

# Dulwich Community Council

Wednesday 9 October 2013

7.00 pm

St Barnabas Church (The Community Suite) 40 Calton Avenue, London  
SE21 7DG

## 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

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Tuesday 1 October 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.	<b>ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT</b>	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	<b>MINUTES FROM THE PREVIOUS MEETING</b> (Pages 1 - 12)	
	To approve the minutes of the meeting held on 25 June 2013 as a correct record of that meeting.	
6.	<b>DEPUTATIONS/PETITIONS (IF ANY)</b>	7.10 pm
	The chair to advise on any other deputations or petitions received.	
7.	<b>COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS</b>	7.20 pm
	<ul style="list-style-type: none"> <li>• Launch of the cleaner greener safer capital and revenue funding programmes 2014 -2015 (launch: 28 September 2013).</li> <li>• Presentation and display of completed cleaner greener safer schemes.</li> <li>• The NHS is changing: Tell us how we can help people stay healthy Discussion event on Tuesday 22 October 2013, 5.30pm at 1 Addington Square, London SE5 0HF.</li> <li>• An announcement about the community council fund 2014.</li> <li>• An announcement about the Southwark Civic Awards.</li> </ul>	
8.	<b>HERNE HILL FLOOD ALLEVIATION SCHEME</b>	7.30 pm
	<ul style="list-style-type: none"> <li>• Officer presentation – Herne Hill</li> <li>• Presentation from Thames Water – Lordship Lane and Herne Hill floods</li> </ul>	
9.	<b>POLICE UPDATES / COMMUNITY SAFETY UPDATES</b>	7.40 pm
	<ul style="list-style-type: none"> <li>• To receive an update on community safety matters and information on the current arrangements for the new policing model.</li> </ul>	

Item No.	Title	Time
10.	<b>BUDGET CONSULTATION</b>	7.55 pm
	<ul style="list-style-type: none"> <li>• Introduction from the cabinet member for finance, resources and community safety</li> <li>• How the council are to make efficiency savings for the forthcoming year</li> <li>• The youth community council to participate in the budget consultation exercise to seek their views on what savings the council could make in the ensuing year.</li> </ul>	
	<b>BREAK AT 8.25 PM</b>	
	<ul style="list-style-type: none"> <li>• Spending challenge exercise available to attendees during the break</li> <li>• An opportunity for residents to talk chat to Councillors and Officers.</li> </ul>	
11.	<b>PUBLIC QUESTION TIME</b> (Page 13)	8.55 pm
	Public question form is included on page 13.	
	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.	
12.	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	9.00 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 27 November 2013.	

Item No.	Title	Time
13.	<b>CLEANER GREENER SAFER CAPITAL FUNDING PROGRAMME: ALLOCATION</b> (Pages 14 - 18)	9.05 pm
	<b>Note:</b> This is an executive function	
	Members to consider recommendations contained within the report.	
14.	<b>EAST DULWICH GROVE: 20MPH ROAD SAFETY AND TRAFFIC CALMING PROPOSALS</b> (Pages 19 - 22)	9.15 pm
	<b>Note:</b> This item is an executive function	
	Members to consider consultation report on traffic safety scheme for East Dulwich Grove.	
15.	<b>LOCAL PARKING AMENDMENTS</b> (Pages 23 - 117)	9.25 pm
	<b>Note:</b> This is an executive function	
	Members to consider recommendations contained within the report.	
16.	<b>COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2013/14</b> (Pages 118 - 127)	9.35 pm
	<b>Note:</b> This is an executive function	
	Members to consider recommendations contained within the report.	
	<b>OTHER REPORTS</b>	
17.	<b>COMMUNITY COUNCIL FUND 2014 - REALLOCATION</b>	9.45 pm
	<b>Note:</b> This is an executive function	
	Members to consider recommendations contained within the report.	



## **INFORMATION FOR MEMBERS OF THE PUBLIC**

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**CONTACT:** Beverley Olamijulo, Constitutional Officer, Tel: 020 7525 7234 or email: [beverley.olamijulo@southwark.gov.uk](mailto:beverley.olamijulo@southwark.gov.uk)  
Website: [www.southwark.gov.uk](http://www.southwark.gov.uk)

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### **ACCESS TO INFORMATION**

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### **ACCESSIBLE MEETINGS**

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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 Tuesday 25 June 2013 at 7.00 pm at Dulwich Grove United Reformed Church, East Dulwich Grove, London SE22 8RH

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**PRESENT:** Councillor Helen Hayes (Chair)  
 Councillor James Barber  
 Councillor Robin Crookshank Hilton  
 Councillor Toby Eckersley  
 Councillor Lewis Robinson  
 Councillor Andy Simmons

**OFFICER SUPPORT:** Matt Hill (Public Realm Programme Manager)  
 Jay Daisi (Service Development Officer)  
 Kate Johnson (Senior Planning Policy Officer)  
 Fitzroy Lewis (Community Council Development Officer)  
 Beverley Olamijulo (Constitutional Officer)

### 1. INTRODUCTION AND WELCOME

The chair Councillor Helen Hayes introduced herself as the new chair for the municipal year 2013–14 and welcomed councillors, members of the public and officers to the meeting.

Councillor Hayes thanked the outgoing chair Councillor Robin Crookshank Hilton for all the work she had done over the last year.

### 2. APOLOGIES

There were apologies from Councillors Michael Mitchell, Jonathan Mitchell and Rosie Shimell.

### 3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

The following member made a declaration regarding the agenda item below:

**Agenda item 15 – Local parking amendments**

Councillor Toby Eckersley, non pecuniary, withdrew himself from the meeting for a local parking amendment on Elmwood Road. It appeared that an objector had indicated that he had predetermined the decision of the scheme.

#### **4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT**

The chair gave notice and agreed to consider the following late and urgent items in the supplemental agenda:

- Item 7 – Community announcements and presentations
- Item 13 – Highways Capital Investment 2013 – 2014, amended Appendix 1
- Item 16 – New community infrastructure project list (CIPL) and CIL expenditure
- Item 17 – Sydenham Hills Woods – presentation from the Wildlife Trust.

#### **5. MINUTES FROM THE PREVIOUS MEETING**

##### **RESOLVED:**

That the minutes of the meeting held on 22 April 2013 be agreed as a correct record of that meeting and signed by the chair.

#### **6. DEPUTATIONS/PETITIONS**

##### **RESOLVED:**

That the deputation requests from local residents relating to the North Dulwich Triangle and the Herne Hill, Norwood Road traders be heard.

##### **Deputation from local residents – North Dulwich triangle**

The spokesperson addressed the meeting and explained that they were a group of residents that live on Elfindale Road, Red Post Hill and Frankfurt Road in the North Dulwich Triangle, which bounds between Herne Hill, Half Moon Lane, Red Post Hill and Sunray Avenue. The purpose of the deputation was to give their views on poor availability of on-street parking in that area and requested the council to carry out a consultation on a controlled parking zone in the streets listed above. The last consultation for this area took place in 2010, and residents were of the view that so much had changed since the last one that another consultation was justified.

The problem had become much worse due to the implementation of controlled parking zone on Hollingbourne Road and Holmdene Avenue, which had pushed the problem further into the roads where they live. The spokesperson said the increased use of the car parking facilities at Charter School, JAGs (James Allen Girls' School) and sports hall out of hours activities were not always sufficient. This has been a particular problem for families

that require the use of their car during the day or when they have to lock young children in the car whilst parents off load their shopping.

The spokesperson stated that Lambeth council were about to extend their controlled parking zone on the North side of Herne Hill so every road from Kings College Hospital down to Herne Hill station would have controlled parking which eventually would push the issue over to the other side of Southwark that has no control parking. She added that cars were parked on these roads for weeks on end or even months and appeared as if they did not belong to anyone that lived there.

The spokesperson's view was that people would have different opinions about paying to park outside their homes but the situation had become increasingly worse that paying to park would be a better option.

In response to questions from members, representatives of the deputation explained they carried out an informal survey, which involved sending fliers to residents on Elfindale Road. They confirmed that out of the 96 houses, they received 30 responses.

23 of the responses were in favour of a CPZ, 5 were against any form of controlled parking and the rest were undecided. The spokesperson said since the last consultation in 2010, 12 houses had changed ownership and those residents who previously were against controlled parking were now in favour of it, many of those residents were from Beckwith Road and Frankfurt Road. Members asked the spokesperson whether they would consider different parking schemes that could act as a traffic calming measure. The deputation said this proposal would not work because these roads were narrow.

**RESOLVED:**

That officers present a report on these proposals at the next community council meeting setting out how the problem could be tackled.

**Deputation from Herne Hill Traders (Norwood Road)**

The spokesperson for the deputation (chair of the Herne Hill Traders) addressed the meeting. He explained the traders had agreed unanimously that they would like to see the 30-minute (free parking) time limit extended along Norwood Road situated on the Southwark side parade of shops to one hour free parking. The Herne Hill Forum was also supportive of this proposal. He felt this was imperative for local businesses to survive especially in the current economic climate. He said people should be able to enjoy their shopping experience without having to rush around and more people should be encouraged to visit Norwood Road parade of shops.

Following questions from members, they felt that not all businesses along Norwood Road had objected to the 30-minute (free parking) time limit. In addition, members also felt that undertaking a further consultation (CPZ) could be expensive, not all shoppers that visited the shops in Norwood Road, some came by car, many shoppers lived locally and this may involve some displacement for car users.

After further debate, members of the community council agreed a motion.

**RESOLVED:**

That officers report on the procedures that would include a consultation for extending free parking time limit in Norwood Road.

The chair thanked the deputation for their presentations.

## 7. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS

### Open House London Weekend 21 – 22 September 2013

The chair announced:

Open House Weekend across London on the weekend of 21 – 22 September 2013. This would be a great opportunity to visit lots of buildings which would be of architectural interest that would normally be closed to the public because they were private buildings.

The Friends of Kingswood House announced that as part of open house weekend Kingswood House, (Kingswood Estate, Seeley Drive, SE21 8QR) would be open to the public on Sunday, 22 September 2013 in the afternoon there would be a range of entertainment to enjoy at the house. The chair mentioned there would be other buildings in the borough that would be open to the public so she encouraged everyone to visit the website for more information.

Visit any [Southwark library](#) to pick up a programme, or go to the Open House [online listings](#) for Southwark events.

### Topics for discussion at Dulwich community council

The chair announced:

As this was the first meeting of the municipal year, people should think about the topics they would to be discussed at the Dulwich community council meetings over the coming year.

Feedback forms were available at the meeting for people to complete and highlight any topics for discussion. The chair suggested people select at least one topic they would like to see on the agenda for community council meetings over the next year, as this would help construct the community council agendas that were of interest and important for this area.

Following feedback, the top five topics for discussion at community council were:

- Transport
- Education
- Regeneration
- Planning
- Health services (to include Dulwich Hospital).

### Presentation from the Police

Inspector Richard Hynes, from the South West cluster (under the new local policing model arrangements) introduced himself at the meeting.

He explained that there would be an increased presence and activity with officers that work in the area. He said he had worked in Southwark for 13 years, was a family man and a cyclist, and so was keen to see the Velodrome promoted. Inspector Hines said his experience in the police force ranged from response policing, drugs and firearms work and neighbourhood policing.

He understood people had concerns about the new model relating to the closure of some police stations particularly East Dulwich police station. He explained that there were ways of the people contacting the police and there would be more police officers that were being deployed into neighbourhood policing so the new model could work effectively.

The chair stated there was a great amount of concern in the Dulwich area about the impact of the new policing model, that members had taken a keen interest in the changes and consultation process. Members felt that they should meet with the Borough Commander, three months into the new model to assess and review how things had progressed over that period.

## **8. CONCRETE HOUSE, LORDSHIP LANE SE15**

Felicity Martin from the Heritage of London Trust spoke about the charity trust which helps restore old historic buildings and monuments to put back into community use.

The presenter talked about the restoration of Concrete House, 549 Lordship Lane a 19<sup>th</sup> century concrete house which was near to completion and had been a great success because of the achievement of those involved e.g. the council, local community groups and various individuals.

Charles Drake pioneered the design for concrete gothic buildings in 1800s. He initially worked with Joseph Tall who used a method to enable the walls of a building to be cast in concrete using a modular framework of shuttering and support to construct buildings. Charles established his own company and developed his method of cast features using metal

The House had suffered years of neglect and vandalism, and the previous owner wanted the building demolished hence the reason why it was left derelict for so long. As it was a grade II listed building, the council refused permission for its demolition. In 2010 the council issued a compulsory purchase order (CPO) that forced the owner to sell the property after years of neglect.

The Heritage of London Trust was asked to restore the building in 2012; which meant stabilising metal and bricks, undertaken by specialists involved in this sort of work.

The Heritage of London Trust completed the restoration and arrangements were in place to transfer 549 Lordship Lane over to Hexagon Housing Association for five affordable housing units. The Duke of Gloucester, a patron of the Heritage of London Trust, opened Concrete House on 13 June 2013.

In response to questions, the presenter explained the building adjacent to Concrete House was built illegally by the owner and had been subject to several planning enforcements that were appealed numerous times.

The presenter mentioned that not many of these gothic builds were around so the trust wanted to help organise an open day for Concrete House so people could view the property. For further details visit the Heritage of London Trust's website.

The chair thanked Felicity for attending the meeting.

## **9. WELFARE REFORM CHANGES - UPDATE AND FACT SHEET**

Jay Daisi, service development officer spoke about his role and what the council were doing to understand the policy detail of all the changes to the welfare system and to the explain the impact this would have on the residents of Southwark.

This main aim was to raise awareness across the borough and engage with residents along side other network and advice agencies e.g. the Southwark legal advice network and citizens advice bureau.

Sally Causer, development manager from the Southwark Citizens Advice Bureau was at the meeting to highlight the following:

- Advice centres / offices were located in Peckham and Bermondsey and work closely with other advice agencies in Southwark, for example the Blackfriars advice centre and Southwark Law Centre.
- The welfare benefit systems would be going through the biggest change since it was introduced about 60 years ago and therefore the advice agencies want to raise awareness on these changes.
- The welfare changes might not affect all residents but it could affect friends or neighbours. It was important that people that were active in their communities had a clear understanding of what the changes were so it could be conveyed correctly to those affected.
- Housing benefit was one of the first changes that took place on the 1 April 2013. The regulations brought in by central government were that social housing tenants and housing association tenants would only get help with their rent based on the maximum number of bedrooms needed for their household known as bedroom tax or spare room subsidy – affects 5000 households in Southwark.
- There have been some exemptions to the housing benefit changes – for example, children with disabilities, students studying away from home or people that need an overnight carer.
- The advice services would help those affected by the housing benefit changes by assisting them to find a job through Job Centre Plus and Southwark works and to ensure those with disabilities are able to receive all benefits they are entitled to by

working with the CAB and Rightfully Yours.

- The advice given to the above would be to downsize and give up the spare unoccupied bedrooms would be to a smaller property even though there are not enough one bedroom properties, they could register through a scheme called Smart Move which could take up to 6 months for a property to become available.
- Another change that took place from the 1 April 2013 was the abolition of the council tax benefit – 24,000 people of working age in Southwark were affected by this. Each local authority had to devise their own scheme known as the council tax reduction (rebate) scheme whereby the maximum rebate a person would receive was 85%. In practice, each household that received council tax benefits would have to pay at least 15% of their council tax. This affects most people in Band C or D, which equates to paying an average of £120 a year.
- Another change from 1 April 2013 was the abolition of the social fund, crisis loans and community care grants. The social fund had been abolished and local authorities had to come up with their own scheme. Information leaflets that set out the new criteria on how people could apply were provided at the meeting. People were referred to the various food banks one of which was launched recently on the Kingswood Estate.
- Another change from the 10 June 2013 was the disability living allowance now called the personal independence allowance – this would be phased in over the next few years. It affects around 9,000 people in Southwark.
- The benefit cap came into affect in August 2013 to September 2013 and largely affects people living in private accommodation.
- The universal credit would come into affect in October 2013 – which means that the benefits system would be simplified.

Jay spoke about the support being provided to residents in Southwark and how they could assist people particularly those long-term unemployed to gain employment. This involved working with other network agencies, like the Blackfriars Settlement.

In response to questions, Jay confirmed that members could receive information ward by ward break down of those affected by the changes above. All changes and benefit payments based on acceptability would be reviewed yearly.

The chair thanked the speakers for their presentations.

## **10. DRAFT DULWICH SUPPLEMENTARY PLANNING DOCUMENT (SPD)**

Kate Johnson from the planning policy team gave an update on the consultation for the draft Dulwich supplementary planning document (SPD) which was initially presented to the Dulwich community council in January 2013.

The officer stated the SPD was a planning guidance for the Dulwich community council area and part of Peckham Rye ward. The document provided guidance on matters like conservation areas, appropriate types of new developments and the protection and



improvement of open spaces in Dulwich and part of Peckham Rye.

The Dulwich SPD would become a material consideration in the planning process once it was adopted. It would mean any developer that submitted a planning application to the council would have to take into account the planning guidance set out in the Dulwich SPD.

The consultation ran from January 2013 until 22 April 2013, previous consultations took place in 2004 and 2009. Kate mentioned the 2013 version was an update to the 2009 guidance. Officers propose to submit the draft Dulwich SPD to council's cabinet meeting in July 2013 for adoption. Workshops were held in 2009 and 2013, one of which was held at the Dulwich Picture Gallery it was well attended and useful discussions on the SPD took place.

#### **Comments that came out of the consultation:**

- Make the guidance clearer when different types of planning permission were required in conservation areas.
- Strengthening the guidance in relation to paving over front gardens and basement development.

#### **Some of the main changes**

- Updated the transport section to reflect that London overground services had recently been extended to Denmark Hill and Peckham Rye Stations.
- Updated the descriptions of the town centres because the retail study information was slightly out of date (based on 2009 data).
- Updated references to key development sites in Dulwich namely, Dulwich Hospital, Herne Hill Velodrome and the Dulwich Police Station site.

The following were included:

- Greater detail on the conservation areas in Dulwich and setting out a fact box which explains how to get conservation area consent.
- References about permitted development rights for property extensions.
- References and strengthen guidance about paving over front gardens.
- Additional text about sustainable transport and ensure there would be adequate parking provision for new developments outside the controlled parking zones.

It was noted that some of the other comments were considered as borough wide issues and were not appropriate for the Dulwich SPD. Kate mentioned that the saved policies on Southwark plan and core strategy would be reviewed / worked on later this year. The officer thanked those that took part in the consultation and announced the final Dulwich SPD would be published on the council's website five working days before the cabinet meeting on 16 July 2013.

The chair thanked the officer for her presentation.

#### **11. PUBLIC QUESTION TIME**

There were no public questions.

#### **12. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY**

The following community council question to council assembly was submitted and agreed at the meeting:

“Question on new local policing model, and the impact of this model three months into its new structure.

Dulwich community council would like an update on the review and effectiveness of the new model including on-going work which the council is doing to secure a fully functioning police base in Dulwich.”

A response to the question would be provided at the community council meeting in December 2013.

#### **13. COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2013/14**

**Note:** This item is an executive function

Members considered the information in the report.

##### **RESOLVED:**

1. That the proposed scheme out of the selected schemes set out in Appendix 1 of the report be implemented.
  - Carver Road Carriage way (Village ward), estimated cost: £36,189
2. That the remaining schemes set out in Appendix 1 of the report be deferred so officers could consult with Members on the proposed schemes and provide feedback on alternative schemes in their ward.

#### **14. LORDSHIP LANE 20MPH ZONE PROPOSAL (OBJECTION) REPORT**

**Note:** This item is an executive function

Members considered the information contained in the report.

##### **RESOLVED:**

1. That the three objections received relating to the introduction of a 20mph zone in Lordship Lane between Melbourne Grove and Goose Green set out in Appendix 1 of the report be noted.
2. That those objections to the scheme set out in the Appendix 1 be rejected and implementation of the scheme (as originally proposed) be approved to make the relevant Traffic Management Order (TMO).
3. That officers are instructed to write to the objectors giving reasons for the decision.

## 15. LOCAL PARKING AMENDMENTS

Councillor Toby Eckersley excused himself from the meeting for the Elmwood Rd parking item so it would not appear as if he had predetermined the decision on this scheme.

Members considered the information in the report.

**Note:** This item is an executive function

### RESOLVED:

1. That the following local parking amendments, detailed in the appendices of the report be approved for implementation subject to the outcome of any necessary statutory procedures:
  - Crystal Palace Road – installation of double yellow lines in front of entrance to Dulwich Leisure Centre and single yellow line in front of distribution depot (subject to officers further investigating the possibility of a reduction in double yellow line restriction on approach to the junction of East Dulwich Road).
  - Acacia Grove – installation of double yellow lines on bend in road opposite No.15.
2. That the local parking amendment (below) which is set out in the report and appendices be deferred as there were no Members from Village ward present to speak on the proposed scheme:
  - Elmwood Road
3. That the consultation, detailed in paragraphs 51 to 65 in relation to possible changes to parking arrangements in Dulwich Park be approved.

## 16. PROPOSED NEW COMMUNITY INFRASTRUCTURE PROJECT LIST (CIPL) AND CIL EXPENDITURE

**Note:** This item is an executive function

Members considered the information in the report.

**RESOLVED:**

That the following CIL list of projects be approved to replace the previous community project bank list:

- Renovation of Rosebery Lodge in Dulwich Park for community use
- New Police Station, with police base and front counter
- New Primary School in East Dulwich
- Fred Francis day centre reprovion
- Enlarge Dulwich library (MLA recomm. Twice size) East Dulwich Train Station upgrade (platform cover, access lighting)
- Expand local school play area and sports ground links (Greendale)
- Expand Dulwich Leisure Centre into adjoining buildings Open space improvements (Green Flag award) at Dawson's Heights
- Open space improvements in and around the hospital site
- Provision of play facilities on estates in College Ward
- Facilities for TRA halls in College Ward
- Improved facilities in Long Meadow
- Improved facilities in Belair Park
- Crystal Palace Park
- Upper Norwood Joint Library
- Improved cycle lane provision across the three Dulwich wards
- Accessibility improvements at West Dulwich and Sydenham Hill rail stations
- Outdoor space improvements at Langbourne Primary School
- Outdoor space improvements at Goodrich Primary School
- The provision of safe pedestrian crossing facilities at the junction Lordship Lane and Dulwich Common
- Provision of community activities on the site of the former Grove public house on Lordship Lane
- Kingswood House
- Restoration of St Peter's Church and hall on Lordship Lane
- Crystal Palace transition towns Sustainable Energy Co-operative
- Public realm improvements around Forbes Court and Gould Court
- Provision of new speed cameras on major roads in College Ward, including Lordship Lane, South Croxted Road, Thurlow Park Road and Sydenham Hill, Barry Road, East Dulwich Road, East Dulwich Grove, Croxted Road, Half Moon Lane and Gallery Road

**17. SYDENHAM HILL WOODS**

Daniel Greenwood from the Wildlife Trust and site manager for Sydenham Hill Woods talked about the woods which have been managed by volunteers for about 30 years.

During Daniel's presentation he outlined:

- The woods had public access and were attended by thousands of visitors each year particularly on Sundays, and opened 24 hours a day.
- The volunteers managed the site for wildlife, enriched in wild flowers and plants.
- The Wildlife Trust had a good working relationship with other woodlands and open spaces in the borough funded by the council.
- The same volunteers at Sydenham Hill Woods helped out at least two days a week at Dog Kennel Woods and Greendale.

In response to questions, the presenter confirmed that Sydenham Hill Woods did not have a conservation development plan or woodland maintenance contract. The presenter explained the trust were in discussion with the Dulwich Estate about a development management plan for the woods.

The chair thanked Daniel for his presentation.

The meeting ended at 9.45 pm.

**CHAIR:**

**DATED:**



**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

<b>Item No.</b> 13.	<b>Classification:</b> Open	<b>Date:</b> 9 October 2013	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Cleaner Greener Safer Capital funding programme: Allocation	
<b>Ward(s) or groups affected:</b>		College, East Dulwich and Village	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

### 1. That Dulwich Community Council:

- Notes there is an unallocated amount of £23,024 from the 2013-14 Cleaner Greener Safer funding.
- Approves allocation of £3,000 of available funding to existing project 105985 Lytcott Grove fencing.
- Approves allocation of £5,050 of available funding to new project Dulwich Park lake goose proof fencing, with appropriate condition of award on future maintenance.
- Approves allocation of £4,500 of available funding to existing project 105674 Cycling contra flow in Henslowe Road.
- Approves allocation of £2,500 of available funding to existing project 105974 Upton Court bike lockers.
- Approves allocation of £3,500 of available funding to existing project 105965 Kingswood outdoor gym.
- Notes that the remaining £4,474 can be considered for allocation at a future community council meeting.

## BACKGROUND INFORMATION

2. Cleaner Greener, Safer (CGS) is part of the council's capital programme. The decision on allocation to individual projects is delegated to the community councils.
3. In the first 11 years of the programme, a total of £28,513,000 has been awarded to 1890 projects proposed by the community to improve their areas; 1618 projects have been completed to date. The programme attracts hundreds of proposals ranging from a few hundred pounds for bulb planting to brighten up open spaces to tens of thousands of pounds to create community gardens. These projects often introduce new ideas such as outdoor gyms in public spaces, community gardens, public art and energy saving projects which not only make the borough cleaner, greener and safer but greatly contribute to a sustainable public realm by involving residents in the funding process and in the delivery of projects.

4. It is noted that as a condition of the CGS programme, incomplete projects are reviewed two years after award of funding and if the project is unlikely to progress or complete within a reasonable amount of time, officers will recommend that the project will be completed or cancelled and any underspends reported back to community council for reallocation of funding.

