

Open Agenda

Dulwich Community Council

Christ Church, 263 Barry Road,
London SE22 0JT

Wednesday 24 June 2015 at 7.00 pm

Membership

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

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Tuesday 16 June 2015



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 and dispensation and the nature of that interest or dispensation in respect of any item of business to be considered at this meeting.

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| 4. | ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT |
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Item No.	Title	Time
	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 - 13)	
	To approve the minutes of the meeting held on the 17 March 2015 as a true and accurate record.	
6.	DEPUTATIONS/PETITIONS (IF ANY)	7.10 pm
	<ul style="list-style-type: none"> • Deputation request – Melbourne Grove Traffic Action Group. 	
7.	YOUTH COMMUNITY SLOT	7.25 pm
	Summer activities for young people.	
8.	COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS	7.35 pm
	<ul style="list-style-type: none"> • Presentation from the community wardens (10 minutes) • Police updates (10 minutes) • Short announcement about the community infrastructure project list (5 minutes) • SGTO – football tournament in July and August 2015. • Short announcement and information about the 11,000 new homes in Southwark – consultation on design. • Cycling Strategy update. 	
9.	DULWICH COMMUNITY COUNCIL PRIORITIES FOR 2015-2016	8.15 pm
	Break out sessions to discuss the focus of Community Council meetings for the coming year, and identify the most effective ways to engage our communities.	
	BREAK AT 8.35 PM	
10.	PROPOSED EXTENDED PRIMARY CARE SERVICES PRESENTATION	8.45 pm
	Presentation from the NHS Southwark Clinical Commissioning Group.	
11.	CLEANER GREENER SAFER PROGRAMME UPDATE (Pages 14 - 19)	9.00 pm

Item No.	Title	Time
	An update on Cleaner Greener Safer (CGS) projects and grants in the Dulwich area.	
12.	PUBLIC QUESTION TIME (Page 20)	9.10 pm
	A public question is included in the agenda.	
	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 maybe supplied in writing following the meeting.	
13.	COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY (Page 21)	9.15 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 in September 2015.	
14.	LOCAL TRAFFIC AND PARKING AMENDMENTS (Pages 22 - 89)	9.20 pm
	This is an executive function.	
	Members to consider the recommendations in the report.	
15.	DULWICH BIKE HANGARS (Pages 90 - 116)	9.30 pm
	Members to comment on the report.	

Date: Tuesday 16 June 2015

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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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 Tuesday 17 March 2015 at 7.00 pm at St Barnabas Church (Community Suite) Calton Avenue, London SE21 7DG

PRESENT: 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

OFFICER SUPPORT: Matt Hill, Public Realm Programme Manager
 Chris Mascord, Principal Consultant
 Rachael Roe, Senior Arts Officer
 Julian Allen, Youth Development Officer
 Grace Semakula, Community Council Development Officer
 Beverley Olamijulo, Constitutional Officer

1. INTRODUCTION AND WELCOME

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

2. APOLOGIES

Apologies for lateness was submitted on behalf of Councillor Jon Hartley.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

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

Councillor Jane Lyons, declared a non pecuniary interest in respect, Item 15, local parking amendment for 60 Dulwich Village, as she lives within close proximity of the site address.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair agreed to accept the supplemental agenda as late and urgent business which contained reports on:

- Deputation request from Dulwich and Herne Hill Safe Routes to School
- Townley Road /East Dulwich junction consultation and the
- Minutes from the previous meeting held on 28 January 2015.

5. MINUTES FROM THE PREVIOUS MEETING

RESOLVED:

That subject to the amendments mentioned below the minutes of the meeting held on 28 January 2015 be agreed as an accurate record of the meeting and signed by the chair.

Amendments:

Item 6 – the deputation from the Friends of Dulwich Park

The paragraph below should be included after the spokesperson's address.

The chair explained that he was happy to rule out any proposals for traffic (including big traffic lanes) going through Dulwich Park. He said a Southwark spine or quietway would not be going through the park in the way people had feared. This followed a conversation the chair had with Councillor Mark Williams, the cabinet member for Regeneration, Planning and Transport.

Item 7 – community announcements and presentations

Police updates

The second paragraph under police updates which should say Sergeant Victoria Benbow covered East Dulwich ward.

Item 13 – cleaner, greener safer capital funding programme 2015 – 2016

Dulwich Library Annexe

Village ward and East Dulwich ward awarded funding to the Dulwich library annexe for £6,500 not £10,000.

To include College ward who also awarded funding to the annexe for £6,500.

Matters arising from the previous minutes

Police base for Dulwich

The issue of a police base was highlighted at the community council meeting on the 3 December 2014 and on the 28 January 2015. The chair and other councillors recently met with the Borough Commander in order to receive clarity on the matter.

The Borough Commander wrote the following which the chair read out at the meeting and said would be noted in the minutes:

“In hindsight, I recognise that a glimmer of hope in some has been misrepresented and while I have remained consistent on my views, I have softened my approach in light of the apparent support for this proposal from the nine councillors in the area.

Ultimately if you decide that the annexe would be a community centre, I respect your decision making and will use it as outlined below. I am sorry we do not agree on this issue but I hope you understand my position; I certainly understand and respect yours.

If Dulwich Library annexe turned into a community room my staff will use it as a “contact point” if it is made available to us. I do not however feel it would improve attendance or indeed visibility in the ward. I have looked at evidence base across London - private space to improve contact points and we have actually determined that the opposite occurs and more people would visit the contact point if we are clearly visible to passers by. We are unable to call it a police base or drop in centre or anything else along these lines. The only thing they would use it for would be as a “contact point” which means if people wanted to meet the police then - for 3 hours a week they would base themselves in that room if it were made available to them.”

In response to the above, Robin Crookshank Hilton, vice chair of the East Dulwich safer neighbourhood panel thought the borough commander’s comments were positive and beneficial to the work of the community and the council as a whole and it was a good starting point to receive clarification that the annexe would be used a contact point by the police.

One hour free parking – shopping parades

Councillor Michael Mitchell mentioned that he anticipated an item on the one hour free parking at shopping parades would be tabled at the meeting.

Matt Hill, public realm programme manager provided the meeting with an update which was covered under item 15, local traffic and parking amendments.

6. DEPUTATIONS /PETITIONS

Laurie Johnston, spokesperson for the deputation introduced herself as a member of the Dulwich and Herne Hill Safe Routes to Schools group. She addressed the meeting to explain that the deputation wanted to support the proposed scheme for the Townley Road junction.

Laurie said evidence in regard to the dangers of this junction and the plans to change it had been in the public domain for a number of years.

Laurie thanked the council and councillors for consulting widely and fairly and also for listening to the concerns of residents about the strong opposition to the right turn ban. Laurie also thanked officers for working so quickly to produce an alternative and more acceptable scheme.

Laurie mentioned that children were generally forgotten about when important debates and decisions were made, especially when it was likely to affect them. Laurie said the key issue was the safety of the community's children and it was the duty of responsible adults to keep children safe. The Townley Road junction was considered unsafe and as a result, two lollipop ladies were deployed to help the large number of children that use the road.

Laurie responded to detailed questions from the audience and referred to the tremendous support the group had received as many of the local schools were actively involved in travel plans. Many of the children were also encouraged to cycle to school.

Laurie also said from the options the council were proposing, the group would consider the option that reduced traffic and benefitted the children, pedestrians and cyclists.

7. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS

The community council heard announcements and presentations from the following:

Dulwich Helpline

Gemma Juma spoke about some of the work the project does and their involvement with intergenerational work, helping people with dementia and organising community fund raising events and working with other advisory groups. They thanked the community council for the funding they had received.

Safer Southwark Partnership Board (SSPB)

Aril and Eleanor from the Safer Southwark Partnership Board (SSPB) were present to talk about the work that the SSPB were involved in. The SSPB works in conjunction with the police and safer neighbourhood teams. The board tackles issues of strategic concern that are generally crime related and address matters of local concern, e.g. traffic and cuts to the police budget.

