Lordship Lane. This section of road is well used and already has a number of pedestrian crossings which serve to slow traffic. The introduction of a formal 20mph scheme would be costly and would not add to pedestrian safety on the stretch of road. The change to 20mph could lead to confusion for motorists already coping with a multitude of traffic enforcement signs and other visual clutter. A convincing case for this scheme adding to road safety in the area has not been made by Southwark council. No thorough cost/benefit analysis has been made to justify the inconvenience and cost of the proposed scheme.

| | | | |
|------------------------------------|--------------------------------|--|---|
| Item No 15. | Classification: Open | Date: 25 June 2013 | Meeting Name: Dulwich Community Council |
| Report title: | | Local parking amendments | |
| Ward(s) or groups affected: | | All wards within Dulwich Community Council | |
| From: | | Head of Public Realm | |

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:
 - Crystal Palace Road - install double yellow lines in front of entrance to Dulwich Leisure Centre and single yellow line in front of distribution depot
 - Acacia Grove - install double yellow lines on bend in road opposite No.15
2. It is recommended that the four objections made against the proposal to install at any time waiting restrictions (double yellow lines) on Elmwood Road be considered and rejected, and officers be instructed to proceed and make the traffic order, as detailed in paragraphs 23 to **Error! Reference source not found.**
3. It is recommended that the consultation, detailed in paragraphs 51 to 65 in relation to possible changes to parking arrangements in Dulwich Park be approved.

BACKGROUND INFORMATION

4. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the Community Council.
5. 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.
6. This report gives recommendations for two local parking amendments, involving traffic signs and road markings.
7. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Crystal Palace Road – 1314Q1003

8. The council was contacted by the manager of the Dulwich Leisure Centre, who made complaint about access to their off-street loading and disabled parking area being obstructed by HGVs making deliveries to the adjacent distribution depot of Janson Beauty at No. 2 and 2a Crystal Palace Road.
9. This section of Crystal Palace Road, just south of its junction with East Dulwich Road, is mostly residential but also includes a large distribution depot and the leisure centre. See photographs in appendix 1.
10. An officer visited this location on 25 April 2013 and met with the manager of the leisure centre, during the visit it was noted that kerb parking occupancy levels were very high, with vehicles parked close to the dropped kerb of the leisure centre and across the entrance to the adjacent depot.
11. The manager reported that the distribution depot received deliveries by articulated Lorries approximately three times a week. As a direct result of the high parking occupancy in this unrestricted street, those Lorries frequently parked as close as possible to the depot and sometimes this included in the middle of the road or across the dropped kerb into the leisure centre.
12. An officer carried out a further site visit on 7 June 2013 to discuss the matter with Janson Ltd distribution depot. A member of staff from the depot advised that they received daily deliveries by van and these were accommodated within the forecourt of the premises. However, they confirmed that articulated lorry deliveries were made up to once a week and these vehicles were too large to enter the premises and therefore were made on-street.
13. The leisure centre has two disabled persons parking bays on their site and it is important to maintain access to these bays via the dropped kerb.
14. Whilst it is an offence to park adjacent to the leisure centre's dropped kerb, irrespective of the presence or absence of road markings, officers are of the view that, unless some form of on-street loading/unloading provision is made for Jenson Ltd, then the problem of articulated lorries overhanging and obstructing the leisure centre (or parking in the street) will persist.
15. It is unlikely that the issuance of parking tickets would be a deterrent and, in any case, it is not feasible for a Civil Enforcement Officer to be on hand at those events and by the time of the arrival then those disabled visitors will probably have had to park elsewhere.
16. It is therefore recommended that, as detailed in appendix 2, a single yellow line is installed across the "island" in front of the distribution depot (No.2) with double yellow lines on either side, including across the dropped kerb leading to leisure centre.
17. By providing a single yellow line this will allow for legitimate loading and unloading during the day but allow residents to park overnight and at weekends. We recommend double yellow lines across the dropped kerb and to the north of Jensen Ltd's northerly entrance, to avoid misleading motorists into thinking that parking in front of the dropped kerb is acceptable and to improve access into the

depot's delivery forecourt.

18. It is noted that the existing single yellow line south of the leisure centre entrance (remaining from the construction period of the leisure centre) will also be removed as part of this item.

Acacia Grove – 1314Q1032

19. The council was contacted by a ward member on behalf of their constituent whose is a local resident and has concerns with the parking on the bend in the street.
20. Acacia Grove is a residential street that connects Croxted Road to Allyn Park, a number of the properties have off street parking.
21. An officer visited this street on 7 June 2013 and noted that vehicles were parked on the south west kerb line within two metres of the bend. The officer observed vehicles cutting across the bend and this was being done by vehicles travelling in both directions.
22. It is therefore recommended that the as detailed in Appendix 3 double yellow lines are introduced to the south west kerb line on the bend in the road to improve visibility and safety for all road users.

Elmwood Road – Determination of statutory objections - 1213Q3018

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

Background to recommendations

24. Councillor Eckersley asked the parking design team to investigate the issue of vehicles parked in the turning head.
25. The intersection between Elmwood Road and Red Post Hill was closed to motor vehicular traffic at some date in the past.
26. In closing the junction a standard turning head was constructed to allow vehicles to turn around at the end. This facility removes the necessity for vehicles to reverse (up to) 200m down the street to Danecroft Road in the event that parked cars prevent a three-point-turn.
27. An officer visited this location on the 21 November 2012 and noted that one vehicle was parked in the turning head on Elmwood Road.

Details of objections

28. Public realm projects advertised the council's intention to install double yellow lines to prevent vehicles parking in the purpose-built turning head on Elmwood Road.
29. The proposed TMO was advertised on 28 March 2013 by way of street and press notices in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

30. During the statutory, three week consultation period 21 written objections were received and officers wrote to objectors explaining the council's reasons for the double yellow lines and if they accepted this explanation to withdraw their objection.
31. Four objectors asked to maintain their objections, the details of those objections is provided in Appendix 4 and summarised in the following paragraphs.

Objection 1

32. There is no problem with cars parking in the turning area.
33. The turning simulation is flawed.
34. Vehicles never have to reverse as far as 200m.
35. On-street parking will be negatively affected.

Objection 2

36. The proposals are not required and a waste of money
37. The proposals do not help local residents
38. The proposals are unnecessary. The road is a dead end.

Objection 3

39. There are currently no issues around resident parking in the area.
40. Discharging the "network management duty" is unnecessary.

Objection 4

41. The turning simulation is flawed.
42. Vehicles have never had to reverse as far as 200m.
43. On street parking will be negatively affected.

Reasons for report recommendations

44. When this highway was closed at its junction with Red Post Hill, a turning head was specifically designed and constructed to allow vehicles to turn around at the end to prevent vehicles from having to reverse back up the street.
45. There seem to be mixed views on whether or not the turning head is used for parking and therefore whether yellow lines are justified.
46. Some have commented that parking is under great pressure in this area and that the loss of these spaces would make matters worse.
47. Others, however, have commented that people don't park in the turning head and therefore yellow lines are not unnecessary.

48. In both scenarios, it would seem that yellow lines may be justified on the basis that:
- a. if parking pressure is high, then restrictions are needed to maintain a proper turning head and to avoid reversing out
 - b. if parking pressure is low and people don't park there, then new restrictions will not negatively impact on parking in the area
49. Officers consider that swept path analysis (turning simulation) was carried out to specification and was carried to illustrate how a vehicle should use the turning head.

Recommendation

50. In view of the above explanation, it is recommended that the community council:
- a. consider the four objections
 - b. reject the four objections
 - c. instruct officers to make the traffic order, as proposed,
 - d. instruct officers to write to the objectors to inform them of the decision
 - e. instruct officers to implement the double yellow lines in the turning head as Elmwood Road as shown in appendix 6.