#### **KEY ISSUES FOR CONSIDERATION**

5. There is a total of £23,024 available to allocate within the cgs programme. This amount is made up of unallocated funding of £9,524 and £3,500 underspend from 105957 Croxted Road estate lighting improvements and £10,000 from cancellation of 105977 Lordship lane tree lighting.
6. The members of Dulwich community council have decided to apportion annual cgs capital funding on a ward basis. Other funding available from cancelled or completed schemes is added to the appropriate ward budgets. Ward councillors are able to propose schemes to be funded and the community council members present approve awards at public meetings.
7. The members of Dulwich community council have considered proposals for potential schemes within the area and on the basis of additional information available have agreed to fund various proposals.
8. The financial position is summarised in Appendix 1 of the report.
9. It is recommended that £3,000 is awarded to 105985 Lytcott Grove fencing. The 2013-14 award of £13,500 was for installation of railings to the boundary wall on even numbered side of Lytcott Grove estate. An additional £3,000 will pay for railings on the walls outside the odd numbered flats on Lytcott Grove estate, thereby preventing people sitting on those walls.
10. It is recommended that £5,050 is awarded to Dulwich park lake goose proof fencing. The existing fencing installed with HLF funding almost 10 years ago is in need of replacement.
11. It is recommended that £4,500 is awarded to 105674 Cycling contra flow in Henslowe Road. The project scope has changed since project award and the works require additional funding to be implemented.
12. It is recommended that £2,500 is awarded to 105974 Upton Court bike lockers. The residents have requested six bike lockers and Amicus Horizon HA has declined to match fund the CGS award. The additional funding will pay for six bike lockers.
13. It is recommended that £3,500 is awarded to 105965 Kingswood outdoor gym. KETRA requested some gym equipment to be installed at Kingswood estate and also two items at Crystal Court. The current award is insufficient to pay for this.

#### **Policy implications**

14. None.



### Community impact statement

15. The residents who will benefit from the installation of railings live at Lytcott Grove estate. The application was submitted by the Village ward SNT police sergeant to reduce opportunity for anti social behaviour and nuisance gatherings/congregation. Currently, drug dealers and other unwelcome visitors sit on the low boundary walls on the even numbered side of the estate. Installing low railings will prevent this.
16. The reallocation of funding will have a positive impact on the community and improve the security of residents living on Lytcott Grove estate in Village ward.
17. The new goose proof fencing at Dulwich Park lake is to prevent the Canada geese breeding at the lake. Large numbers of Canada geese have a detrimental effect on water quality and impact on other wildlife and aquatic planting.
18. The improvements at Henslowe Road will improve safety for cyclists.
19. Installation of cycle lockers at Upton Court will prevent cycle thefts and encourage more residents to cycle.
20. The installation of outdoor gym equipment at Kingswood Estate and Crystal Court will benefit residents by allowing people to exercise at no cost.

### Resource implications

21. The funding is available within the existing CGS funding. CGS funding is devolved to Community Councils to spend on suitable projects. Management of the reallocation of the funding will be contained within existing budgets.

### Consultation

22. All cleaner greener safer projects require consultation with stakeholders, including the project applicant, local residents and Tenants and Residents Associations where appropriate. This consultation has already taken place.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Dulwich Community Council minutes, 22 April 2013	Cleaner Greener Safer, Public Realm, 160 Tooley Street, London, SE1 2TZ  <a href="http://moderngov.southwark.gov.uk/documents/g4318/Printed%20minutes%20Monday%2022-Apr-2013%2019.00%20Dulwich%20Community%20Council.pdf?T=1">http://moderngov.southwark.gov.uk/documents/g4318/Printed%20minutes%20Monday%2022-Apr-2013%2019.00%20Dulwich%20Community%20Council.pdf?T=1</a>	Andrea Allen 020 7525 0860

**APPENDICES**

No.	Title
Appendix 1	Dulwich Community Council available cleaner greener safer capital funding programme 2013-14

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Andrea Allen, Senior Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	25 September 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		27 September 2013

DULWICH CC AVAILABLE CGS CAPITAL FUNDING 2013-14					APPENDIX 1
Ward	College	East Dulwich	Village	Total	Comments
<b>Unallocated funding</b>	<b>£3,500</b>	<b>£10,000</b>	<b>£9,524</b>	<b>£23,024</b>	
Lycott Grove fencing			£3,000		This is an existing approved scheme. Additional money will ensure railings are installed on all low walls on estate to prevent drug dealers and other undesirables sitting on them
Dulwich Park lake goose proof fencing			£5,050		Replacement of existing broken fencing will prevent Canada geese breeding at the lake.
Henslowe Road cycle contra flow		£4,500			This is an existing approved scheme and more money is required to implement works.
Upton Court bike lockers		£2,500			This is an existing approved scheme and additional money will provide six lockers for residents.
Kingswood estate outdoor gym equipment	£3,500				This is an existing approved scheme and additional money will fund two pieces of gym equipment at Crystal Court, SE26
<b>Remaining funding by ward</b>	<b>£0</b>	<b>£3,000</b>	<b>£1,474</b>	<b>£4,474</b>	

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 9 October 2013	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		East Dulwich Grove: 20mph Road Safety and Traffic Calming Proposals	
<b>Ward(s) or groups affected:</b>		East Dulwich and Village	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

1. That the Dulwich Community Council comment upon the following recommendations that are due to be made to the cabinet member for Environment, Transport and Recycling:
  - In light of the positive consultation outcome regarding the proposed 20mph, road safety and traffic calming scheme on East Dulwich Grove (with 85.5% support) and the council's ongoing objective to create a safer road network for all, it is recommended that the scheme is progressed to implementation (subject to statutory consultation).

### BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 and 21 of the Southwark Constitution, Community Councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representations to the Cabinet Member following public consultation.
4. Full details of all results associated with the study can be found in Appendix A the 'consultation report'.
5. Approval for the scheme in principle was given by Cabinet on 25 September 2012.

### KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from 22 July 2013 until 6 September 2013.
7. Full details of the consultation strategy, results, conclusions and recommendations can be found in Appendix 1.

### Recommendations to the Cabinet Member for Environment, Transport and Recycling

8. On the basis of the results of the public consultation the cabinet member is recommended to approve the implementation of the East Dulwich Grove scheme (subject to formal statutory consultation).

### **Policy implications**

9. 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 2.3 – promote and encourage sustainable travel choices in the borough

Policy 4.2 – create places that people can enjoy

Policy 5.1 - Improve safety on our roads and to help make all modes of transport safer.

### **Community impact statement**

10. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.

### **Resource implications**

11. This report is for the purposes of consultation only and there are no resource implications associated with it.
12. It is however noted that this project is funded by the 2013/2014 LIP programme with an allocated budget of £357K. This programme is fully externally funded by Transport for London.

### **Consultation**

13. Ward members were consulted prior to commencement of the consultation.
14. Informal public consultation was carried out in August / September 2013, as detailed above.
15. This report provides an opportunity for final comment to be made by the community council prior to a non-key decision scheduled to be taken by the cabinet member for Environment, Transport and Recycling following this community council meeting.
16. If approved for implementation this will be subject to statutory consultation required in the making of any permanent Traffic Management Orders.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Matthew Hill 020 7525 3541

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	East Dulwich Grove 20mph, Road Safety and Traffic Calming Consultation Report (circulated separately and available on the website)

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Chris Mascord, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	25 September 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	Yes	No
<b>Date final report sent to Constitutional Team</b>	26 September 2013	



<b>Item No</b> 15.	<b>Classification:</b> Open	<b>Date:</b> 9 October 2013	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Dulwich Community Council	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATIONS

1. It is recommended that the following non-strategic traffic management matters, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - Boxall Road – install one disabled persons' (blue badge) parking bay.
  - Melbourne Grove – install one disabled persons' (blue badge) parking bay.
  - Heber Road – install one disabled persons' (blue badge) parking bay.
  - Half Moon Lane – remove one permit bay and install a double yellow line to provide access to a planned new dropped kerb and vehicle crossover leading to No.49.
  - Rock Hill – install double yellow lines at the junction with Sydenham Hill
  - Underhill Road – install double yellow lines at the junction with Henslowe Road
  - Townley Road – extension to existing bus bays outside and opposite Alleyn's School.
  - Lordship Lane – remove 15 metres of time restricted free bay and install a 15 metre goods vehicle loading only bay.
  
2. It is recommended that objections received against non-strategic traffic management matters are considered and determined as follows:
  - Dulwich Park car park - for the reasons given in paragraphs 58 to 84:
    - a) consider those objections received
    - b) reject the statutory objections received
    - c) implement the scheme as initially proposed,
  - Elmwood Road – four objections made against the proposal to install at any time waiting restrictions (double yellow lines) in the turning head of Elmwood Road be considered and rejected, and officers be instructed to proceed and make the traffic order and implement, as detailed in paragraphs 85 to 102.



- Mount Adon Park – two objections made against the proposal to install at any time waiting restrictions (double yellow lines) on two bends in Mount Adon Park be considered and rejected, and officers be instructed to proceed and make the traffic order and implement, as detailed in paragraphs 103 to 117.
3. In response to two deputations made at Dulwich community council on 25 June 2013, it is recommended that:
- Norwood Road – the consultation boundary and method are approved as detailed in paragraphs 118 to 126.
  - North Dulwich triangle – members note the response outlined in paragraphs 127 to 140.

### **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. Paragraph 17 of Part 3H sets out that the community council will determine of objections to traffic management orders that do not relate to strategic or borough wide issues.
7. This report gives recommendations for a number of non-strategic parking amendments, involving traffic signs and road markings and determination of objections.
8. The origins and reasons for the recommendations are discussed within the key issues section of this report.

### **KEY ISSUES FOR CONSIDERATION**

#### **Origin disabled bays – Boxall Road, Melbourne Grove and Heber Road.**

9. Three applications have been received for the installation of three disabled persons (blue badge) parking bays. In each case, the applicant met the necessary criteria for an origin, disabled persons' parking bay.
10. An officer has subsequently carried out a site visit to evaluate the road network and carried out consultation with each applicant to ascertain the appropriate location for each disabled bay.
11. It is therefore recommended that disabled bays be installed at the following locations, see appendices for detailed design:

Reference	Bay location (approx)	Drawing number	Appendix
1314Q2001	Outside 5a Boxall Road	Appendix 1	
1314Q2003	Outside 78 Melbourne Grove	Appendix 2	
1314Q2024	Side of 36 Heber Road	Appendix 3	

### **Half Moon Lane – 1314Q2010**

12. The council's asset management team have received, considered and approved in principle (subject to this decision and statutory consultation) the construction of a dropped kerb and vehicle crossover leading to No. 49 Half Moon Lane.
13. The proposed crossover location currently has a shared use (permits or paid) parking bay in front of it, this bay is part of Herne Hill (HH) Controlled Parking Zone (CPZ).
14. It is not possible to maintain a parking bay and dropped kerb at the same location as the presence of both would provide a conflicting message to motorists.
15. Officers are proposing to progress a local parking amendment such that the parking bay is removed and a waiting restriction (double yellow line) is installed; this will result in the loss of approximately one parking space.
16. Double yellow lines prohibit waiting (generally referred to as parking) 'at any time' however loading and unloading is permitted.
17. It is noted that double yellow lines are now the council's standard restriction for crossovers located within a parking zone. This is part of a wider objective to reduce sign clutter and to improve comprehension of restrictions at the point of parking.
18. It is recommended, as shown in Appendix 4 that the bay marking outside No. 49 is removed and 6 metres of double yellow line is installed.

### **Rock Hill - 1314Q2020**

19. Councillor Robinson asked the Parking Design team to investigate the issue of vehicles parking too close to the junction of Rock Hill and Sydenham Hill.
20. A constituent contacted Cllr Robinson explaining that vehicles are obstructing the sight lines from Rock Hill and asked for the installation of double yellow lines on the entrance/exit of Rock Hill onto Sydenham Hill to improve line of sight and deter parking close to the junction.
21. It was reported by the resident that parking in this area by coaches and cars, causes vehicles to overtake in the middle of the road and obscures drivers from being able to enter and exit safely.
22. A new pedestrian refuge has been built to the north of the junction and any proposal for yellow lines at Rock Hill will, logically, need to extend adjacent to the refuge to avoid immediate displacement.

23. Vehicles parked at or close to a junction have two primary effects upon the road network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.
24. Ensuring adequate visibility between road users is important to safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to break and come to a stop.
25. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD) which is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, eg pedestrian, cyclist or a stopped vehicle.
26. It is noted that almost two thirds of cyclists killed or seriously injured in 2012 were involved in collisions at, or near, a road junction, with T junctions being the most commonly involved.
27. Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.
28. At this junction dropped kerbs have been installed to assist pedestrians wanting to cross the road. Before stepping off the kerb it is important that pedestrians have a clear line of sight of any oncoming vehicles.
29. The Highway Code makes clear that motorists must not park within 10 metres of a junction, unless in a designated bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
30. The proposal to install yellow lines at this junction is proposed in accordance with the council's adopted [Southwark Streetscape Design Manual \(SSDM\)](#) and standards on Highway Visibility ([DS114](#)).
31. It is recommended, as shown in Appendix 5 that double yellow line is installed on both sides of junction to improve sight lines and safety for all road users.

#### **Underhill Road - 1314Q1014**

32. The council was contacted by a local resident asking that double yellow lines are installed at the junction of Underhill Road and Henslowe Road.
33. The resident stated that the number of vehicles parking in Underhill Road has increased and she is concerned that they are parking too close to the junction.
34. Underhill Road is uncontrolled (non parking zone) and, on 17 April 2013, an officer carried out a site visit to this location and found vehicles were parked closer than 10 metres to the junction.
35. Vehicles parked at or close to a junction have two primary effects upon the road

network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.

36. Ensuring adequate visibility between road users is important to safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to break and come to a stop.
37. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD) which is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, eg pedestrian, cyclist or a stopped vehicle.
38. It is noted that almost two thirds of cyclists killed or seriously injured in 2012 were involved in collisions at, or near, a road junction, with T junctions being the most commonly involved.
39. Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.
40. At this junction dropped kerbs have been installed to assist pedestrians wanting to cross the road. Before stepping off the kerb it is important that pedestrians have a clear line of sight of any oncoming vehicles.
41. The Highway Code makes clear that motorists must not park within 10 metres of a junction, unless in a designated bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
42. The proposal to install yellow lines at this junction is proposed in accordance with the council's standards on Highway visibility ([DS114](#)).
43. It is recommended, as shown in Appendix 6 that double yellow line is installed on both sides of junction to improve sight lines and safety for all road users.

#### **1056 - Townley Road - bus bay extensions**

44. Officers received a request from Alleyn's School to investigate the possibility of safely increasing the parking provision for school coaches on Townley Road.
45. Alleyn's School runs a network of bus/coach routes to bring pupils to the school. A number of these routes then need to set down passengers at the end of the journey and currently use Townley Road
46. Officers carried out a site visit on 25 July 2013 to discuss options in the section of Townley Road between Calton Avenue and the width restriction. This section is immediately adjacent to the school with playing fields on the opposite side.
47. At present there are a mix of existing parking restrictions:
  - a) double yellow lines (no waiting at any time)
  - b) single yellow line (no waiting Monday to Friday 8-10am & 3-5pm)

- c) four bus bays (buses only Monday to Friday 8-10am & 3-5pm)
  - d) one school keep clear (no stopping Monday to Friday 8am - 5pm)
48. During the site visit it was identified that two additional bus/coach parking spaces could be provided, without losing any unrestricted parking space. This would be achieved by:
- a) removing the existing school keep clear which is no longer required as the adjacent (eastern) school entrance is no longer used by pupils
  - b) removing a short (10m) length of single yellow line on the south side
49. An initial design was prepared in conjunction with the school in February 2013 and a detailed design was subject to an independent Stage 1 and 2 road safety audit (Appendix 7). As a result of the audit the proposals have been slightly amended to provide sufficient space for eastbound vehicles to wait between the bays to allow oncoming westbound vehicles to pass.
50. It is recommended, as shown in Appendix 8 that the existing bus bay on the north side is extended by 8.6 metres and the bus bay on the south side is extended 10 metres.

#### **1062 - Lordship Lane - Goods vehicle loading only bay**

51. Transport planning consultants for Sainsbury's Ltd. contacted the council to discuss the potential for installing a loading bay near to the new Sainsbury's Local store at 357-361 Lordship Lane.
52. Sainsbury's consultants report that the new convenience store is having difficulty with servicing due to the pressure upon parking in the adjacent bay.
53. An officer visited this location and evaluated the existing traffic and parking layout. At present the existing restrictions on the east side of Lordship Lane between Crystal Palace Road and Landells Road are:
- a. southbound bus lane (operating Mon to Sat 7-10am and 4-7pm) with associated, matching waiting and loading restrictions
  - b. 40 metres of time limited (30min max stay) parking (Mon to Sat 10am to 4pm), outside of those hours it is unrestricted parking
  - c. waiting and loading restrictions on junctions
54. To provide the space form a new goods vehicle loading only bay it would require the removal of 15 metres (~3 car spaces) of the 30 minute time restricted free bay.
55. Sainsbury's have advised that they receive deliveries between 10 am and 4 pm, when the bus lane is not in operation and that this will continue and the goods vehicle loading only bay will only be required between those times.
56. Officers are of the view that the provision of a loading bay will benefit not only Sainsbury's, but also the other commercial premises on this section of Lordship Lane.
57. It is recommended, as shown in Appendix 9 that the existing 30 minute time restricted free bay is reduce bay 15 metres and a Goods vehicle loading only bay is installed to operate Monday to Saturday 10am - 4pm.

## **Dulwich Park car park**

### **Background**

58. On 25 June 2013 approval to consult residents and key stakeholders on proposed parking options in the Dulwich Park car park was given by Dulwich community council.
59. The general principles proposed for the car park were:
- Make the existing blue badge bays for disabled visitors enforceable so that only blue badge holders may park.
  - Enforce against dangerous parking (i.e. vehicles not parked in a designated bay, causing an obstruction or double parked)
  - Introduce a 4 hour maximum time limit on all general parking spaces to encourage turnover in space for visitors.
60. The primary aim of the proposals was to improve the parking situation for all park users during peak times when demand for parking often exceeds available space. This has resulted in the car park become very congested with motorists leaving their vehicles in locations that are obstructive and/or dangerous.
61. Vehicles deemed essential for operation of the park would be exempt from the time limit but must display a valid permit.

### **Informal and statutory consultation**

62. It was agreed that a joint informal and statutory consultation would be carried out by way of a letter drop and statutory notification.
63. Informal public consultation<sup>1</sup> took place with 1108 properties within a 300m radius of the Dulwich Park perimeter (Village Ward only) from 25 July 2013 until 15 August 2013. The consultation leaflet gave consultees the specific option of registering their objection as a formal statutory objection.
64. Public realm projects advertised the council's intention to enable enforcement of the parking proposals in Dulwich Park car park.
65. The proposed TMO was advertised on 25 July 2013 by way of notices being erected in the car park and press notices in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
66. During the statutory, three week consultation period, objections were received via the informal consultation questionnaire returns.
67. Figure 1 details the overall response to the headline questions and the number of statutory objections received.

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**Figure 1 – Headline consultation results**

Q4. Do you support making the existing blue badge bays for disabled visitors enforceable so that only blue badge holders may park?

Response	Total	Percentage
Yes	223	93%
No	14	6%
No opinion	3	1%



<b>Statutory objections</b>	13
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Q5. Do you support enforcement against dangerous parking? (i.e. vehicles not in a designated bay, causing obstruction or double parked)

Response	Total	Percentage
Yes	211	88%
No	21	9%
No opinion	8	3%



<b>Statutory objections</b>	20
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Q6. Do you support the introduction of a 4 hour time limit to encourage turnover in space for visitors?

Response	Total	Percentage
Yes	155	66%
No	67	28%
No opinion	15	6%



<b>Statutory objections</b>	43
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68. Full detail of the consultation strategy, results, options and conclusions can be found in the consultation report (Appendix 10).

**Determination of statutory objections**

69. Full detail of the statutory objections made during the consultation period can be found in the consultation report.

70. Officers recommend that the scheme is implemented as proposed and that the statutory objections made should be rejected. Paragraphs 72 to 83 provide an explanation for those recommendations.

71. Where key stakeholders have responded in clear support of a proposal or have made a statutory objection this has been specifically identified in paragraphs 72 to 83.

**Disabled bay enforcement - 13 statutory objections**

72. Currently the blue badge bays are advisory and can be misused without risk of penalty.

73. 93% of those responding to the questionnaire support the proposal.

74. The proposal is supported by Dulwich Park Friends, London Recumbents, Whippersnappers, Pavilion Café and Cllr Lewis Robinson. No key stakeholder

objected to this proposal.

#### **Dangerous parking enforcement - 20 statutory objections**

75. During busy periods (i.e. peak times and the summer months) motorists leave their vehicles in locations that are obstructive and/or dangerous, increasing risk that emergency services and park vehicles are delayed or cannot get through. This occurs:
- in spaces reserved for disabled badge holders, but without a valid permit
  - in a third row of parked cars down the centre of the road leading from Old College Gate;
  - in front of doors into the Francis Peek Centre.
76. 88% of those responding to the questionnaire support the proposal.
77. The proposal is supported by Dulwich Park Friends, London Recumbents and Whippersnappers. No key stakeholder objected to this proposal.

#### **4 hour time limit - 43 statutory objections**

78. The car park currently has no time limit. 4 hours will encourage turn-over of space. This will provide between two and three times as many 'parking slots' per day, enable more visitors to park and also improve likelihood of finding a space, whilst giving enough time to enjoy the park.
79. During peak times motorists circle, looking for a space and some speed out, frustrated, when they realise there isn't a space, putting pedestrians at risk. Park staff are diverted from their proper tasks into the marshalling of traffic and parking.
80. The same arrangement has been working very well in Burgess Park for nearly two years
81. 66% of those responding to the questionnaire support the proposal.
82. 93% of those responding to the questionnaire indicated that they park in the car park for less than 4 hours.
83. It is noted that Dulwich Park Friends, Whippersnappers and the Pavilion café object to this proposal. London Recumbents supported this proposal.

#### **Recommendations**

84. In view of the above explanation, it is recommended that the Community Council:
- a. consider the objections
  - b. reject the objections for the reasons given in paragraphs 72 to 83.
  - c. instruct officers to make the traffic order, as initially proposed
  - d. instruct officers to write to all objectors who provided a contact address to inform them of the council's decision
  - e. instruct officers to implement all options initially proposed for the car park.



### **Elmwood Road – Determination of statutory objections - 1213Q3018**

85. 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.
86. Following receipt of a number of objections, a report was presented to Dulwich Community Council on 26 June 2013 making recommendations to determine those objections. The decision was deferred and therefore this report brings the matter back to the community council for decision.

### **Background to recommendations**

87. Councillor Eckersley asked the parking design team to investigate the issue of vehicles parked in the turning head.
88. The intersection between Elmwood Road and Red Post Hill was closed to motor vehicular traffic at some date in the past.
89. 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.
90. 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**

91. 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.
92. 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.
93. 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.
94. Four objectors asked to maintain their objections, the details of those objections is provided in Appendix 11 and summarised in the following paragraphs.

#### **Objection 1**

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

#### **Objection 2**

The proposals are not required and a waste of money

The proposals do not help local residents  
The proposals are unnecessary. The road is a dead end.

### **Objection 3**

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

### **Objection 4**

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

### **Reasons for report recommendations**

95. 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.
96. There seem to be mixed views on whether or not the turning head is used for parking and therefore whether yellow lines are justified.
97. Some have commented that parking is under great pressure in this area and that the loss of these spaces would make matters worse.
98. Others, however, have commented that people don't park in the turning head and therefore yellow lines are not unnecessary.
99. 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
100. 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.
101. It is noted that there is a cycling facility between the turning head and Red Post Hill and the introduction of double yellow lines would improve safety for cyclist by keep the approach and entrance clear.

### **Recommendation**

102. 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 12.

### **Mount Adon Park - Determination of statutory objections - 1213Q3001**

103. 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**

104. The parking design team was contacted by a local ward member who had been made aware of parking issues raised by one of her constituents who is a resident in the street.
105. An officer visited Mount Adon Park on 9 October 2012, which is a narrow, steeply winding street leading from Lordship Lane to Dunstan's Road. It is noted that many of the properties have off-street parking.
106. The councillor's constituent highlighted that in August there was a serious house fire in a Council property on Mount Adon Park and the fire engine had some difficulty in getting to the site of the fire because of parked vehicles.
107. Officers contacted the London Fire Brigade and Southwark council's waste management for their comments regarding access to this street.
108. Waste Management commented that *"this is one of the trickiest roads in the borough to collect from because of the parking, and that yellow lines on the corners would really help! That said, the collections are usually able to take place, one way or another"*
109. London Fire Brigade's fire liaison officer confirmed that a fire incident occurred at 11 Mount Adon Park on 16 August at 02:03 hours. However, despite a number of requests to Forest Hill Fire Station the officer was unable to confirm exactly what access problems had occurred, if any.
110. The council's Asset Management division found it necessary to install double yellow lines along the full length of the north side of Mount Adon Park during the winter 12/13 - under a temporary traffic order to enable winter gritting vehicles to negotiate the road.

#### **Details of objections**

111. Public realm projects advertised the council's intention to install double yellow lines to prevent vehicles parking on the corners on Mount Adon Park.
112. 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.
113. During the statutory, three week consultation period two 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.
114. The two objectors asked to maintain their objections, the details of those objections is provided in Appendix 13 and summarised in the following paragraphs.

**Objection 1**

Parking outside my property does not cause an obstruction  
These double yellow lines would seriously jeopardize any chance of parking on Mount Adon Park itself.  
I do not believe the solution lies in double yellow lines

**Objection 2**

Proposed double yellow lines on both sides of the bends on Mount Adon Park are not acceptable and serve no useful purpose.  
Access at the second bend [2-8 Mt Adon] has never been an issue in all the 21 years that we have lived here.  
We can however see there might be a case for double yellow lines on the *insides* of the bends.

**Reasons for recommendations**

115. To provide enough carriageway width for emergency and refuse vehicles to travel along the highway. Swept path analysis has been carried out to demonstrate that yellow lines are required on both sides of the road (Appendix 14).
116. To reduce the risk of possible damage to parked vehicles.

**Recommendation**

117. In view of the above explanation, it is recommended that the community council:
- a. consider the two objections
  - b. reject the two 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 on the corners of Mount Adon Park as shown in Appendix 15

## RESPONSE TO NORWOOD ROAD DEPUTATION

118. Dulwich community council heard a deputation from the Chair of the Herne Hill Traders (Norwood Road) on 25 June 2013 asking that the existing free parking in Norwood Road be extended from 30 minutes to one hour parking.
119. In the deputation the chair outlined the traders agreed unanimously that they would like the 30 minute (free parking) time limit along Norwood Road on the Southwark side outside the parade of shops to be extended to one hour free parking. He said this was imperative for local businesses to survive especially in the current economic climate and people should be able to enjoy their shopping experience without having to rush and so it would help if the extra time is given. He explained more people should be encouraged to visit Norwood Road parade of shops. He said the Herne Hill Forum were also supportive of this proposal.
120. Members at the meeting considered that not all businesses objected to the existing 30 minute arrangement and that such a change may not be warranted on the basis of cost as well as need (examples given were that not all shoppers that visited the Norwood Road shops came by car, many shoppers lived locally and there could be some displacement for some car users).
121. It was resolved at that meeting that officers should report back on the procedures that would include consultation on extending free parking.