Launch of the Three Perpetual Chords

People were informed of the celebration launch of a new sequence of sculptures for Dulwich Park, Three Perpetual Chords by Conrad Shawcross.

Venue: Dulwich Park, off College Road, London, SE21 7BQ

Website: www.southwark.gov.uk/dulwichparkart

Contact: Rachael Roe, Senior Arts Officer at rachael.roe@southwark.gov.uk

Police updates

Inspector Barton gave an update on policing matters and reported on the priorities for each of the wards.

Traffic – 20 mph zones, excessive speed and collisions. A traffic co-ordinator was assigned to look at the roads that have introduced a 20 mph speed limit and to check that the signage was visible. Inspector Barton confirmed the 20 mph was enforceable across the borough. Other London boroughs were also in the process of introducing 20 mph

speed limits in their area. In addition the mayor of London would be introducing 20 mph speed limits on TfL roads.

Police shift pattern – due to recent changes in the shift pattern, the dedicated police officers in the wards would be more visible in the area.

Road safety issues – the police agreed to monitor the road traffic around Sydenham Hill (around the Horniman Museum) and would look at preventative measures to reduce the speed limit.

Burglaries in East Dulwich – due to the recent spate of burglaries in East Dulwich – the police would monitor the situation and look at ways to address the problem.

Aggressive begging and anti social / inappropriate behaviour near East Dulwich train station, the police said they would look into this. The incident at the train station was currently being investigated by the police.

8. TOWNLEY ROAD / EAST DULWICH JUNCTION CONSULTATION

Matt Hill, public realm programme manager introduced the report and responded to questions from the audience.

Members of the community council debated on the proposal and options.

RESOLVED:

That the following traffic proposals referred to as option 8a below be approved in order to improve safety and accessibility for pedestrians and cyclists at the junction of East Dulwich Grove /Townley Road and Green Dale:

Proposals:

Removal of existing staggered pedestrian crossings with the implementation of shorter, single movement facilities.

Introduce a diagonal pedestrian crossing to link footways adjacent to both schools and cater for an existing pedestrian desire line.

All pedestrian facilities to operate at the same time to reduce waiting time for pedestrians and improve the efficiency of the junction.

Introduce a cycle pre-signal on Townley Road and Green Dale to allow cycles to enter the junction and undertake turning movements before general traffic.

A new signalised cycle gates on both Townley Road and Green Dale where cyclists are held on a red signal whilst general traffic movements operate.

This removes the risk of both left hook and right hook collisions. Cyclists will still be allowed to use the general traffic lane to traverse the junction from either Townley Road or Green Dale.

Semi-segregated cycle lane and advanced cycle waiting area on East Dulwich Grove (westbound) to allow cyclists to bypass waiting vehicles and gain priority at the junction.

Footway build outs to reduce crossing distances for pedestrians and to visually improve the streetscape.

A new two stage right turn facilities for cyclists to assist right turning movements into either Townley Road or Green Dale from East Dulwich Grove.

A new semi-segregated cycle lane is proposed on Townley Road to allow cyclists to safely pass queuing traffic and access the cycle facilities at the junction.

A new segregated cycle lane is proposed linking Calton Avenue with Townley Road to allow cyclists to bypass the Calton Avenue / Townley Road junction.

All existing turning movements at the junction are retained, including for coaches. There will be a slight loss of capacity over the existing layout but the junction will continue to operate within acceptable levels of saturation.

9. NORTH DULWICH PARKING CONSULTATION

Note: This is an executive function.

Members considered the information contained in the report.

RESOLVED:

1. That the consultation methods detailed in the report be approved for implementation.
2. That the consultation boundary, detailed in the appendices to the report be amended to include either option A or option B below:

Casino Avenue (all), Red Post Hill (all) and Sunray Avenue (south of Casino Avenue) then those properties in Sunray Avenue (south of Casino Avenue) and Red Post Hill should be added to the consultation; or

Casino Avenue (all), Red Post Hill (all) and Sunray Avenue (all) then all properties west of Green Dale should be added to the consultation.

10. YOUTH COMMUNITY SLOT

The youth community council presented a short film which they compiled themselves. The young people were able to do this from the funding they received from the cleaner greener safer funding programme. The film focused on what young people thought about issues like crime, refuse, green space and environmental topics.

The group said since they received the funding from College ward they would like to

continue with this project so they could address other things that concern or relate to them in the area.

In recognition for their hard work during the year, the young people were each presented with a certificate of appreciation by the chair of the community council.

11. REHABILITATION AND LEARNING DISABILITIES SERVICE IN HALF MOON LANE

Alex Slade, head of disability and independent services, in the children and adult and social care department of the council. Alex talked about developing a rehabilitation service for people with learning disabilities at 46 Half Moon Lane, SE24.

Why is the council developing this service?

Alex explained that a BBC programme on Panorama which exposed the shocking abuse, (physical, emotional and mental) that took place in an assessment and treatment hospital for people with learning disabilities. This was called the Winterbourne View and eleven members of staff at Winterbourne were given lengthy prison sentences as a result.

Alex advised that although no Southwark residents were living at winterbourne view at the time, there were implications for Southwark residents. The government held an extensive national enquiry into the care of people with learning disabilities and those with autism that were placed at assessment and treatment hospitals. It published a formal response called transforming care in 2012.

The transforming care report set out a number of key elements for national care providers in order to ensure that Southwark residents with learning and disabilities and autism should only be placed in an assessment treatment centre unless it was absolutely necessary and was the best option for them.

Alex mentioned that the key issues was to make sure that Southwark residents with learning disabilities and autism are not placed in treatment or assessment centres for long periods in order to help them live in a non restrictive environment. The disability and independent services work closely with the clinical commissioning group and Guy's and St Thomas' hospitals and South London Maudsley hospital which makes it a multi agency approach.

This had been considered a high profile initiative that was monitored closely by NHS England and the joint improvement board which reports to the Minister of State for care and support.

Local response and initiatives

The council has developed an innovative local service which consists of psychological, speech and language therapy and occupational therapy. Working together in a model for positive behaviour support which had been success for the support it provided local residents that moved from a restrictive setting like the assessment and treatment units back into the local community. The key is for them to be part of their community particularly as Herne Hill has a community environment which would help this social

integration.

The property at 46 Half Moon Lane is owned by the council which was previously used as a day centre for older people and for office accommodation that was used by the health and social care staff. After refurbishment it would house up to 10 residents. The residents referred to have a learning disability or autism and some had mental health problems. The area was considered ideal because the property was close to local shops, leisure facilities, with open spaces and had good transport links. The project would promote the local green policy – walking, cycling, and public transport which should minimise car park spaces. Some of the vulnerable adults were already involved in this kind of setting elsewhere - outside the borough.

The proposal is the residents at 46 Half Moon Lane would be supported by highly trained staff at home and when they are out. The rehabilitation service would work in partnership with optimum care that would help develop this service. The rehabilitation service hosted a number of community conversations with local residents in the area that were held on the days: 15 April, 18 April and 25 April 2015. Leaflets which publicised the dates were distributed to residents.

Alex said they welcomed people's views and recommendations regarding the development. Links to their website and information on frequent asked questions were available at the meeting. The representatives said they welcomed views and recommendations about this development.

Richard McKenzie, chief operating officer for optimum care spoke about the operating model and explained they were delighted to be in partnership with Southwark on this project. Richard said he would be present at the open days and community conversations.

The speakers said the rehabilitation centre was a stepping stone into the community it was not a permanent arrangement for those adults living at the centre.

12. NEIGHBOURHOODS FUND - DECISIONS 2015 - 2016

Note: This is an executive function.

Members considered the recommendations contained within the report.

