

Dulwich Community Council

Monday 21 July 2014

7.00 pm

Christ Church, 263 Barry Road, London SE22 0JT

Membership

Councillor Andy Simmons (Chair)
Councillor Rosie Shimell (Vice-Chair)
Councillor James Barber
Councillor Jon Hartley
Councillor Helen Hayes
Councillor Anne Kirby
Councillor Michael Mitchell
Councillor Jane Lyons
Councillor Charlie Smith

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Friday 11 July 2014



Order of Business

**Item
No.**

Title

- 1. INTRODUCTION AND WELCOME**
- 2. APOLOGIES**
- 3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS**

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

Item No.	Title	Time
4.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	MINUTES FROM THE PREVIOUS MEETING (Pages 1 - 12)	
	To agree the minutes of the meeting held on 19 March 2014 as a correct record of the meeting.	
6.	DEPUTATIONS/PETITIONS (IF ANY)	7.10 pm
	The chair to advise on any deputations or petitions received.	
7.	COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS	7.15 pm
	<ul style="list-style-type: none"> • To receive information on events in the community council area. • An update from the Safer Neighbourhood Team. • “Big London Energy Switch” information will be available at the meeting. • Information about community website www.se22valeresidents.org.uk • Information on Kingswood Festival workshops. • New School – Charter School, East Dulwich. • Community Infrastructure Project List (CIPL) announcement: Ideas are still being sought to go on the community infrastructure project list (CIPL) for a local publically accessible improvements that could be funded by S106 of future local Community Infrastructure Levy (CIL). 	
	The ideas can be sent to zayd.al-jawad@southwark.gov.uk	
	The updated community infrastructure project list is due to be considered at the community council meeting in September 2014.	

Item No.	Title	Time
8.	YOUTH COMMUNITY SLOT	7.25 pm
	<p>Summer provision of youth services in the local area:</p> <ul style="list-style-type: none"> • Information on Kingswood summer provision 2014 – includes opening times, indoor and outdoor activities and off site trips. • Young people will be signposted to their youth provision across the borough. 	
9.	HERNE HILL BRIDGE CLOSURE	7.30 pm
	<p>Representatives from Network Rail will be available to discuss programme of works.</p>	
10.	THAMES WATER - PRESENTATION	7.50 pm
	<ul style="list-style-type: none"> • A brief presentation regarding the programme of works and to address issues on recent leaks with the area's water mains. 	
11.	THEMES AND PRIORITIES SET FOR THE YEAR	8.10 pm
	<ul style="list-style-type: none"> • Feedback opportunity from residents and members. 	
12.	PUBLIC QUESTION TIME (Page 13)	8.20 pm
	<p>A public question form is included on page 13.</p> <p>This is an opportunity for public questions to be addressed to the chair.</p> <p>Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.</p>	
13.	COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY	8.25 pm
	<p>Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.</p> <p>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.</p> <p>The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 16 October 2014.</p>	

Item No.	Title	Time
14.	CLEANER GREENER SAFER REVENUE FUNDING (Pages 14 - 17)	8.30 pm
	Note: This is an executive function.	
	Members to consider the recommendations contained within the report.	
15.	LOCAL PARKING AMENDMENTS (Pages 18 - 36)	8.40 pm
	Note: This is an executive function.	
	Members to consider the local parking schemes contained within the report.	

Date: Friday 11 July 2014

INFORMATION FOR MEMBERS OF THE PUBLIC

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

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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.

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DULWICH COMMUNITY COUNCIL

MINUTES of the Dulwich Community Council held on Wednesday 19 March 2014 at 7.00 pm at Christ Church, 263 Barry Road, London SE22 0JT

PRESENT: 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

OFFICER SUPPORT: Robert Braham (Regional Asset Manager, NHS Southwark)
 Simon James (NHS Property Services)
 Rebecca Scott (Programme Director, NHS Southwark)
 Fitzroy Lewis (Community Council Development Officer)
 Beverley Olamijulo (Constitutional Officer)

1. INTRODUCTION AND WELCOME

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

Councillor Helen Hayes announced that it was her last meeting as chair of Dulwich Community Council of this municipal year and took the opportunity to thank officers in community engagement and the community council team for their support who had done a tremendous amount of work behind the scenes to ensure the agendas were planned in an organised manner. The chair also thanked the sound and technology teams and others that helped put together the meetings. She said in the last year there had been some really interesting and lively debates.

2. APOLOGIES

There were no apologies.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

None were disclosed.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair gave notice and agreed to consider the following late and urgent items contained in supplemental agendas No.1 and No. 2:

- Item 11 – Local Parking Amendments, additional comments in regard to Turney Road junctions with Boxall Road and Aysgarth Road.
- Item 12 – Appendices A to C in regard to Burbage Road pedestrian island scheme.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 29 January 2014 be agreed as an accurate record of the meeting and signed by the chair.

6. DEPUTATIONS/PETITIONS

There were no petitions or deputations.

7. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS

The following announcements and presentations were made:

Dulwich Youth Community Council

The chair said she was delighted to have the young people from the youth community council present at the meeting. The chair explained they had fully participated in the meetings and shared interesting ideas. At the transport themed meeting their intervention had helped increase the frequency of the P13 bus route. In recognition of the work the Dulwich Youth Community Council had done they were each awarded a “certificate of appreciation” for their work over the past year.

Housing Renewal team

Officers from the private sector housing and renewal team were present with an information stall and spoke briefly to promote their advice and services to residents of Southwark which included adaptations for the elderly and for the disabled. They were available during the break.

For information contact the renewal team on 020 7525 5941 or email Housing.renewal@southwark.gov.uk

Herne Hill Flood Alleviation scheme

The chair informed the meeting that the planning application for the Herne Hill flood alleviation scheme would be considered at the main planning committee on 25 March 2014 at the Tooley Street offices.

Following the planning meeting, a pre-construction public consultation meeting was held on 9 April 2014 at Francis Peek Centre, Dulwich Park.

The drop in session times were from 4:00pm to 6:00pm with a presentation, between 6:00pm and 7:00pm.

Information on the completed application form could be viewed on the Southwark website. For information contact the flood risk management team on 020 7525 5000 or email: floodriskmanagement@southwark.gov.uk

Dulwich Community hospital site

Rebecca Scott from NHS Southwark, along with Simon James and Robert Braham from NHS Property services, provided a further update on progress on proposals for a new health centre on the Dulwich community hospital site since the last community council meeting.

Rebecca said the next phase of the process would be the “soft market testing”, and that involved them approaching a number of housing providers and developers from the GLA development panel. The housing providers and developers would provide marketing advice and ultimately determine which part of the site would be the best location for the health centre.

Once that feedback had been received, it would then be made available to the public, possibly by the end of March 2014. Officers would then conduct an “options appraisal” to finalise the strategy going forward.

In response to questions, Members felt the brief should be made available to the public so the process was open and transparent.

Simon mentioned that some parts of the brief could be quite sensitive as a number of leading developers had been approached and their feedback and responses could be commercially sensitive. However he agreed to check whether it was legally possible to do this and would report back to a future meeting.

In response to further questions, officers advised that they were awaiting the outcome of a request on the ‘right to contest’ the site. The relevant body had been written to and officers were awaiting the outcome of this information which shall be considered in the development plans.

Rebecca mentioned that although the drawings had been produced they were not at the design stage yet. The officer confirmed that at least a third of the site would be developed and the height of development would possibly be a two storey building.

The previous project was for a community hospital that happened to be far bigger than the project they were looking at now. Therefore officers would be starting from scratch with

the design. Rebecca explained that it was important to get the right design because of the way local health services has been delivered over the last five years.

Members made reference to the number of community assets that would be placed on site as this would be the local community's expectation for a local community health centre that has an increased number of outpatients' services. The site should have other uses for the community. Simon said their first priority was to ensure the centre and site was fit for purpose.

Rebecca stated that there would be no more than two GP practices and confirmed Elm Lodge GP Practice would not be relocating to a different site.