Dulwich Park – parking consultation

Background

51. Dulwich Park receives over 1 million visitors per year who make use of the excellent facilities which are spread over 29 hectares.
52. The park has entrances in College Road, Dulwich Common, Court Lane and Dulwich Village.
53. Visitors are encouraged to arrive by foot or bicycle, by rail (via West Dulwich and North Dulwich stations) or by bus (P4 or P13).
54. The park provides bicycle and free (to the user) car parking facilities that are accessed from the Old College Gate in Court Lane.
55. 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.
56. 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 7.
57. 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 out when they realise there isn't a space, putting pedestrians at risk
- c. park staff are diverted from other tasks into the marshalling of traffic and parking.
58. 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.
59. 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 2012.

Consultation method

60. 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.
61. Additional to the statutory minimum, the council proposes to carry out informal consultation with stakeholders (appendix 8) on the proposals.
62. The proposed consultation structure is outlined in Figure 1.

Dulwich Park – parking consultation

Consultation process and decision making

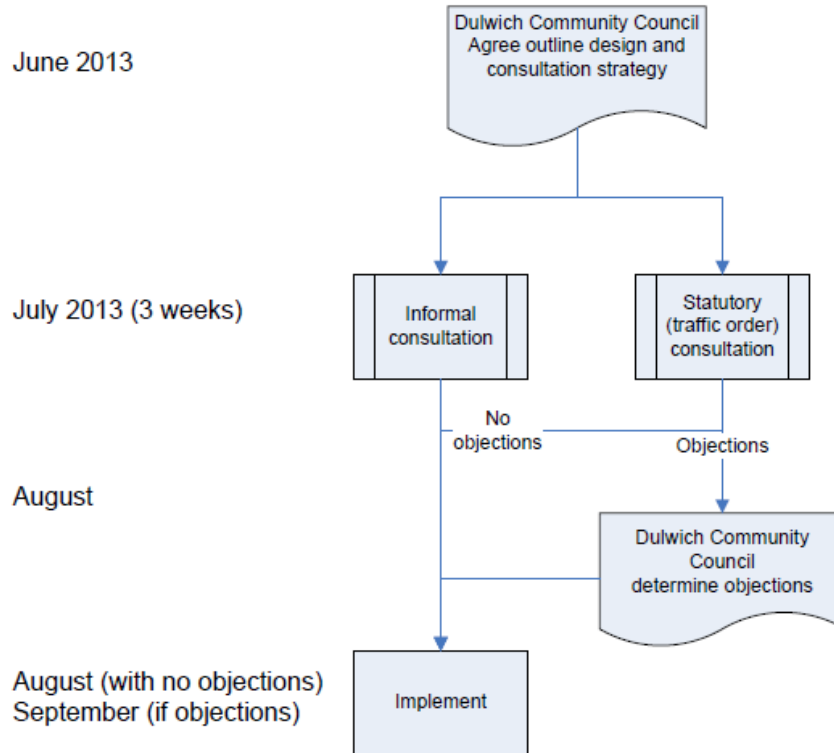


Figure 1

Outline design principles

63. An outline design is included in appendix 9. 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
64. 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.

65. 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

66. 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

67. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
68. 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.
69. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
70. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
71. 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.
72. 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.
73. 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

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

Legal implications

75. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
76. 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.
77. 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.
78. 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.
79. 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.
80. 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.
81. By virtue of section 32 -25, the Council may, for the purposes of relieving or preventing congestion or traffic may provide off-street parking places such as those proposed for Dulwich Park

Consultation

82. No informal (public) consultation has been carried out.
83. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
84. 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.
85. 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.
86. 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.
87. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
88. 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 | Crystal Palace Road - photos of existing parking |
| Appendix 2 | Crystal Palace Road - proposed single Monday to Friday 8am - 6.30 pm waiting restriction and at any time waiting restriction |
| Appendix 3 | Acacia Grove - proposed at any time waiting restriction |
| Appendix 4 | Elmwood Road - objections details |
| Appendix 5 | Elmwood Road - residents photos - consultation |
| Appendix 6 | Elmwood Road - proposed at any time waiting restriction |
| Appendix 7 | Dulwich Park car park – aerial photographs |
| Appendix 8 | Dulwich Park – stakeholder list |
| Appendix 9 | Dulwich Park – outline design |

AUDIT TRAIL

| | | |
|---|--|--------------------------|
| Lead Officer | Matthew Hill, Public Realm Programme Manager | |
| Report Author | Tim Walker, Senior Engineer | |
| Version | Final | |
| Dated | 13 June 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 Community Council Team | 13 June 2013 | |









PUBLIC REALM PROJECTS (PARKING DESIGN)



Southwark Council
Environment and Leisure, Public Realm
PO Box 64529, London SE1 5LX

LEGEND

-  EXISTING DISABLED BAY
-  EXISTING DISABLED BAY
-  EXISTING SINGLE YELLOW LINE
-  EXISTING DOUBLE YELLOW LINES
-  PROPOSED SINGLE YELLOW LINE
-  PROPOSED DOUBLE YELLOW LINES

| Revision details | By | Date | Surfix |
|------------------|----|------|--------|
| | | | A |
| | | | B |