### Recommended process

122. Changing the maximum stay period of a parking bay is a non-strategic traffic matter that will be determined by the community council. This could be undertaken as part of the rolling programme of Local Parking Amendments.
123. Carry out a local informal consultation (leaflet and questionnaire) with all 39 postal address properties that front the parade between Half Moon Lane and Croxted Road, ward members and other stakeholders identified by the community council at this meeting.
124. Consult upon on three options:
- a. No change
  - b. Change all bays to 1 hour parking
  - c. Change 50% of bays (southern end) to 1 hour parking but 50% (northern end) to remain 30mins
125. Report the results of the consultation back to the community council with the next quarter of local parking amendments (February 2014) making recommendations of to possibly proceeding to statutory consultation.
126. Officers note caution that changing the bay from 30 mins to 1 hour parking will halve the maximum possible number of parking slots per day (and potentially halve the number of shoppers that can park). Additionally, there is a practical reality that enforcement of free parking bays is particularly difficult (as there is no indication of time of arrival or overstay) and therefore enforcement experience shows that motorists can often park for double the maximum stay period with only a small chance of a PCN. This problem would be exacerbated by extending the limit to 1 hour.

## RESPONSE TO NORTH DULWICH TRIANGLE CPZ DEPUTATION

127. Dulwich community council heard a deputation from Nicola Hancock who acted as spokesperson for a number of residents in Elfindale Road, Red Post Hill and Frankfurt Road.
128. In the deputation the spokesperson explained the problem of a lack of availability of on street parking in the North Dulwich Triangle and requested the council consult upon the introduction of a Controlled Parking Zone (CPZ).
129. It was resolved at that meeting that officers should respond to the problems of parking in the North Dulwich Triangle area, outlining its resource issues and set out how they can be addressed.

### Previous consultations

130. The area has twice been consulted on the principle of the introduction of a parking zone, in 2005/6 and 2009/10.
131. The draft results of the 2010 consultation were presented to Dulwich community council before a final decision was taken by the Strategic Director for environment and housing not to introduce a zone. This decision was taken having considered all the data available at that time and with particular regard to the results of the public consultation. The Strategic Director for environment and housing was the Individual Decision Maker identified in the constitution for making of such decisions at that time.
132. A map showing the consultation results is contained in Appendix 16.

### Cost of further consultation

133. A two stage consultation (1<sup>st</sup> – in principle; 2<sup>nd</sup> – detailed design) is considered appropriate and is likely to need to cover a similar area to that consulted in 2010.
134. Should any new zone be introduced on an experimental basis, there may need to be an option for a 3<sup>rd</sup> stage review (after 1yr operation) which could lead to removal or extension of the zone.
135. Estimated costs to undertake such a consultation are detailed in the following table.

<b>CPZ consultation and start-up costs</b>	<b>No. properties</b>	<b>No. affected streets</b>	<b>Total cost</b>
1st stage (in principal consultation, parking surveys)	1200	12	£18,254
2nd stage (detailed design consultation and implementation)	1200	12	£124,054
3rd stage (experimental review and minor amendments)	600	6	£18,577
<b>Total CPZ consultation and start-up costs</b>			<b>£160,886</b>

### Availability of funding

136. Currently, the council has no funding to commence a consultation in this area and as such we have no plans to include this in our programme that is reviewed on an annual basis.
137. The capital budget (parking projects) is projected for full-spend by the end of 2013/14.
138. There is currently no Section 106 funding available for parking zones in this area. There may be a possibility of securing S106 funding when/if planning permission is sought in relation to the possible new school facilities on the old Kings College Site on Half Moon Lane.

### **Conclusion**

139. In view of the absence of funding it is not possible to give any more information on when another parking consultation might be carried out in this area.
140. Furthermore should funding be made available it is unlikely that priority would be given to the North Dulwich area on the basis that the area has been consulted twice before yet there are other parts of the borough that have not been given that opportunity and have similar or greater parking pressures.

### **Policy implications**

141. 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**

142. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.

143. 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.

144. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.

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

146. 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.

147. 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.

148. 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**

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

### **Legal implications**

150. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.



151. 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.
152. 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.
153. 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.
154. 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.
155. 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.
156. 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**

157. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
158. 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.
159. 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.
160. 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.
161. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
162. 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**

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


**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Boxall Road – proposed origin disabled bay
Appendix 2	Melbourne Grove – proposed origin disabled bay
Appendix 3	Heber Road – proposed origin disabled bay
Appendix 4	Half Moon Lane – proposed at any time waiting restriction
Appendix 5	Rock Hill – proposed at any time waiting restriction
Appendix 6	Underhill Road – proposed at any time waiting restriction
Appendix 7	Townley Road – Stage 1 and 2 road safety audit
Appendix 8	Townley Road – proposed bus bay extensions and at any time waiting restrictions
Appendix 9	Lordship Lane – proposed Good vehicle loading only bay
Appendix 10	Dulwich Park car park – consultation report
Appendix 11	Elmwood Road – objections details
Appendix 12	Elmwood Road – proposed at any time waiting restriction
Appendix 13	Mount Adon Park – objections details
Appendix 14	Mount Adon Park – swept path analysis
Appendix 15	Mount Adon Park – proposed at any time waiting restriction
Appendix 16	North Dulwich 1 <sup>st</sup> stage CPZ consultation results (2010)

## AUDIT TRAIL

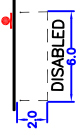
<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	25 September 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	26 September 2013	

PUBLIC REALM PROJECTS (PARKING DESIGN)




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

**LEGEND**



ROAD MARKING



POSITION OF SIGN AND SUPPORT

Revision details	By	Date	Suffix
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			B

Project ID / name  
1314Q2\_LOCAL\_PARKING\_AMENDMENTS

Drawing title  
BOXALL ROAD  
PROPOSED\_DISABLED\_BAY  
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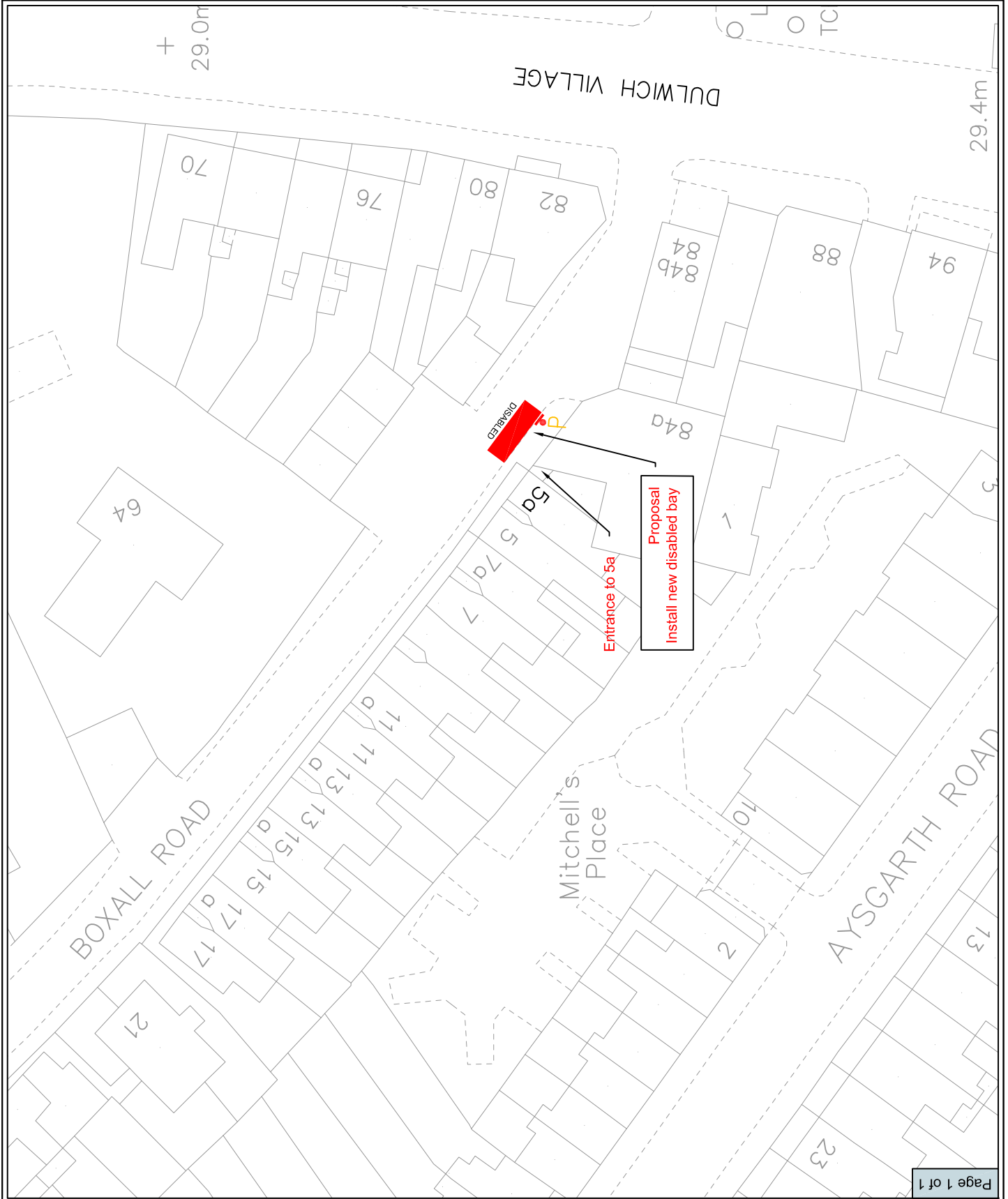
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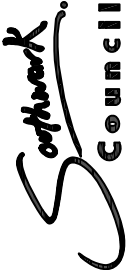
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13/06/13	13/06/13	13/06/13	13/06/13

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PUBLIC REALM PROJECTS (PARKING DESIGN)




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

**LEGEND**

ROAD MARKING  

 2.0  
 6.0  
 DISABLED

POSITION OF SIGN AND SUPPORT  

 disabled badge holders only

EXISTING DOUBLE YELLOW LINE  


Revision details	By	Date	Suffix
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			B

Project ID / name  
1314Q2\_LOCAL\_PARKING\_AMENDMENTS

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MELBOURNE GROVE  
PROPOSED DISABLED BAY

Layout

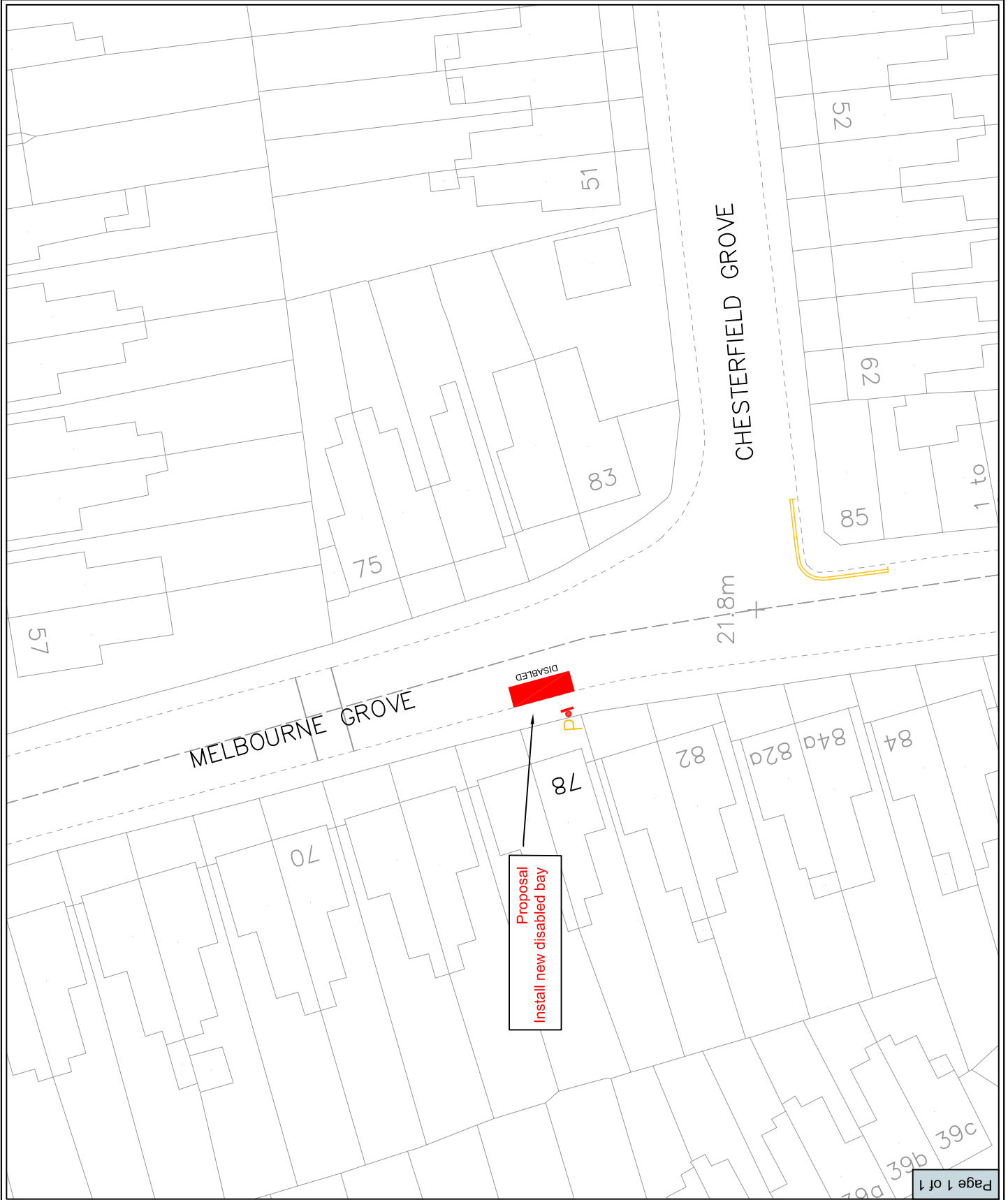
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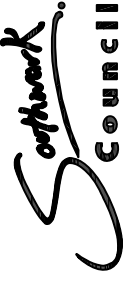
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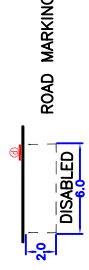


PUBLIC REALM PROJECTS (PARKING DESIGN)




**Southwark Council**  
Environment and Leisure, Public Realm  
PO Box 64529, London SE1 9LX

**LEGEND**



ROAD MARKING



POSITION OF SIGN AND SUPPORT

Disabled badge holders only

Revision details	By	Date	Suffix
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			B

Project ID / name  
1314Q2\_LOCAL\_PARKING\_AMENDMENTS

Drawing title  
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PROPOSED\_DISABLED\_BAY

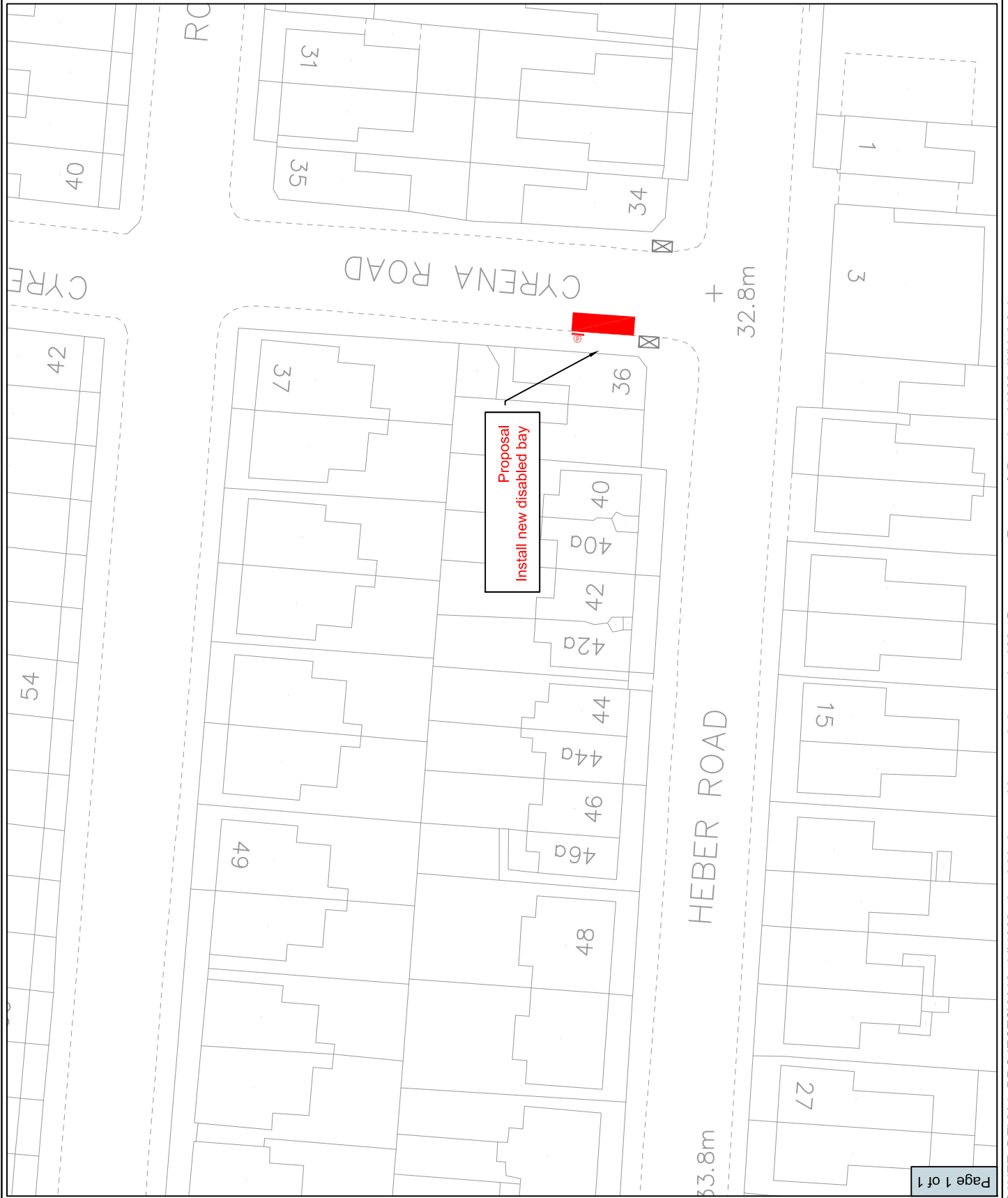
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PUBLIC REALM PROJECTS (PARKING DESIGN)



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

**LEGEND**

- Existing single yellow line
- Existing double yellow lines
- Proposed double yellow lines
- LOADING BAY
- 30min FREE BAY
- PERMIT HOLDER ONLY BAY
- 2 HOUR METER
- 4HR SHARED USE BAY
- DOCTOR PARKING BAY
- DISABLED BAY
- MOTORCYCLE BAY

Revision details	By	Date	Suffix
			A
			B

**Project ID / name**  
1314Q2\_LOCAL\_PARKING\_AMENDMENTS

**Drawing title**  
DULWICH VILLAGE  
PROPOSED\_AAT\_WAITING\_RESTRICTIONS  
Layout

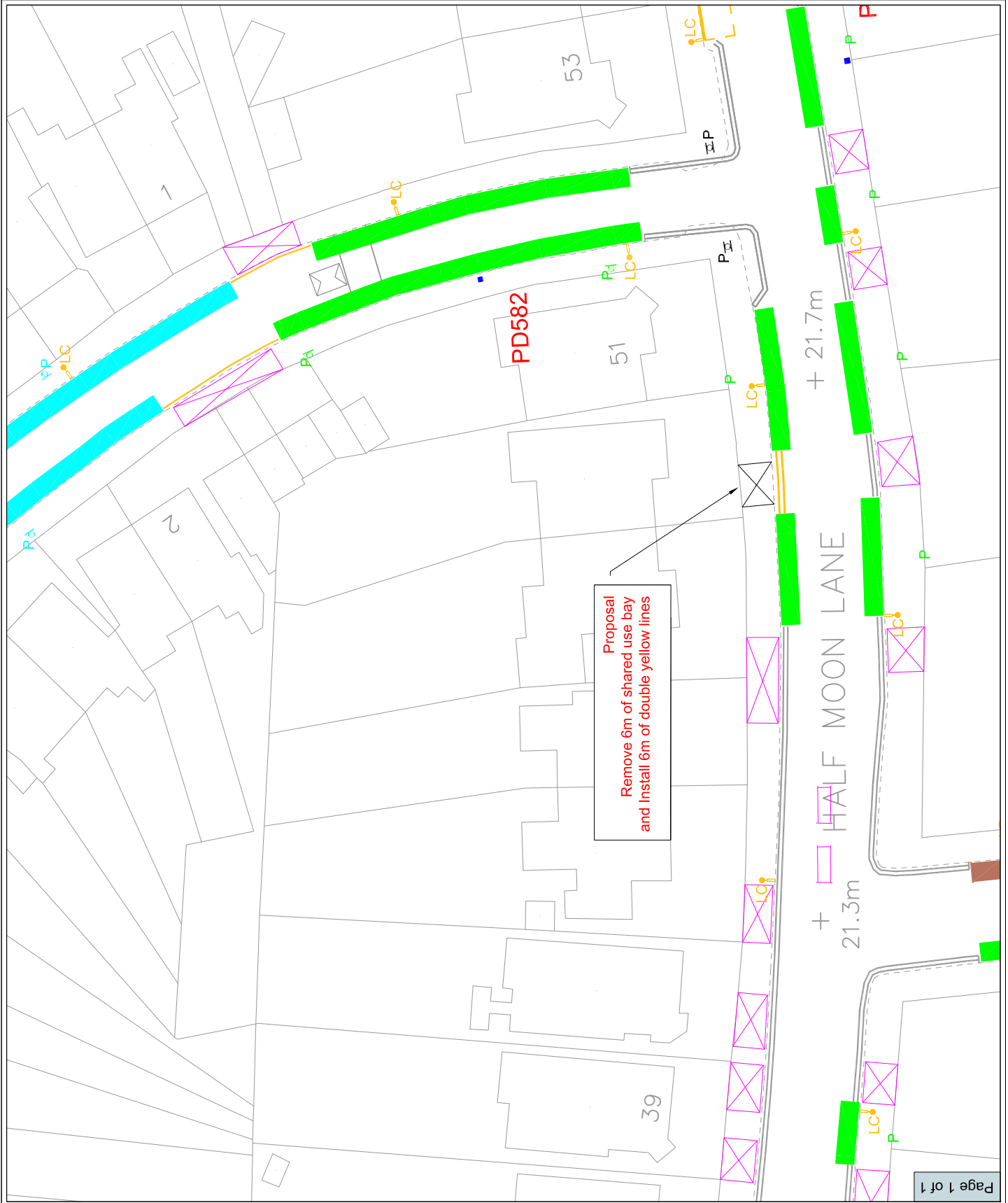
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PUBLIC REALM PROJECTS (PARKING DESIGN)



**Southwark Council**  
Environment and Leisure, Public Realm  
PO Box 64523, London SE1 5LX

**LEGEND**

- Proposed double yellow lines
- Existing bus stop

Revision details		
By	Date	Suffix
		A
		B

**Project ID / name**  
1314Q2\_LOCAL\_PARKING\_AMENDMENTS

**Drawing title**  
ROCK-HILL  
PROPOSED\_AAT\_WAITING\_RESTRICTIONS  
Layout

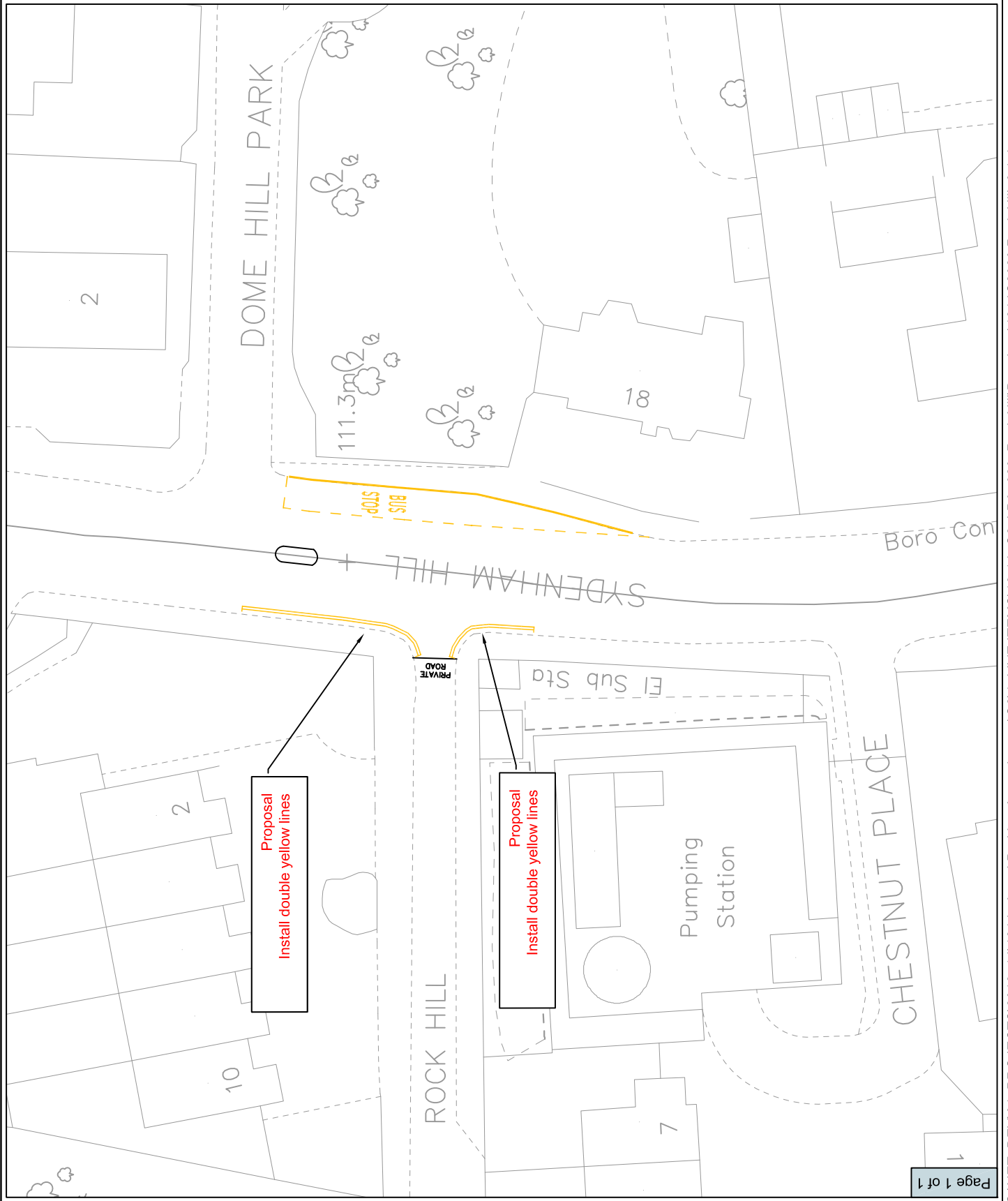
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PUBLIC REALM PROJECTS (PARKING DESIGN)