A resident stated that it should be for residents of Dulwich to decide on where services ought to be on the hospital site, not planners or developers. In response to this comment officers explained that NHS Southwark needed to ensure they get the best value and fully maximise use of the site.

That Dulwich community council agreed:

- The brief should take into account the area's community needs and provide clear details of the financial implications for the site.
- That the market testing brief once circulated to the London development panel, should be accessible to the community.
- That in order for the progress of Dulwich community hospital to move with the development plans, a schedule detailing the programme of works should be made available to the community.
- That the consultation process should take into account and include the physical arrangement; design, parking, architecture as well as its uses.
- The need to develop a master plan process so that NHS Property services are able to come with detailed responses on these issues.

Police updates from the safer neighbourhood teams

Inspector Richard Hynes from the South West cluster that covers Peckham and Dulwich gave a presentation at the last meeting following a request to talk about proposals concerning policing in the borough.

Inspector Hynes talked about progress of the new policing model in the borough and reported on what was undertaken over a five week period during February and March 2014. He said the South West cluster covered East Dulwich, College, Village and wards in Camberwell. He referred to the police tasks, shift patterns, response time, and the patrol times in each of the wards.

Inspector Hynes talked about the latest figures regarding the total number of arrests (33), stop and search searches (141) and the current number of neighbourhood watches (29) in operation across the wards.

In response to a question concerning policing in College ward, Inspector Hynes said the dedicated number of staff was on a par with other teams and a police constable and PCSO had patrolled the hotspots in the area. A question was also asked about the time it took the police to travel from one part of the area to another and whether it would be easier for the police to travel using push bikes or to travel by cab.

Questions were asked about how effective the police contact / access points were. Inspector Hynes said there were different ways to access the police. He advised that there would be a review of the access points at the end of March 2014.

The chair thanked Inspector Hynes for the update and summarised:

- **Police ward panel meetings:** The meetings were not taking place as often as they had done previously.
- **Local policing model:** The views were that the Camberwell police base might not be the most effective operational base for officers assigned to the Dulwich area.
- **Police transport between areas:** The views were that officers who moved from the Camberwell area into Dulwich would be spending a quarter of their time travelling and this could be considered a waste of resources. Although people understood the interaction and good team work between officers.

Other events and announcements

Dulwich Helpline & Southwark Churches Care (DH&SCC), a local charity that supports isolated older people in Southwark. They work closely with the council, local health services and other community organisations that refer isolated older people to the charity.

The charity would like to seek and recruit more volunteers and befrienders in the local area. Representatives from Dulwich Helpline & Southwark churches Care were available at the meeting.

Fitzroy announced the local fundraising events on 21 March 2014 and All that Jazz at James Allen's Girls' School and the James Allen Community Orchestra concert on 30 March 2014 which was in aid of this charity.

For further information visit the charity's website www.dhsc.org/events

Dulwich Table Tennis Club

Abdul Wuraola spoke about the table tennis coaching sessions that took place on Harris Academy Peckham and James Allen's Girls' School. The coaching sessions had been running for five years and the club had received a good turnout and had taken part in a number of table tennis tournaments.

For further information visit www.abdulsports.com or email info@dulwichttc.com

Kingswood Draw

The chair announced that the Kingswood drawing event would take place on Thursday 17

April 2014 at 2pm until 8pm at Kingswood House, Seeley Drive.

Floodtide on the Effra

This special project used the flow of the underground river Effra to create musical notation which is performed live along the route of the river Effra in Belair Park, Dulwich Picture Gallery and Dulwich Park. The event date: Sunday, 18 May 2014 would include picnics and activities from 12pm, performances between 2pm and 4pm at various locations along the river Effra.

For more information email events@southwark.gov.uk

Choir workshop

To sing as part of a choir, there would be a workshop on **Sunday 4 May 2014** from 11am to 1pm at the Francis Peek Centre. If you are interested, please email events@southwark.gov.uk

8. PRESENTATION ON THE CRYSTAL PALACE PROJECT

Chris Tunnell and Katie Kerr from Arup were in attendance to speak about the Crystal Palace Park project.

What is the Crystal Palace Park project?

The ZhongRong Group had put forward a proposal to rebuild the Crystal Palace on the 'top site' and to restore and upgrade the park to match the spirit and form of the original design. The scale of investment would be beyond anything proposed before and provided the opportunity to fund the master plan's ambitions for the park but without the residential proposals contained in the Master Plan.

Arup

The plans were announced at a launch event by investors, ZhongRong Group, with the support of the Mayor of London and the Leader of Bromley Council. Arup were appointed by the ZhongRong Group to develop a concept for the new palace and prepare the design principles that will inform the building concept in the next stage.

Over the next year, Arup would provide support to the ZhongRong Group to engage with local people, statutory stakeholders and the wider London population as part of the process to design and shape the form, and role, of the palace. The proposed new Crystal Palace would have a major new cultural attraction on the site of the original Victorian building, which burned down in 1936.

Chris acknowledged this would be a very challenging project and explained that the ZhongRong Group were appointed by a team of advisors to help form the development. A press release was launched in October 2013 to start public engagement which involved various meetings being held in the local area.

Chris outlined that the purpose of the development was to restore the park. He said people's views and comments expressed at the meeting would be taken on board.

The presentation highlighted that the project would include the following uses:

Mix of uses

- Public exhibition space
- Visitor attraction – more work needs to be done on this
- Art galleries
- Public spaces
- Boutiques and auction room
- Hotel – visit cultural attraction
- Plus interchange car parking – although there would be a limited amount of car parking on site.

The presenters stated that following the initial consultation 54% of those that commented said they were in favour of the Crystal Palace park project and 28% were unsure.

Views

- Loss of open spaces
- Loss of architectural heritage
- Impact on local centres
- Pressure on public transport
- Impact of ecology
- Approach to Transport – confirmed there were plans to hold a transport workshop.

The presenters took questions and noted comments from community groups, residents and Members.

The views expressed and responses to the questions included the following:

- The representatives agreed that the park needed some cultural offering which had been raised in the early stages of the engagement.
- Review the transport issues – Arup agreed to come back to the community council on these issues possibly in the summer of 2014.
- Arup agreed to run a series of publicity – e.g. leaflet drop and post information on local forums in the Dulwich area.
- Provide suitable venues for future public engagement events, as the previous venues were unsuitable and were not able to accommodate the large numbers of people that had attended events in the past.
- Concerns were raised about the project being rushed through and that 2015 was an unrealistic timeframe for completion.
- Note resident's concerns about the impact and increased volume of traffic in the area, more so when development has been completed.
- Requested that the woodlands at Crystal Palace park be protected and ensure the "Friends of Belair Park" and other local groups are fully consulted during stages of

public engagement.

- Note that all consultation analysis would be on the organisation's website. www.arup.com
- Presenters to note that local residents were provided with enough green space once the development was completed.
- Further information should be provided on the development's mix uses.
- Further information and justification during the public engagement process on why it was decided that the development should take place on open metropolitan land.

The chair thanked the presenters and everyone that contributed to the meeting.

9. PUBLIC QUESTION TIME

The following question was raised at the meeting:

Mr White raised a question about the disabled parking signs at Dulwich Park He suggested that a standing sign (one foot tall) which says "disabled parking only" would be more visible and possibly prevent people from parking in a designated area?

The chair said this would be referred to officers in highways and a response provided at the next meeting.

10. COMMUNITY COUNCIL FUND 2014 - 15

Members considered the information contained in the report.

Note: This is an executive function

RESOLVED:

That the following amount of the community council fund 2014 – 15 be allocated to:

Proposal	Amount
Abby Taubin for maths master classes project	£300

11. LOCAL PARKING AMENDMENTS

11.1 Turney Road

Note: This item is an executive function.

Members considered the information in the report.

The chair invited members, ward councillors and representatives present to speak on the local parking amendment for Turney Road.