Project ID / name
1314Q1_LOCAL_PARKING_AMENDMENTS

Drawing title
CRYSTAL_PALACE_ROAD
PROPOSED_WAITING_RESTRICTIONS
Layout

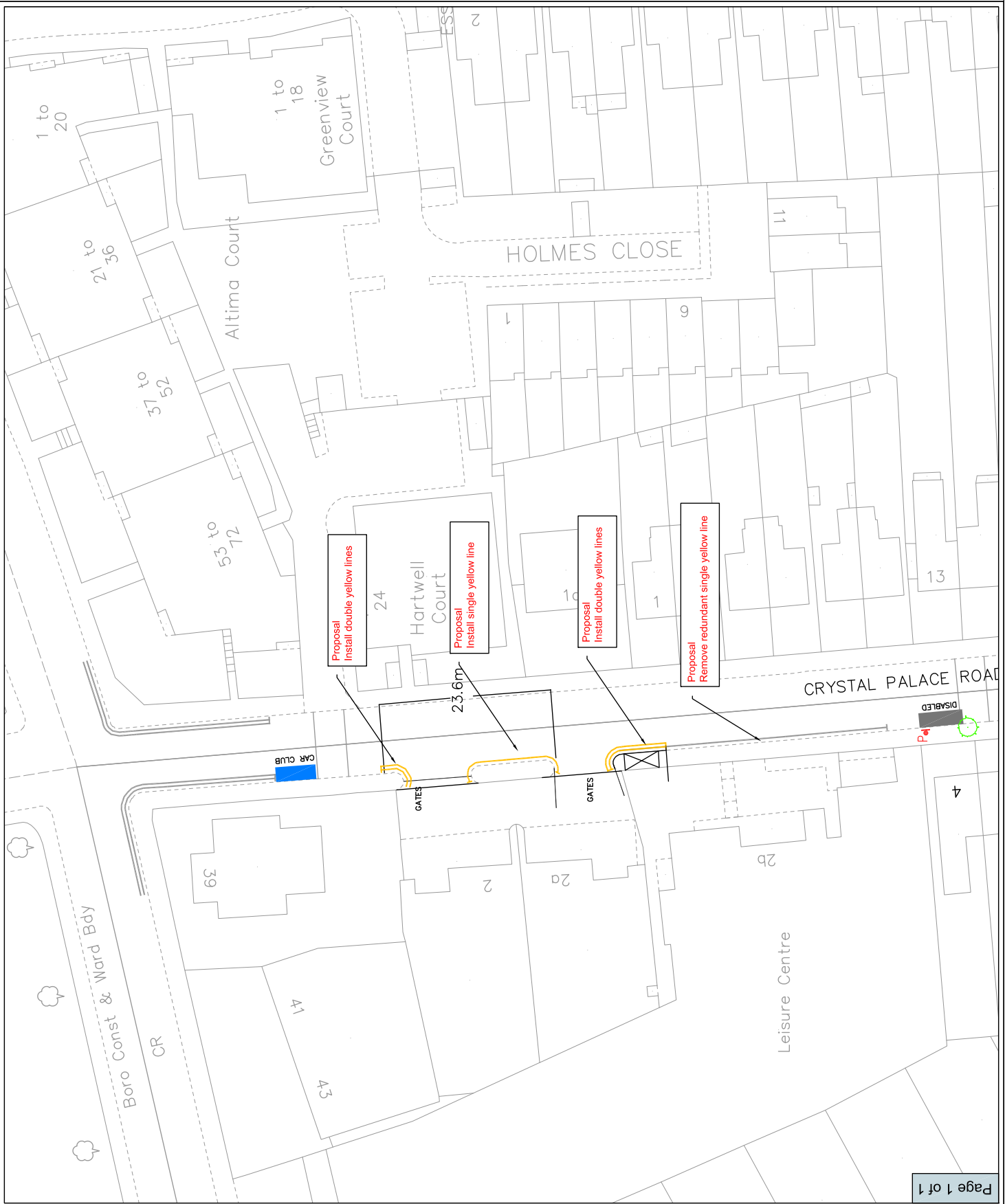
APPENDIX_2

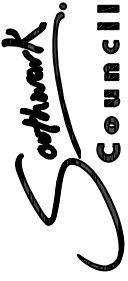
Scale
1:500_AT_A3

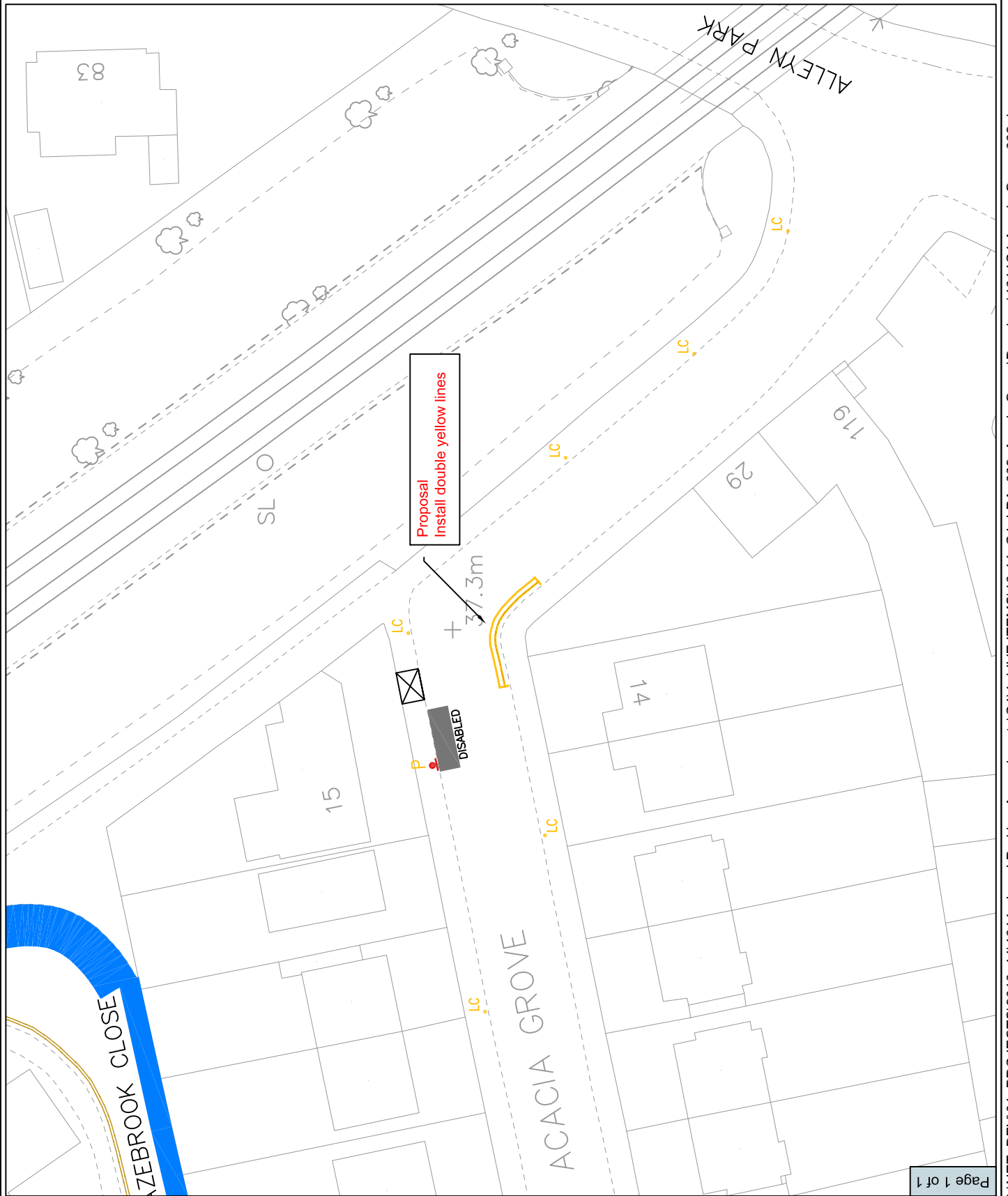
File Name
1314Q1003 Crystal Palace Road.dwg

| Drawn | Designed | Checked | Approved |
|----------|----------|----------|----------|
| MH | MH | TW | TW |
| 07/06/13 | 07/06/13 | 10/06/13 | 10/06/13 |

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|  <p>Southwark Council Environment & Leisure, Public Realm PO Box 64529, London SE1 1LX</p> | | <p>LEGEND</p> <ul style="list-style-type: none"> EXISTING DISABLED BAY EXISTING ESTATE BAY PROPOSED DOUBLE YELLOW LINE EXISTING ESTATE DOUBLE YELLOW LINE | | | | | | | | | | | | | | | | | | | |
|---|----------|--|----------|--------|----------|---------|----------|----|----|----|----|----------|----------|----------|----------|--|--|--|--|--|--|
| <p>Revision details</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>By</th> <th>Date</th> <th>Suffix</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td>A</td> </tr> <tr> <td> </td> <td> </td> <td>B</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> | | By | Date | Suffix | | | A | | | B | | | | | | | | | | <p>Project ID / name</p> <p>1213Q3_LOCAL_PARKING_AMENDMENTS</p> | |
| By | Date | Suffix | | | | | | | | | | | | | | | | | | | |
| | | A | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | |
| <p>Drawing title</p> <p>ACACIA GROVE</p> | | <p>PROPOSED_AT_ANY_TIME_WAITING_RESTRICTIONS</p> <p>Layout</p> | | | | | | | | | | | | | | | | | | | |
| <p>APPENDIX_3</p> | | <p>Scale</p> <p>1:500_AT_A4</p> | | | | | | | | | | | | | | | | | | | |
| <p>File name</p> <p>1314Q1_032</p> | | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Drawn</th> <th>Designed</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td>MH</td> <td>MH</td> <td>TW</td> <td>TW</td> </tr> <tr> <td>07/06/13</td> <td>07/06/13</td> <td>10/06/13</td> <td>10/06/13</td> </tr> </tbody> </table> | | Drawn | Designed | Checked | Approved | MH | MH | TW | TW | 07/06/13 | 07/06/13 | 10/06/13 | 10/06/13 | | | | | | |
| Drawn | Designed | Checked | Approved | | | | | | | | | | | | | | | | | | |
| MH | MH | TW | TW | | | | | | | | | | | | | | | | | | |
| 07/06/13 | 07/06/13 | 10/06/13 | 10/06/13 | | | | | | | | | | | | | | | | | | |
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APPENDIX 4

Herd, Michael

From: Herd, Michael
Sent: 15 April 2013 07:40
To: [REDACTED]
Subject: RE: Elmwood Road - [REDACTED]
Dear [REDACTED],

Thank you for your objection to the proposed removal of double yellow lines on Elmwood Road.