RESOLVED:

1. That the following projects were approved for funding:

Boroughwide funding allocated to:

Name of project	Amount
What I know about Islam (from College ward)	£400

Wards within the Dulwich Community

Council area funding allocated to:

Southwark Eid 2015 (from College and Village wards)	£478
Southwark Pensioners Club (all 3 wards)	£1,500

College ward

Name of project	Amount
Community warden	£5,000
Kingswood Festival Carnival Parade and workshops	£3,000
Not for Human consumption (dangers Of drugs misuse)	£3,000
Out and about Club	£3,000
Connecting Kingswood Community	£3,840
Kingswood Art works	£3,850
The Home Front project	£2,300
Communities Reducing Social Isolation for older people in the Dulwich area Southwark	£1,421
Southwark Guides Carnival Camp weekend	£334
Love West Dulwich Spring Fair	£7,500
Dulwich Devolved Planning Issues	(deferred)

East Dulwich ward

Name of project	Amount
Asian Elders lunch club	£4,000
Eid and Christmas event	£970
Open day – East Dulwich Community Centre	£640
Road Safety Feasibility Study – St Anthony's RC Primary School	£5,000
Safe Crossing Patrol for St Anthony's RC	

Primary School	£5,000
Physic gardening	£1,900
Communities reducing Social Isolation for Older people in the Dulwich area	£1,421
Southwark Guides Carnival camp weekend	£334
Crystal Palace Road Big Lunch 2015	£500
Dulwich Devolved Planning Issues	(deferred)

Village ward

Name of project	Amount
Delawyk Autumn Outing	£1,500
Dulwich schools cricket	£3,000
Dulwich Festival	£1,500
Dulwich Park Fair 2016 £1,000	
Dulwich Concert in Park	£300
Schools rugby	£2,500
Community opera performance by Charter school opera	£1,500
GT Cherry Tree project	£1,600
Hanging baskets	£2,520
St Faith's Summer Playscheme	£2,263
Dulwich Sports Club	£5,000
Dulwich Helpline	£1,421
Girl Guides	£334
Judith Kerr Summer scheme	£2,000

13. PUBLIC QUESTION TIME

No questions were submitted at the meeting.

14. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Members agreed to submit a community council question to a future council assembly meeting on the consultation processes and constitutional procedures for the proposed one free parking at shopping parades.

Community council question previously submitted to council assembly

The previous community council question was submitted to council assembly on 25 March 2015:

How will the council improve consultation on traffic and transport schemes in the Dulwich area?

Response

We recently consulted on the first draft of the new Southwark Plan (NSP) for an extended four month period. The plan sets out updated and new draft planning policies that will be used to decide planning applications across the borough once the plan is adopted in 2017. This included draft visions for neighbourhoods and areas where an updated vision for Dulwich that builds on the contents of the adopted Dulwich supplementary planning document (SPD). Undertaking a consultation for the new Southwark Plan is a statutory requirement. It is also important to involve local residents at this early stage in the preparation of such an important planning document and provide the opportunity for views to be put forward. The consultation included a series of meetings, events and mailings throughout the borough.

The Southwark cycling strategy was also consulted on during the NSP consultation period. Planning and transport officers coordinated marketing materials and meetings to ensure both documents were promoted and discussed together, ensuring effective use of resources and consistency in approach. While the council received overwhelming support in favour of stronger cycling policies and programmes, officers were made aware of concerns that some residents, particularly in Dulwich, have in regard to what impact a cycle route, such as a Quietway route may have on their street.

The council is committed to working with and involving local residents, as part of the cycling strategy delivery programme there will be a Dulwich wide consultation on possible improvements to the road network for pedestrians and cyclists. This will ensure all issues are considered together and local residents will be able to share their views before formal consultation takes place. The next stage of consultation on the New Southwark.

15. LOCAL TRAFFIC AND PARKING AMENDMENTS

Note: This is an executive function.

Councillor Jane Lyons left the room when the local traffic and parking amendment for 60 Dulwich Village was being considered. Councillor Lyons re-joined the meeting afterwards.

Members considered the recommendations contained within the report.

RESOLVED:

1. That the local traffic and parking amendments be approved subject to the outcome of any necessary statutory consultation and procedures:

- Dulwich Village – install double yellow lines adjacent to a proposed vehicle crossover that will provide access at No. 60.
- Aysgarth Road – install double yellow lines at the entrance to Mitchell's Place to provide unrestricted access and to improve inter-visibility.

2. That the North Dulwich triangle be approved but the implementation of the yellow lines to improve visibility be deferred until the North Dulwich CPZ had been decided.

3. That Dulwich Community Council formally requests the strategic director of environment and leisure to review the council's policy on crossovers and the installation of double yellow lines particularly where there are dropped kerbs. Details of the council's crossovers be reported at the next community council.

4. That the following parking amendments be deferred:

- Friern Road
- Overhill Road
- Upland Road
- Lordship Lane
- Underhill Road

One hour free parking at the shopping parades

After the conclusion of the local traffic and parking amendments members discussed the issue of the one hour free parking at shopping parades and expressed their disappointment because they were hoping this information would be available at the meeting.

Matt apologised and explained that details of the one hour free parking had not been fed back to members before the meeting. He said he had not looked at Dulwich sites it was generally across the borough. Also there was a clear difference of opinion between traders and residents, hence the reason the cabinet member for regeneration planning and transport asked officers to look at this again.

This would involve a site by site analysis in order to break up the difference between the views of residents and the views of traders. Matt said this was a tough balancing act for officers because in principle, the scheme was meant to help traders who were generally in support of the one hour parking, most of the objections came from residents. Matt agreed to provide feedback at the next meeting.

The meeting ended at 11.00 pm.

CHAIR:

DATED:

Item No. 11.	Classification: Open	Date: 24 June 2015	Meeting Name: Dulwich Community Council
Report title:		Cleaner Greener Safer programme update	
Ward(s) or groups affected:		All wards	
From:		Head of Public Realm	

RECOMMENDATION

1. That Dulwich Community Council notes the contents of the report.

BACKGROUND INFORMATION

2. Cleaner Greener Safer (CGS) is part of the London Borough of Southwark's capital programme. Between 2003 and 2015 £3.69m has been made available to local residents to apply for awards to make Dulwich a better place to live. 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 schemes 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.
3. Projects are managed by council project managers and grants are managed by proposal applicants.
4. There are currently 62 live CGS projects and grants in Dulwich – 58 of these are within the two year completion rate target. Three of the four older incomplete awards are expected to complete within two months and one project (Herne Hill Velodrome Access improvements) has been given an extension of time to complete in late spring 2016, following major works on the site.
5. Appendix 1 shows the number of awards approved in the last four years of the programme and whether the projects and grants are completed or live.
6. Appendix 2 is a list of live projects and grants with an estimated completion date.

KEY ISSUES FOR CONSIDERATION

7. A condition of successful project and grant awards is they should aim to complete within two years of award. If a project or grant will take longer than two years to complete, the award will be reviewed and may be cancelled.
8. During the year, projects may be cancelled or complete with an underspend and the funds will be available to reallocate to existing or new projects.

Policy implications

9. None.

Community impact statement

10. 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.
11. 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.
12. 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 decision 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 characteristics 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.
13. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
14. 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:
 - d. Remove or minimise disadvantages connected with a relevant protected characteristic;
 - e. Take steps to meet the different needs of persons who share a relevant protected characteristic;
 - f. Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under- represented.

Resource implications

15. 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.