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

**LEGEND**

- Existing double yellow lines
- Proposed double yellow lines
- Existing car club bay
- Existing dropped kerb

Revision details	By	Date	Suffix
			A
			B

**Project ID / name**  
1314Q1\_LOCAL\_PARKING\_AMENDMENTS

**Drawing title**  
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PROPOSED\_AAT\_WAITING\_RESTRICTIONS  
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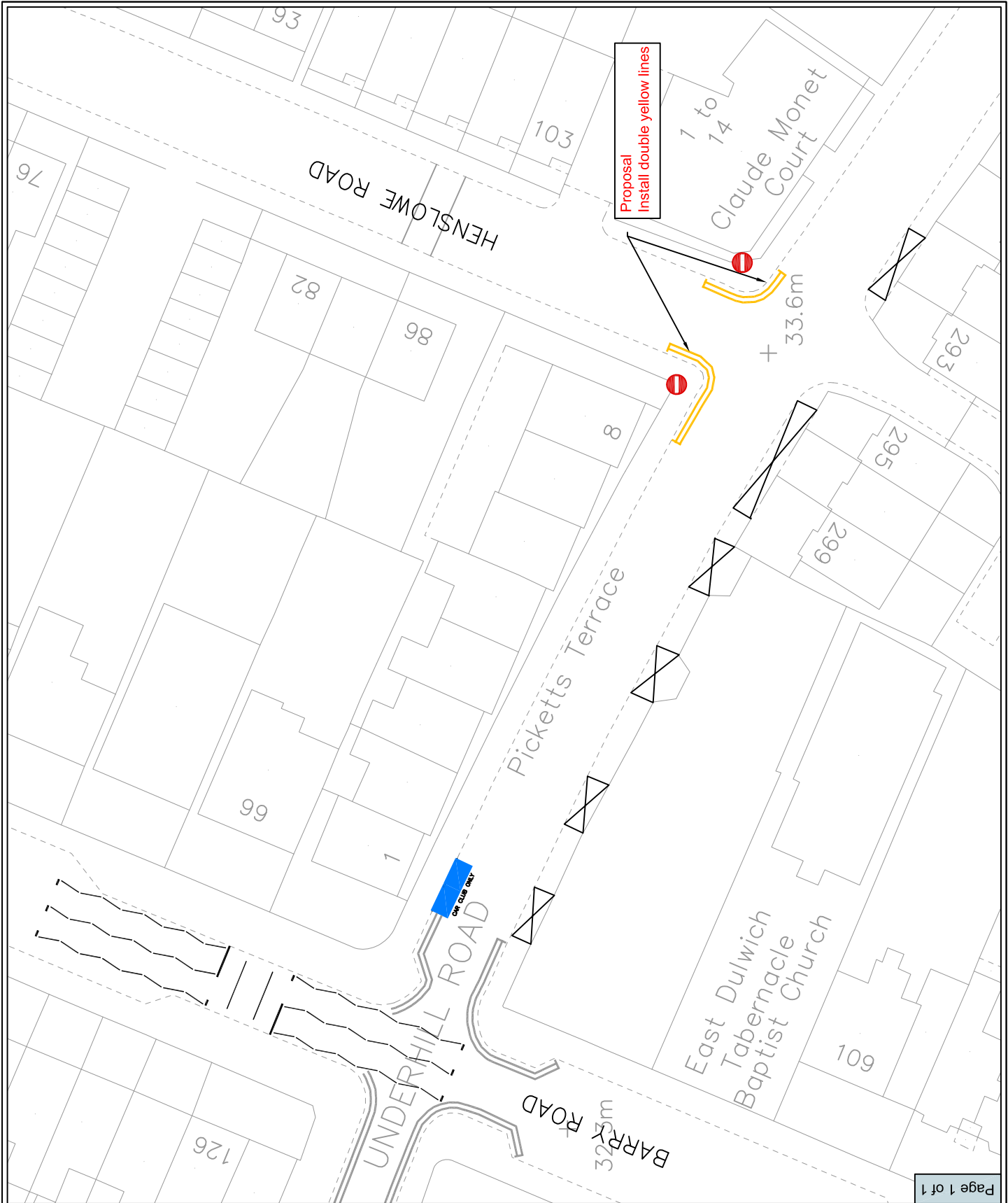
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04 September 2013

Matthew Hill  
Public Realm Programme Manager  
Southwark Council  
PO BOX 64529  
London  
SE1P 5LX

Our Ref: 60286970-C0032/3/RSA1-2/5895R

Dear Matthew

### **Townley Road – Stage 1/2 Road Safety Audit**

I enclose a copy of the above Audit for your information and action.

The Audit Team would also like to draw a number of issues to your attention which were identified and discussed during the audit, but are considered to be outside its scope. These may include items such as maintenance, operational issues, existing poor provision or document ambiguities. These are provided for your benefit and the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

#### **Comments:**

- The existing bus parking bays are shown to be extended by 5.6 metres on the northern side of Townley Road and by 10 metres on the southern side (as shown on Drawing 1056\_DD\_1.0 rev B). It is also proposed to remove the existing 'School Keep Clear' markings at the main eastern access of Alleyn's School and install double yellow line parking restrictions. The proposed double yellow lining does not extend to the same length as the existing 'School Keep Clear' road markings effectively increasing the provision of parking on the northern side of the road. The proposed alterations to the existing parking arrangement and lining in the vicinity of Alleyn's School main eastern access could result in increased congestion along Townley Road due to insufficient space for eastbound motorists to wait between the bays to allow oncoming westbound vehicles to pass. Gaps between the sections of parking help the through flow of traffic by providing passing areas for opposing traffic where insufficient carriageway width permits two way operation.
- During the site visit it was evident that an existing section of kerbing, located on the eastern side of the Alleyn's School eastern gated access point, is damaged, resulting in a notable upstand. It is recommended that the damaged section of kerbing is re-installed flush with the existing kerbing at the access point to remove a potential trip hazard for pedestrians.

I expect that all problems raised in the audit can be adequately addressed but please contact me or my team if you have any queries or if we can be of any further assistance.



*Shaping Southwark's Highways*

I look forward to working with you again in the near future.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Samuel Barnes', with a long horizontal stroke extending to the right.

Samuel Barnes  
Principal Consultant

[Redacted contact information]

Enc Road Safety Audit report  
CC. Tim Walker, LB Southwark

# Townley Road Stage 1/2 Road Safety Audit





Document Initial Issue  
 Issue 0

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 Consultant  
 Road Safety Audit Team Member

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Verified by:   
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 Principal Consultant

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 Sam Barnes  
 Principal Consultant  
 Road Safety Audit Team Leader

Rev No	Comments	Written by	Verified by	Checked & Approved by	Date
0	Initial Issue	JM	CG	SB	02.09.13

Website: <http://www.conwayaecom.com>

Job No: 60286970-C0032

Reference: 5859R

Date Created: 02.09.13

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# 1 Introduction

- 1.1.1 This report results from a combined Stage 1/2 Road Safety Audit carried out for the proposed bus bay extensions located along Townley Road, Southwark. The audit was carried out at the request of the Highway Authority, the London Borough of Southwark.
- 1.1.2 The report indicates each of the problems identified together with recommendations to solve or mitigate the problems, the Audit Team Statement and a schedule of documents reviewed.
- 1.1.3 The members of the Audit Team were:
- J Morgan  
Consultant, AECOM
- S R Barnes  
Principal Consultant, AECOM
- 1.1.4 The audit took place at AECOM's London office during August and September 2013. The audit comprised of an examination of the documents provided by the designers (see Appendix A). In addition to examining the documents supplied, the Audit Team visited the site of the proposed measures on Thursday 29<sup>th</sup> August 2013. The audit was undertaken during the afternoon between the off-peak hours of 12.00 and 13.00 (outside of the school term time). Weather conditions during the site visit were sunny with a dry carriageway surface.
- 1.1.5 Townley Road is a local access road that runs on a northwest to southeast axis in East Dulwich, Southwark. At its northern extent, Townley Road forms a signal controlled junction with the A2214 East Dulwich Grove and Green Dale. At its southern extent, Townley Road forms a priority junction with the A2216 Lordship Lane. Townley Road provides access to Calton Avenue, Dovercourt Road and Beauval Road. Townley Road also provides the main vehicular and pedestrian access to Alleyn's School via two separate access points. The western access point is intended for entry only movements, whilst the eastern access point is intended for exit only movements.
- 1.1.6 The southern side of Townley Road is subject to single yellow line waiting restrictions (operating between Monday to Friday, 0800 to 1000 and 1500 to 1700). Double yellow line waiting restrictions are provided at the western access point to Alleyn's School. School Keep Clear road markings are provided across the eastern main access point to Alleyn's School. Dedicated bus parking bays (which serve Alleyn's School) are provided on both sides of Townley Road.
- 1.1.7 Land use in the audit area consists of a mixture of residential, recreational and educational properties. Townley Road is subject to a 20mph speed limit which is self enforced through traffic calming, including speed humps. The road is street lit but was not visited during the hours of darkness.
- 1.1.8 Proposals include the removal of the existing 'School Keep Clear' road markings on Townley Road across the main vehicular exit to St Alleyn's School to enable the extension of the existing bus bay by 5.6 metres to the west of the junction and allow additional parking to the east. Double yellow line parking restrictions are to be provided outside the extents of the newly relocated bays.
- 1.1.9 The terms of reference of the audit are as described in Road Safety Audit Standard HD 19/03 in The Highways Agency Design Manual for Roads and Bridges (DMRB). The advice issued in the DMRB applies to trunk road and motorway highway improvement schemes; however, it has been used in this report to define the scope of this audit.
- 1.1.10 The team has examined and reported only on the road safety implications of the measures as presented and has not specifically examined or verified the compliance of the designs to any other criteria.
- 1.1.11 No departures from standards have been notified to the Audit Team on the proposals.
- 1.1.12 All traffic sign and road marking diagram number references are made to The Traffic Signs Regulations and General Directions, 2002 (TSRGD).

- 1.1.13 The locations of problems are shown in conjunction with the scheme proposals in Appendix B where the reference numbers relate to the problems identified in this report.



## 2 Items Outstanding from Previous Road Safety Audits

2.1.1 The auditors have not been provided with copies of any previous Road Safety Audits or Exception Reports.

### 3 Items Resulting from the Stage 1/2 Road Safety Audit

3.1.1 The following Problems have been identified from the documents submitted:

**GENERAL:**

No comments.

**THE ALIGNMENT:**

No comments.

**THE JUNCTIONS:**

**Problem: 3.1**

*Location:* Townley Road / Alleyn's School eastern main access point.

*Drawing:* 1056\_DD\_1.0 Rev B

*Summary:* Insufficient visibility on the vehicular exit could lead to increased risk of collisions.

*Description:*

The existing 'School Keep Clear' road markings across the main vehicular exit to St Alleyn's School on Townley Road are to be removed to enable the extension of the existing bus bay by 5.6 metres to the west of the junction and allow additional parking to the east. Double yellow line parking restrictions are to be provided outside the extents of the newly relocated bays.

The proposed extension of the bus parking bay to the west of the access will further restrict visibility for road users exiting Alleyn's School onto Townley Road (to approximately 11 metres westwards when measured to the front of the proposed bay). This could result in road users mistakenly pulling out into the path of oncoming vehicles resulting in potential conflict.

The proposed double yellow lining to the east of the junction do not extend to the same length as the existing 'School Keep Clear' markings. Subsequently, vehicles will be permitted to park within closer proximity to the existing access point. This could result in reduced visibility for motorists looking east when exiting Alleyn's School eastern access point onto Townley Road, again leading to potential conflict.

It is acknowledged that traffic speeds on Townley Road are likely to be low due to the 20mph speed limit in operation, whilst the access road only has parking capacity for approximately 15 vehicles.

**Recommendation:**

Provide sufficient visibility for road users exiting Alleyn's School eastern access point onto Townley Road. Visibility could be improved by building out the footways either side of the access, therefore inseting (or partially inseting) the parking bays (subject to further investigation).



**NON-MOTORISED USER PROVISION:**

No comments.

**ROAD SIGNS, CARRIAGEWAY MARKINGS AND STREET LIGHTING:**

No comments.

## 4 Audit Team Statement

4.1.1 I certify that this Road Safety Audit has been carried out in accordance with Road Safety Audit Standard HD 19/03.

**AUDIT TEAM LEADER:**

Name: S R Barnes, BA (Hons) CMILT MCIHT MSoRSA

Position: Principal Consultant

Organisation: AECOM

Address: AECOM House  
63-77 Victoria Street  
St Albans  
Hertfordshire  
AL1 3ER

Signed: 

Date: .....04/09/2013.....

**AUDIT TEAM MEMBER:**

Name: J M Morgan, BA (Hons) MCIHT

Position: Consultant

Organisation: AECOM

Address: MidCity Place  
High Holborn  
London  
WC1V 6QS

**OTHERS INVOLVED:**

There were no other persons involved in this audit than previously stated above.

4.1.2 Enquiries regarding this Road Safety Audit should be made to the Audit Team Leader at the above address or email [RoadSafety@AECOM.com](mailto:RoadSafety@AECOM.com)

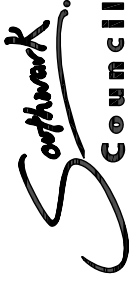
## Appendix A – Documents Submitted to the Audit Team

The following documents were submitted as part of the Road Safety Audit:

Document No.	Rev.	Description	Date
1056_DD_1.0	B	Townley Road Proposed Bus Bay Extensions	25/07/13



PUBLIC REALM PROJECTS (PARKING DESIGN)



Environment and Leisure, Public Realm  
PO Box 64523, London SE1 5LX

LEGEND

- Existing double yellow lines
- Existing single yellow lines
- Remove existing Bus bay markings
- Proposed bus bay markings
- Proposed double yellow lines
- Remove existing road markings

Revision details	By	Date	Suffix
			A
			B

Project ID / name

1056\_TOWNLEY\_ROAD\_BUS\_BAYS

Drawing title

TOWNLEY ROAD  
PROPOSED\_BUS\_BAY\_EXTENSIONS

Layout

APPENDIX\_8

Scale

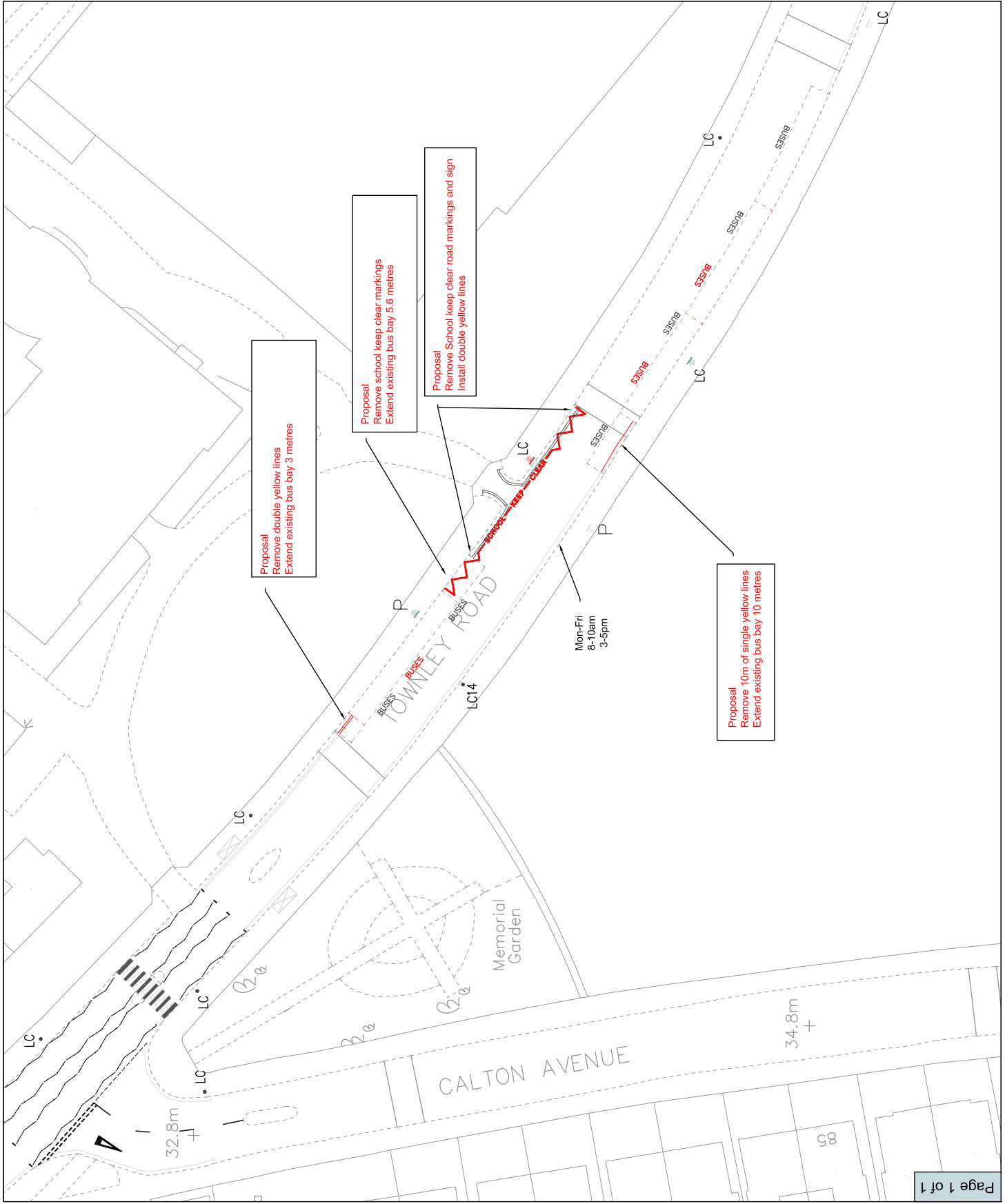
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File Name

1056\_DD\_0.2

Drawn	Designed	Checked	Approved
MH	MH	PT	TW
25/07/13	25/07/13	01/08/13	10/09/13

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Proposal  
Remove double yellow lines  
Extend existing bus bay 3 metres

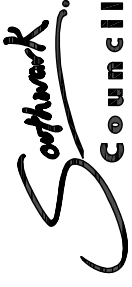
Proposal  
Remove school keep clear markings  
Extend existing bus bay 5.6 metres

Proposal  
Remove School keep clear road markings and sign  
Install double yellow lines

Proposal  
Remove 10m of single yellow lines  
Extend existing bus bay 10 metres

Mon-Fri  
8-10am  
3-5pm

PUBLIC REALM PROJECTS (PARKING DESIGN)



Environment and Leisure, Public Realm  
PO Box 64529, London SE1 6LX

LEGEND

- Existing double yellow lines
- Existing single yellow line
- Existing Bus stop
- Proposed road markings
- Proposed double yellow lines
- Proposed Goods vehicle loading only bay  
Mon-Sat 10am-4pm  
No waiting/loading  
Mon-Sat 7-10 4-7



Revision details

By	Date	Suffix
		A
		B

Project ID / name

1062\_LORDSHIP\_LANE

Drawing title

LORDSHIP\_LANE  
PROPOSED\_LOADING\_ONLY\_BAY  
Layout

APPENDIX\_9

Scale

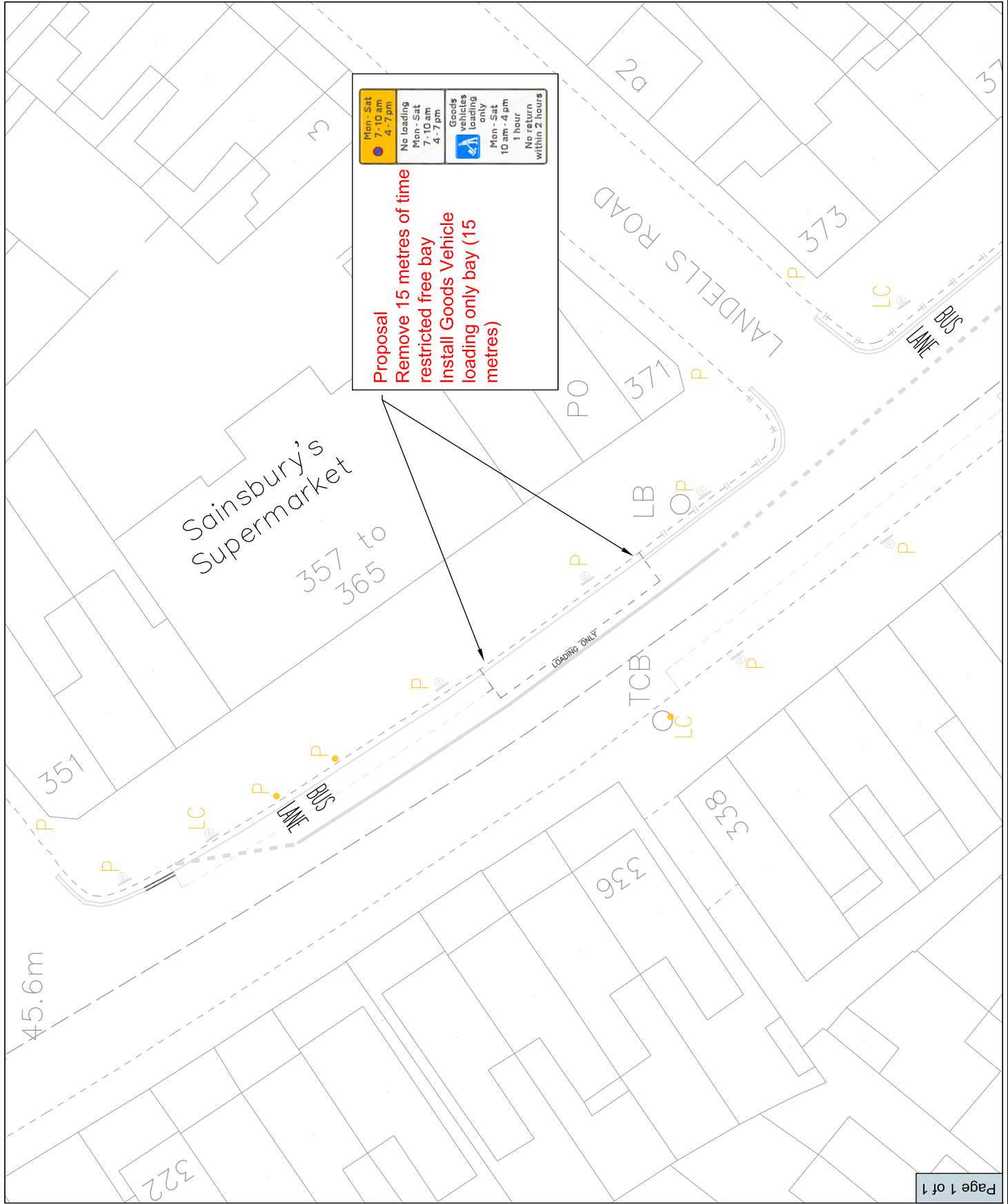
1:500\_AT\_A3

File Name

1062\_Lordship Lane\_0.2.dwg

Drawn	Designed	Checked	Approved
MH	MH	TW	TW
04/09/13	04/09/13	04/09/13	04/09/13

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# Dulwich Park car park

## Consultation findings

October 2013 – DULWICH COMMUNITY COUNCIL

[www.southwark.gov.uk](http://www.southwark.gov.uk)



# Dulwich Park car park

## Consultation findings

October 2013

[www.southwark.gov.uk](http://www.southwark.gov.uk)

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## Section A – Background

Dulwich Park receives over 1 million visitors per year who make use of the excellent facilities which are spread over 29 hectares.

The park provides free bicycle and car parking facilities that are accessed from the Old College Gate in College Road.

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.

At peak times, during the summer months, the demand for parking often exceeds available space. This can result in a number of problems. In particular:



- a) motorists leave their vehicles in locations that are obstructive and/or dangerous, increasing risk that emergency services and park vehicles are delayed or cannot get through. This occurs:
  - in spaces reserved for disabled badge holders, but without a valid permit
  - in a third row of parked cars down the centre of the road leading from Old College Gate;
  - in front of doors into the Francis Peek Centre
- b) motorists circle, looking for a space and some speed out, frustrated, when they realise there isn't a space, putting pedestrians at risk
- c) park staff are diverted from their proper tasks into the marshalling of traffic and parking

On occasions, staff have needed to close 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.

The entire car parking area is currently unregulated and therefore no enforcement is possible, even for parking in dangerous locations or in disabled bays.