Your objection will form part of a report that will be presented to the Dulwich Community Council at a meeting to held on 25 June 2013.

The agenda for this public meeting will be published on the council's web site at a date closer to the meeting, [see here](#).

Regards

Michael Herd
Transport and project officer
Public realm projects (Parking design)

From: [REDACTED]
Sent: 13 April 2013 15:38
To: Herd, Michael
Subject: Re: Elmwood Road - [REDACTED]

Dear Michael,

Thank you for the response.

I based my initial email on the details below already supplied.

Please log this objection.

Thank you

[REDACTED]

From: "Herd, Michael" <Michael.Herd@southwark.gov.uk>
To: [REDACTED]
Sent: Monday, 8 April 2013, 10:07
Subject: RE: Elmwood Road - [REDACTED]

Dear [REDACTED],

Than you for your objection to the proposed double yellow lines on Elmwood Road.

In view of the above, I hope you will understand our proper reasons for the proposal at the northern end of Elmwood Road, that is:

- to allow sufficient space for vehicles to turn around and to avoid the necessity for vehicles to reverse up to 200m
- to maintain clear carriageway, from kerb-to-kerb, in the turning head through the introduction of double yellow lines
- to install these yellow lines only to such an extent as to enable a modest sized van (eg. a Tesco home delivery van) to make a 3-point turn
- in response to a concern raised about vehicles parking in this turning head, that was subsequently

observed by a council officer

We consider that the double yellow lines proposed are the minimum required to allow a modest sized vehicle to turn. I have attached a pdf showing an swept path simulation of a delivery vehicle.

General guidance (by the Fire Brigade) to traffic authorities is that turning facilities must be provided in any dead end street that is longer than 20m, either through provision of a hammerhead or turning circle.

Whilst I understand the concern you raise about parking possibly being displaced into an already heavily parked street, it is important to note that the authority has to meet the network management duty placed upon us (i.e.. to secure the expeditious movement of traffic) and this proposal attempts to discharge that duty. We do not have a duty to provide on-street parking, which is not a given right.

I hope this explains the proposal for Elmwood Road.

Please advise me if you wish to continue your objection. If you do wish to maintain your objection, an objection report on the Elmwood Road proposal will be sent to the Dulwich community council for determination.

Regards

Michael Herd
Transport and projects officer
Public realm projects (Parking design)

From: [REDACTED]
Sent: 06 April 2013 10:44
To: traffic orders
Subject: reference PRP/PD/TMO1213-037

Dear Sir/Madam,

Please can you register my email as a protest against the proposed Double Yellow markings on ELMWOOD ROAD.

From all the correspondence I've read and from my own use of the road when enjoying Sunray Gardens i find the reasons provided for this 'nimby' proposal to be quite pointless and a waste of funds and resource and that the councils energy and money can be much better spent in more needy areas.

This just appears to be an encroachment for the sake of it and is doing no favours to any local residents. I personally just see this as a way to gradually add further parking restrictions in the area as a whole and completely unnecessary. The road is a dead end for a start and the reason given are incredulous.

Please focus on issues that actually matter to the local community. A 3 point turn to a Tesco Delivery truck is not a local issue. Please think about channeling your energies to prioritise more meaningful local issues.

Resident at

[REDACTED]

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Herd, Michael

From: [REDACTED]
Sent: 08 April 2013 11:43
To: Herd, Michael
Subject: Re: Elmwood Road - [REDACTED]

Dear Mr Herd

Thank you for your reply and apologies if mine was a little intemperate. I do understand that you have a job to do and parking/yellow lines is one of those issues that makes otherwise normal people rather hot under the collar.

On 8 April 2013 11:30, Herd, Michael <Michael.Herd@southwark.gov.uk> wrote:

Dear [REDACTED],

Thank you for your objection reply to the proposed removal of double yellow lines on Elmwood Road.

In my reply I use the the Tesco home delivery van as an example of the size of vehicles used in the pdf showing an swept path simulation, my apologies if this give the impression that Tesco's was involved in the proposal.

Please let me reassure you that all objectors who wish their objection to be sent to the Dulwich community council will have their objection detailed in the report.

Your objection will form part of a report that will be presented to the Dulwich Community Council at a meeting to held on 25 June 2013.

The agenda for this public meeting will be published on the council's web site at a date closer to the meeting, [see here](#).

Regards

Michael Herd
 Transport and project officer
 Public realm projects (Parking design)

From: [REDACTED]
Sent: 08 April 2013 11:08
To: Herd, Michael
Subject: Re: Elmwood Road - [REDACTED]

Dear Mr Herd

I do wish to maintain my objection, and I request that my objection is forwarded to the Dulwich Community Council. I have to say that I'm rather surprised an officer of the council should wish to intervene and not pass on my objection.

I understand the council's desire to classify any objection to yellow lines under the bracket of "silly person, they don't understand that there is no given right to on-street parking." I can assure you I fully understand the law on that point.

The point I made was that there are currently no issues around resident parking in the area, but that the council will be creating these issues. It seems a very odd thing to do. And for the council to act as an agent for Tesco is disturbing. To discharge the "network management duty" is it not necessary to comply with the commercial interests of Tesco or any other supermarket, for that matter. What if Tesco started using much larger vehicles? Would you then ban any on-street parking in order to ensure that Tesco's profits can be maintained? How absurd.

In fact, I would be pleased if this email is also added to the objections that are put before Dulwich Community Council.

How many other objections have not been passed on after the council's officers emailed back to the objector and effectively said "do you really want to pass this on?" What if the objector is, say, on Easter holiday, and doesn't see your reply? What a rather sneaky way of ensuring the number of objections are reduced.

I know you have a job to do but foisting these unnecessary measures on local residents where there is no proven traffic issue is ridiculous. Please rethink this daft idea.

On 5 April 2013 13:27, Herd, Michael <Michael.Herd@southwark.gov.uk> wrote:

Dear [REDACTED],

Thank you for your objection to the proposed double yellow lines on Elmwood Road.

The Council's reasons for the proposal at the northern end of Elmwood Road, are:

- to allow sufficient space for vehicles to turn around and to avoid the necessity for vehicles to reverse up to 200m
 - to maintain clear carriageway, from kerb-to-kerb, in the turning head through the introduction of double yellow lines
 - to install these yellow lines only to such an extent as to enable a modest sized van (eg. a Tesco home delivery van) to make a 3-point turn
 - in response to a concern raised about vehicles parking in this turning head, that was subsequently observed by a council officer
- We consider that the double yellow lines proposed are the minimum required to allow a modest sized vehicle to turn. I have attached a pdf showing an swept path simulation of a delivery vehicle.

General guidance (by the Fire Brigade) to traffic authorities is that turning facilities must be provided in any dead end street that is longer than 20m, either through provision of a hammerhead or turning circle.