The main issue was that some motorists were driving the wrong way within close proximity of schools in the area.

Councillor Eckersley (ward member) spoke about the road proposals which had raised considerable and very recent objections from the residents that were immediately affected and the fact there had been no consultation. He said in regard to Turney Road and to some extent with Gallery Road, there had not been an exemplary consultation with affected residents and stakeholders. In his view the pre- decision consultation had been inadequate. He asked if members could consider the views of the representatives present at the meeting.

Councillor Eckersley also thought that a deferral of the parking amendment be sought to allow for a full and proper consultation with the wide range of stakeholders.

Councillor Crookshank Hilton (ward member) explained the matter first came to her attention when the police contacted her about the dangerous situation. She said highways officers suggested demarcating the corner spaces and the pedestrian islands.

Councillor Crookshank Hilton suggested the approval of the first scheme set out in Appendix 1 and asked that officers undertake a full and proper consultation on the more complicated scheme.

Members also discussed the position of installing additional yellow lines to reinforce the highway code.

Councillor Mitchell (ward member) spoke about the 21 day statutory consultation process and about the lodged objections (if any) and stressing this should be referred to Dulwich Community Council for determination.

Members felt there would be extensive time delays if they went for deferral.

Sue Badman, chair of Turney Road residents association addressed the meeting and stated the residents shared the same concerns about road safety as the school had done. She said there had been a few nasty incidences when cars were travelling on the wrong side of the road. She said residents felt that there should be some safety mechanisms for this road before a serious incident does occur.

Sue explained the association represents 95 % of all residents on the Southwark side and within the limited time available sent out details of these proposals to those residents. The feedback she received highlighted the loss of parking and possible displacement for some residents. Also, insufficient notice was given and there had no formal consultation. Sue said the association would be happy to meet with officers, councillors and other local stakeholders to discuss it further. Local residents were also frustrated with the poor behaviour of motorists during the school peak hours and hoped there could be a quick solution to the problem.

Sue said there should be a sensible solution and a commitment from the Southwark side to regular enforcement. Also that the schools themselves should participate in a robust approach. Finally, that there should not be a 21 day statutory consultation but a formal

feedback process

A resident who had a child at Dulwich Hamlet school spoke on the issue and outlined he had witnessed an incident when a motorist parked on the zig zags and a motorist reversed into the person. He felt there was a need to extend the signs to the end of Turney Road (zig zags) but was not in favour of extending the double yellow lines as that would restrict weekend parking.

A school governor at Dulwich Hamlet was present to make representations on behalf of the school. He said there had been a number of near misses that involved parents and children. People parked on one side of the road which created poor visibility for people crossing the other side of the road. Having had discussions with the head of Dulwich Hamlet, he said he encouraged parents not to drive to the school or to park irresponsibly. He urged the community council to approve a scheme so that a safety mechanism could be in place as quickly as possible and then consult more widely on a more detailed scheme.

Councillor Barber put forward a proposal which was for members to agree a reduced scheme in principle. He said ward councillors could rubber stamp the final solution in consultation with the local residents and the school and then report this to the next community council (with any objections) so the scheme could be implemented as soon as possible.

Members and those present were in favour of this proposal.

RESOLVED:

That officers move ahead with a limited scheme set out in Appendix 1 (Rev A) in the main agenda, on the basis that ward councillors get together and agree the final detail of that scheme. That the details are reported back to the next community council and pre consultation with local stakeholders also takes place before the next meeting.

11.2 Gallery Road

RESOLVED:

That the local parking amendment be deferred so this scheme could be considered in conjunction with the raised crossing proposal on Gallery Road.

12. BURBAGE ROAD PEDESTRIAN ISLAND SCHEME

Members considered the information in the report.

Note: This item is an executive function.

RESOLVED:

1. That the community council notes the comments and results of the consultation set in out in the report and appendix A.

2. That the community council agreed to the progression and implementation of the scheme subject to the necessary statutory procedures.

13. HIGHWAYS DEVOLVED BUDGET 2013 - 2014

Members noted the information below which was the current status of the highways programme for 2013 -2014 for the Dulwich community council area.

Note: This item is an executive function.

Scheme Name	Ward	Allocation	Carriageway /Footway	Status
Dulwich Village	Village	£16,302	Footway	Completed
Dulwich Village	Village	£17,623	Footway	Completed
Dulwich Village	Village	£11,763	Footway	Completed by 25 Feb 2014
Colby Road	College	£49,728	Footway	Programmed for 17 March 2014
Goodrich Road to Barry and Upland Roads	East Dulwich	£42,980	Carriageway	Programmed for 6 March 2014

Pellatt Road	East Dulwich	£22,980	Carriageway	Programmed for 10 March 2014
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The meeting ended at 10.00 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 Grace Semakula, Community Council Development Officer

Item No. 14	Classification Open	Date: 8 July 2014	Meeting Name: Dulwich Community Council
Report title:		Cleaner Greener Safer Revenue Fund 2014/15	
Ward(s) or groups affected:		East Dulwich	
From:		Head of Community Engagement	

RECOMMENDATION

1. That the Dulwich Community Council reconsiders the decision made on 29 January 2014, where it awarded £20,000 to Dulwich Hospital Phlebotomy Service.
2. Dulwich Community Council to decide whether to fund the current proposal for an appointments only service.

BACKGROUND INFORMATION

3. A Cleaner, Greener, Safer Revenue Fund consisting of £210,000 across the borough, with an allocation of £10,000 per ward, was introduced as part of the budget strategy agreed at the council assembly meeting on the 29 February 2012. At the council assembly meeting which took place on the 27 February 2013, it was agreed to allocate an additional £10,000 per ward making a total revenue fund available of £420,000 across the borough allocated at £20,000 per ward.
4. At the council assembly meeting held on the 29 February 2012, it was agreed that £18,000 be vired from the cleaner greener safer revenue fund reserved for the Dulwich community council, to the environment and leisure public realm budget for the purpose of retaining school crossing patrol services in the Dulwich Village area. Council assembly was of the view that this was the best way to secure long term funding for the school crossing patrol services
5. The aim of this fund is to give community councils decision making powers over significant amounts of revenue funding that they can allocate to meet locally determined priorities. It is anticipated that the availability of the revenue fund will enhance and complement the effectiveness of the capital fund.
6. On 1 March 2012 the Leader of the Council delegated the executive function to each community council to take the cleaner, greener, safer revenue funding decisions in their areas.

KEY ISSUES FOR CONSIDERATION

7. The community councils will use the criteria set out below for the allocation of this funding.
 - a. Proposals that make an improvement to an area on the basis of making it cleaner, greener or safer or a combination.

- b. CGS applications from the capital round which were ruled out because they were revenue applications.
 - c. The revenue fund could be used to meet the revenue costs associated with a CGS capital award.
 - d. A community council may choose to allocate some or all of their revenue resources to their CGS capital allocations.
 - e. Subject to the availability of resources, the revenue fund may be used to buy services from the council.
8. While the allocation is based on £20,000 per ward, a community council can, if it chooses, decide to aggregate all or part of the funding and spend more than £20,000 per ward.
 9. Community councils will be free to indicate whether they would like expenditure to be an ongoing commitment over more than one financial year or spending over a fixed timescale for a one-off project. Commitments will be subject to final agreement of the council budget and a decision by each community council on an annual basis.
 10. As with any executive decision taken by community councils this is subject to the council's existing scrutiny arrangements.
 11. The Dulwich community council awarded £20,000 for Dulwich Hospital phlebotomy service on the 29 January 2014, to provide a walk in service. Since the meeting, Dulwich Hospital has indicated that they can only provide an appointment system.
 12. The original decision cannot therefore be implemented. Members' are advised that this needs be reconsidered at the community council on 21 July 2014.

Delivery

13. 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 2014/15. Any under spends or projected overspends will be reported back to community council for resolution or reallocation.