## Section B – Consultation

### Consultation area

It was agreed at Dulwich Community Council on 25 June 2013<sup>1</sup> that all properties within a 300m radius of the Dulwich Park perimeter (Village ward only) would be consulted on parking options in the car park. The number of properties and streets consulted are detailed in the following table:

STREET	Total
ALLISON GROVE	20
AYSGARTH ROAD	36
BEAUVAL ROAD	41
BOXALL ROAD	21
BURBAGE ROAD	39
CALTON AVENUE	16
COLLEGE GARDENS	22
COLLEGE ROAD	41
COURT LANE	166
COURT LANE GARDENS	22
DEKKER ROAD	56
DESENFANS ROAD	25
DOVERCOURT ROAD	33
DRUCE ROAD	30
DULWICH COMMON	14
DULWICH VILLAGE	64
EAST DULWICH GROVE	3
EASTLANDS CRESCENT	26
EYNELLA ROAD	29
FRANK DIXON CLOSE	10
FRANK DIXON WAY	24
GALLERY ROAD	6
LORDSHIP LANE	101
MITCHELLS PLACE	10
PICKWICK ROAD	51
RYECOTES MEAD	12
TURNEY ROAD	8
WOODWARDE ROAD	173
WOODYARD LANE	9
<b>Grand Total</b>	<b>1108</b>

### Consultation document

1108 postal addresses are located within the consultation area. This data was derived from the council's Local Land and Property Gazetteer (LLPG).

Distribution of the consultation documents<sup>2</sup> was made on 23 July 2013. These were sent out to all properties within the consultation area by second class post. The deadline to return questionnaires either via an online form or by freepost was detailed as 15 August 2013.

<sup>1</sup> <http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=176&MId=4521&Ver=4>

<sup>2</sup> [http://www.southwark.gov.uk/downloads/download/3516/dulwich\\_park\\_car\\_park](http://www.southwark.gov.uk/downloads/download/3516/dulwich_park_car_park)

The document was also sent electronically to key stakeholders. Stakeholders were identified as:

- Dulwich Community Council ward members
- Cabinet Member for Transport, Environment and Recycling
- Dulwich Society
- Dulwich Picture Gallery
- Dulwich Park Friends
- Pavilion Café
- Dulwich Whipper Snappers
- Dulwich Bowls Club
- Quadron Services
- Dulwich Vegetable Garden
- Dulwich Recumbents
- Blue Bird Boats Ltd
- Surrounding properties
- Park users

The consultation document was designed to present information on:

- Why the consultation was being carried out
- Detail on proposed parking options in the car park (i.e. the possibility of making the existing disabled bays mandatory, enabling enforcement against dangerous/obstructive parking and introducing a 4 hour time limit on general parking)
- How recipients could have their say on the proposed car park options
- Website link to the online questionnaire and initial design drawing

By way of a questionnaire, the document sought the recipient's details, views and asked the following questions:

- Their address
- How often they use the car park
- Whether they support the proposed car park options
- If they would like their response as a general view or a statutory objection

The document followed Southwark's communications guidelines and provided detail on large print versions and translation services.

The questionnaire could be returned in a provided freepost envelope to the council's offices or completed online via Southwark's consultation webpage.

A direct phone number and email address to the parking projects team was made available to allow those wishing to making enquires via those methods.

### **Statutory consultation**

To enable enforcement of the parking proposals in Dulwich Park car park, the council is required to make a traffic management order (TMO). Before any order can be made, the council must follow certain national procedures<sup>3</sup> that include giving notice of its intent to make an order, a statutory consultation period and consideration of any objections.

It was agreed with the Community Council that informal consultation (questionnaire) and statutory consultation (traffic order) would be carried out simultaneously.

<sup>3</sup> <http://www.legislation.gov.uk/uksi/1996/2489/made>

Anyone who wanted to make a statutory objection could do so via the questionnaire or separately in writing.

### Park Notices

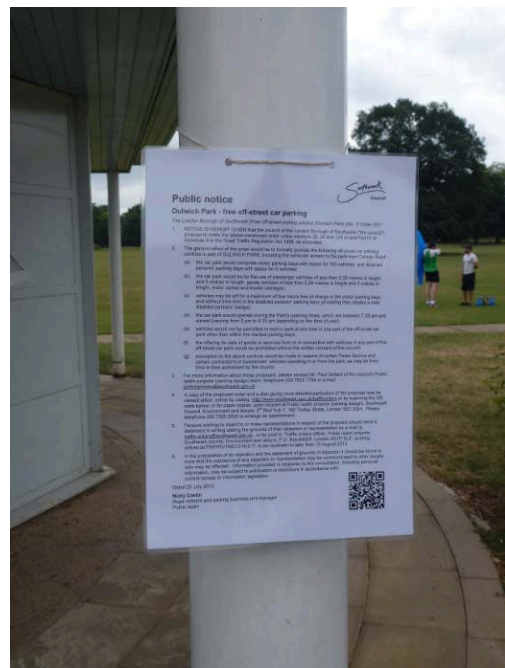
Informal and statutory consultation notices were erected within the car park on 25 July 2013.

The informal notice provided details on the consultation and the website address to the online questionnaire. A copy of this notice was also erected in the Francis Peek Building and the Pavilion Café.

The statutory notice provided information on how to object to the car park proposals.



Informal consultation notice



Statutory consultation notice

### Twitter

A Tweet was sent out on 25 July 2013 on the social media website Twitter. At that time @lb\_southwark had 8,100 followers. The tweet was to say that a consultation was underway on proposed parking arrangements in Dulwich Park car park.

### Website

The council's parking projects webpage<sup>4</sup> provided detail of the consultation, its process and how decisions would be taken.

The webpage also included the following PDF downloads:

- The consultation document
- The consultation questionnaire
- The initial design (proposed car park layout drawing)

<sup>4</sup> [http://www.southwark.gov.uk/info/200140/parking\\_projects](http://www.southwark.gov.uk/info/200140/parking_projects)

## Section C – Consultation findings

### Summary of response rate

The consultation yielded a total of 241 returned questionnaires. 219 of the returned questionnaires came from within the consultation area, representing a 20% response rate. This is a standard response rate for this type of consultation. The responses rate is tabulated in figure 1 and graphed in figure 2.

The highest response rate was from Frank Dixon Close (60%), followed by Turney Road (50%) and Woodyard Lane (44%).

The consultation period finished on 15 August 2013, late responses were accepted for a period of one week. A further 15 responses have been received since 22 August although they have not been included in the analysis of the data or preparation of this report.

### Stakeholder communication

Responses were from the following key stakeholders:

- Dulwich Park Friends
- Whippersnappers
- London Recumbents
- The Pavilion Café
- Cllr Lewis Robinson

STREET	Delivered	Returns	Response rate
FRANK DIXON CLOSE	10	6	60%
TURNEY ROAD	8	4	50%
WOODYARD LANE	9	4	44%
MITCHELLS PLACE	10	4	40%
COURT LANE GARDENS	22	7	32%
EYNELLA ROAD	29	9	31%
BURBAGE ROAD	39	11	28%
EASTLANDS CRESCENT	26	7	27%
COLLEGE ROAD	41	11	27%
ALLISON GROVE	20	5	25%
COURT LANE	166	38	23%
COLLEGE GARDENS	22	5	23%
BEAUVALL ROAD	41	9	22%
PICKWICK ROAD	51	11	22%
DULWICH COMMON	14	3	21%
WOODWARDE ROAD	173	37	21%
DOVERCOURT ROAD	33	6	18%
DRUCE ROAD	30	5	17%
RYECOTES MEAD	12	2	17%
BOXALL ROAD	21	3	14%
DULWICH VILLAGE	64	8	13%
FRANK DIXON WAY	24	3	13%
DESENFANS ROAD	25	3	12%
AYSGARTH ROAD	36	4	11%
DEKKER ROAD	56	6	11%
LORDSHIP LANE	101	8	8%
CALTON AVENUE	16	0	0%
EAST DULWICH GROVE	3	0	0%
GALLERY ROAD	6	0	0%
<b>Grand Total</b>	<b>1108</b>	<b>219</b>	<b>20%</b>

Figure 1

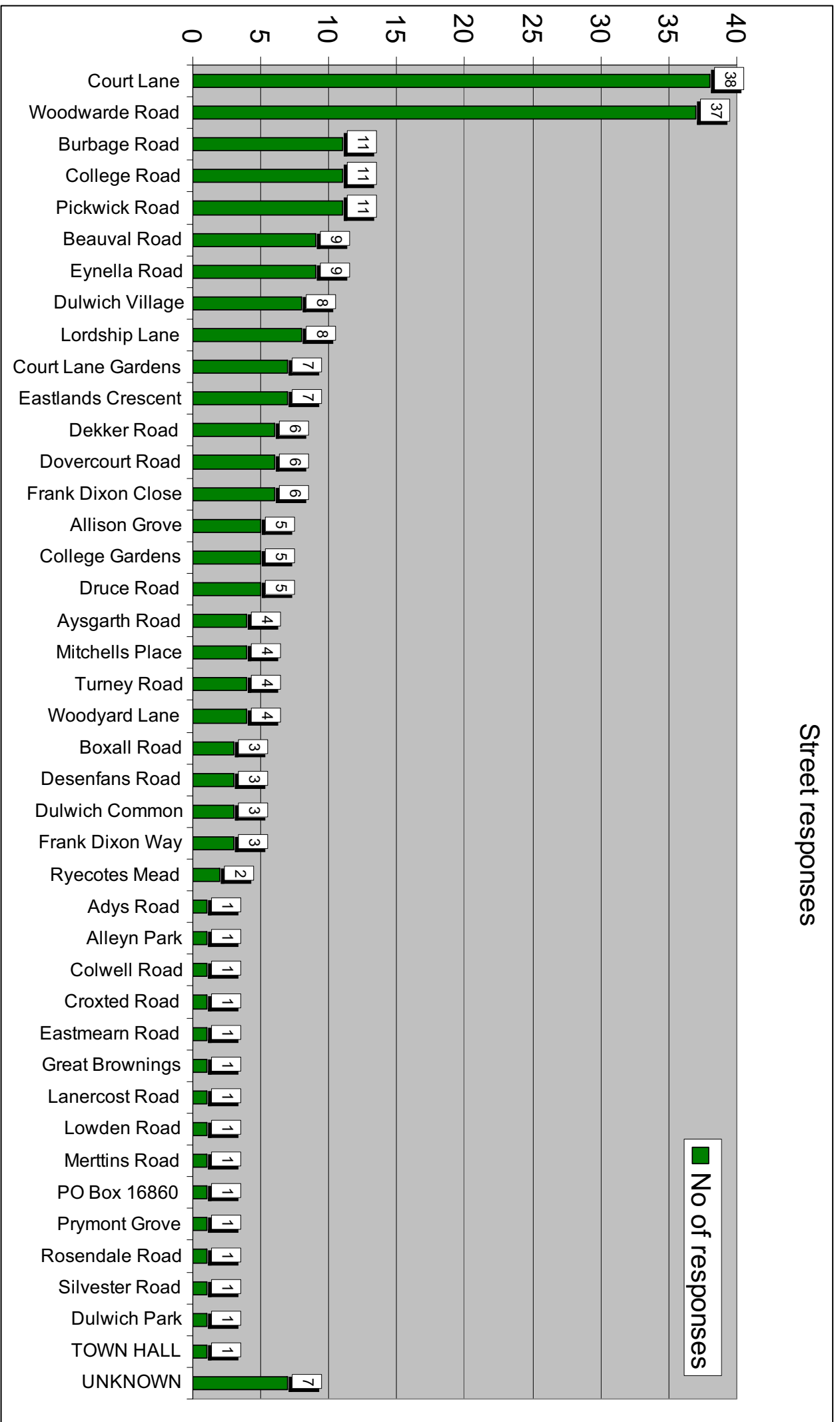


Figure 2



### Headline consultation results

Paragraphs 1) to 24) detail the responses given to the seven questions asked in the informal consultation.

#### Q1) When using the car park, how long do you normally park for?

- 1) The response to this question reveals that the majority of respondents (68%) **don't use the car park**. The next most common response was **one to two hours** (12%).
- 2) The 2 respondents who normally park for **four to six hours** are residents who use the park for leisure purposes.
- 3) Whippersnappers and the Pavilion Café responded that they normally park for **six to eight hours**, whilst London Recumbents responded that they normally park for **eight hours or more**.
- 4) The response to question 1 is graphed in figure 3.

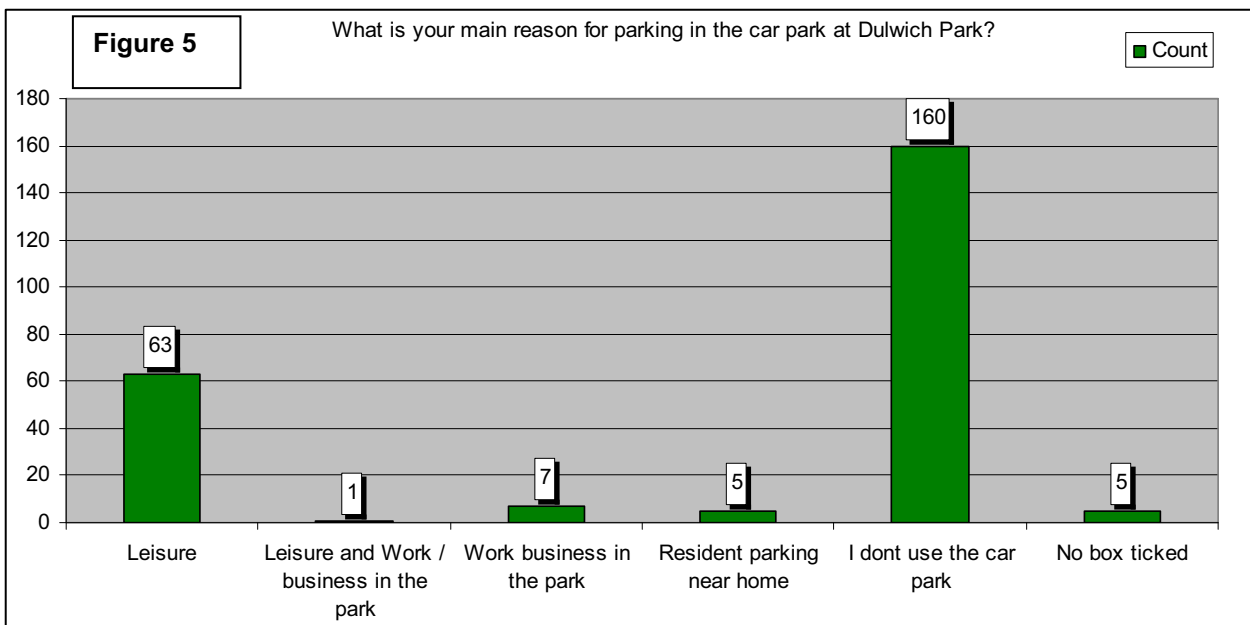
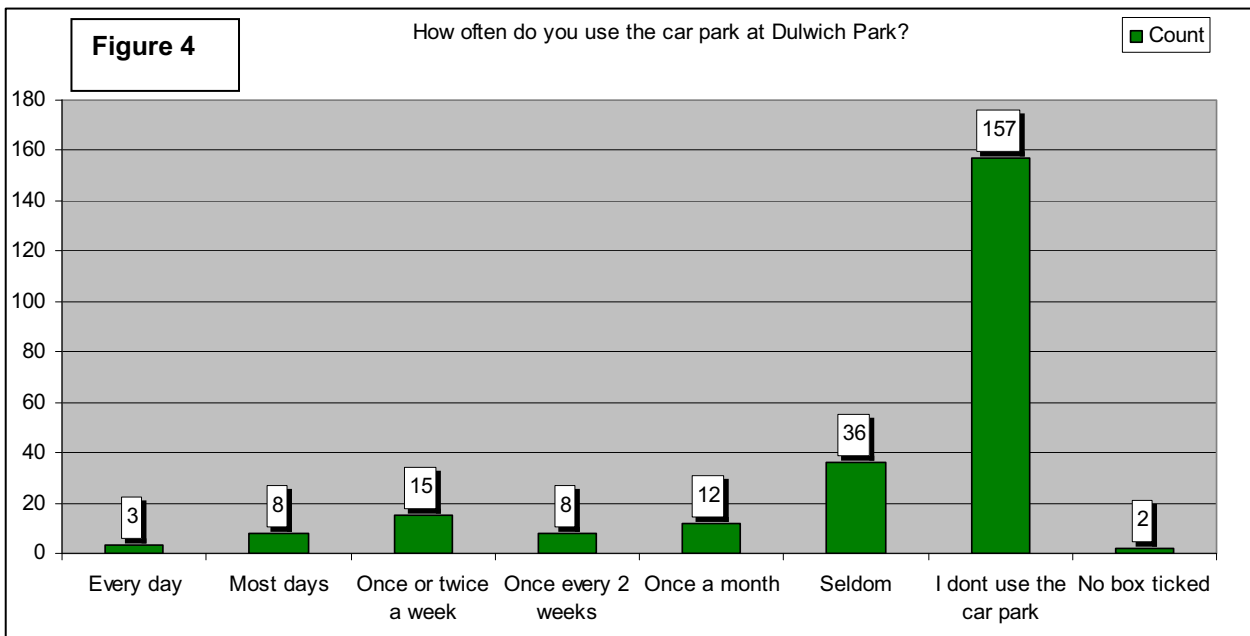
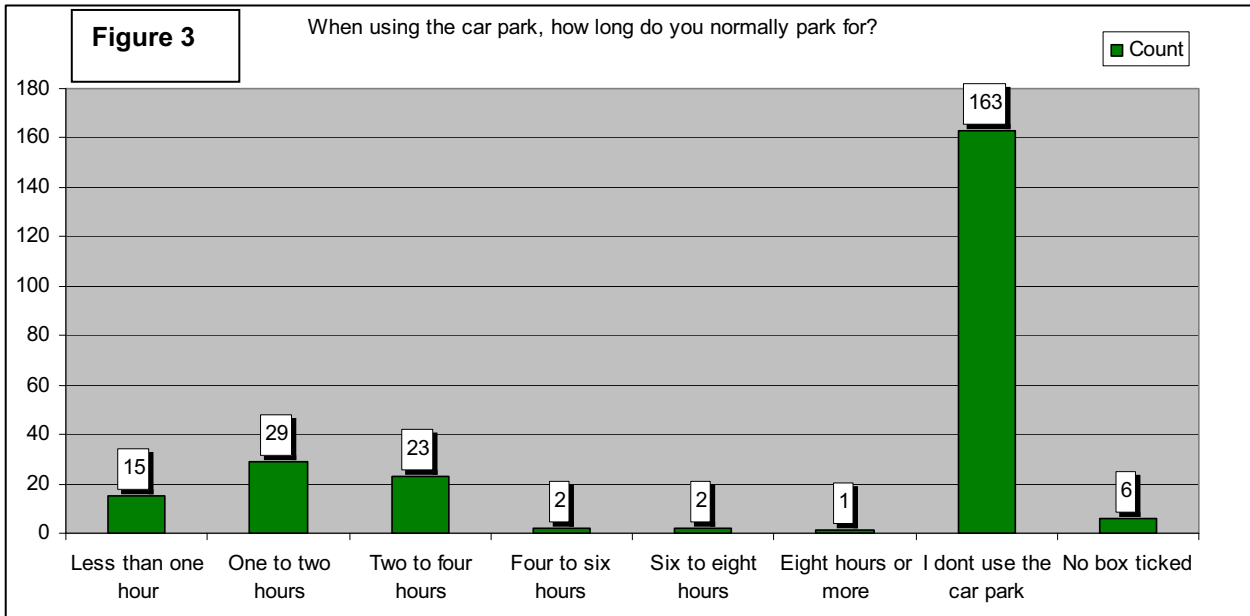
#### Q2) How often do you use the car park at Dulwich Park?

- 5) The response to this question reveals that the majority of respondents (65%) **don't use the car park**. The next most common response was **seldom** (15%).
- 6) London Recumbents and Whippersnappers responded that they park in the car park **every day** and the Pavilion Café responded that they park **most days**.
- 7) The response to question 2 is graphed in figure 4.

#### Q3) What is your main reason for parking in the car park at Dulwich Park?

- 8) The response to this question reveals that the majority of respondents (66%) **don't use the car park**. The next most common response was **Leisure** (26%).
- 9) London Recumbents, Whippersnappers and the Pavilion Café operate a business in the park.
- 10) The response to question 3 is graphed in figure 5.

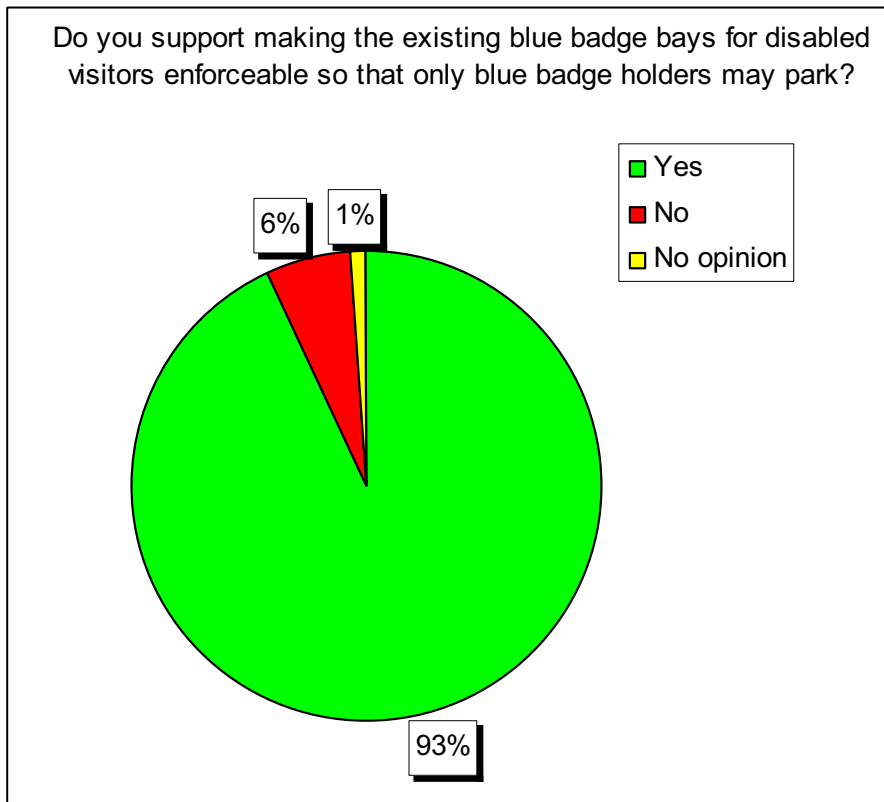
- ***The majority responding to the consultation do not use the car park***
- ***Apart from those deemed essential for operation of the park. i.e. London Recumbents, the Pavilion Café and Whippersnappers, very few respondents (2%) indicated that they park for longer than 4 hours.***
- ***Of those that do use the park, the most common responses were that the car park was used on a seldom basis, for a duration of 1-2 hours, for leisure purposes.***



**Q4) Do you support making the existing blue badge bays for disabled visitors enforceable so that only blue badge holders may park?**

- 11) Figure 6 shows that a clear majority of respondents (93%) support the proposal to enforce the existing disabled bays in the park, which are currently unregulated.
- 12) This proposal is supported by the following stakeholders: Dulwich Park Friends, London Recumbents, Whippersnappers, Pavilion Café and Cllr Lewis Robinson.

Response	Total	Percentage
Yes	223	93%
No	14	6%
No opinion	3	1%

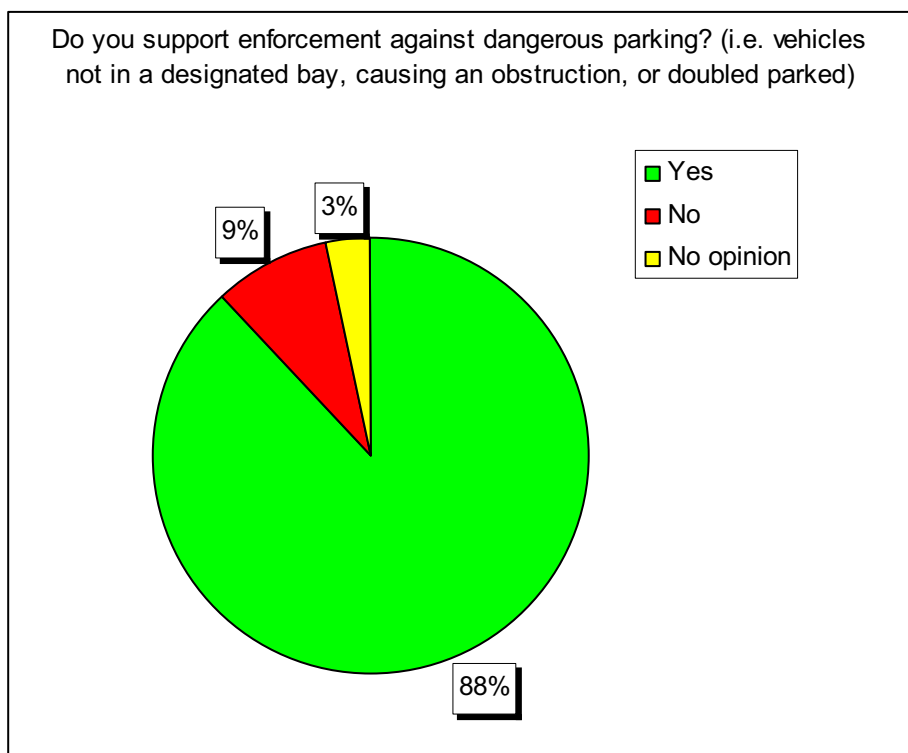


**Figure 6**

**Q5) Do you support enforcement against dangerous parking? (i.e. vehicles not in a designated bay, causing an obstruction, or double parked)**

- 13) Figure 7 shows that a clear majority of respondents (88%) support the proposal to enforce against dangerous parking in Dulwich Park car park.
- 14) This proposal is supported by the following stakeholders: Dulwich Park Friends, London Recumbents and Whippersnappers.