Whilst I understand the concern you raise about parking possibly being displaced into an already heavily parked street, it is important to note that the authority has to meet the network management duty placed upon us (i.e.. to secure the expeditious movement of traffic) and this proposal attempts to discharge that duty. We do not have a duty to provide on-street parking, which is not a given right.

I hope this explains the proposal for Elmwood Road.

Please advise me if you wish to continue your objection. If you do wish to maintain your objection, an objection report on the Elmwood Road proposal will be sent to the Dulwich community council for determination.

Regards

Michael Herd
Transport and projects officer
Public realm projects (Parking design)

From: [REDACTED]
Sent: 05 April 2013 12:42
To: traffic orders
Subject: reference PRP/PD/TMO1213-037 Elmwood Road

Hello

I'm a resident of Danecroft Road, adjacent to Elmwood Road

I would like to object to the imposition of yellow lines at the far end of Elmwood Road. I understand the council's desire to create a safe turning circle but unfortunately it is misguided. I have lived almost directly opposite that space, on Red Post Hill, for many years and now live on Danecroft Road. In none of that time have I witnessed or experienced any issues with cars parking in the turning area and have never heard of or seen cars having to reverse back down Elmwood Road as the council suggests. One does have to wonder why the council seeks to act upon maybe one or two outside voices in comparison with the many local voices objecting to this. Surely it is local residents who have knowledge of local parking and turning issues.

There is only one foreseeable result of yellow lines, which is a reduction in on-street parking. There is currently no problem with turning, but you will be creating a problem with parking. This is insane. One of the joys of living in these roads is that there is not, at present, a problem with on-street parking. The roads are sufficiently far from stations to eliminate that as an issue. Instead the council will be CREATING a problem by painting yellow lines.

Please listen to the people who understand the issues in these roads, namely the local residents, and do not implement this flawed plan.

Regards

[REDACTED]
[REDACTED]
Editor
Guardian Money
[REDACTED]

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Herd, Michael

From: [REDACTED]
Sent: 16 April 2013 08:35
To: Herd, Michael
Subject: Re: Elmwood Road - PRP/PD/TMO1213-037

Thanks Michael.

From my Blackberry

From: "Herd, Michael" <Michael.Herd@southwark.gov.uk>
Date: Mon, 15 Apr 2013 07:41:29 +0100
To: [REDACTED]
Subject: RE: Elmwood Road - PRP/PD/TMO1213-037

Dear [REDACTED],

Thank you for your objection to the proposed removal of double yellow lines on Elmwood Road.

Your objection will form part of a report that will be presented to the Dulwich Community Council at a meeting to held on 25 June 2013.

The agenda for this public meeting will be published on the council's web site at a date closer to the meeting, [see here](#).

Regards

Michael Herd
Transport and project officer
Public realm projects (Parking design)

From: [REDACTED]
Sent: 14 April 2013 12:15
To: traffic orders; Herd, Michael
Subject: Elmwood Road - PRP/PD/TMO1213-037

Dear Michael,

Ref: PRP/PD/TMO1213-037

I've discussed this further with my neighbours and I would still like to object to the planned double yellow lines in Elmwood Road, for the following reasons:

1. There is no problem with cars parking in the turning area today.

Who, apart from Councillor Eckersley, has reported seeing cars parked in the turning area on a regular basis? Is there any documentary evidence of this? Has anyone complained about cars having to reverse down the road?

2. The turning simulation is flawed.

The vehicle shown in the simulation weaves all over the road and mounts the pavement. It is perfectly easy to turn round in the road as it is now.

3. Vehicles have never had to reverse as far as 200m.

There are always a few spaces for cars to turn just a few metres away from the end of the road. Drivers have never needed to reverse all the way to Danecroft Road, unless they are driving a very large lorry, which wouldn't be able to turn in the turning area anyway.

4. On street parking will be negatively affected.

Cars that would normally park towards the end of Elmwood Road will be not be able to do so, and will park further along the street, closer to the where the residents park, causing parking congestion.

The residents want to keep the on-street parking they have today without yellow lines which are an unnecessary cost to the citizenry of Southwark.

Regards

A black rectangular redaction box covering the signature of the sender.

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Herd, Michael

From: Herd, Michael
Sent: 08 April 2013 09:01
To: [REDACTED]
Subject: RE: Proposed parking restrictions - Elmwood Road

Dear [REDACTED],

Thank you for your objection to the proposed removal of double yellow lines on Elmwood Road.

Your objection will form part of a report that will be presented to the Dulwich Community Council at a meeting to held on 25 June 2013.

The agenda for this public meeting will be published on the council's web site at a date closer to the meeting, [see here](#).

Regards

Michael Herd
Transport and project officer
Public realm projects (Parking design)

From: [REDACTED]
Sent: 05 April 2013 13:38
To: Herd, Michael
Cc: Eckersley, Toby; Mitchell, Michael
Subject: Re: Proposed parking restrictions - Elmwood Road

Dear Michael

Ref: PRP/PD/TMO 1213-037

Thank you for your email. I am still of the opinion that the proposed yellow lines are completely unnecessary. My objection to the proposal therefore continues on the following grounds:

1. There is no problem with cars parking in the turning area.

Who, apart from Councillor Eckersley (who is not an impartial party), has reported seeing cars parked in the turning area on a regular basis? What is the documentary evidence of this? Has anyone complained about cars having to reverse down the road? Why now? The road has been blocked off for at least six years and there have been no yellow lines all this time. Has the Fire Brigade's guidance changed in this time? And for that matter, seeing as a fire engine is significantly larger than the Tesco van mentioned, and wouldn't be able to turn at the end of the road no matter how many yellow lines there are, why are the Fire Brigade's regulations at all relevant?

2. The turning simulation is flawed.

The vehicle shown in the simulation weaves all over the road and mounts the pavement. This morning I have twice turned my car around in the turning area. There was a car parked on the left side of the street, with its front end level with the postbox. I turned my car - which is not significantly smaller than a delivery van - without going anywhere near the parked car. If the yellow lines are imposed that car would be parked on them, and probably the car parked behind it too, as well as any car parked on the opposite side of the road to them.

3. Vehicles have never have to reverse as far as 200m.

There are always a few spaces for cars to turn just a few metres away from the end of the road. Drivers have never needed to reverse all the way to Danecroft Road, unless they are driving a very large lorry, which wouldn't be able to turn in the turning area anyway. For that matter, if a Tesco delivery van (or any other delivery van) delivers to the houses at the end of Elmwood Road they always turn at the empty area at the gates of the park. I know this because I live opposite those gates, at the penultimate house on the Red Post Hill end of Elmwood Road, which is at least 100m from the end of the road.

4. On street parking will be negatively affected.

Cars that would normally park towards the end of Elmwood Road will be not be able to do so, and will park further along the street, closer to the where the residents park. You wrote that, '[We do not have a duty to provide on-street parking, which is not a given right.](#)' It might not be a given right but it is what the residents of Elmwood Road want. That's one of the reasons why we live here, and why we have long campaigned not to have a CPZ in this area.

What the residents of Elmwood Road and the surrounding area don't want is completely unnecessary double yellow lines at the end of Elmwood Road.

Yours sincerely

On Thu, Apr 4, 2013 at 1:32 PM, Herd, Michael <Michael.Herd@southwark.gov.uk> wrote:

Dear Councillor Eckersley, [REDACTED],

Thank you for your objection to the proposed double yellow lines on Elmwood Road.

Firstly, please accept my apologies for confusion created by the incorrect information in the statement of reasons (SoR).

The SoR is meant to be an explanation for the proposals made on the legal notice published in the press and installed on street. The SoR is the bare minimum of an explanation that the Regulations require from the council, acting in it's role as Traffic Authority.