Community impact statement

14. The roles and functions of community councils include the promotion of involvement of local people in the democratic process. Community councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
15. An explicit objective within community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The cleaner greener safer programme is an important tool in achieving community participation.
16. In fulfilling the above objectives that community councils have of bringing together and involving Southwark's diverse local communities, consideration has also been given to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decisions to the need to:

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

Resource implications

19. The total cost of the CGS revenue fund is part of the budget process for 2014/15 agreed by council assembly. Any costs incurred in implementing this fund will be met within existing resources.

Policy implications

20. The CGS revenue fund is fully aligned with the council's policies toward sustainability, regeneration and community engagement.

Consultation

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

Legal implications

22. The Director of Legal Services is advised that the original decision cannot be implemented therefore the community council needs to consider the revised proposal.
23. The Local Government Act 2000 [as amended] ('the Act') gives the leader the power to delegate any executive function to whoever lawfully can undertake the function. The allocation of the cleaner, greener, safer revenue fund (CGS) is an executive function.
24. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the leader.

25. In allocating funding under the CGS community councils must have regard to the council's equality duties set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties have been considered in the body of the report at paragraphs 16, 17 and 18 in the Community Impact Statement.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Cleaner Greener Safer Revenue IDM Report	160 Tooley Street	Forid Ahmed 0207 525 5540
Budget Proposals 2013/14	http://modern.gov.southwark.gov.uk/documents/s35022/Report%20Policy%20and%20Resources%20Strategy%20201314%20-%20201516.pdf	
Policy and Resources Strategy 2012/13-2014/15 - Revenue budget	http://modern.gov.southwark.gov.uk/mgAi.aspx?ID=22918	
Dulwich Community Council meeting minutes – 29/1/2014	http://modern.gov.southwark.gov.uk/mgAi.aspx?ID=31386	

AUDIT TRAIL

Lead Officer	Forid Ahmed, Community Councils Coordinator	
Report Author	Fitzroy Lewis, Community Council Development Officer	
Version	Final	
Dated	8 July 2014	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	8 July 2014	

Item No. 15	Classification: Open	Date: 21 July 2014	Meeting Name: Dulwich Community Council
Report title:		Local Traffic and Parking Amendments	
Ward(s) or groups affected:		All wards within Dulwich Community Council	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
 - Dulwich Wood Avenue – extend double yellow lines at the junctions with Hunter’s Meadow and Bell Meadow.
 - Gallery Road – install double yellow lines in three locations: south of the junction with Burbage Road, south of Lovers’ Walk and north of Belair Park car park.
 - Turney Road – install double yellow lines at the junction with Boxall Road and Aysgarth Road and adjacent to the pedestrian refuges.

BACKGROUND INFORMATION

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the Community Council.
3. 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 setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays.
4. This report gives recommendations for three local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Hunters Meadow / Bell Meadow

6. Councillor Hayes contacted officers on behalf of a constituent who reported on-going problems with vehicles parking too close to the junctions of Dulwich Wood Avenue with Hunter's Meadow and Bell Meadow, thus reducing sight lines of oncoming traffic when exiting from the two side roads onto Dulwich Wood Avenue.
7. Hunter's Meadow and Bell Meadow are not public highway and therefore any parking occurring on those roads is outside of the council's control, however there are existing waiting restrictions in place on Dulwich Wood Avenue on either side of these two roads.
8. Dulwich Wood Avenue currently has a 30mph speed limit but the council intends to introduce a 20mph speed limit on all Southwark roads this year. Once the new speed limit has been introduced we would expect to see lower speeds along Dulwich Wood Avenue.
9. Lower traffic speeds reduce the distance needed for vehicles to come to a stop and we have therefore designed the extension to the double yellow lines to reflect this new standard.
10. It is recommended that the existing double yellow lines are extended on the northwest side of both junctions of Bell Meadow and Hunter's Meadow with Dulwich Wood Avenue, as detailed on Appendix 1, to improve the right hand sight line and junction safety.

Gallery Road

11. This item was previously presented to Dulwich community council on 19 March 2014. Members deferred the item so that this scheme could be considered in conjunction with the raised pedestrian crossing proposal on Gallery Road.
12. The raised pedestrian crossing proposal is only at outline design stage and will be subject to consultation later this year. The approximate location of the crossing is shown in Appendix 2. As can be seen, there is a small overlap between the yellow lines and the potential crossing, however we do not consider that this is of any real significance and therefore we recommend continuing with this item.
13. The following paragraphs provide the background and recommendations to the yellow line proposals as reported to the 19 March 2014 meeting.
14. Prior to the previous Dulwich community council meeting, Councillor Hayes contacted officers on behalf of a constituent who reported on-going problems with vehicles parking on Gallery Road that reduced the effective carriageway width to a single lane of traffic, causing delay to traffic flow.
15. Gallery Road fluctuates in width, has recessed parking bays in some locations and also has a number of narrower sections which, with moderate levels of parking, can cause vehicles to wait to allow oncoming traffic to pass.

16. Casual observations suggest that the demand for parking on Gallery Road has increased, for a number of reasons, and vehicles are now parking in locations that can cause obstruction to the flow of traffic. The resident listed three areas of particular concern:
- Between the mini-roundabout at the village and the crossing by Dulwich Picture Gallery.
 - Between the South Circular and the crossing by Dulwich Pre-Prep.
 - The area between Dulwich Pre-Prep and where the temporary double yellow lines start where the road narrows.
17. In 2010 five recessed bays were installed to provide parking outside and opposite the Dulwich Picture Gallery, outside the Old College Tennis and Croquet Club and outside the Dulwich College Pre-Prep School. There have also been incremental increases in yellow line in this road over a number of years.
18. An officer visited this location on 14 and 27 January 2014 to assess the concerns and also use the temporary double yellow lines (installed whilst rail bridge repairs were being undertaken) as a working example of what might be appropriate on a permanent basis.
19. A vehicle tracking assessment has been carried out using a worst-case scenario of parking occurring wherever legal to do so (i.e. in all locations that do not have an existing parking restriction) and with two standard London Fire Brigade vehicles proceeding in both directions.
20. In this scenario, it is clear that there are a number of locations along Gallery Road where traffic is reduced to a single lane and where conflict would occur with two oncoming vehicles (i.e. one vehicle would need to give way to another).
21. Officers are not, however, recommending that all conflict locations have waiting restrictions installed (eg. in front of the Picture Gallery). Instead, it is recommended that three particular stretches are addressed, as detailed in Appendix 2. This is felt to provide the appropriate balance between traffic flow and providing sufficient parking opportunities given the nature and location of the road.

Turney Road junctions with Boxall Road and Aysgarth Road - 1314Q4004

22. This item was previously presented to Dulwich Community Council on 19 March 2014. Members asked that officers consult informally with stakeholders on the scheme before returning the item to Dulwich Community Council for a decision.

Background

23. The parking design team was contacted by a resident of Boxall Road who raised concern about vehicles parking at the junction with Turney Road.
24. An Officer visited this location, 27 January 2014, and it was noted that vehicles were parked within 5 metres of the priority junction of Boxall Road and Turney Road.

25. Subsequently, the council received a report from a police community support officer (PCSO) of the Village Safer Neighborhood Team that they had needed to attend Dulwich Hamlet School due to parking congestion in Turney Road.
26. The PCSO reported that vehicles were parking too close to the pedestrian refuge island making it unsafe to use the crossing.
27. It is noted that there is an existing "school keep clear" that was being observed by motorists however it does not extend through or on either side of the crossing point.
28. The PCSO spoke with the head teacher who will be taking steps, internally, to raise the issue with parents. The PCSO and (the then) Cllr Crookshank-Hilton asked whether yellow lines could be installed at the location. Public realm officers agree that this should be a straight-forward approach to address poor levels of visibility caused by parked cars.
29. There is also a very similar arrangement of highway features (school keep clear, pedestrian refuge island and priority junction) approximately 60 metres west, at the junction with Aysgarth Road. Whilst little correspondence has been received at this location, it is recommended that yellow lines are also installed at this location to avoid incremental growth that is neither efficient nor helpful.
30. 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.
31. 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.
32. 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.
33. 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.