Policy implications

16. The cleaner green safer programme is fully aligned with the council's policies around sustainability, regenerations and community engagement.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Dulwich Community Council minutes,	Cleaner Greener Safer, Public Realm, 160 Tooley Street, London, SE1 2TZ http://modern.gov.southwark.gov.uk/ieListDocuments.aspx?Cid=176&Mid=4839&Ver=4	Andrea Allen 020 7525 0860

APPENDICES

No.	Title
Appendix 1	Cleaner Greener Safer funding programme 2012 - 2015
Appendix 2	Cleaner Greener Safer – project list 2012 - 2015

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Andrea Allen, Senior Project Manager	
Version	Final	
Dated	10 June 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	12 June 2015	

APPENDIX 1

OVERVIEW OF DULWICH COMMUNITY COUNCIL CLEANER GREENER SAFER PROGRAMME 2012 – 2015

Introduction

The CGS programme was launched in 2003 and the current annual allocation of funding for Dulwich CC is £268,572 or £89,524 per ward

Year	Awards total	Projects	Grants	Awards Completed	Live projects	Live grants
2012 - 2013	38	30	8	37	1	
2013 - 2014	46	39	7	43	2	1
2014 - 2015	41	33	8	28	10	3
2015 - 2016	51	39	10	6	37	8
Grand Total	176	141	33	113	50	12

APPENDIX 2

**DULWICH COMMUNITY COUNCIL
CLEANER GREENER SAFER PROGRAMME 2012 2015 LIVE PROJECTS**

2012 - 2013	Project Name	Award sum	Ward	Estimated Completion Date
105647	Recycling artwork for Dulwich Park	£1,000.00	Village	31/07/2015
2013 - 2014	Project Name	Award sum	Ward	Estimated Completion Date
105962	Dulwich Wood Nursery signage	£3,500.00	College	31/07/2015
105968	Grant - Giles Coppice lighting improvements	£2,100.00	College	22/06/2015
105975	Herne Hill velodrome access	£6,000.00	Village	31/05/2016
2014 - 2015	Project Name	Award sum	Ward	Estimated Completion Date
106297	Jasper Road HGV Restriction	£9,000.00	College	31/08/2015
106298	Campbell Court railings	£10,000.00	College	29/04/2016
106302	Croxted estate landscaping	£2,500.00	College	31/07/2015
106303	Paxton Tunnel bat home	£1,000.00	College	16/10/2015
106307	Kingswood Football cage	£25,000.00	College	27/05/2016
106317	Grant - Crystal Palace subway terrace works	£12,000.00	College	30/09/2015
106318	Grant - Dulwich Upper Wood LNR	£5,000.00	College	31/03/2016
106323	Grant - Dulwich Wood Primary allotment	£1,080.00	College	30/09/2015
106319	Ulverscroft Road - bike hangar	£5,000.00	East Dulwich	31/10/2015
106320	Heber Road bike hangar	£5,000.00	East Dulwich	31/10/2015
106305	Dulwich Park bird feeding station	£5,000.00	Village	30/09/2015
106311	Herne Hill pavement works	£1,500.00	Village	31/07/2015
106328	Gallery Road pedestrian crossing	£55,000.00	Village	03/07/2015
2015 - 2016	Project Name	Award sum	Ward	Estimated Completion Date
106547	Dulwich Library fence works	£13,000.00	East Dulwich	31/07/2015
106555	Dulwich Library annexe	£30,000.00	All Dulwich	31/03/2015
106536	KETRA hall decorating	£4,000.00	College	28/08/2015
106558	Lordship Lane estate works 2015	£18,000.00	College	29/04/2016
106562	Crystal Court lighting	£10,800.00	College	30/06/2015
106563	Little Bornes lighting	£7,500.00	College	30/11/2015

106565	College community noticeboards	£3,000.00	College	30/10/2015
106567	Mount Adon Park parking study	£1,000.00	College	28/08/2015
106568	Kingswood Dr-Fountain Dr signage	£3,000.00	College	26/02/2016
106569	Mount Adon Park mirror	£500.00	College	14/08/2015
106571	St Peter's-DLBC - railings	£6,000.00	College	23/10/2015
106573	Kingswood Estate play grounds	£5,000.00	College	23/10/2015
106486	Grant - Athol House path	£2,000.00	College	31/06/2016
106535	Grant - Brighter Kingswood	£540.00	College	30/09/2015
106541	Grant - Kingswood community shop	£3,000.00	College	01/09/2015
106551	Grant - Croxted Road community garden	£8,300.00	College	31/12/2015
106570	Grant - Rouse Gardens lighting	£540.00	College	31/10/2015
106550	Norcroft gardens fencing	£6,850.00	East Dulwich	31/08/2015
106552	EDCC new flooring	£7,000.00	East Dulwich	30/09/2015
106553	EDCRF - Friern Road allotments gate	£7,604.00	East Dulwich	30/09/2015
106554	East Dulwich street trees	£7,500.00	East Dulwich	19/02/2016
106556	Lordship La- Whateley Rd Survey	£2,000.00	East Dulwich	25/09/2015
106557	Safer Lordship Lane	£2,000.00	East Dulwich	27/11/2015
106560	Norcroft Gardens Lighting	£8,500.00	East Dulwich	30/09/2015
106572	North Cross Road / Lordship Lane junction	£80,000.00	East Dulwich	31/07/2015
106862	EDCRF - motorcycle anchors	£7,000.00	East Dulwich	31/12/2015
106540	Grant - Heber Primary - upcycled garden	£2,485.00	East Dulwich	31/10/2015
106543	Grant - Defining the Physic Garden	£2,700.00	East Dulwich	30/09/2015
106529	Deventer Planters	£3,500.00	Village	30/11/2015
106531	The GTs Cherry Tree Project	£4,000.00	Village	26/02/2016
106533	DVG Paths	£9,000.00	Village	30/08/2015
106534	Herne Hill Society trees	£5,000.00	Village	26/02/2016
106537	St Barnabas notice boards	£800.00	Village	31/10/2015
106538	Greening Dulwich Village	£4,100.00	Village	29/05/2015
106539	New bench in Half Moon Lane	£1,500.00	Village	31/10/2015
106542	Dig the park	£3,000.00	Village	25/03/2016
106544	Lighting in Sunray Gardens	£6,500.00	Village	30/11/2015
106546	Dulwich feature trees fund	£2,000.00	Village	26/02/2016
106548	Ardbeg-HM lane dropped kerbs	£7,500.00	Village	23/10/2015
106549	Dulwich Park playground	£9,100.00	Village	31/08/2015
106564	76-108 Elmwood Road lighting	£8,000.00	Village	30/09/2015
106860	Village hanging baskets	£2,520.00	Village	26/06/2015
106545	Grant - Delawyck Pavement Project	£7,000.00	Village	30/11/2015



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

DULWICH COMMUNITY COUNCIL – 17 MARCH 2015 MEETING**COMMUNITY COUNCIL QUESTION TO THE COUNCIL ASSEMBLY MEETING –
25 MARCH 2015****14. QUESTION TO THE CABINET MEMBER FOR REGENERATION, PLANNING
AND TRANSPORT FROM COUNCILLOR ANDY SIMMONS (DULWICH
COMMUNITY COUNCIL)**

How will the council improve consultation on traffic and transport schemes in the Dulwich area?

RESPONSE

We recently consulted on the first draft of the New Southwark Plan (NSP) for an extended four month period. The plan sets out updated and new draft planning policies that will be used to decide planning applications across the borough once the plan is adopted in 2017. It also includes draft visions for neighbourhoods and areas including an updated vision for Dulwich that builds on the contents of the adopted Dulwich Supplementary Planning Document (SPD). Undertaking a consultation for the New Southwark Plan is a statutory requirement. It is also important to involve local residents at this early stage in the preparation of such an important planning document and provide the opportunity for views to be put forward. The consultation included a series of meetings, events and mailings throughout the borough.

The Southwark Cycling Strategy was also consulted on during the NSP consultation period. Planning and transport officers coordinated marketing materials and meetings to ensure both documents were promoted and discussed together, ensuring effective use of resources and consistency in approach. While the council received overwhelming support in favour of stronger cycling policies and programmes, officers were made aware of concerns that some residents, particularly in Dulwich, have in regard to what impact a cycle route, such as a Quietway route, may have on their street.