These days, we don't give much emphasis to the SoR and instead provide more details on our proposals in a council report. In the case of Elmwood Road the reasons for the proposal were [reported to Dulwich Community Council on 30 Jan 2013 \(report available under Supporting Documents at this link\).](#)

In the case of Elmwood Road the content of the SoR was incorrect. It clearly does not reflect the justification for the proposal. The proposal is made to enable sufficient space for vehicles to turn around in the purpose-built turning head, at the northern end of Elmwood Road.

The mistake in the SoR was a human error which occurred when information was transferred between two different teams. We're going to make improvements to this process.

In view of the above, I hope you will understand our proper reasons for the proposal at the northern end of Elmwood Road, that is:

- to allow sufficient space for vehicles to turn around and to avoid the necessity for vehicles to reverse up to 200m
- to maintain clear carriageway, from kerb-to-kerb, in the turning head through the introduction of double yellow lines
- to install these yellow lines only to such an extent as to enable a modest sized van (eg. a Tesco home delivery van) to make a 3-point turn
- in response to a concern raised about vehicles parking in this turning head, that was subsequently observed by a council officer

We consider that the double yellow lines proposed are the minimum required to allow a modest sized vehicle to turn. I have attached a pdf showing an swept path simulation of

a delivery vehicle.

General guidance (by the Fire Brigade) to traffic authorities is that turning facilities must be provided in any dead end street that is longer than 20m, either through provision of a hammerhead or turning circle.

Whilst I understand the concern you raise about parking possibly being displaced into an already heavily parked street, it is important to note that the authority has to meet the network management duty placed upon us (i.e.. to secure the expeditious movement of traffic) and this proposal attempts to discharge that duty. We do not have a duty to provide on-street parking, which is not a given right.

There will be no addition costs associated with the enforcement of any new restrictions. It is expected that double yellow lines will largely be self enforcing, but should Civil Enforcement Officers need to visit this would be included within the existing borough-wide patrols carried out by the council's parking contractor.

I hope this explains the proposal for Elmwood Road.

Please advise me if you wish to continue your objection. If you do wish to maintain your objection, an objection report on the Elmwood Road proposal will be sent to the Dulwich community council for determination.

Regards

Michael Herd
Transport and projects officer
Public realm projects (Parking design)

From: Eckersley, Toby
Sent: 29 March 2013 22:08
To: Herd, Michael
Subject: Fw: Proposed parking restrictions - Elmwood Road

Michael
In Tim's absence till 3 April, pl wd your deal with the below?
Toby

"Southwark Council does not accept liability for loss or damage resulting from software viruses.

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From: Eckersley, Toby
To: Walker, Tim
Cc: Mitchell, Michael
Sent: Fri Mar 29 22:05:55 2013
Subject: Fw: Proposed parking restrictions - Elmwood Road

Tim

It seems that someone in your unit may have provided [REDACTED] with somewhat misleading information about the reason for DCC's decision to authorise double yellow lines in the hammerhead turning area at the north end of Elmwood Rd - a cul de sac. The members' reasons were safety-related (to avoid the risk of vehicles having to reverse all the way back to the junction with Danecoft Rd if a vehicle is parked in the hammerhead). Pl cd you consider re-advising [REDACTED], with a copy to [REDACTED] of Elmwood Rd who also seems to object? Pl also check that the extent of double yellows proposed to be installed is the minimum to achieve the above safety objective.

Toby

"Southwark Council does not accept liability for loss or damage resulting from software viruses.

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From: [REDACTED]
To: traffic orders
Cc: Eckersley, Toby; [REDACTED]
Sent: Fri Mar 29 14:15:35 2013

Subject: Proposed parking restrictions - Elmwood Road

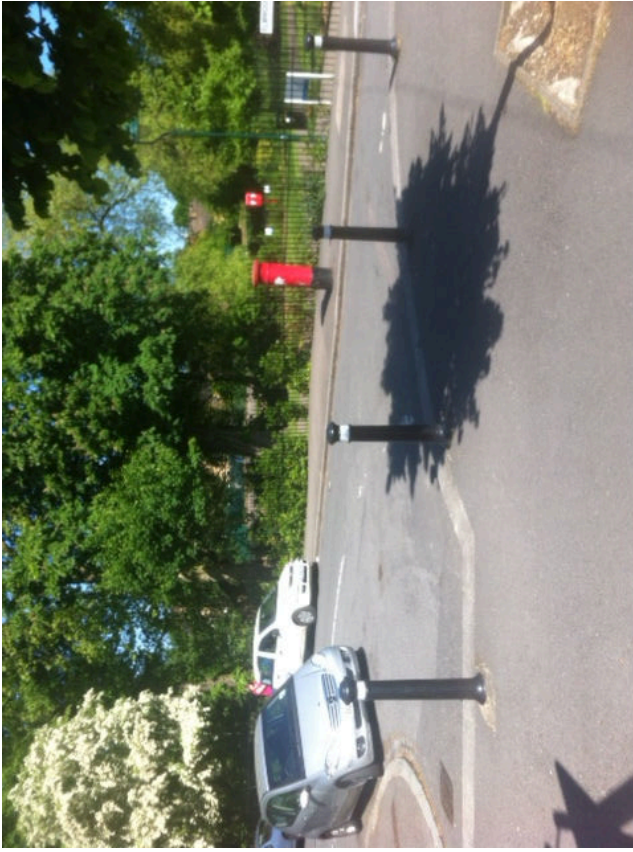
I am writing to object to this proposal, for which I can see no justification. Your stated reason is "to provide access and improve traffic flow". This is nonsense as that end of Elmwood is closed, so there is no traffic flow and access to what? The section on which you propose to introduce 'any time' parking restrictions is mainly used by staff at the Charter School who, if prevented from parking there, will transfer to the already crowded sections of Elmwood & Beckwith Roads. Thereby making life more difficult for all of us and presumably adding the unnecessary cost of patrolling & enforcing the new restrictions.

To repeat, this seems to be an entirely unjustifiable proposal whose only effect will be to inconvenience people who live and work in the area.

Regards,


[REDACTED]

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PUBLIC REALM PROJECTS (PARKING DESIGN)



Environment and Leisure, Public Realm
PO Box 64529, London SE1 5LX

LEGEND

- Existing double yellow lines
- Proposed double yellow lines
- Existing Bus stop

| Revision details | By | Date | Suffix |
|------------------|----|------|--------|
| | | | A |
| | | | B |
| | | | |
| | | | |
| | | | |
| | | | |