Informal consultation

34. On 12 May 2014 an officer met with stakeholders representing the school, residents, Dulwich Society and Safe Routes to School.
35. At the meeting, the group initially discussed the objectives before carrying out a site visit to discuss the initial design and potential amendments.
36. On 15 May, an officer circulated to all stakeholders a statement of the design principles, a swept path analysis, a revised design (Revision C) and a timeframe

for the next steps. Comments on the key documents were sought by 13 June. The design principles and swept path analysis are provided in Appendix 3.

37. In order to gain feedback beyond those stakeholders present, the resident for Turney Road Residents Association agreed to distribute the revised design to all Turney residents in the affected section of the road. Another resident of Turney Road also agreed to speak to neighbours in Boxall and Aysgarth.
38. Turney Road Residents Association provided a response (summaries and quotes) on 24 June (Appendix 4). A further two emails were received after this date both of which included photographs of poor parking (parking too close to the islands and parking on the footway).
39. On 24 June 2014 officers provided feedback from the informal consultation to Village ward members. No comments have been received.

Recommendations

40. In view of the issues raised and observed, the amendments made to the design and the feedback received during the informal consultation it is recommended that double yellow lines are installed as detailed in Appendix 5 (Revision C) to improve sight lines and safety at the pedestrian refuges and at the junctions with Aysgarth Road and Boxall Road for all road users.

Policy implications

41. 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

42. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
43. 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.
44. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
45. 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.
46. 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.

47. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- 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

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

Legal implications

49. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
50. 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.
51. 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.
52. 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.
53. 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.
54. These powers must be exercised so far as practicable having regard to the following matters
- a) the desirability of securing and maintaining reasonable access to premises
 - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
 - c) the national air quality strategy
 - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - e) any other matters appearing to the Council to be relevant.

Consultation

55. No informal (public) consultation has been carried out other than as detailed above.
56. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.

57. 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.
58. 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.
59. 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.
60. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
61. 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

Programme timeline

62. If these items are approved by the community council they will progressed in line with the below, approximate timeframe:
 - Traffic orders (statutory consultation) - August to September 2014
 - Implementation – September to October 2014

Background Documents

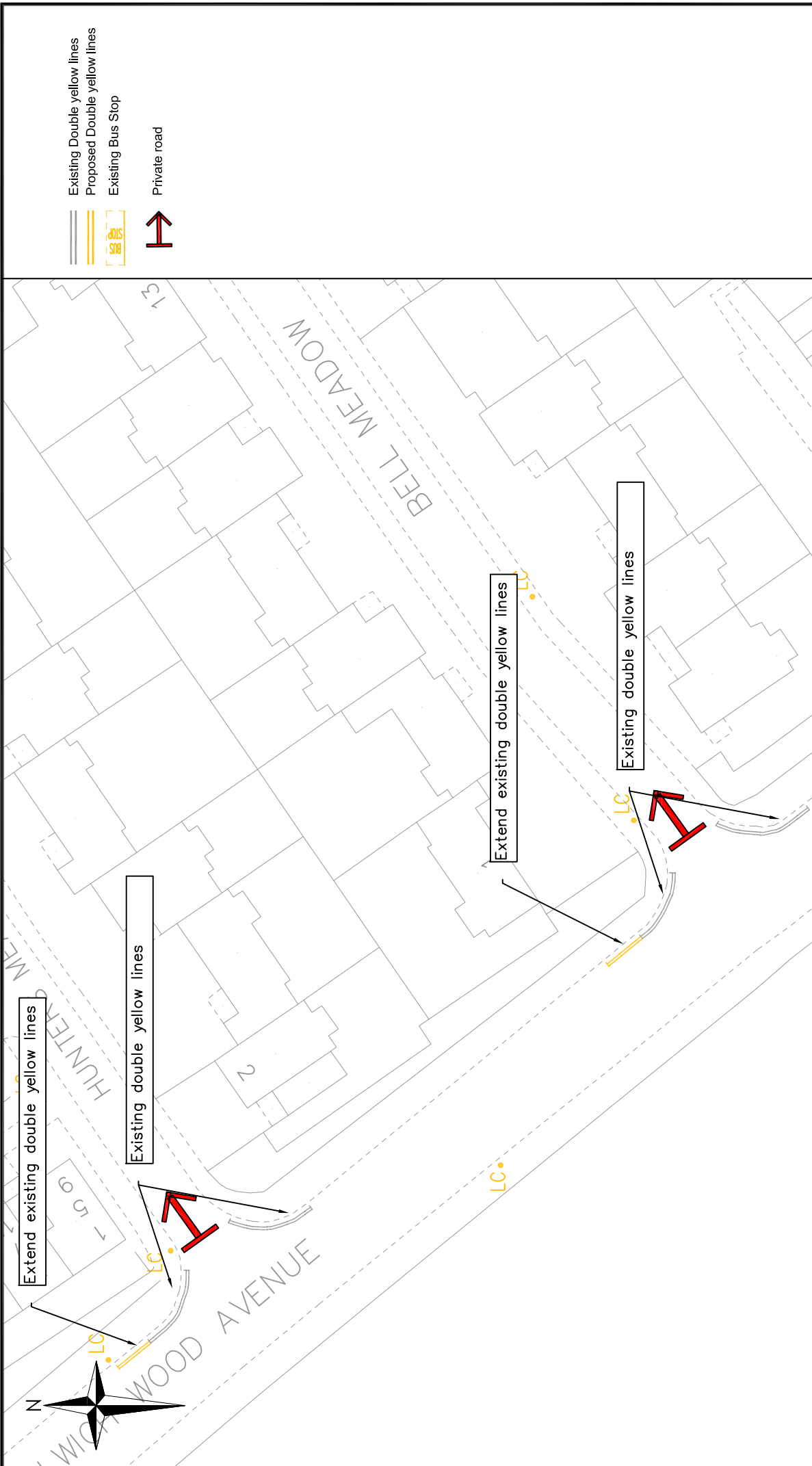
Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker 020 7525 2021





APPENDICES

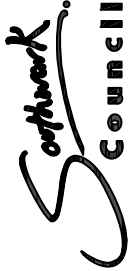
No.	Title
Appendix 1	Dulwich Wood Avenue – proposed extension of double yellow lines
Appendix 2	Gallery Road - proposed double yellow lines
Appendix 3	Turney Road – design principles and swept path analysis
Appendix 4	Turney Road – Turney Road resident feedback
Appendix 5	Turney Road – proposed double yellow lines