The council is committed to working with and involving local residents, as part of the Cycling Strategy delivery programme there will be a Dulwich wide consultation on possible improvements to the road network for pedestrians and cyclists. This will ensure all issues are considered together and local residents will be able to share their views before formal consultation takes place. The next stage of consultation on the New Southwark Plan takes place in the autumn when the 'Preferred Option' of the plan will be consulted on.

Item No. 14.	Classification: Open	Date: 24 June 2015	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	

RECOMMENDATIONS

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 consultation and procedures.
 - Turney Road – install double yellow lines at the junction with Croxted Road to improve traffic flow through the junction and to maintain filter lanes.
 - Burbage Road – install double yellow lines to improve inter-visibility adjacent to the entrance to the velodrome.
2. It is further recommended that the objections received against a non-strategic traffic management matter are considered and determined as follows:
 - North Dulwich Triangle – three objections made against the proposal to install ‘at any time’ waiting restrictions (double yellow lines) at 7 junctions be considered and rejected, and officers instructed to proceed and make the traffic order but that implementation be deferred until the parking zone consultation is complete.

BACKGROUND INFORMATION

3. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
4. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays.
5. Paragraph 17 sets out that community councils are responsible for determination of objections to traffic management orders that do not relate to strategic or borough wide issues.

6. This report gives recommendations for two local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
7. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Turney Road

8. Two members of the public have separately contacted the council with the same concern about vehicles parking in Turney Road at the (westbound) approach to the junction with Croxted Road.
9. The approach to the signalised junction has two traffic lanes:
 - a. left turn or straight ahead (southeast into Croxted Road or ahead into the continuation of Turney Road); and
 - b. right turn only (northwest into Croxted Road).
10. Currently there are no parking restrictions on this approach and the complaints received state that parking regularly occurs here which has the effect of reducing the capacity of vehicles through the junction.
11. On 5 February, an officer carried out a site visit and noted that vehicles were parked along this kerb and it this was preventing traffic using the ahead/left turn lane, forced traffic into the right turn lane.
12. Transport for London (TfL) who manage London's traffic signals advised that the left/ahead turn lane should allow for discharge of:
 - 10 vehicles during AM and PM peak
 - 8 vehicles during off-peak
13. Observations suggest that these values are not being reached. The problem is compounded when left turning vehicles are held by right turning traffic causing vehicles to stack back down Turney Road.
14. The introduction of yellow lines along the south-eastern kerblines would remove the potential for blockage and ensure that the signals are working to their fullest capacity, in turn, reducing stacking at the lights.
15. In view of the above it is recommended, as shown in Appendix 1, that double yellow lines are installed on the south east side kerb line of Turney Road

Burbage Road

16. The council was contacted by a representative of the Herne Hill Velodrome who has concerns regarding access to their site off Burbage Road.
17. Burbage Road is a mainly residential street and the Velodrome is accessed by a narrow driveway located between two residential properties. Access is made difficult by vehicles parking adjacent to the dropped kerb. The Velodrome has

parking facilities on site.

18. It is reported that the Velodrome recently lost their waste collection due to the contractor being unable to make regular pickups as a result of obstructive parking adjacent to the entrance on Burbage Road.
19. An officer carried out a site visit, 21 April 2015, and it was noted that vehicles were parked close to the entrance to the Velodrome (although there were no activities taking place at that time at the Velodrome).
20. The parking design team was contacted by the representative of the Herne Hill Velodrome who explained that work to reconstruct the pavilion on the site is due to start and the site will require access for large delivery vehicles and will be applying (separately to this project) for temporary yellow lines. They consider that there is also a need for permanent yellow lines (through this project) for the reasons given in the above paragraphs.
21. It is recommended, as shown in the Appendix 2, that double yellow lines are installed adjacent to the driveway entrance to the Herne Hill Velodrome to improve access to the site.

North Dulwich Triangle

22. On 17 March 2015 Dulwich Community Council approved double yellow lines on junctions in the North Dulwich Triangle but deferred implementation until the parking zone consultation was complete. In the meantime, it was agreed that statutory consultation on those yellow lines should be carried out. This item summarises three objections that have been made in response to the statutory consultation.

Background to proposals

23. The parking design team was contacted by Councillor Mitchell on behalf of a local resident who raised concern that “people regularly park up to and over the ends of the roads making it impossible to cross the roads safely with small children as you have to take them right out into Elmwood Road to get past the parked cars and vans”. The team was asked to investigate the parking situation at the junctions within the North Dulwich triangle.
24. The area is predominantly residential. However, there are parking generators in the area such as North Dulwich Station, Charter School on Red Post Hill and Judith Kerr School on Half Moon Lane.
25. As can be seen in Appendix 3, many of the junctions in the area have existing yellow line restrictions. However there is a core of streets, listed below, in the center of the triangle that do not. It was agreed that a parking junction assessment should be carried out at each of the following junctions:
 - Ardbeg Road and Half Moon Lane
 - Ardbeg Road and Red Post Hill
 - Beckwith Road and Wyneham Road
 - Beckwith Road and Red Post Hill
 - Danecroft Road and Elmwood Road
 - Danecroft Road and Herne Hill

- Elfindale Road and Elmwood Road
 - Elmwood Road and Wyneham Road
 - Frankfurt Road and Elmwood Road
26. An officer carried out two assessments on 25 September and 9 October 2014 to observe the existing parking patterns. The results of the assessments are detailed in Appendix 4 but can be summarised as:
 27. Car parking was occurring within 5 metres of every junction within the survey area and on both survey days. This severely restricts the ability for pedestrians (and especially children) to see oncoming or turning traffic (and vice versa) before stepping off the pavement to cross a road.
 28. Demand for parking space in the area was very high (>90%). This may have the effect that motorists feel that they have no other choice but to park close to a junction.
 29. During the site visits it was also noted that the main routes within the study area used by children and parents to the schools was via Elmwood Road and Ardbeg Road.
 30. Ensuring adequate visibility between road users is important for 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 brake 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). This 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 2013 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 eye level 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.
 34. The Highway Code makes it clear that motorists must not park within 10 metres of a junction, unless in a designated parking 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).
 35. The proposal to install yellow lines at these junctions is in accordance with the adopted Southwark Streetscape Design Manual (SSDM) design standard on Highway Visibility (DS114 - Highway Visibility) see Appendix 5.

Objections detail

36. Three objections were received, Appendix 6, to the proposal on North Dulwich

triangle that are summarised as:

- residents in Beckwith Road and Wyneham Road are already facing a shortage of parking spaces, removing four (4) parking spaces will further exacerbate the parking problem.
- we are not aware of any traffic or other accidents which have occurred in the past years as a consequence of cars parking close to the junctions. Nor have we been made aware of any resident complaints.
- as council taxpayers, we fail to see that the additional costs which would inevitably be involved in employing traffic wardens to police compliance can be justified in these times of funding cuts.
- Elfindale Rd is already heavily oversubscribed for parking and reducing this space will lead to an increase in congestion
- why are the above restrictions deemed necessary? As a resident of Elmwood Road I know of no accident or near miss on the street due to cars being parked too close to the corners.

Recommendations

37. It is recommended that these objections made against the proposal to install at any time waiting restrictions (double yellow lines) at the junctions listed below, as detailed in Appendix 7, be considered and rejected, and officers be instructed to proceed and make the traffic order and to defer implementation until the controlled parking zone consultation is complete:
- Ardbeg Road
 - Beckwith Road
 - Danecroft Road
 - Elmwood Road
 - Elfindale Road
 - Frankfurt Road
 - Wyneham Road
38. These recommendations are made to prevent obstructive and dangerous parking and to improve indivisibility at the junctions for all road users.