Project ID / name
1213Q3_LOCAL_PARKING_AMENDMENTS

Drawing title
ELMWOOD ROAD
VEHICLE_TURNING_SIMULATION
Layout

APPENDIX_6

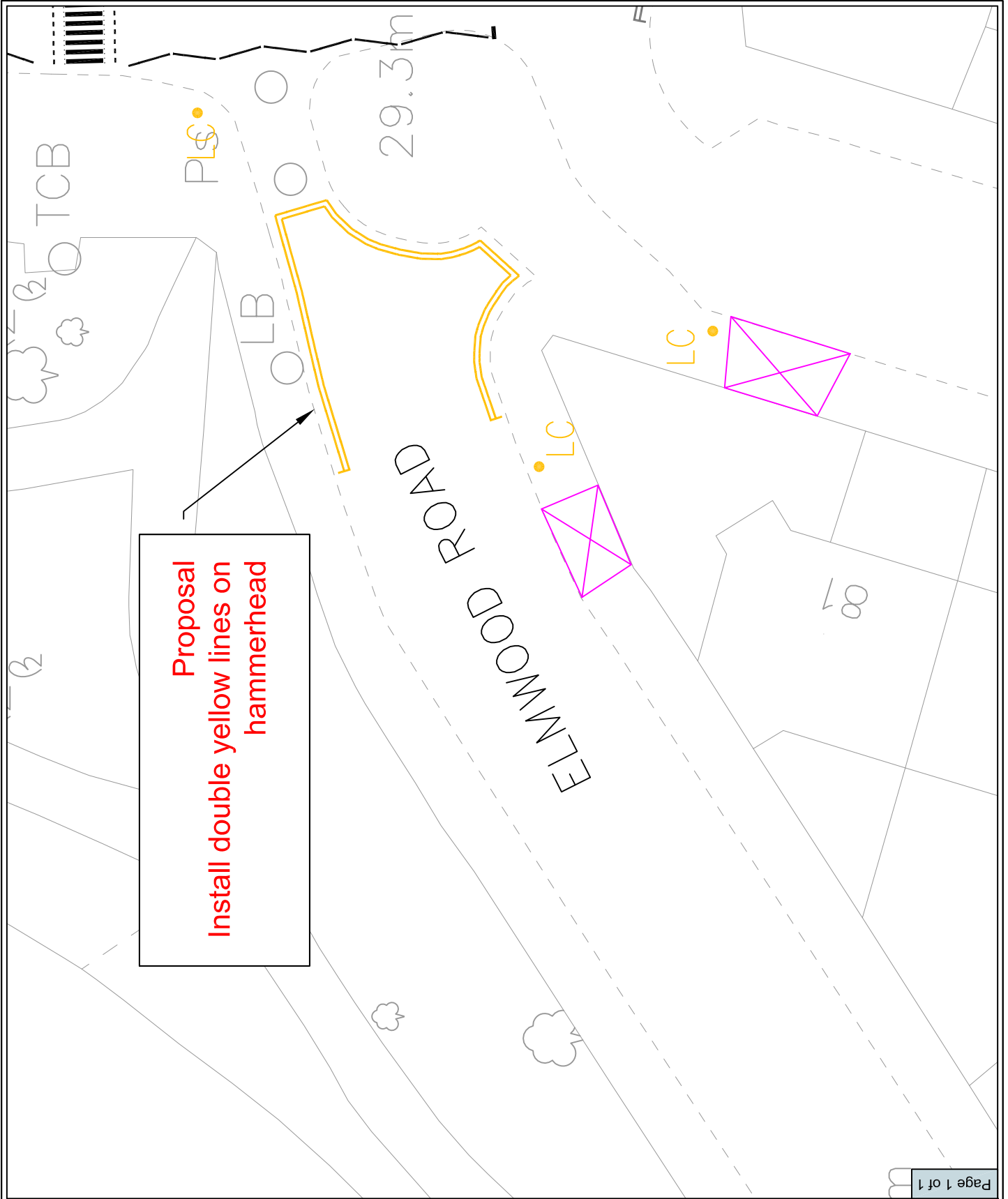
Scale

NTS_AT_A4

File name
1213Q3_018

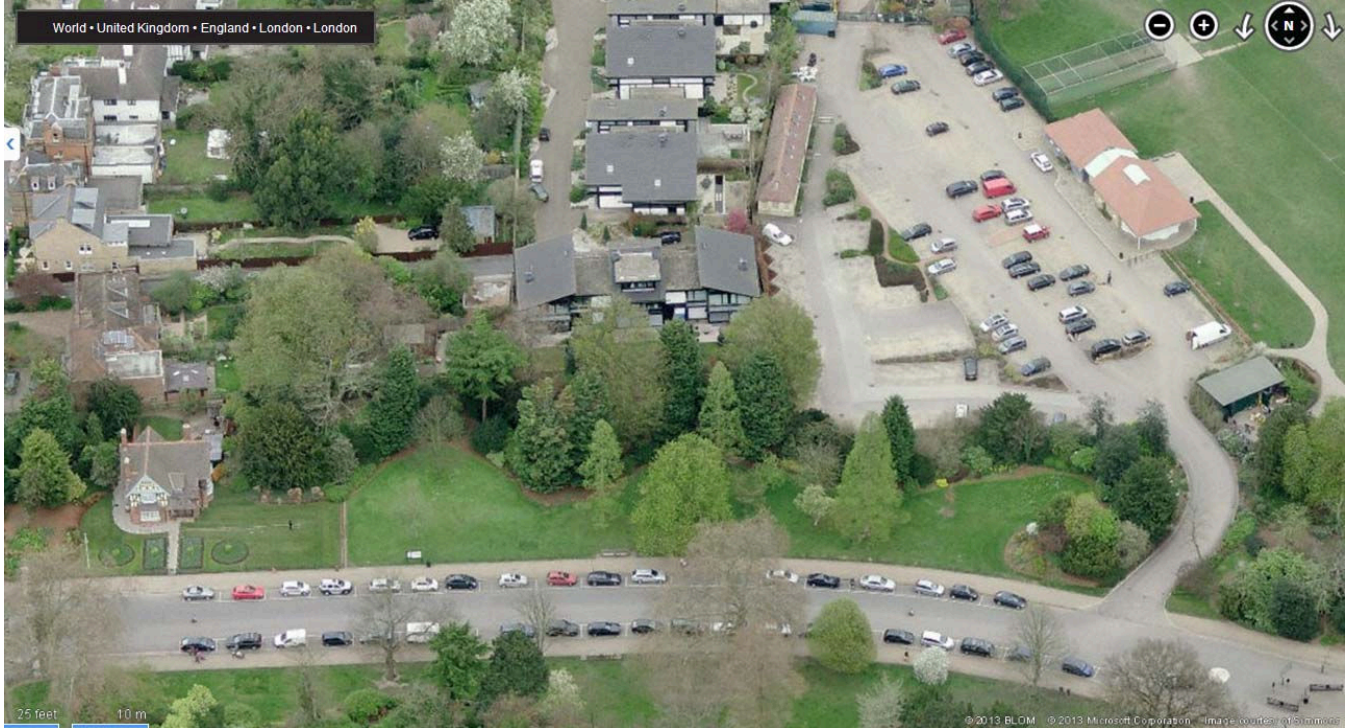
| Drawn | Designed | Checked | Approved |
|----------|----------|----------|----------|
| MH | MH | TW | TW |
| 21/11/12 | 21/11/12 | 21/11/12 | 21/11/12 |