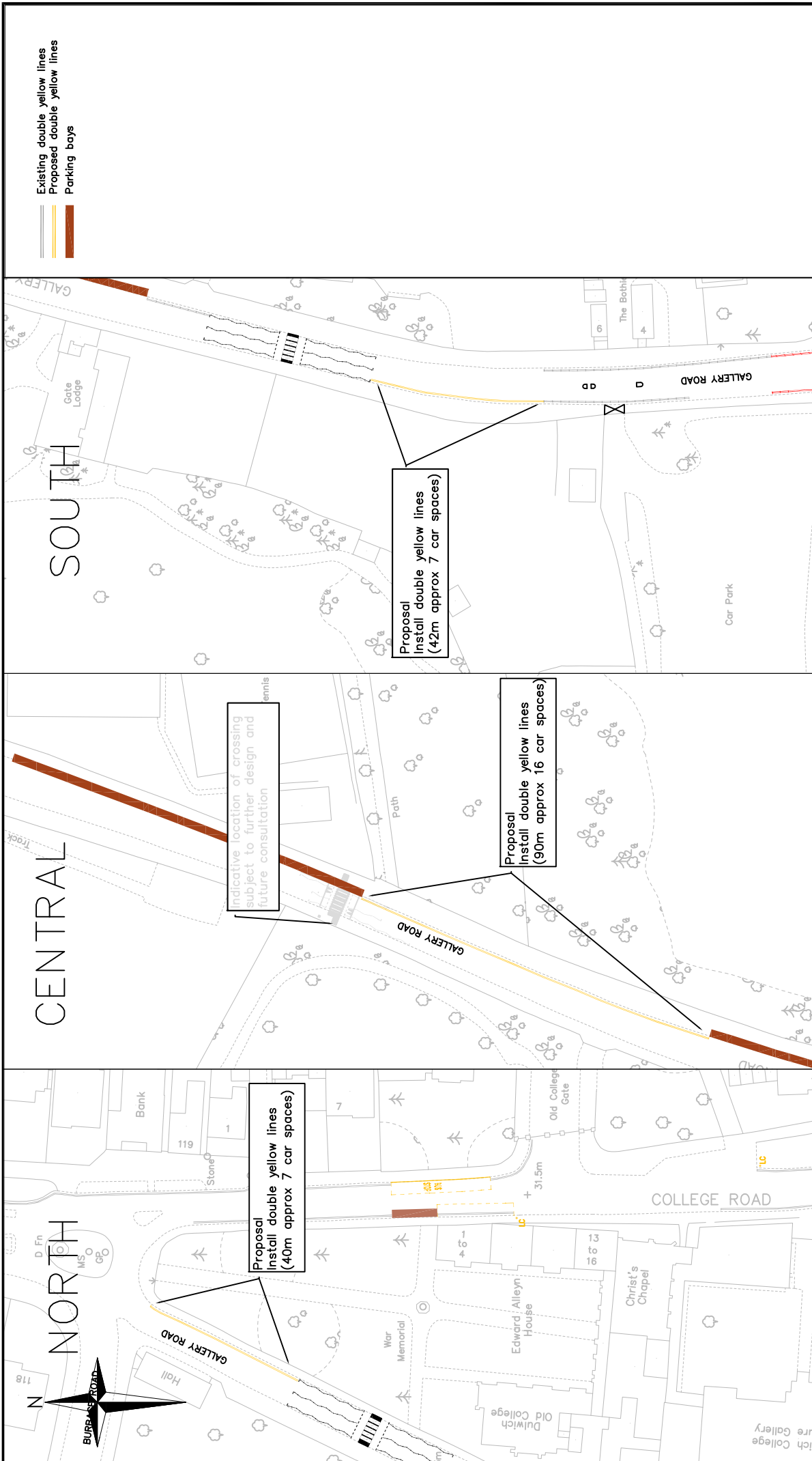
AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Project Engineer	
Version	Final	
Dated	9 July 2014	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Community Council Team	9 July 2014	



-  Existing Double yellow lines
-  Proposed Double yellow lines
-  Existing Bus Stop
-  Private road

<p>Public Realm Projects Parking Design</p> <p>Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects</p>		<p>Project 1415Q1 LOCAL PARKING AMENDMENTS</p> <p>Drawing Title EXTEND EXISTING DOUBLE YELLOW LINES HUNTERS MEADOW/BELL MEADOW</p>	<p style="text-align: center;">Community Council DULWICH</p> <p style="text-align: center;">Ward(s) COLLEGE</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: small;"> <tr> <th>Date</th> <th>Scale</th> <th>Drn</th> <th>Chk</th> <th>App</th> </tr> <tr> <td>09/05/14</td> <td>1:500 @ A4</td> <td>MH</td> <td>TW</td> <td>TW</td> </tr> </table> <p>Dwg No. 1415Q1_012</p> <p>Status APPENDIX 1</p>	Date	Scale	Drn	Chk	App	09/05/14	1:500 @ A4	MH	TW	TW		
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Public Realm Projects Parking Design Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project 1314Q4 LOCAL PARKING AMENDMENTS	Community Council DULWICH VILLAGE				
		Drawing Title GALLERY ROAD PROPOSED DOUBLE YELLOW LINES	Date 08/07/14	Scale 1:1250 @ A4	Dwn MH	Chk TW	App TW
		Status APPENDIX 2	Dwg No. 1314Q4_003	Rev B	Date 08/07/14	Description Indicative location for crossing	Dwn MH

Turney Road parking design principles

Informal pedestrian refuge traffic islands

Issue: vehicles park too close to traffic islands affecting flow of traffic and inter-visibility between all road users

Principles

1. No waiting at any time (double yellow lines) on either side of both pedestrian refuge islands
2. Length of waiting restrictions to be:
 - a. the minimum length to enable a the smooth curve of a vehicle path (London Fire Brigade pumping appliance) past the islands. This will be identified through swept path analysis.
 - b. sufficient to meet [forward visibility sight stopping distances](#) in a street with a 20mph limit to ensure pedestrian / vehicle inter-visibility
 - c. extended to tie in with junctions, vehicle crossovers (ie the yellow lines to protect the islands should not stop part-way across a vehicle crossover or just short of a junction, instead they should be extended to a logical point past that feature)

Priority junctions of Boxall Road and Aysgarth Road

Issue: vehicles park on or close-to the junctions affecting inter-visibility between all road users, particularly children (whose eye-level is often below car height).

Principles

3. No waiting at any time (double yellow lines) on all corners
4. Length of waiting restrictions to be:
 - a. sufficient to meet [forward visibility sight stopping distances](#) in a street with a 20mph limit to ensure pedestrian / vehicle inter-visibility
 - b. sufficient for a vehicle to turn into the side road and wait for an oncoming, exiting vehicle to pull left and pass (ie when street is heavily parked it is unacceptable for a vehicle to turn into a side road and have to reverse back to allow a vehicle to exit {nb. In particular this applies to Aysgarth due to the accustomed semi one-way working of Boxall})

Turney Road parking design principles

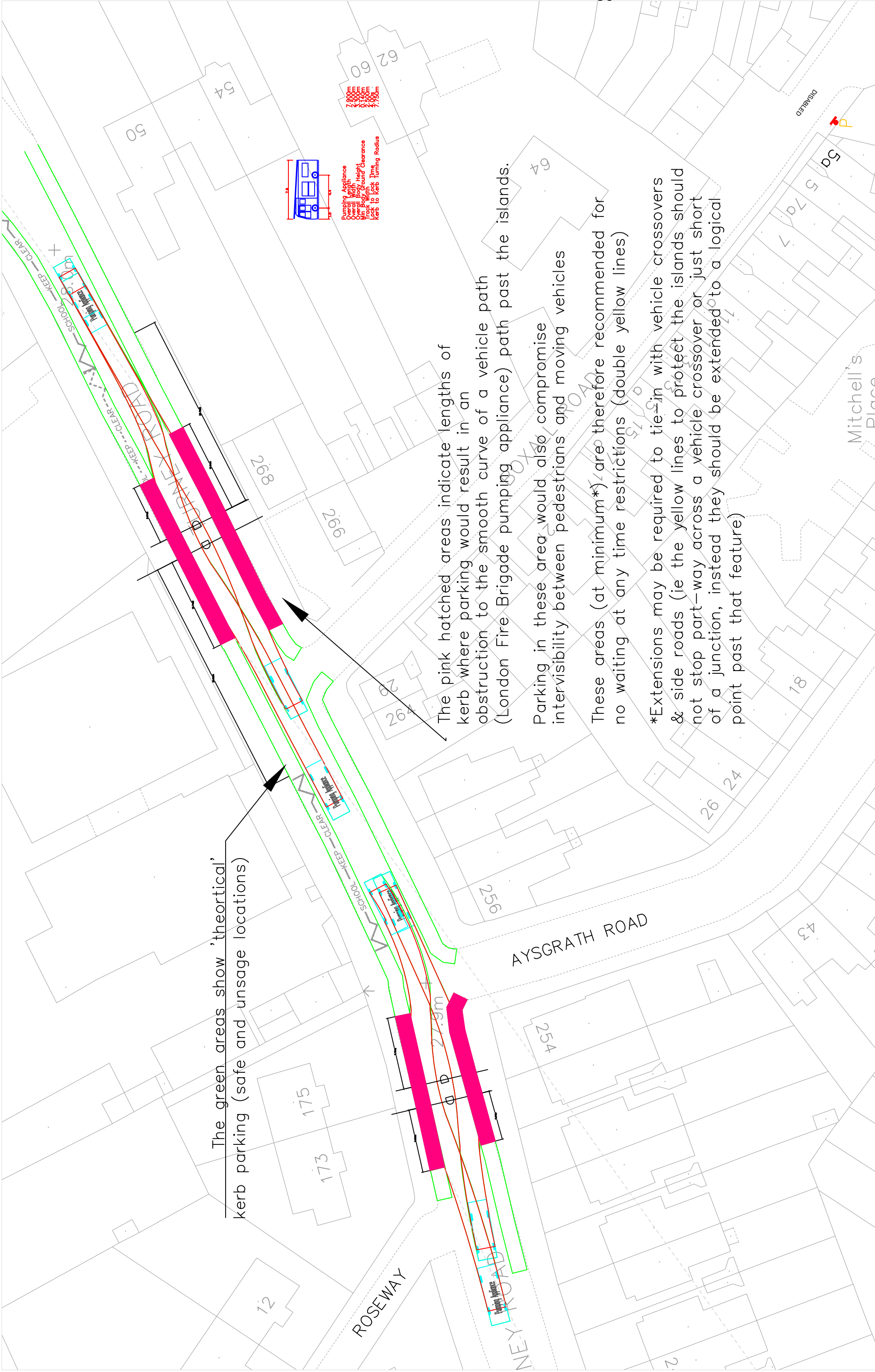
- c. exit tie-in waiting restrictions with those proposed for the pedestrian refuge traffic islands and crossovers (as per 2c)