Response	Total	Percentage
Yes	211	88%
No	21	9%
No opinion	8	3%



**Figure 7**

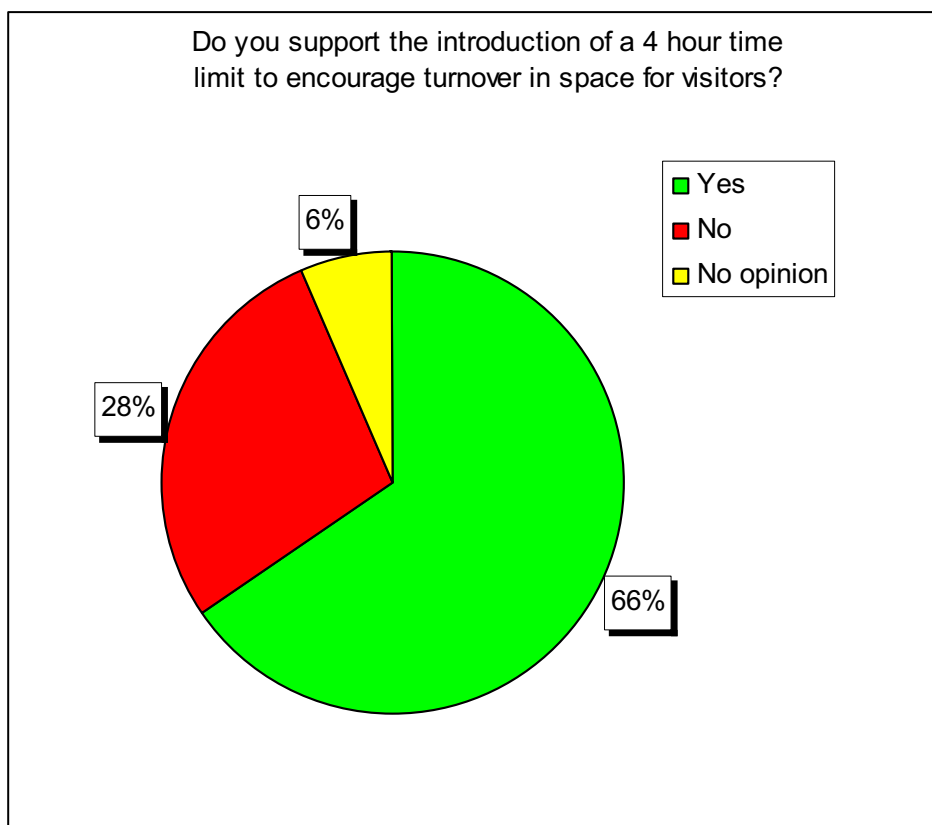
**Q6) Do you support the introduction of a 4 hours time limit to encourage turnover in space for visitors?**

15) Figure 8 shows that a majority of respondents (66%) support the introduction of a 4 hours time limit to encourage turnover in space for visitors in Dulwich Park car park.

16) It is noted 64% of those who responded 'No' do not use the car park.

17) This proposal is not supported by Dulwich Park Friends, Whippersnappers and Cllr Lewis Robinson.

Response	Total	Percentage
Yes	155	66%
No	67	28%
No opinion	15	6%



**Figure 8**

**Q7) Do you have any further comments regarding the proposed layout or type of parking bays**

18) Respondents were given the opportunity to make any further comments regarding the proposed layout or type of parking bays.

19) Any one who made comments were then asked if they would like their comments to be considered as:

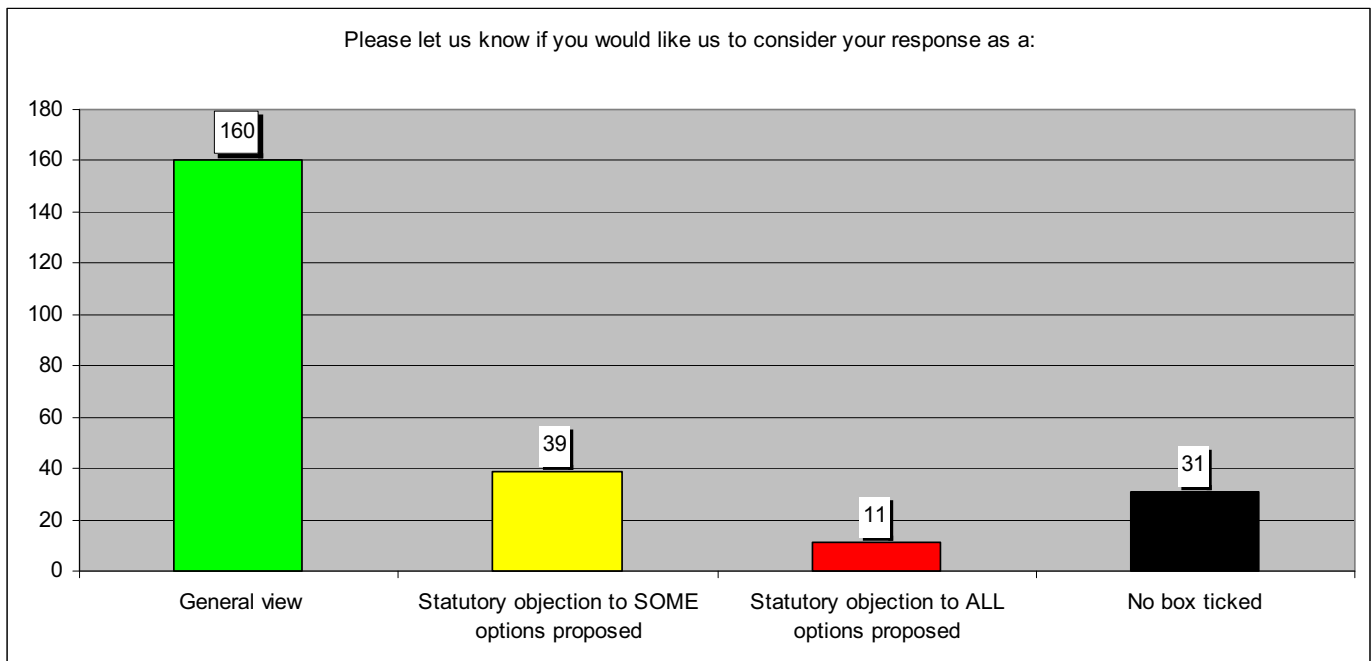
- A general view
- A statutory objection to ALL options proposed
- A statutory objection to SOME options proposed (where they have ticked 'no' to Q4, Q5, Q6)

20) The majority of comments made were a general view.

21) A total of 50 objections were made to ALL or SOME of the proposed options.

22) No objections were made outside the informal consultation, i.e. in response to the formal statutory notice in the local press.

23) The comments made are categorised in **figure 9**.



Total	Type	What happens next?
160	General view	General comments will be considered and, where possible, changes made (eg. to position or type of bays). See page 15
11	Statutory objection to ALL options proposed	Statutory objection will be reported to Dulwich Community Council for determination.
39	Statutory objection to SOME options proposed (where you have ticked 'no' in Q4, Q5, Q6): 32 – the introduction of a 4 hour time limit 9 – the enforcement against dangerous parking 3 – making the existing blue badge enforceable	

**Figure 9**

## Summary of general comments made

24) General comments were also made. Understandably, the responses given generally mirrored the view expressed to the key questions (questions 4, 5 and 6) on the proposed options. Figure 10 provides a summary of the key issues raised and officer's response.

	Comment	Officer response
1	<p>Concerns about the impact a 4 hour maximum stay would have on parking in nearby streets.</p> <p>Would the council consider parking zone in streets near the park?</p>	<p>The consultation findings reveal that apart from vehicles deemed essential for operation of the park (who would be permitted to park all day) very few motorists park for more than 4 hours in the park.</p> <p>The proposal will create between two and three times as many 'parking slots' per day, enable more visitors to park and also improve likelihood of finding a space.</p> <p>The council has had very little in the way of correspondence from residents in streets close to the park requesting parking controls or that a parking problem exists.</p>
2	<p>Can the proposals only operate seasonal and/or at weekends.</p> <p>Can the proposed 4 hour maximum stay period be extended to 5 or 6 hours?</p>	<p>This was not an option included in the consultation but it is a feasible option and is something members could consider.</p> <p>Slightly larger signs would be required to inform motorists the days/months the car park operated.</p>
3	<p>Install a pay and display machine that issues free tickets, instead of a civil enforcement officer patrolling the area.</p>	<p>This is an expensive option and not within the budget as the car park would require 2-3 machines (at a cost of 3k per machine), plus ongoing maintenance costs.</p> <p>Even if a pay and display machine was installed, a civil enforcement officer would still be required to monitor the parking.</p>
4	<p>Can bays parking bays be installed in the middle of the road?</p>	<p>No. Vehicles parked in the middle of the road cause an obstruction should an emergency vehicle (i.e. a fire engine) require access.</p>
5	<p>Have the council considered installing angled (echelon parking) to increase capacity in the car park?</p> <p>Is there scope to create additional parking – i.e perhaps beyond the gate/bollards? Or open up the Dulwich Common entrance.</p>	<p>Echelon parking would create approximately 15 additional spaces in the road.</p> <p>Officers do not recommend echelon parking as the bays would be located along the main pedestrian route into the park.</p> <p>Echelon parking severely reduces the visibility of the driver (when reversing out of the space) and would therefore increase risk of collision between cars and pedestrians. Children (who may be below eye level from a reversing car) are at greatest risk.</p> <p>It is noted that the road is regularly used by pedestrians and it is unrealistic and, arguably, undesirable to expect all pedestrians to walk along the footway within a park.</p>
6	<p>Has the council carried out any parking surveys to establish the normal length of stay in the car park?</p>	<p>No parking beat surveys have been carried out however the consultation included a specific question to ascertain how long people normally parked for (see Figure 3).</p>
7	<p>The existing parking bay markings are very worn/faded</p>	<p>We are proposing to refresh the worn and faded parking bay markings</p> <p>See the Dulwich Park car park recommendations (page 29).</p>
8	<p>Requests for additional disabled parking bays in the car park</p>	<p>Formalising the existing disabled bay should see parking situation improve as the bays are currently misused</p>
9	<p>London Recumbents receive deliveries at various times, from vehicles ranging from sprinter sized vans, to much larger trucks. The only safe way to allow this is to have a dedicated bay for deliveries, which would also be of importance for the Francis Peak Building where the Park offices are situated.</p>	<p>Should the parking options be approved by Dulwich community council, we will then work with London Recumbents on possible locations for a designated loading bay.</p> <p>See the Dulwich Park car park recommendations (page 29).</p>

**Figure 10**

## Section D – Statutory objections

### Dulwich Park car park Statutory objections to ALL the options proposed

- A total of 11 respondents indicated on their questionnaire that they would like us to consider their response as a statutory objection to all options proposed. These objections are tabulated below.
- Four objections have been omitted from this section. This is because, in their responses, they stated that they would like their reply to be considered a statutory objection but ticked in support of all proposed options and provided no general comments against the proposals.

<b>Type</b>	Objection to all options proposed
<b>Reference</b>	232592
<b>Street</b>	Pickwick Road
I think this is trying to shut the stable door after the horse has bolted.	
The main reason people drive to Dulwich park is poor public transport. The only bus is the P4 which is not frequent enough. We need a more frequent P4 and a bus which comes through Dulwich village from the centre of town. This must be the only place in South London which is served by only one bus.	

<b>Type</b>	Objection to all options proposed
<b>Reference</b>	232785
<b>Street</b>	Court Lane
I believe that all bays should be available to all drivers.	

<b>Type</b>	Objection to all options proposed
<b>Reference</b>	234052
<b>Street</b>	Dekker Road
This exercise with its narrow circumscribed solutions misses the point entirely. None is appropriate. All miss the point which concerns the overall quality and movement in the park and how to preserve its slowness and differences. Cars are merely one aspect of movement, which includes persons walking and cycling. Excessive focus on cars is banale. All the proposed solutions will privilege the car even further. The best option tax usage by making people pay, and reduce car movements - you do not even offer!! The solution with their concomitant urban signs will inevitably will disfigure the listed park and serve to sub-urbanise it further!! this is a bad outcome	

<b>Type</b>	Objection to all options proposed
<b>Reference</b>	236713
<b>Street</b>	Woodwarde Road
I do not support 4 hour restrictions on parking bays because a leisurely visit to the park should not have a time constraint. Increasing turn over in the parking bays would increase traffic inside the park and the surrounding area, presenting further risks to pedestrians and harm to the environment. The proposed enforcements on parking would create a policed environment that would detract from the open and friendly atmosphere. Furthermore, it would be an unnecessary waste of tax payers money, considering the generally sensible conduct of visitors. These proposals might discourage families and individuals from visiting the public park and enjoying it.	

<b>Type</b>	Objection to all options proposed
<b>Reference</b>	237338
<b>Street</b>	Court Lane
Lived here 20 years and parking RARELY a problem. When is a problem is nothing worth bothering about. Whoever thought up latest idea should go back to school. Waste of money, ill conceived. Leave alone PROBLEMS mentioned simply do NOT exist 99.99% of time. Thank you for asking, is appreciated.	



<b>Type</b>	Objection to all options proposed
<b>Reference</b>	237756
<b>Street</b>	Woodwarde Road
<p>I object to all the proposals, This is why:</p> <p>1 My main general objection is that these proposals will be turning the park's roads etc back into public roads and municipal car parks, after they have been successfully turned into "shared spaces". These proposals are going in the wrong direction.</p> <p>2 Blue badge restrictions: Blue badges themselves are supposed to be very restricted – only for people with "permanent" disabilities – or at very least expected to continue for at least 12 months. However this would not help the many people who have disabilities for less than 12 months for example recovering from a broken hip operation and on two crutches. I do not think people in this state should be fined for parking in these reserved bays if these are the closest to the park amenities.</p> <p>3 Instead of a blue badge scheme in the park, there should be a proper sized legible notice against these bays saying for whom they are reserved/prioritized – and rely on the big society after that.</p> <p>4 There are further for-wheelchair parking bays within the roads round the park (ie past the gate) –very rarely used. Before the council brings in legal restrictions in the car park, it should consider using these additional spaces when needed.</p> <p>5 Enforcing against dangerous or obstructive parking. The park roads should not be turned back to being extensions of the public road. This also begs the question of what is "dangerous". Is there any evidence in the way of accidents on account of misparking? The problems that are quoted in the background do not appear to be "dangerous".</p> <p>6 Doesn't the park have any existing byelaws that can cover all this? If the roads in the park are turned back into normal public roads, I fear we will soon have parking meters or other CPZ controls, statutory signage, legal arguments, and charges to pay for it all, and no doubt speed bumps and other speed enforcement measures. If anything, the road should go the other way towards more shared space, (a bit like Exhibition Road in S Ken) and merge footpaths with the road.</p> <p>7 The suggestion of frustrated motorists speeding out putting pedestrians at risk ( problem b)) is an issue of too few parking spaces, not of misparking. To deal with this, the obvious way is to increase the number of parking spaces.</p> <p>8 But in practice the number of parking spaces is already unnecessarily reduced. When I looked a few days ago, at least 5 spaces in the car park were occupied by council impedimenta, including a large container, unused fencing and litter bins, and the like. And in the road leading from Old College Gate, both sides have been divided into large and/or confusing bays with white paint, encouraging drivers to park leaving unnecessarily wide gaps between them. I would guess at least 6 parking spaces are thereby lost.</p> <p>9 So before any statutory enforcement is put in place the Council must first take steps to free the maximum number of parking spaces in the existing parking areas, so releasing an extra 10 or so spaces. It should also consider whether further overflow parking can be provided on busy or special days.</p> <p>10 And as for park staff being diverted from their "proper tasks" (problem c)), that is very much a question of what their proper tasks are, indeed what the park is for – I would have thought one of the main points of what the park is for is for the visitors. The notion that welcoming visitors and helping them to find somewhere to park is somehow a problem is wrong.</p> <p>11 If it really is a problem, the Council should consider using either volunteers or community support officers .</p> <p>12 And as for the problem of motorists trying to enter through the exit gate, I guess the council could put up a statutory NO ENTRY sign there outside the gate, which could be enforced.</p> <p>13 And as for the erected "don't park here" signs being ignored, maybe cones would be better. (Fixed/heavy cones or beacons -or more or less anything higher than a car's sump- down the middle of the road would for sure prevent parking there)</p>	

14 4-hour parking restriction This is a bad idea. People should not be discouraged from spending the day in the park. It is better they do it there than in the surrounding roads (but If there is an actual problem with people leaving vehicles overnight, and/or for periods of days/weeks, that should be discouraged – is that trespass? Or would a law need to be changed? I suggest introducing an overnight fee for parking at night which surely could be done and enforced as a civil matter.)

So, all in all I do not agree with any of the proposals, or any movement towards more control and regulation and less community engagement.

<b>Type</b>	Objection to all options proposed
<b>Reference</b>	239584
<b>Street</b>	Court Lane

I oppose these moves:

- (i) I believe there are too many disabled bays already. This will result in unused bays if enforced.
- (ii) My fear is that this will drive yet more cars to use court lane for parking. This already results in blocking virtually every wekkend of my driveway. There is no enforcement of the white line and council offered to put in double line.
- (iii) I therefore only happy enforcement in the car park if there is enforcement and increase of parking restrictions at the court lane entrance

## Dulwich Park car park Statutory objections to PART of the options proposed

- A total of 39 respondents indicated on their questionnaire that they would like us to consider their response as a statutory objection to part of the options proposed.
- Objections to part of the proposed options were received from Dulwich Park Friends, Whippersnappers and the Pavilion Café.
- These objections are tabulated below

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	Dulwich Park Friends
<b>Street</b>	

### **Response to possible parking controls in Dulwich Park**

Thanks for your email inviting Dulwich Park Friends to respond to Southwark's consultation on possible parking controls in Dulwich Park.

The online form is not really configured for interest groups, so please accept this letter as our formal response. We have notified our membership of our intended opposition to the four hour limit (see response to Q6) – and had only one reply disagreeing. So we trust that due weight will be given to our views.

Here, then, are our responses to the specific questions in the consultation:

**4. Do you support making the existing blue badge bays for disabled visitors enforceable so that only blue badge holders may park? *This applies to the red shaded areas shown on the drawing***

YES

**5. Do you support enforcement against dangerous parking? (i.e. vehicles not in a designated bay, causing an obstruction, or double parked) *This applies to the green shaded area shown on the drawing***

YES - **BUT** see our important comment about other areas of the park, in response to Q7 below.

**6. Do you support the introduction of a 4 hour time limit to encourage turnover in space for visitors? *This applies to the blue shaded areas shown on the drawing***

**NO – please treat this as a statutory objection**

Registered charity no. 1067472

Reasons:

We do not consider it reasonable to restrict the amount of time visitors can spend in the park to four hours. (For example, a large picnic can easily occupy people for longer than that.) Dulwich Park differs from others where a time limit might be appropriate (e.g. Belair Park, where commuters using West Dulwich station can use free parking facilities).

We also consider that restricting parking in this way will encourage longer term users who might get a ticket to park on the nearby streets, to the detriment of residents.

The parking difficulties sought to be resolved by these proposals arise mostly at busy weekends and bank holidays when the weather is good. The number of such weekends obviously varies from year to year, but would typically not exceed perhaps 8-10. The problems do not generally arise during ordinary working days, because the park is not near any transport links. In any event, we foresee practical difficulties of enforcement, leading to possible disputes or misunderstandings. For example, would the parking times of someone making several visits during the day be aggregated? That would be impossible to police.

#### **7. Do you have any further comments regarding the proposed layout or type of parking bays?**

(i) A measured survey should be undertaken to establish the feasibility of angled parking bays on the road leading to the car park (instead of 'nose to tail' as shown). An advantage of that could be that it would prevent parking down the middle of the road.

If, however, that would result in fewer spaces then you should consider fixed 'planters' in the middle of the road, or possibly collapsible posts. These would prevent parking down the middle.

(ii) The entry gate/barrier at the end of the green shaded area (where the word 'Posts' appears on the drawing) has never worked satisfactorily. A consequence is that, to allow blue badge holders to enter the park to drive round, a gate is left permanently open. ***This is an invitation to other drivers to enter the park when there are no spaces left in the entrance road or car park – as occurs frequently at busy times – and park wherever the fancy takes them\*\*.***

Although we urge Southwark urgently to replace the current broken barrier with a different system (the Park Manager has ideas), ***the Traffic Management Order will presumably need to state that the powers will***

Registered charity no. 1067472

***apply to other irregularly parked vehicles within the park itself (i.e. not just the green shaded areas).***

\*\* The Friends successfully campaigned to exclude vehicles from the park (with obvious exceptions such as blue badge holders, delivery vans for the café, etc) and fund-raised some £20,000 towards the construction of the car park. This has made the park a safe and relaxing place. Illicit driving and parking in the park change those characteristics – indeed make it potentially dangerous.

This response is in electronic letter form, given its formal nature, but we'd prefer it if subsequent correspondence could be by email.

Yours sincerely,

**Trevor Moore**  
**Vice-chair**

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	Whippersnappers
<b>Street</b>	College Road
We do not support the restriction of 4 hours. 4 hours only will effect our ability to deliver out childrens services. During the holidays we run our play schemes from 9am -4/5pm. We need our minibus on site as we also pick up and drop children home. Our staff also need to bring cars to work so we can operate our school pick ups.	
We do not see any problem with parking during weekdays, the problems only arise on busy sunny weekends.	

<b>Objects to:</b>	The enforcement against dangerous parking
<b>Reference</b>	Pavilion Café
<b>Street</b>	
I am concerned that parking enforcement would put people off coming to the park, could parking restrictions start only from say 2pm so that it would be a parking ticket from 2 till 6pm? Currently I think the car park does not offer the option number of car park spaces and could be better. The flow is difficult and there are a lot of flower beds. If the cars were parked differently would it not allow more spaces for example if the cars were parked on only one side of the main carriageway but facing the other way? Are there no other solutions than imposing parking tickets? I look forward to hearing about the general public's views	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	232462
<b>Street</b>	Burbage Road
the 4 hour limit is unnecessary and will just increase the demand on parking in the residential roads close to the park. users of the park should be encouraged to use the park car park first before using other roads.	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	232674
<b>Street</b>	Dovercourt Road
I don't think there should be an enforced time limit for people visiting the park. Many people come to the park for a day out and this would stop this and if anything increase the amount of traffic even more.	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	232722
<b>Street</b>	Lowden Road
I am not against a 4 hour limit per se, but the inability to return once I have left the park are unfair. The main reasons for this are:	
<ol style="list-style-type: none"> <li>1. I organise parkrun every Saturday morning at 9am in Dulwich Park. We have over 100 runners attending and many drive. Most have left the park by 10am. Under the proposals, none of those runners could return later in the day with their families. Surely it would be better to have a condition of no return within (say) 1 or 2 hours.</li> <li>2. Many people share cars (I share mine with my wife) and so we could inadvertently breach the rules if I didn't tell my wife I'd already been in the park that day.</li> </ol>	
Who would be responsible - the registered keeper or the driver?	

<b>Objects to:</b>	The enforcement against dangerous parking The introduction of a 4 hour time limit
<b>Reference</b>	232863
<b>Street</b>	Court Lane Gardens
I think it IS acceptable when people park in the middle of the entrance road on busy weekends as the car park is too small to support visitor access.	
I don't want enforcement officers slapping large fines on visitors staying more than 4 hrs. If I wanted to live in a borough that actively seeks ways to make money out of parking fines I would move to Wandsworth. One of the BIGGEST attractions of Dulwich Village and Dulwich Park is the lack of parking restrictions.	

<b>Objects to:</b>	Making the existing blue bade bays for disabled visitors enforceable
<b>Reference</b>	232913
<b>Street</b>	Burbage Road
I don't think parking bays should be kept empty or restricted for one group or users, even disabled ones.	
Everyone should have equal waiting times. It is infuriating to see empty bays you cannot use.	
There are no grounds to suggest one group should have better rights.	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	233379
<b>Street</b>	Dovercourt Road
I think that the four hour limit is too rigid and that it is perfectly reasonable for a family with children to want to stay in the park all day in the school holidays.	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	234225
<b>Street</b>	College Gardens
Families and groups wishing to meet for a picnic or birthday party etc should not be limited. There appears to be no evidence of the park being used as a free long term car park, but if that is suspected it likely to be midweek only and not at the moment causing a problem.	

<b>Objects to:</b>	The enforcement against dangerous parking
<b>Reference</b>	234228
<b>Street</b>	Pickwick Road
Restrict the parking in the green zone will reduce capacity and increase congestion in the village	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	234336
<b>Street</b>	Eynella Road
Limiting the time will only push parking into surrounding streets. If the available parking is insufficient, more spaces should be made available - for instance the hardly used paved area at the Queen Mary gates could readily be adapted for cars approaching from the south circular. Also I don't really see why a family wanting a day out in Dulwich park should be limited to 4 hours particularly as it is less well off families coming from further afield who would be most affected, while better off residents like myself with large gardens who don't need to spend a summer day in the park won't be affected at al. Why shouldn't someone be able to bring the family up from Peckham with a picnic and enjoy meeting up with friends.	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	234861
<b>Street</b>	Woodwarde Road
The current system works well most of the time.	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	235592
<b>Street</b>	Turney Road
I have a concern about the additional costs of enforcement and ticketing, it will cause parking to overflow into College and Gallery Roads causing congestion at peak usage times esp weekends.	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	235662
<b>Street</b>	Dulwich Village
The main problem in restricting the parking to only the marked bays would be the congestion in the village on busy weekends. The central parking in the entrance road seems to function adequately. A possible compromise would be to make the parking restrictive except on weekends / holidays from April to say September 30th. Regarding a 4 hour time limit, I suspect that many families from 'less affluent' areas take to spend the day in the park. A 4 hour limit would take the relaxation away and make it all more like a general car park.	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	235817
<b>Street</b>	Woodwarde Road
To increase the number of parking spaces it would be better to have angled 45degree parking 9with marked boxes) on the road inside the Old College Gate entrance. This would make it easier for parking and also increase the number of vehicles that can be parked. It would also dissuade people from parking down the centre of the road (which I think is fine with the present parallel parking) as this space will be required for entry/exit from the angled parking bays. People should be allowed to park for more than 4 hours if they have planned a longer stay. It is unfair to restrict their time as that then defeats their enjoyment of the park. Also with no limit, there needs be no money wasted on patrolling to check on peoples times of parking. (What proportion of vehicles currently parked, stay for over 4 hours? I would have thought it might be quite small). there should DEFINITELY be NO CHARGE for parking and this should be maintained. Allowing unlimited time parking will also remove the need for unsightly signs which also diminish the enjoyment of the free space.	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	235825
<b>Street</b>	Court Lane
For families on a day trip, this won't work and will generally lead to people parking in nearby streets to make sure they don't fall foul of 4 hour rule	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	235828
<b>Street</b>	Court Lane
I think it will displace cars onto the nearby streets for long term parking. I do not think most people are in the park for more than 4 hours anyway. It would cost to enforce the 4 hour limit money better spent on clearing the park flower beds.	