Policy implications

39. 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

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

41. 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.
42. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
43. 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.
44. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
45. 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

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

Legal implications

47. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
48. 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.
49. 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.
50. 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.
51. 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.
52. 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

- 53. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
- 54. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations which include statutory consultation and the consideration of any arising objections.
- 55. Should the recommendations be approved the council must follow the procedures contained within Part II and III of the Regulations which are supplemented by the council's own processes. This process is summarised as:
 - c. publication of a proposal notice in a local newspaper (Southwark News)
 - d. publication of a proposal notice in the London Gazette
 - e. display of notices in roads affected by the orders
 - f. consultation with statutory authorities
 - g. making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1
 - h. a 21 day consultation period during which time any person may comment upon or object to the proposed order
- 56. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send it to the address specified on the notice.
- 57. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposals, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.
- 58. In relation to Recommendation 3, this process is already completed and there is no further consultation.

Programme timeline

- 59. With the exception of the North Dulwich Triangle double yellow lines, if the items contained in this report are approved by the community council they will progressed in line with the below, approximate, timeframe:

- Traffic orders (statutory consultation) – July to August 2015
- Implementation – September to October 2015

BACKGROUND DOCUMENTS

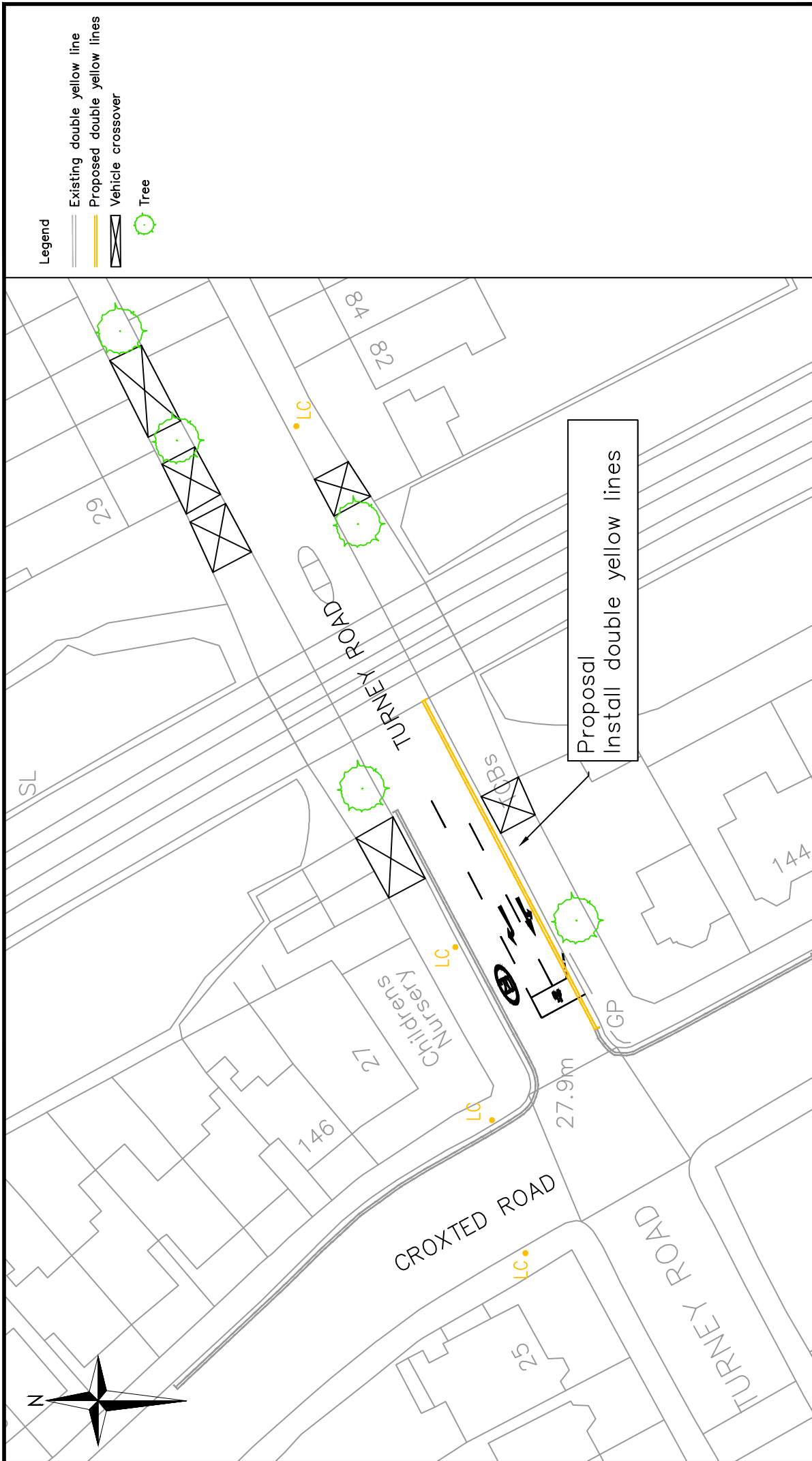
Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker 020 7525 2021

APPENDICES





No.	Title
Appendix 1	Turney Road – install double yellow lines
Appendix 2	Burbage Road – install double yellow lines
Appendix 3	North Dulwich Triangle – existing restrictions
Appendix 4	North Dulwich Triangle – junction assessments
Appendix 5	Highway visibility DS.114
Appendix 6	North Dulwich Triangle – objections
Appendix 7	North Dulwich Triangle – install double yellow lines


AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	5 June 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	11 June 2015	