School keep clear

Issue: Slight overlap of school keep clear adjacent to Boxall Road pedestrian refuge islands complicates signs and road markings if double yellow line principles 1 and 2 are accepted.

Principles

5. No stopping at any time
6. Operate Mon- Fri 8am to 5pm, as per [Southwark standard](#)
7. To address issue above, the school keep clear will be cut back to same point as the double yellow lines start/stop
8. It is noted that the [council's enforcement protocols](#) for double yellow lines require Civil Enforcement Officers to give a 5 minute observation period enforce they can issue a PCN. No-stopping restrictions (ie the school keep clear) are subject to an 'instant offence'. This will reduce the enforceability at this particular overlapping point but it would not, however, be permitted to install school keep clear zigzags on both sides of the road *and on both sides* the pedestrian refuge islands.



The green areas show 'theoretical' kerb parking (safe and unsage locations)

The pink hatched areas indicate lengths of kerb where parking would result in an obstruction to the smooth curve of a vehicle path (London Fire Brigade pumping appliance) path past the islands.

Parking in these area would also compromise intervisibility between pedestrians and moving vehicles

These areas (at minimum*) are therefore recommended for no waiting at any time restrictions (double yellow lines)

*Extensions may be required to tie-in with vehicle crossovers & side roads (ie the yellow lines to protect the islands should not stop part-way across a vehicle crossover or just short of a junction, instead they should be extended to a logical point past that feature)

Turney Road School Parking Proposal Consultation – May/June 2014

The Consultation

Turney Road Residents' Association (TRRA) emailed or hand delivered a notice and drawings to ALL Turney Road houses between Burbage Circus and Dulwich Village between 29th May and 6th June (12 in Roseway and 34 in Turney). We also delivered to all houses in Boxall and Aysgarth (approx. 75 houses) between 30th May – 6th June with 10 households in Mitchell's Place in Aysgarth Road receiving the letter later by email around 14th/15th June. Some residents in Pickwick Road also had the letter. We followed up with specific calls/emails to individual Turney residents.

In addition, the proposal was sent to the TRRA committee who are drawn from all parts of Turney Road and their comments are also recorded.

We asked residents to contact the Chair of TRRA [REDACTED] with comments on the proposals. Overall the response rate has been low.

Turney Road

Even numbers side

The resident at [REDACTED] has not responded. She is elderly but has visitors and they would need to park elsewhere in the road.

[REDACTED] (Boxall and Turney)

"Re: the proposals, the main point we would make is that the yellow lines don't go very far into Boxall outside No. 29. This is where the sight line for traffic leaving Boxall is poor.

We are having a major demolition/rebuild of our house between August 2014-Jan 2015 with vehicles delivering. Obviously there will be vehicles delivering etc. and we will talk to the head of DV Infants to monitor things correctly. Is there anyone to talk to at Southwark about this? Perhaps they could delay the road markings until the works are done. Not a big issue to us but we want to be as cooperative as possible to all."

[REDACTED]

Has been very concerned about the excessive restrictions on parking and the impact on residents but says the current proposal looks by far the most reasonable suggestion.

"One additional thing that I think would improve the traffic flow would be to make Boxall Road and Aysgarth one way streets, one in each direction obviously. This would prevent traffic backing up into the main roads which it does sometimes do, especially at peak times when there are few passing spaces due to the number of parked cars."

Ceri has also asked whether other alternatives have been properly considered. “For example, positioning of the lollipop ladies at present to me seems bizarre - why is one required where there are traffic lights?? Surely she could be used on Turney Road or maybe even an additional one employed at Turney Road island crossing?”

██████████

Has also experienced issues with crossing the road and nearly being run over by a vehicle on the wrong side of the road. It is understood that the parking controls are aimed at improving sightlines and road safety. Ideally we want a solution with restrictions only during school hours 8am – 5pm. This will ensure there is off-peak parking for residents and visitors, evenings and weekends.

“My serious concern is the yellow lines running around the corner of Turney to Boxall and Turney to Aysgarth – the residents are there 24/7 not just school hours and this area is heavily congested as it is.

It is a major problem already and having the extended double yellow lines on these corners exacerbates the existing problem beyond workable.”

██████████

Was worried about access to her off street parking via dropped kerb but understands there is no change and she can continue to use the dropped kerb as now. She is aware she will not be able to park on the yellow lines across her driveway entrance.

“One additional thing that I think would improve the traffic flow would be to make Boxall Road and Aysgarth one way streets, one in each direction obviously. This would prevent traffic backing up into the main roads which it does sometimes do, especially at peak times when there are few passing spaces due to the number of parked cars.”

██████████

Had concerns about parking impact, and local shops but experienced for herself on 7th June the road safety problems when she and her daughter were almost run over. A driver was on the wrong side of the pedestrian island going so fast Lucy didn’t get a chance to take their registration. “So I have now witnessed first-hand that this is serious accident waiting to happen. The sooner this is sorted out the better”

Lucy has commented further (24th June) that the traffic islands are very low and Lucy has seen cars drive over the edges of them, not actually properly around them. Could they be made slightly higher to avoid this?

Odd numbers side

The residents at [REDACTED] and [REDACTED] with dropped kerbs have not responded, and they have been sent a chasing note.

[REDACTED]

Doesn't want yellow lines around his house (there are none under this scheme). Concerned about inconsiderate parking near the junction with Roseway and Turney Road by 171 and 173 Turney Road. Fraser is concerned about the displacement of parking along the road as a result of the proposed scheme. Fraser has been badly affected by the school run chaos (he has complained to TRRA about this for several years). He has some good photos and car registration numbers of inconsiderate parkers near his house.

Boxall Road

No comments received

Aysgarth Road

[REDACTED]

Christine has general concerns about parking and congestion in Aysgarth. She has spoken to other residents in Aysgarth and many share her concerns.

"You will understand the concern about the Turney Road parking proposals which will **increase** the growing problem with traffic and parking in Aysgarth.

There are already mounting problems caused by the rapidly increasing number of cars from developing restaurants at one end of the street, as well as those from parents and staff at The Hamlet and Village schools, at the other end. As the cut-through from the cafes to the school, many children run up and down Aysgarth and yet traffic speeds through, ignoring the speed limit on the road surface, which many say cannot be seen when busy. We have tried for restrictions, to no avail.