<b>Objects to:</b>	The enforcement against dangerous parking The introduction of a 4 hour time limit
<b>Reference</b>	235841
<b>Street</b>	Frank Dixon Close
One of the beauties of the park is the feel that you are out of London. to see parking officers running around the entrance would destroy that feeling. If people want to spend the whole day in the park they should be able to - why should they be restricted to 4 hours? in the 2 years we have lived here I have never seen the problems with parking that you outline. your proposal would change the feel of the park and would be the first step of many I'm sure. Those who arrive early to park should enjoy the benefit of arriving early. Free parking in Dulwich is one of the many benefits of the place - seems the traffic enforcement 'eye' car 'permanently' in the village waiting to catch someone already destroys the lovely village feeling - please no more!	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	235873
<b>Street</b>	Druce Road
If people are unable to park, due to the 4hr restriction, for the period of time that they want to visit the park this will lead to congestion in the surrounding streets. This could become a nuisance to residents in the locality.	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	235881
<b>Street</b>	Woodwarde Road
As a resident I feel that those driving to the park will want to stay longer than 4 hours. Enforcing a 4hr limit will in my opinion have the following effects 1) more parking and congestion in local roads probably leading to the need of enforceable parking - no thanks. 2) less visitors to the park having the time to visit (and spend at) local shops/restaurants who are already struggling. 3) frustrated drivers leaving the car park angry that they have received a ticket and a fine putting pedestrians at risk. 4) if there isn't enough parking - perhaps people will actually walk or cycle, are there proposals for parking for cycles or boris bikes?	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	235895
<b>Street</b>	Ryecotes Mead
Has there been any research - evidence as to how long people actually do stay? Are there many who habitually park all day? Having a 4 hr rule means ticketing and a warden checking, it introduces a new element and prohibits anyone staying for longer than 4 hours. Are you going to introduce fines? Has the possibility of lane parking diagonally in the broad roadway been considered? this would allow more parking in the same space.	



<b>Objects to:</b>	The enforcement against dangerous parking The introduction of a 4 hour time limit
<b>Reference</b>	235907
<b>Street</b>	Eastlands Crescent
<p>On 5 and 6 we object to council presenting an unfriendly face spending money on wardens and issuing fines on the odd days in the year that space is scarce. Q5 we object to controls that do not allow parking space to be maximised. There are streets in London where cars are allowed to park down the middle of the road. There are streets in London where bays are at an angle to the kerb to increase capacity. We object to the attitude that the use of every available space is dangerous. This is just big daddy stuff. Q6 we object to the proposed 4 hr limit everyday of the year. Picnickers should be able to park without having to clockwatch. They need to be able to arrive before lunch and stay until the end of the day, rather than having to leave for the benefit of some short term visitors.</p>	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	236106
<b>Street</b>	Woodwarde Road
<p>I think the time limit is largely irrelevant and introduces an unnecessary level of bureaucracy.</p>	

<b>Objects to:</b>	The enforcement against dangerous parking The introduction of a 4 hour time limit
<b>Reference</b>	236146
<b>Street</b>	Dulwich Village
<p>NO PARKING ENFORCEMENT OFFICERS - IT WILL SPOIL DULWICH PARK!!! 5) I think in peak times there is enough room down the centre of the main driveway to park and to drive past safely. 6) I think that the parking should be first come first served, people quite often spend a day in the park in good weather. More locals who drive should be encouraged to WALK. People speed in the park which is one of the most dangerous issues. Van drivers delivering to the cafe - I have seen nearly running over a dog, it could have been a child. They are not careful enough. Also people speeding far more than 5mph driving in and out of the park and the car park. there are small children getting out of cars and often not watched who are at high risk. Rather than 5mph how about DEAD SLOW SIGNS and rippling speed humps in the entrance road. The survey you used is extremely old data - 8 years old. I think the car park is probably busier than that now with all the improved amenities etc</p>	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	236159
<b>Street</b>	Burbage Road
<p>I do not support the 4 hour parking limit because I believe many visitors wish to visit for longer than 4 hours (particularly in the summer) and a restriction will simply add to parking congestion in Dulwich Village, College Road and Gallery Road because visitors will choose to park there instead.</p>	

<b>Objects to:</b>	The enforcement against dangerous parking The introduction of a 4 hour time limit
<b>Reference</b>	236531
<b>Street</b>	Woodyard Lane
<p>Whilst I support enforcement for dangerous or obstructive parking, I do not support enforcement of vehicles not in a designated bay, because this can lead to ticketing for minor breaches e.g wheel over line. The current green shaded area of parking on your suggested plan is limited to the area up to the automatic barriers, but there are a number of other disabled parking spaces around the park. The same should apply to them. I have noticed that some drivers drive all around the park and leave their cars wherever they please, usually closest to where their group of friends happen to be. This is easily dealt with by a remedial bylaw to the effect that only those who have specific permission to be in the park. e.g current blue badge holders, or those involved in specific permitted events, should be allowed to enter or remain in the park beyond the barriers. All others will be in breach of the bylaws and unless e.g. they leave within a specified period of being requested to leave, they will be penalised. I strongly</p>	

disagree with the proposed 4 hour limitation on parking in the park. There are significant problems on no more than 10-15 occasions each year, primarily on Sundays and/or bank holiday Mondays, and only then if there is consistent sunshine and good weather. A four hour time limit for everyone at all times of the day and year is an excessive and disproportionate way of tackling the problem. There are many people who want to stay for more than four hours to enjoy the park. If people are compelled to leave within 4 hours this will inevitably increase the amount of traffic in and around the park entrance, defeating your stated objective. This is likely to reduce the effectiveness of commercial and other events in the park. It will also increase considerably the displacement parking around the park entrance and in surrounding areas, including the ever popular Dulwich Village. Cynics may suggest that this is the intended purpose of this proposal, and it is merely a backdoor method of achieving a CPZ within the Dulwich area. The solution may lie in enforcing dangerous, obstructive and unpermitted parking by civil enforcement officers, relieving park staff of any responsibility to marshal traffic and parking.

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	237330
<b>Street</b>	Woodwarde Road
Q5 - I have no objections to cars parking in the middle of the road in from College Gate and suggest parking bays are marked here. Q6 - many people come at weekends with families for a picnic. I welcome this use of the park but feel that 4 hours may not be long enough for people who come some distance. I was opposed to the introduction of the car park, feeling that distribution of parking around the circular track was better for visiting families and those with disabled relatives (as I was at the time). I'd have no objection to reverting to old system, though I personally enjoy traffic free walks. Thank you.	

<b>Objects to:</b>	Making the existing blue badge bays for disabled visitors enforceable The enforcement against dangerous parking
<b>Reference</b>	238411
<b>Street</b>	Lanercost Road
Regarding blue badge spaces they are little used during weekdays this suggests enforcement is unnecessary.  We believe a reasonable charge should be made to park and the revenue used to help to maintain the gardens which have neglected because of the cut backs. In addition the parking bays in the car park are poorly marked.	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	238708
<b>Street</b>	Court Lane
I live next to the park so do not need to use the car park. However, I am well aware of the traffic congestion and dangerous parking on busy days and am pleased that LBS is addressing the issue.  I support the need to enforce parking only in designated bays and for the need for the number of these to be maximised where space permits this safely. I also support the need for the disabled parking bays to be used strictly by blue badge holders only. However, I strongly object to the proposed 4 hour time limit for parking in designated bays because the basis for this proposal is flawed - i.e. the need to ensure a turnover of spaces and fairer access to available parking as a result. This is not an issue for most of the year. It is only relevant in nice weather - generally at weekends in summer months and on bank holidays. For example, why should a park user not be able to leave their car for more than 4 hours on a cold day in November when there is no shortage of space for other visitors to park? Additionally, I regularly use the park with runners and dog-walkers who may visit and park several times in a day - e.g. two short walks with the dog a day or an early morning run and then a return trip with kids later. It is not clear how the 4-hour limit would be policed and I am not confident that LB Southwark would have the resources to calculate aggregate time in bays and avoid unfair penalties. The issue that needs resolving is the dangerous parking on busy days and the proposed enforcement of designated bay use only deals with this. Time limits are not required or desirable.	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	238714
<b>Street</b>	Eastmearn Road
<p>i fully support making parking safer and un obstructive, however we now will have to suffer because of the actions of a few. i supprt everything except the time limit on parking, there are no station or shops or anything close by that people not using the park would overstay their welcome. as a resident and mother we often drive and picnic and play in park which exceeds 4 hours a lot and this would mean i wouldn't be doing this in this beautiful park anymore.</p> <p>please do not implement this one thing</p>	

<b>Objects to:</b>	The enforcement against dangerous parking
<b>Reference</b>	238872
<b>Street</b>	Croxted Road
<p>The problems lies with the fact the car park is really badly laid out and does not provide enough space for people to park. Additionally the barrier could be moved further back to allow extra spaces or the road widened so that there were additional parking spaces then people wouldn't feel forced to park down the middle.</p>	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	239561
<b>Street</b>	Court Lane
<p>I live very near to the park entrance on court lane and have trouble with cars blocking my drive while people are at the park. I am concerned that a 4 hour time limit will encourage more cars to park on nearby streets because they will be worried that if they have to move their car after 4 hour there will be no spaces locally.</p> <p>Do many people park for much more than 4 or 5 hours? Is this really necessary? Lots of signs and notices will not be attractive in the park.</p> <p>Perhaps people working nearby &amp; parking all day in the park could be stopped if this is perhaps an issue?</p>	

<b>Objects to:</b>	The enforcement against dangerous parking The introduction of a 4 hour time limit
<b>Reference</b>	239588
<b>Street</b>	Great Brownings
<p>Dulwich Park is popular and since stopping parking round the inner roads there is more demand on the existing car parking. The majority of people park safely. There is already too much restriction and regulation on parking in the borough/London. If you restrict the parking even more then it will spill out onto College Road and cause chaos. Then you will put restrictions on College Road and further.</p>	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	239592
<b>Street</b>	Woodwarde Road
<p>Problem of car parking spreading outside the park to already congested restricted streets.</p>	

<b>Objects to:</b>	The introduction of a 4 hour time limit
<b>Reference</b>	
<b>Street</b>	Boxall Road
<p>Whilst I support any enforcement that will make parking easier for disabled visitors and to prevent dangerous or illegal parking, I am very reluctant to support any scheme that will put future pressure on residents parking. It is already very difficult to park in my road (Boxall Road). Is there any possibility of a residents parking scheme coming into force? I would welcome and be prepared to pay for a residents parknig permit such as the on in Herne Hill</p>	

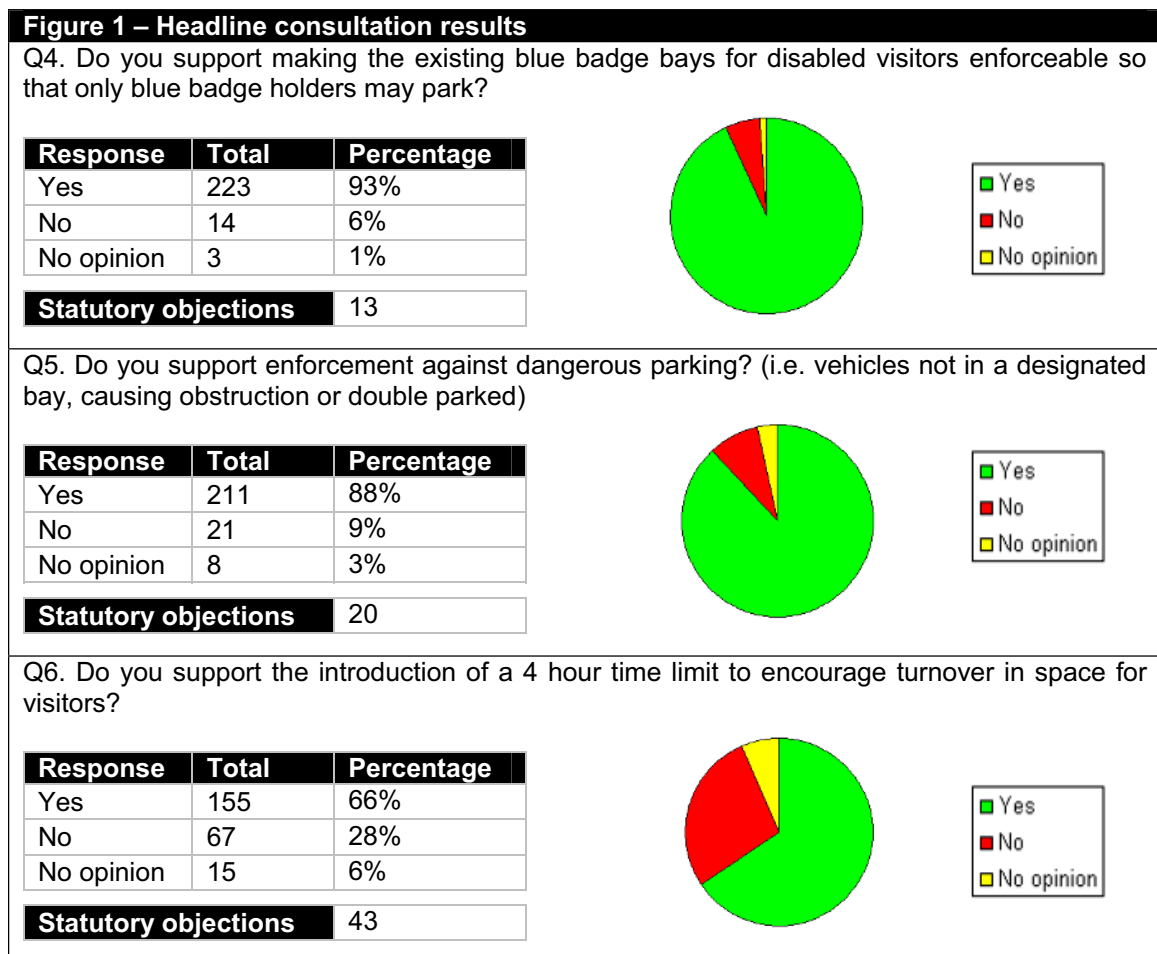
## Section E – Consultation conclusions and recommendations

### Use of the car park

- The majority responding to the consultation do not use the car park
- Apart from those deemed essential for operation of the park. i.e. London Recumbents, the Pavilion Café and Whippersnappers, very few respondents (2%) indicated that they park for longer than 4 hours.
- Of those that do use the park, the most common responses were that the car park was used on a seldom basis, for a duration of 1-2 hours, for leisure purposes.

### The proposed options

- Overall, all 3 proposed options are supported by the majority responding to the informal consultation.
- Objections were received via the questionnaire to all proposals, with a majority objecting to the proposal to introduce a 4 hour time limit in the car park.



## Dulwich Park car park recommendations

The following recommendations are on the detail (proposed layout and type of parking bays) of the car park.

Option	Recommendation	Reasons	Benefit	Risk
1.	Make the existing blue badge (disabled) bays mandatory	93% of respondents to the consultation support this option. Supported by Dulwich Park Friends, London Recumbents, Whippersnappers, Pavilion Café and Cllr Lewis Robinson. Currently the blue badge bays are advisory and can be misused without risk of penalty. Priority should be given to blue badge parking, in line with council policies.	Gives parking priority to those most in need.	Those who park, without a blue badge permit, in the existing bays may receive a Penalty Charge Notice (parking ticket).
2.	Enforce against dangerous or obstructive parking	88% of respondents to the consultation support this option. Supported by Dulwich Park Friends, London Recumbents and Whippersnappers. To discourage vehicles parking dangerously, i.e obstructing the road or double parking.	Will resolve the problem of motorists leaving their vehicles in locations that are obstructive and/or dangerous, increasing risk that emergency services and park vehicles are delayed or cannot get through. This occurs in a third row of parked cars down the centre of the road leading from Old College Gate.	This recommendation would reduce the number of parking spaces available albeit in locations that are considered by officers as dangerous or obstructive.
3.	Introduce a 4 hour time limit for parking (except disabled bays)	66% of respondents to the consultation support this option. The car park currently has no time limit and at peak times, during the summer months, the demand for parking often exceeds available space.	4 hours will encourage turn-over of space. This will provide more 'parking slots' per day, enable more visitors to park and also improve likelihood of finding a space, whilst giving enough time to enjoy the park to the full.	This recommendation would mean that visitors will not be able to park for more than 4 hours.

*Note: The above recommendations would require the installation of signage. Our starting position for the design of off-street parking will be a minimal signing approach but, clearly, there will be need to convey restrictions to road users*

### Subject to the above recommendations being approved, officers will also implement the following:

4.	Remark the entire car park (parking bays only)	Comments made during the consultation about the existing parking bay markings being very worn and faded.	Will make it clear to the motorist where it is safe to park.	None
5.	Propose a loading bay within the car park	London Recumbents receive deliveries at various times, from vehicles ranging from sprinter sized vans, to much larger trucks.	The only safe way to allow this is to have a dedicated bay for deliveries, which would also be of importance for the Francis Peak Building where the Park offices are situated.	Existing general parking places may have to be amended.


It is recommended that:


1. The officer recommendations outlined above are approved at Dulwich community council in October 2013.




# Dulwich Park car park proposed options

## LEGEND

 Dulwich park boundary

 Disabled bays

 General parking bays

 Restricted area / at any time waiting restriction

### Disabled parking (see question 4)

Proposal to make the existing blue badge (disabled bays) mandatory

Currently the blue badge bays are advisory and can be misused without risk of penalty

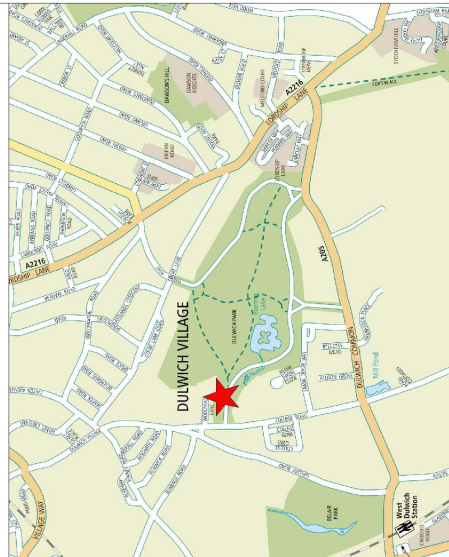
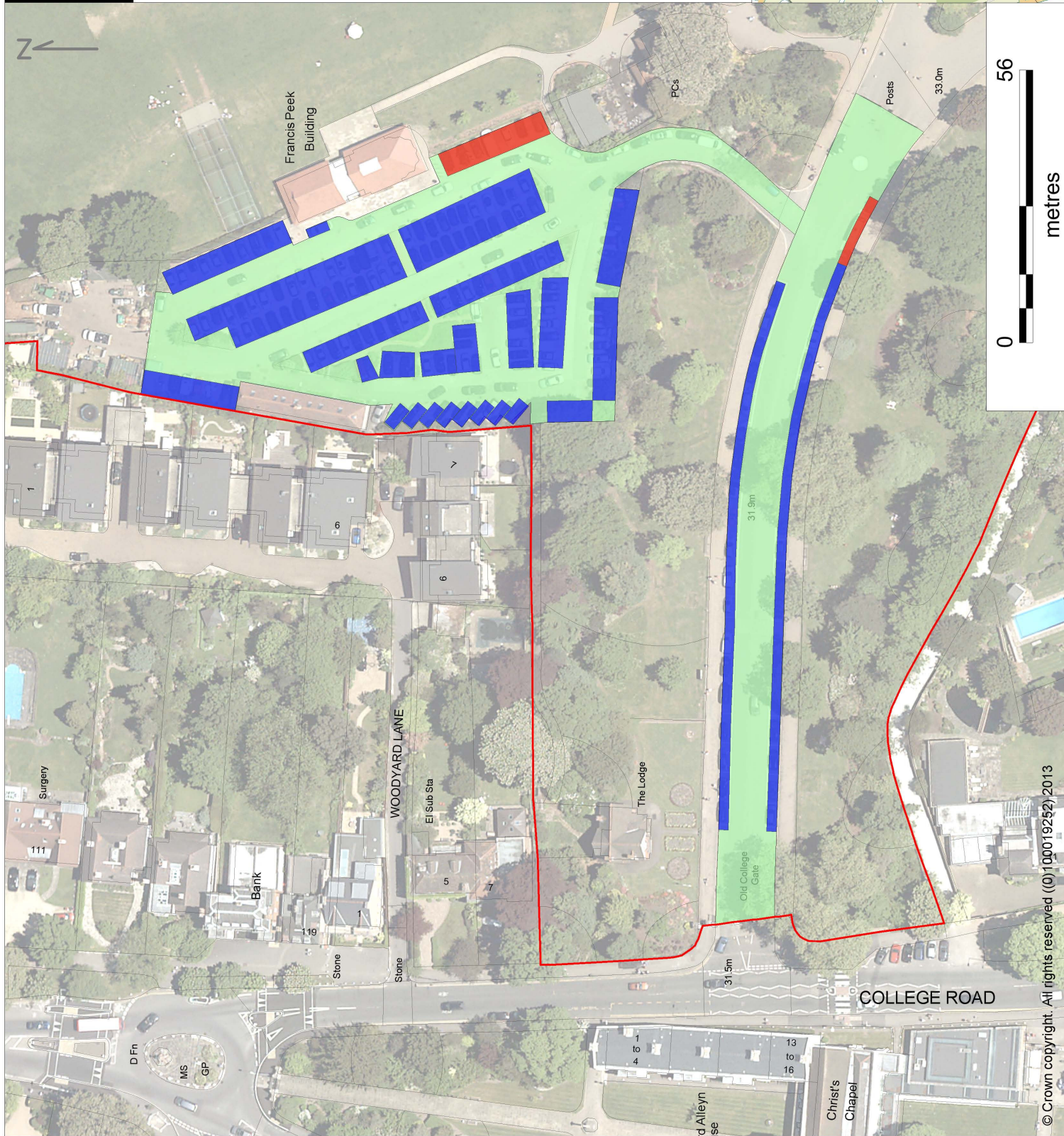
### No waiting at any time (see question 5)

Proposal to enforce against dangerous or obstructive parking to discourage vehicles parking dangerously, i.e obstructing the road or double parking

### General parking (see question 6)

Proposal to introduce a 4 hour time limit for parking (except disabled bays). We are not proposing any parking charges

The car park currently has no time limit. 4 hours will encourage turn-over of space. This will provide more 'parking slots' per day, enable more visitors to park and also improve likelihood of finding a space



**Version control**

Version 1.0 final

Author: Paul Gellard

Checked by: Tim Walker

Approved by: Matthew Hill



**Appendix 11****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](mailto: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](mailto: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]

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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](mailto: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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E-mails are transmitted over a public network and Southwark Council

cannot accept any responsibility for the accuracy of a message that may have sustained changes in transmission".

---

**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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E-mails are transmitted over a public network and Southwark Council cannot accept any responsibility for the accuracy of a message that may have sustained changes in transmission".

---

**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]

[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\_12

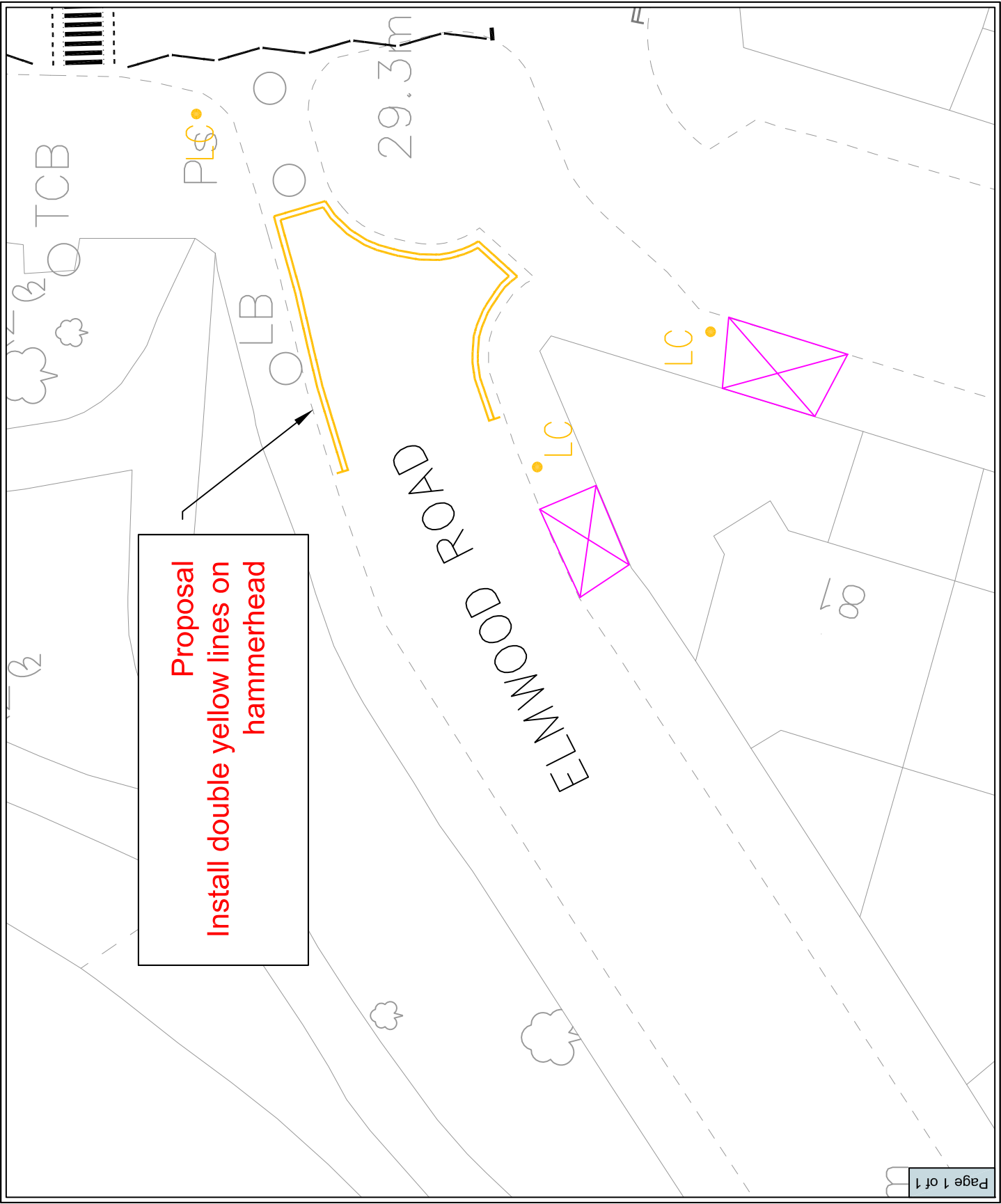
Scale

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 13****Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 25 June 2013 09:27  
**To:** [REDACTED]  
**Subject:** RE: Mount Adon Parking  
**Attachments:** Appendix 7.pdf; 1213Q3001 Mount Adon Park\_AutoTURN.pdf

Dear [REDACTED],

Thank you for your objection to the proposed double yellow lines on Mount Adon Park.