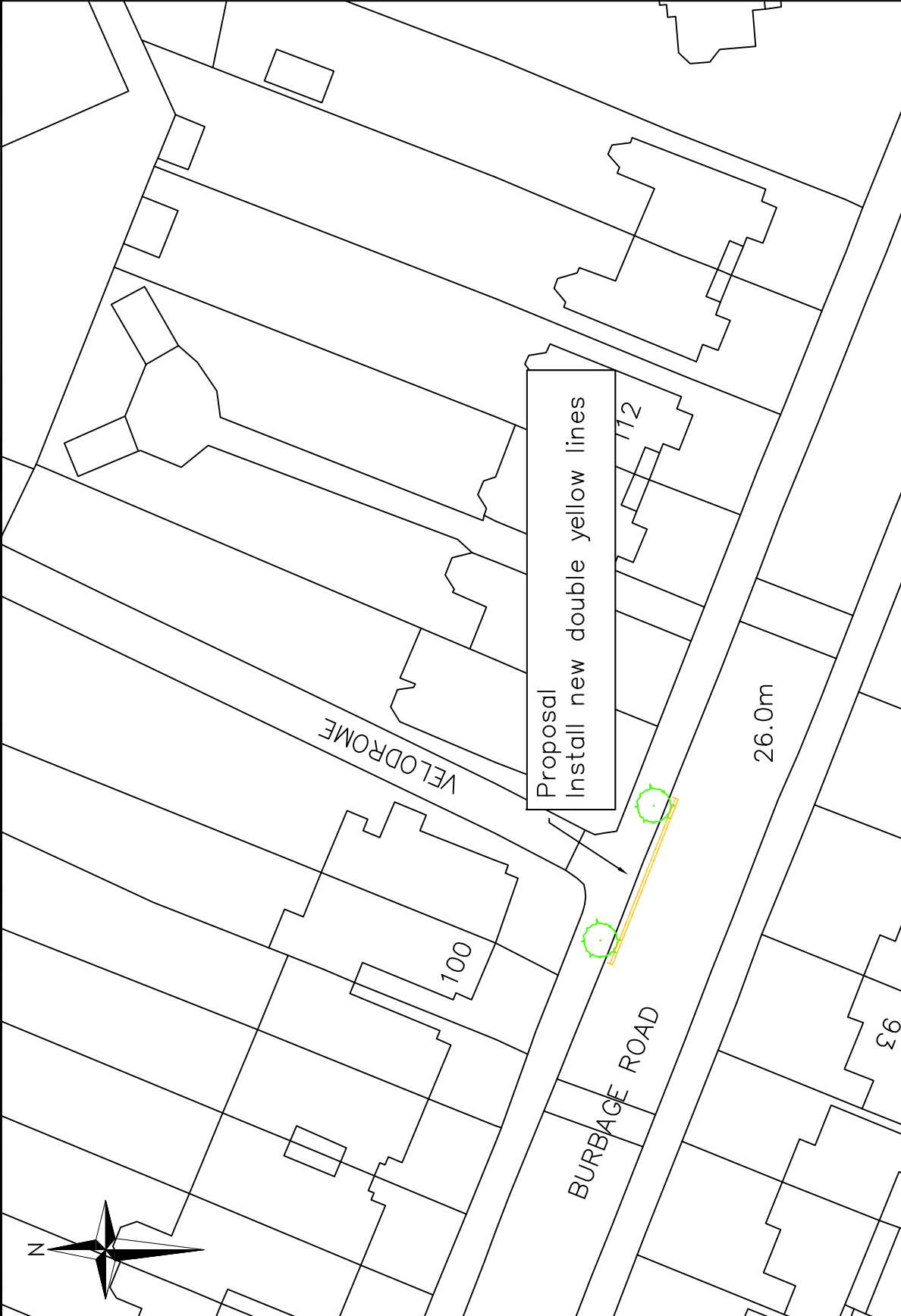


Legend

-  Existing double yellow line
-  Proposed double yellow lines
-  Vehicle crossover
-  Tree

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 1415Q4 LOCAL PARKING AMENDMENTS	Community Council DULWICH	Rev App Drn Chk	Date Description
		Drawing Title TURNERY ROAD PROPOSED DOUBLE YELLOW LINES	Ward(s) VILLAGE	Scale 1:500 @ A4	Date 06/02/15
		Dwg No. 1415Q4009	Status APPENDIX 1	Rev App Drn Chk	Date Description
					© Crown copyright and database rights 2014 Ordnance Survey 10100019292

LEGEND
 PROPOSED DOUBLE YELLOW LINES
 TREE

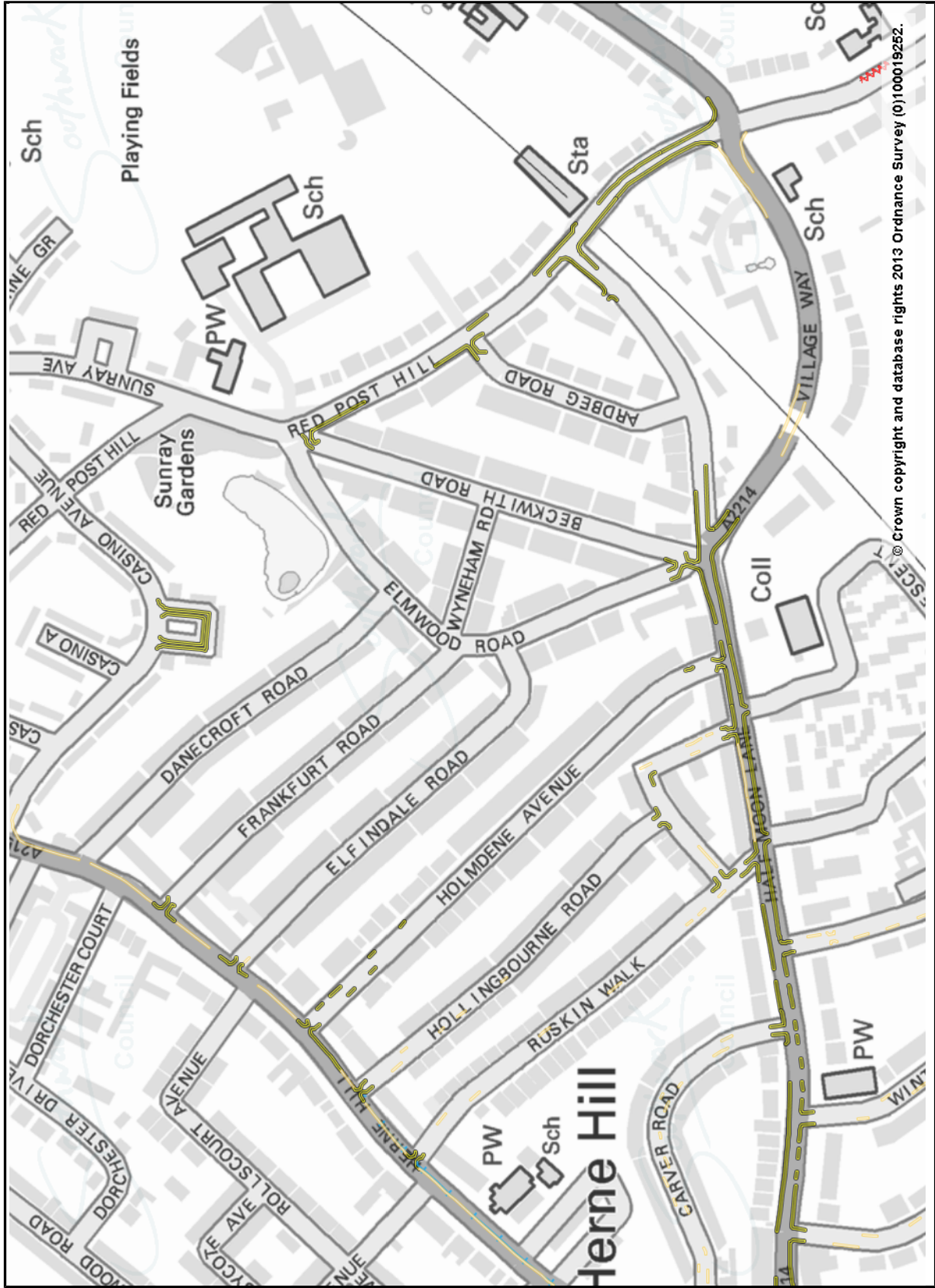


Public Realm Projects
 Parking Design
 Environment and Leisure
 Floor 3, hub 1
 Southwark Council
 160 Tooley Street
 PO Box 64529
 London, SE1P 5LX
www.southwark.gov.uk/parkingprojects

Project
 1516Q1 LOCAL PARKING AMENDMENTS
 Drawing Title
 BURBAGE ROAD
 PROPOSED DOUBLE YELLOW LINES

Community Council
 DULWICH
 VILLAGE
 Date
 26/03/15
 Scale
 1:1000 @ A4
 App
 TW
 Dwg No.
 1516Q1_011
 Rev
 A
 Status
 APPENDIX 2

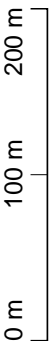
Rev	Date	Description	Drn	Chk	App



Show more on the map

Waiting Loading Stopping
Ind. Value with Road_marking

- Bus stop
- Double kerb stripe
- Double yellow line
- Single kerb stripe
- Single yellow line
- Yellow kerb stripe
- Zig zag



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Junction	Ardbeg Road / Half Moon Lane		
Date	25 September 2014	Time	10:15am – 11:30am
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking north)



Photo 2 (looking north)



Aerial photo (2013)



Proposal



Vehicles parked close to junction on Half Moon Lane reducing sight lines. Vehicles Turning into Ardbeg Road from Half Moon Lane would have to wait as vehicles were parked close to junction on both sides of carriageway on Ardbeg Road.

Junction	Ardbeg Road / Half Moon Lane		
Date	09 October 2014	Time	0800 - 10000
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input checked="" type="checkbox"/> Wall / Fence <input checked="" type="checkbox"/> Tree <input checked="" type="checkbox"/> Street furniture <input checked="" type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking north)	Photo 2 (looking south)
--------------------------------	--------------------------------



Aerial photo (2013)	Proposal
----------------------------	-----------------



Vehicles parked close to junction on Half Moon Lane reducing sight lines. Vehicles Turning into Ardbeg Road from Half Moon Lane would have to wait as vehicles were parked close to junction on both sides of carriageway on Ardbeg Road.