Residents from Turney Road also use Aysgarth for parking, even those with double gates to their garages with their own signs for no parking outside. In effect they take up a disproportionate amount of parking spaces.

This is of concern particularly to Aysgarth residents who are frequently unable to find a single parking space in their own road, amongst whom are elderly and disabled residents.

Aysgarth Road seems to be well-known for parking and we have recently had the addition of large vehicles transporting a number of cycles for events at the Herne Hill Velodrome, with a space to leave them overnight or longer.

Many of us see the only solution is to have some residents-only parking restrictions. As said, we do have a significant number of retired and elderly residents who have down-sized from other areas of Dulwich. Mobility can be an issue and having to park several roads away is more of a problem to them than to many others.”

██████████
 “I fully support plans to improve safety and control parking in Turney Road by Dulwich Hamlet and Infant Schools.

I support double yellow lines on the corners of Aysgarth and Boxall to enable pedestrians to cross the pavements safely (also at the village end of Aysgarth by Café Rouge).

The schools need to help with the teachers’ car parking in Aysgarth Road – all day and coming & going so nothing for the residents.”

████████████████████, Aysgarth Road)

“I have just been out to have a proper look at the proposals. I have to say that today (Sunday 15th) people had parked in completely stupid places near the bollards which was making it really difficult for ordinary cars to get round them so if an ambulance/fire engine had to get down the road quickly it would have real trouble. Therefore I can see that the only solution is indeed the double yellow lines as proposed near the bollards.

Also I would support the double lines on the corner of Aysgarth, even it does shift parking further into Aysgarth making the parking problems even worse. The yellow lines on the corner would have the advantage of preventing a car meeting another one coming from the village end having to back out into Turney Road as I have had to do on many occasions. This is really dangerous, especially at school times when small children may be crossing the road and out of the sight line of the reversing car. At least with the double yellow on the corner a car turning into Aysgarth could "hover" while a car coming down the road from the Village could pass.

I would also dearly love to see double yellow lines on the village end of Aysgarth at both corners, outside Cafe Rouge and on the bus stop side. People park ridiculously close to Dulwich Village and again cars have to reverse out into main road if they meet another one coming from the other direction. Same problem as at the Turney Road end. But I guess that is another consultation.”

████████████████████
 Thank you for sending us the information about the new parking proposals.

We support any measures that improve safety.

Pickwick Road

██████████

“We don't have any criticisms of the proposals. They sound well thought through and sensible to us.

Good luck with it all, and thanks for spending the time on this. We welcome any changes that may improve road safety in the area.”

TRRA Committee members' comments:

██████████ “I have concerns about the imposition of permanent parking restrictions to keep the street clear so that cars are not obstructed on their passage. This means they can go faster which is the opposite of what is safe!

The big issue is the fact that we are driving too fast and will not wait when there is a holdup but will drive down the wrong side to sustain our unlawful speed and expect others to pay to enable us to do so. Let's address the real issue: high speed.”

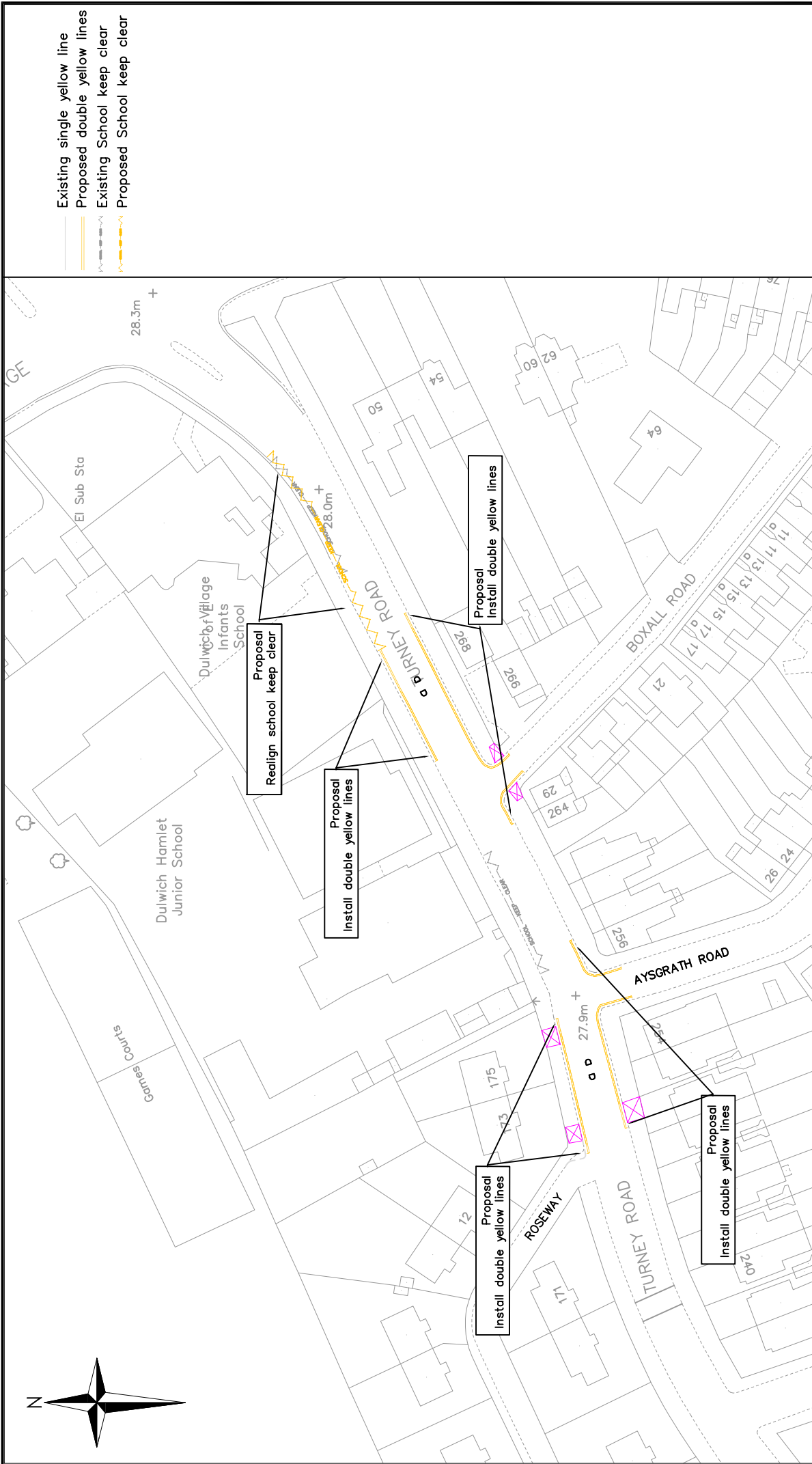
██████████: “My wife, ██████████, reminded me of what happened 20 years ago at Oakfield School on the South Circular ./ Croxted road Which had a huge problem with parents illegally parking and dropping kids off impacting other road users. They simply brought in a traffic warden and everyone got tickets for just one week, no excuse was accepted. Very quickly parents stopped the illegal parking and dropping and the situation improvedit is within the power of the school to request such action and they should.”

██████████: “Good to see that there is potential agreement about managing the school parking issues outside the schools. Whatever is put in place still needs common sense from drivers and parents dropping children off, which often seems to be lacking.”

██████████

For Turney Road Residents' Association

24th June 2014



Public Realm Projects Parking Design Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project LOCAL PARKING AMENDMENTS Drawing Title PROPOSED DOUBLE YELLOW LINES TURNEY ROAD/AYSGRATH ROAD/BOXALL ROAD	Community Council DULWICH VILLAGE	Date 14/05/14	Scale 1:1000 @ A4	Dwn MH	Chk TW	App TW
		Status APPENDIX 5	Dwg No. 1314Q4004	Rev C	Description Description	Rev Drn Chk App		

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