Double yellow lines outside Nos 1 – 5 seems sensible. Meanwhile, I am currently at a loss to understand the restrictions proposed for the other end of Mount Adon – ie. fronting No. 30, 40 & 49. Should this read Nos. 30 -40? I am currently seeking clarification on this. I have attached two Pdf drawings, the first showing the proposed double yellow lines layout, this should clarify the your concern and second drawing shows the vehicle sweep path along Mount Adon Park.

The proposed double yellow lines are the minimum that would allow vehicles the size of a fire engine or refuse vehicle to move along the road.

Please advise me by Thursday 27 June 2013 if you wish to continue your objection or would like to withdraw your objection.

If you do wish to maintain your objection, an objection report on the Mount Adon Park proposal will be sent to the Dulwich community council for deterination at the next community council meeting, 9 October 2013.

Regards

Michael Herd

---

**From:** [REDACTED]  
**Sent:** 25 June 2013 00:07  
**To:** traffic orders  
**Subject:** Mount Adon Parking

8, Mount Adon Park,  
Dulwich,  
SE22 0DT  
23/06/13

Ref.PRP/PD/TMO 1314 – 007

The following objections to planned parking restrictions on Mount Adon Park & my proposals must be seen in the context of my full acceptance that access at all times for emergency vehicles, & public utilities are of paramount importance & I would clearly not support anything that could compromise that.

I am the resident of No. 8 Mount Adon Park - the proposed double yellow lines extending along the front of my property. I have lived at this property for 18 yrs. & have always been the owner of 1 small vehicle. In all of that time, I am not aware of any instance when the parking of my vehicle outside my property & that of my neighbours at Nos. 4 & 6 has caused any obstruction. Clearly, irresponsible parking on the other side of the rd. opposite Nos. 8 & 10 could clearly constitute a hazard & I am aware that this does happen from time to time – though not by residents to my knowledge.

08/08/2013

A proposal thus would be to place double yellow lines on this 'inside' bend only & extending at least as far as No. 15. There are no properties on this stretch of rd. This would also assist my neighbours at Nos. 4 & 6 to continue parking safely in close proximity to our properties. I fully acknowledge that I have no right to park outside my property but this application would, I believe, seriously jeopardise any chance of parking on Mount Adon Park itself. Parking is now just about ok but with no real margin to lose any. My neighbours at No. 10 for instance have 2 large cars & no garage. Several properties on Mount Adon have garages with the accompanying loss of parking facility on the rd.

A factor in buying this house was unrestricted parking & whilst I accept nothing can necessarily be forever, these proposals could seriously devalue these properties. Again, if I felt such parking restrictions were essential in the interests of safety & accessibility, I would fully accept them, but I do not believe the 'solution' lies in double yellow lines as proposed outside Nos. 2 – 8.

Double yellow lines outside Nos 1 – 5 seems sensible. Meanwhile, I am currently at a loss to understand the restrictions proposed for the other end of Mount Adon – ie. fronting No. 30, 40 & 49. Should this read Nos. 30 -40? I am currently seeking clarification on this.





**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 26 June 2013 15:37  
**To:** [REDACTED]  
**Cc:** traffic orders  
**Subject:** RE: Objection to Local Parking Issues: specifically Mount Adon Park. Ref PRP/PD/TMO1314-007  
**Dear** [REDACTED],

Thank you for your objection to the proposed double yellow lines on Mount Adon Park.

Your objection will form part of a report that will be presented to the Dulwich Community Council at a meeting to held on 9 October 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:** 26 June 2013 14:58  
**To:** traffic orders  
**Cc:** [REDACTED]  
**Subject:** Objection to Local Parking Issues: specifically Mount Adon Park. Ref PRP/PD/TMO1314-007

To Traffic orders officer,

**Objection to suggested traffic restrictions for Mount Adon Park, East Dulwich SE22.**

*Reference PRP/PD/TMO1314-007*

Proposed double yellow lines on both sides of the bends on Mount Adon Park are not acceptable and serve no useful purpose. The access up and down the street at the second bend [2-8 Mt Adon] has never been an issue in all the 21 years that we have lived here. Refuse lorries which use the street every week manage very well and incidentally have never needed to ask us to move our car. Also, the only time when access was restricted for a fire engine was when a house fire occurred at number 11, which is on the terrace of newer houses lower down towards the first bend. This was because cars were parked outside this house on both sides of the road and the fire engines couldn't get in near enough. This has nothing to do with the bends.

We can however see there might be a case for double yellow lines on the *insides* of the bends, as a way of alerting people to the importance of accessibility. Indeed a better option would be to continue the lines from that point down to the approach to the next bend below [3-13 Mt Adon], to discourage parking on both sides of the road, which is the *real* bottle neck.

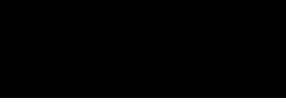
The garage at No 6 is old and too narrow for use; so roadside parking is our only option. The scheme we propose helps to avoid 'territorial' conflict and allows for the residents at 3-13 to park opposite their homes, this is additional parking after all, since they have drives.

[REDACTED]  
6 Mount Adon Park

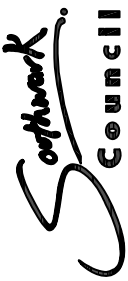
London SE22 0DT

--  
[REDACTED]

08/08/2013



PUBLIC REALM PROJECTS (PARKING DESIGN)



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

**LEGEND**

- Existing double yellow lines
- Existing single yellow lines
- Proposed double yellow lines
- Bus stop
- Dropped kerb
- Lamp column
- Parked vehicle extent—2m

Revision details	By	Date	Suffix
			A
			B

Project ID / name  
1213Q3\_LOCAL\_PARKING\_AMENDMENTS

Drawing title  
MOUNT\_ADON\_PARK  
AUTOTURN\_WEST\_TO\_EAST

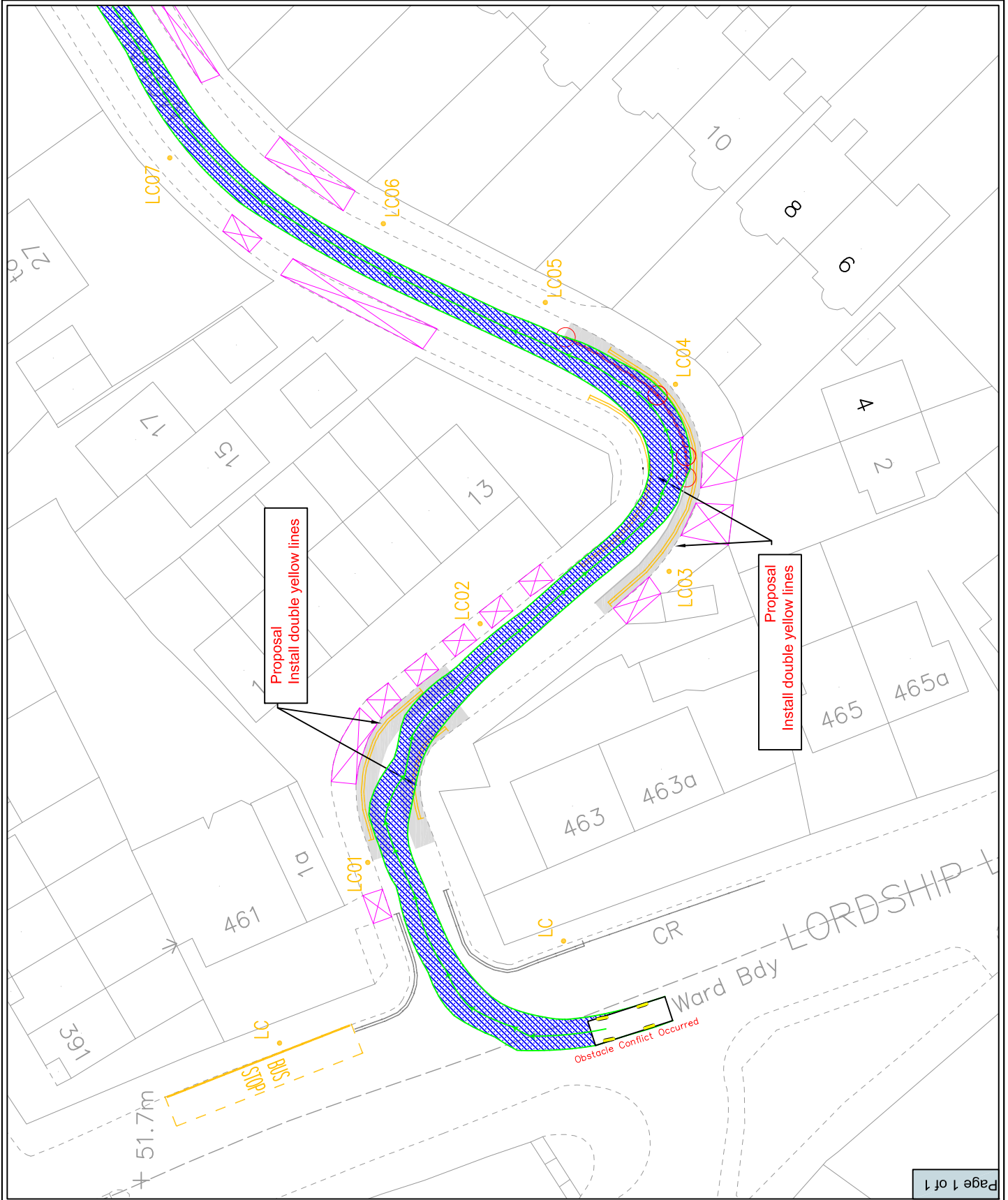
Layout  
DETAILED\_DESIGN

Scale  
1:500\_AT\_A4

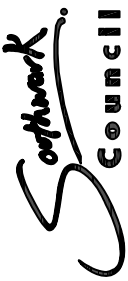
File name  
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Drawn	Designed	Checked	Approved
MH	MH	TW	TW
07/08/13	07/08/13	07/08/13	07/08/13

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PUBLIC REALM PROJECTS (PARKING DESIGN)



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

**LEGEND**

- Existing double yellow lines
- Existing single yellow lines
- Proposed double yellow lines
- Bus stop
- Dropped kerb
- Lamp column
- Parked vehicle extent—2m

Revision details	By	Date	Suffix
			A
			B

**Project ID / name**  
1213Q3\_LOCAL\_PARKING\_AMENDMENTS

**Drawing title**  
MOUNT ADON PARK  
AUTOTURN\_EAST\_TO\_WEST

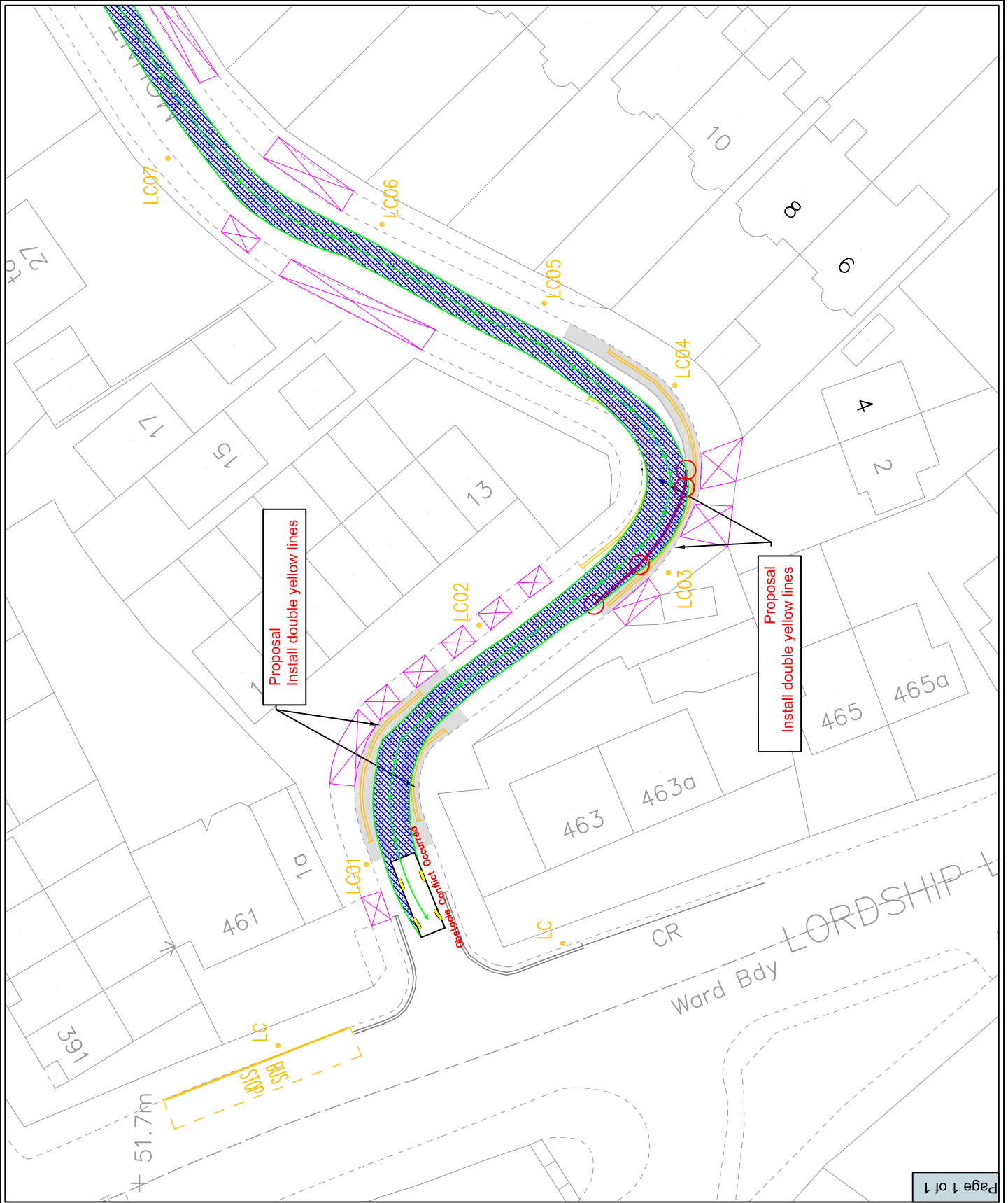
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DETAILED DESIGN

**Scale**  
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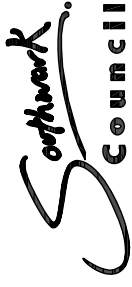
**File name**  
1213Q3\_001

Drawn	Designed	Checked	Approved
MH	MH	TW	TW
07/08/13	07/08/13	07/08/13	07/08/13

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PUBLIC REALM PROJECTS (PARKING DESIGN)



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

LEGEND

- Existing double yellow lines
- Existing single yellow lines
- Proposed double yellow lines
- Bus stop
- Dropped kerb
- Lamp column
- Parked vehicle extent - 2m

Revision details	By	Date	Suffix
			A
			B

Project ID / name

1213Q3\_LOCAL\_PARKING\_AMENDMENTS

Drawing title

MOUNT\_ADON\_PARK  
PROPOSED\_AAT\_WAITING\_RESTRICTIONS

Layout

APPENDIX\_15

Scale

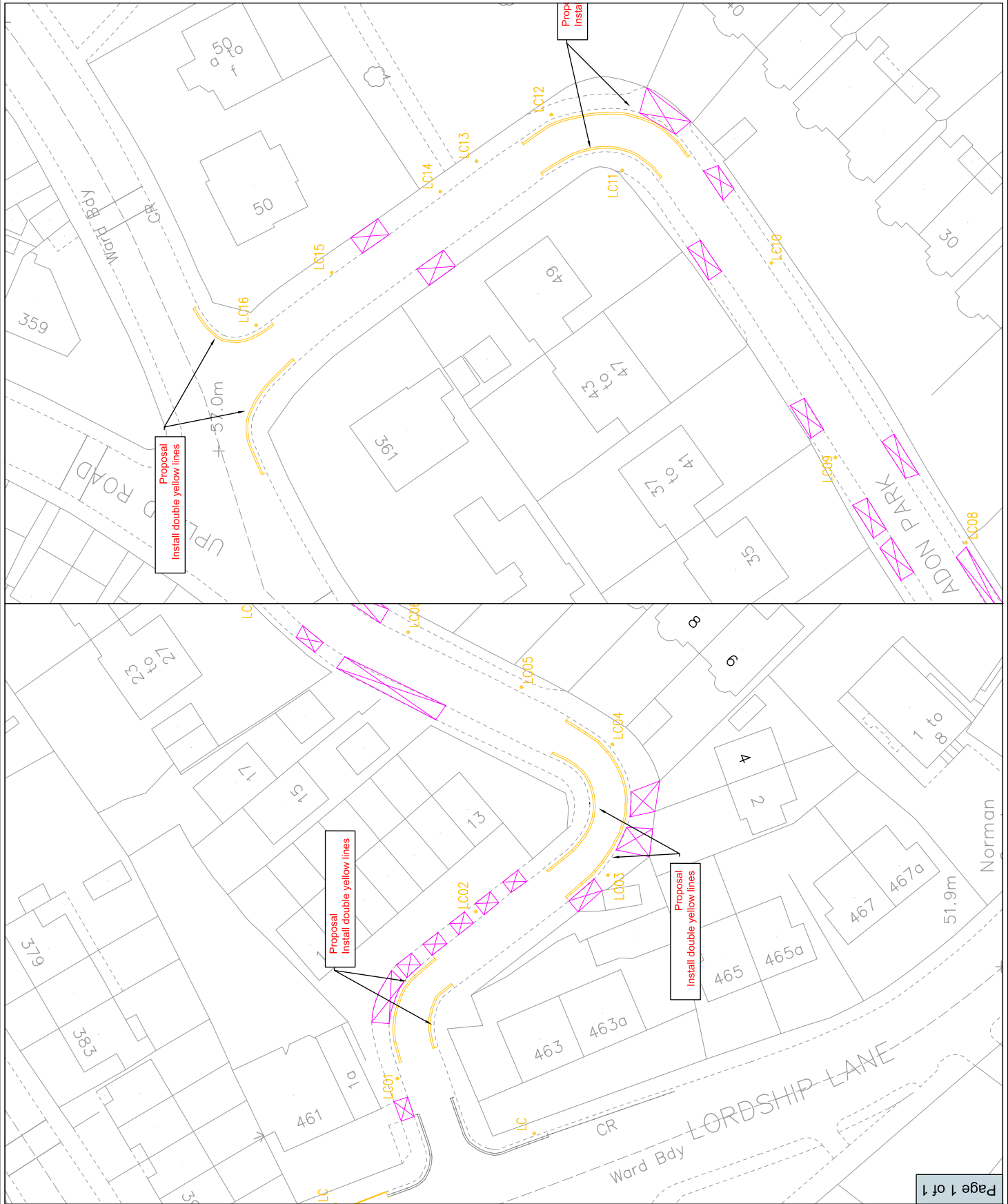
1:500\_AT\_A3

File Name

1213Q3001 Mount Adon Park\_0.3.dwg

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

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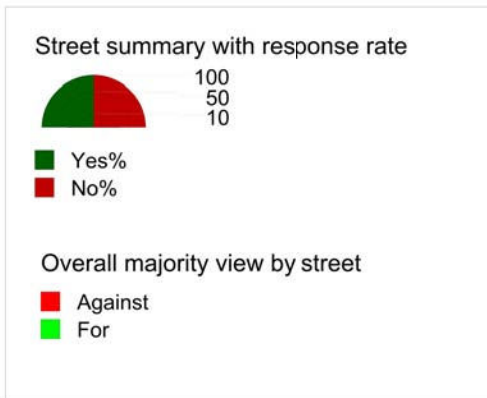
# North Dulwich 1st stage CPZ consultation

## Figure 6



Do you want a CPZ and response rate

Jan 2010



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<b>Item No.</b> 16.	<b>Classification:</b> Open	<b>Date:</b> 9 October 2013	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Community Council Highways Capital Investment 2013 – 2014	
<b>Ward(s) or groups affected:</b>		All in the Community Council area	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

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

## BACKGROUND INFORMATION

2. As part of the approved Highways Capital Investment programme for 2013/14, each community council receives a proportion of £800,000, as published in Appendix 5 of the Highways Capital Investment programme for 2013/14 dated 20 March 2013. The allocations are in Appendix 3. The Schemes that were approved and delivered in 2012/13 financial year ended 31 March 2013 are presented in Appendix 2 for information
3. 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.
4. Dulwich community council was allocated £114,285 to be used for its highways surface improvements (carriageway or footway) of their choice. The budget can be spent on any non-principal road on the area. The overall budget available to the community council is **£148,321 (£114,285 plus £34,036 of under spend)**
5. A report was presented to the community council with officer recommended candidate schemes for consideration as set out in Appendix 1 of this report on 25 June 2013. The community council approved Carver Road with budget of £36,189. On further investigation by officers, the funding required to resurface all of Carver Road is estimated at £70,000. The community council will therefore need to decide either to only resurface half of the road or to allocate additional funding to allow the whole road to be resurfaced. The community council deferred its decision for further consideration of the roads to be funded. Hence overall remaining budget to allocate is £112,132 as set out in Appendix 1.

## KEY ISSUES FOR CONSIDERATION

6. Following the Dulwich community council on 25 June 2013 officers wrote to all ward Councillors and requested alternative ideas or proposals for 2013 / 14 allocation.

Further proposals have been received and a revised list of recommended schemes is shown at Appendix 1.

7. Original officer recommendations were based on a number of factors, principally asset condition surveys undertaken last year. These recommendations are mainly roads which are not of sufficient priority because of their condition or use to justify use of corporate Non-Principal Road Maintenance funding as per the Highways Capital Investment Programme report agreed 20 March 2013.

### Delivery

8. Once the Community Council has made their selections by the method of their choice they will be designed and delivered as soon as possible in 2013/14. Any under spends or projected overspends will be reported back to Community Council for resolution or reallocation. Depending on the timing of decisions, it may not be possible to complete all works within the financial year. If this is the case the funding will be rolled forward to next financial year and the works completed then.

### Community Impact Statement

9. 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, London SE1P 5LX <a href="http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=3637">http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=3637</a>	Franklin Uwaneme 0207525 2207 or Matthew Hill 020 7525 3541

### APPENDICES

No.	Title
Appendix 1	Councillors Preferred Schemes and Officer Recommendations 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**

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Himanshu Jansari, Project Engineer	
<b>Version</b>	Final	
<b>Dated</b>	27 September 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to the Constitutional Team</b>	18 September 2013	

**Devolved Community Council Funded Schemes**

**Community Council: Dulwich**

**Date: 9 October 2013**

Funding

Under spend from previous years      £34,036  
 Allocation for FY 2013/14                £114,285  
 Approved Schemes budget for FY 2013/14    £36,189  
 Total un-allocated budget for FY 2013/14    **£112,132**

Candidate Road	Ward	Carriageway/Footway	Allocation	Estimated Cost
<b>Councillor Recommendations – 2013/14</b>				
Archdale Road(at no. 2)	East Dulwich	Footway/Dropped kerbs-accommodation work		2,500
Archdale Road(at no. 34)	East Dulwich	Footway/Dropped kerbs-accommodation work		2,500
Barry Road (smidgen south of jw with Upland Road)	East Dulwich	Footway		2,500
Crawthow Grove (at no. 67)	East Dulwich	Footway/Dropped kerbs-accommodation work		2,500
Crawthow Grove (at no. 92)	East Dulwich	Footway/Dropped kerbs-accommodation work		2,500
Goodrich Road (Between Barry and Upland Roads)	East Dulwich	Carriageway		42,980
Grove Vale (Jw Melbourne Grove)	East Dulwich	Carriageway		21,532
Pellatt Road (Eastern End)	East Dulwich	Carriageway		22,980
Tintagel Crescent (at no. 29)	East Dulwich	Footway/Dropped kerbs- accommodation work		2,500
Upland Road (jw Hindmans Road - SE Corner)	East Dulwich	Footway		16,258
Zenoria Street (Opposite no. 2 at two locations)	East Dulwich	Footway/Dropped kerbs-accommodation work		4,000
Dulwich Village (from no 111 to 101)	Village	Footway		16,302
Dulwich Village (from no 59 to The Crown Greyhound pub)	Village	Footway		11,250
Dulwich Village (from Question Air shop to no. 91 vehicle crossover)	Village	Footway		11,763
Dulwich Village (from Rocaa shop to no 61/67 vehicle crossover)	Village	Footway		17,623
Colby Road	College	Footway		49,728

Farquhar Road (from Dulwich Wood Avenue to Dulwich Wood Park)	College	Carriageway	58,925
Kingwood Drive (from no 2 to College Road)	College	Carriageway	33,480
Kingwood Drive (from no 4 to Dulwich Wood Park)	College	Carriageway	22,738
Overhill Road (from Belvoir Road to JW Lordship Lane)	College	Carriageway	42,480
<b>Officer Recommendations – 2013/14</b>			
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
Langton Rise	College	Carriageway	9,335
Hitherwood Drive	College	Carriageway	6,987
Stradella Road	Village	Carriageway	12,953
Carver Road (remainder)	Village	Carriageway	33,811
		<b>Overall Total</b>	<b>£685,110</b>

## 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	
<b>Budget Carried Forward – Under/(Over) spend</b>						<b>£34,036</b>	

## Appendix 3

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

<b>Community Council</b>	<b>Ward</b>	<b>Allocation (£k's)</b>	<b>Total (£k's)</b>
Bermondsey and Rotherhithe	Grange	38.095	209.525
	Livesey ( <b>part</b> )	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 ( <b>part</b> )	19.050	171.430
	Nunhead	38.095	
	Peckham	38.095	
	Peckham Rye	38.095	
	The Lane	38.095	
			800.000

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MUNICIPAL YEAR 2013-14**

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