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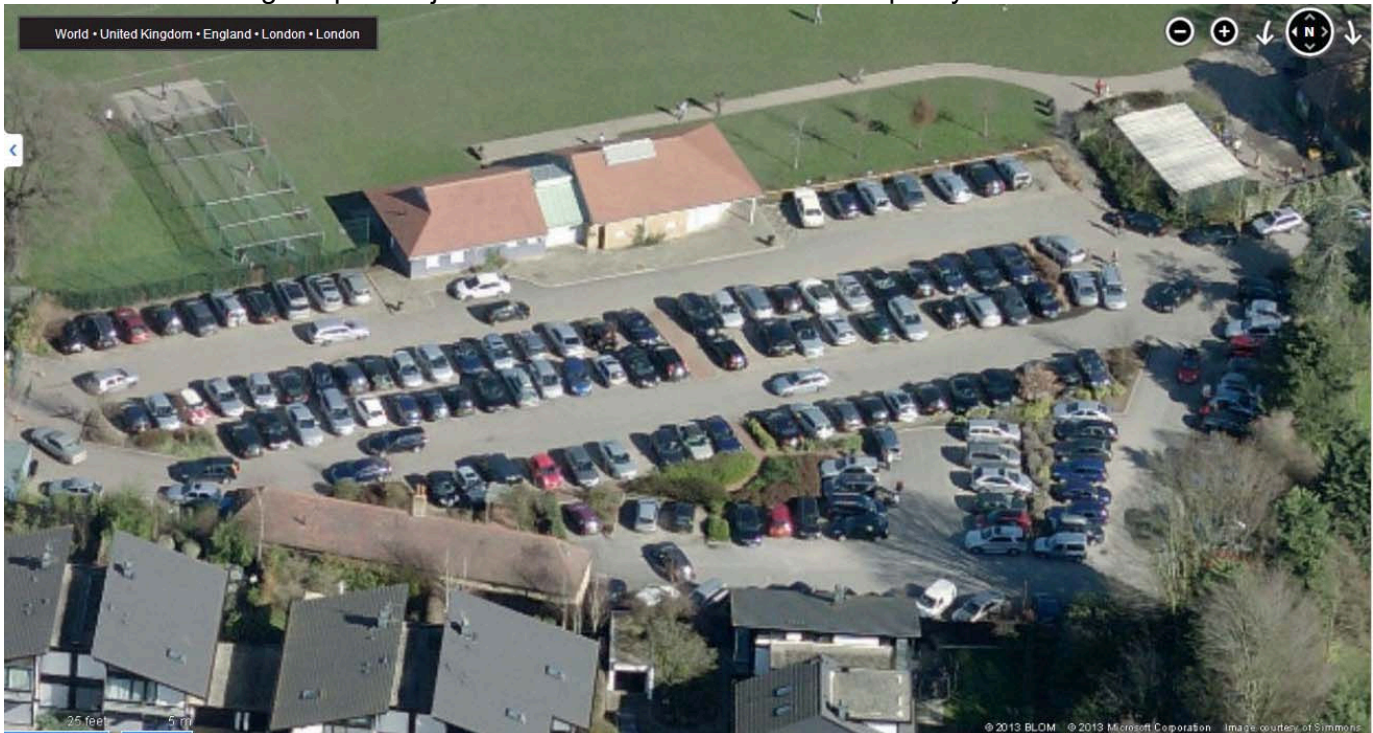


APPENDIX 5 - Aerial view of Dulwich Park parking facilities

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



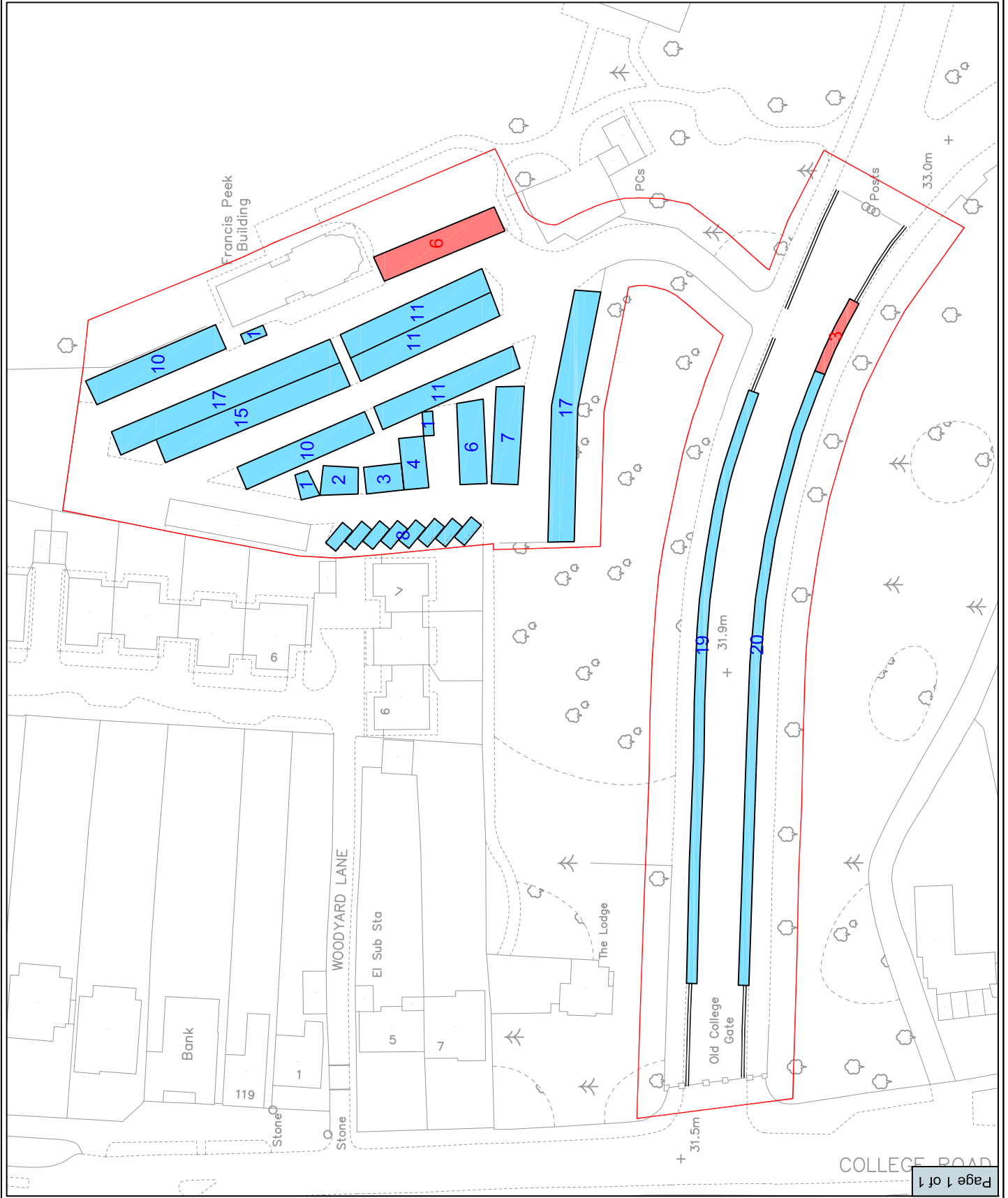
West view – showing car park adjacent to Francis Peek Centre at capacity



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

| <p>PUBLIC REALM PROJECTS (PARKING DESIGN)</p> <p>Southwark Council Environment and Leisure, Public Realm PO Box 64529, London SE1 5LX</p> | | | | | | | | | | | | | | | | | | | | | |
|--|--|----------|----------|----------|----|----|----|----|----------|----------|----------|----------|---|--|--|--|--|--|--|--|--|
| <p>LEGEND</p> | | | | | | | | | | | | | | | | | | | | | |
| | Dulwich Park, Car Park boundary | | | | | | | | | | | | | | | | | | | | |
| | Parking bays and total approximate number of spaces | | | | | | | | | | | | | | | | | | | | |
| | Disabled parking bays and total approximate number of spaces | | | | | | | | | | | | | | | | | | | | |
| | Existing waiting restriction (DYL) | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;">Revision details</th> <th style="width: 15%;">By</th> <th style="width: 15%;">Date</th> <th style="width: 10%;">Suffix</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td>A</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> | Revision details | By | Date | Suffix | | | | A | | | | | | | | | | | | | |
| Revision details | By | Date | Suffix | | | | | | | | | | | | | | | | | | |
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| <p>Project ID / name</p> <p>1055_PARKS_CAR_PARKS</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>Drawing title</p> <p>DULWICH PARK CAR PARK LAYOUT</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>Layout</p> <p>OUTLINE DESIGN</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>Scale</p> <p>1:1000_AT_A4</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>File name</p> <p>1055</p> | | | | | | | | | | | | | | | | | | | | | |
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| PG | PG | TW | TW | | | | | | | | | | | | | | | | | | |
| 10/04/13 | 10/04/13 | 10/04/13 | 10/04/13 | | | | | | | | | | | | | | | | | | |



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