Recommended that 7.5m of double yellow lines are installed to improve sight lines and junction safety for all road users

Junction	Ardbeg Road / Red Post Hill		
Date	25 September 2014	Time	10:15am – 11:30am
Assessing engineer	Michael Herd		


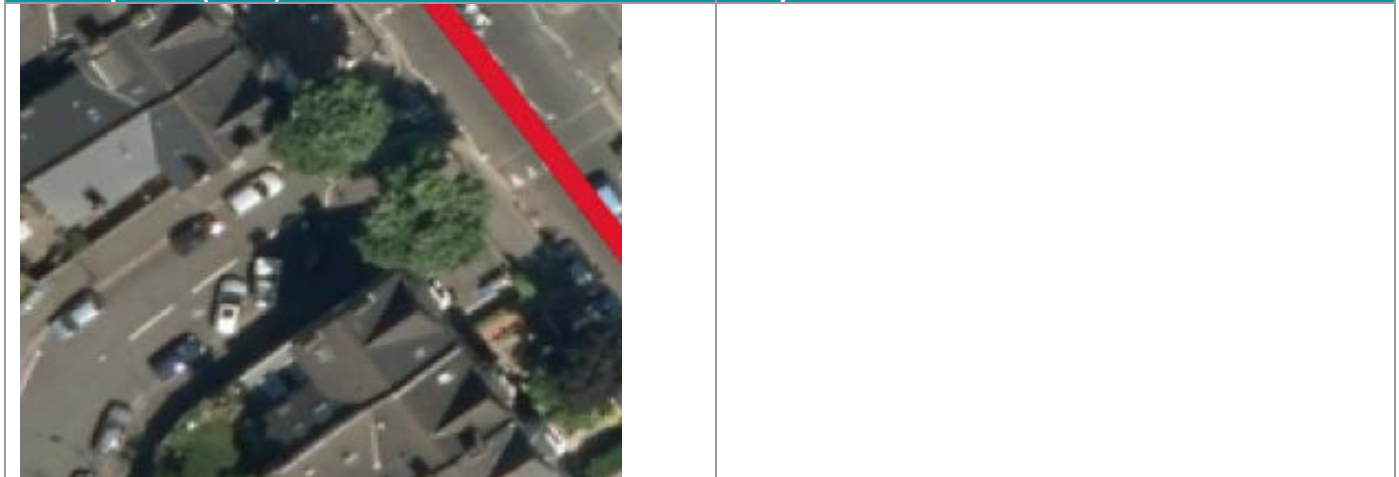
Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	No	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input checked="" type="checkbox"/> Wall / Fence <input checked="" type="checkbox"/> Tree <input checked="" type="checkbox"/> Street furniture <input checked="" type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking from Red Post Hill)	Photo 2 (looking west)
---	-------------------------------



Aerial photo (2013)	Proposal
----------------------------	-----------------



This junction has been reduced to a single carriageway and one way in to Red Post Hill. The kerb line is protected by double yellow lines and at the time of the visit there was no obstructive parking. However with the built out kerb the first three vehicles parked on the south eastern kerb line were parked at 60 degrees to that kerb.

Junction	Ardbeg Road / Red Post Hill		
Date	09 October 2014	Time	0800– 1000
Assessing engineer	Michael Herd		


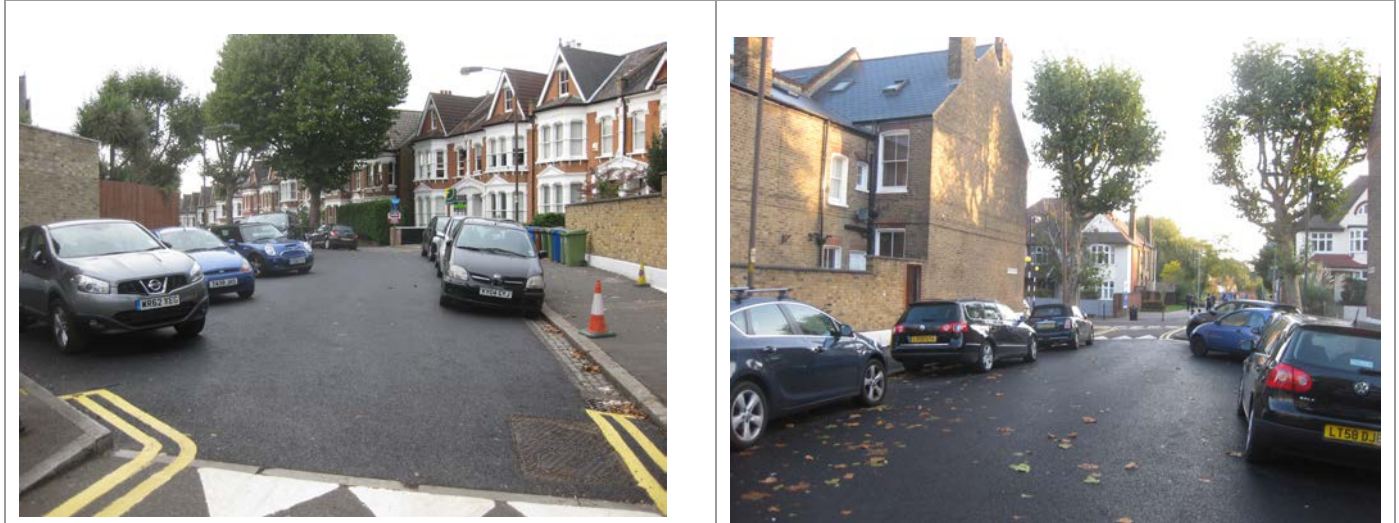
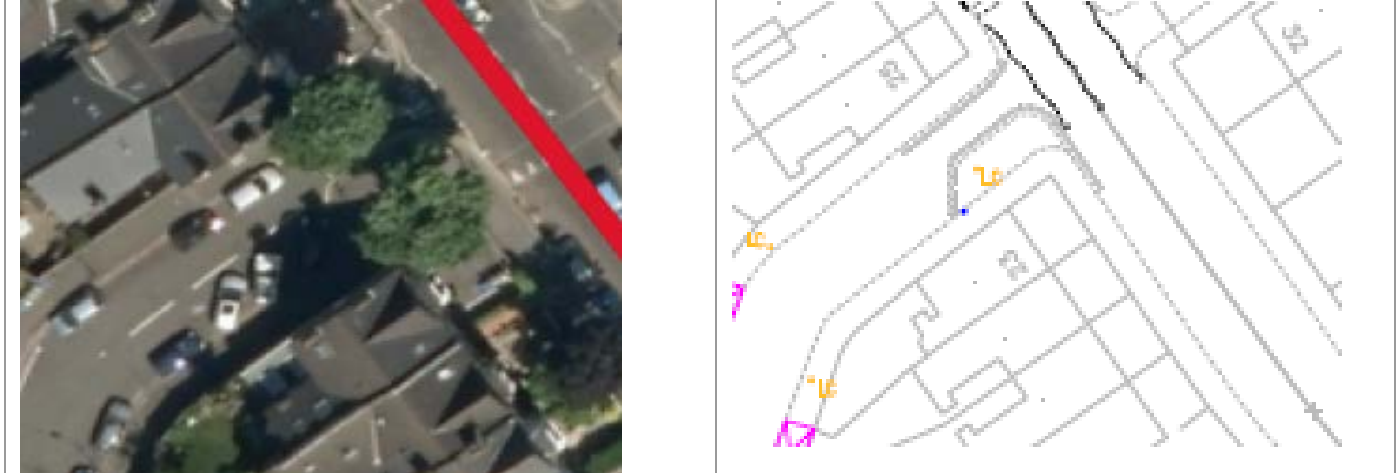
Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	No	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	✓ Parking	
	x Wall / Fence	
	✓ Tree	
	x Street furniture	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking from Red Post Hill)	Photo 2 (looking north east)
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Aerial photo (2013)	Proposal
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This junction has been reduced to a single carriageway and one way in to Red Post Hill. The kerb line is protected by double yellow lines and at the time of the visit there was no obstructive parking. However with the built out kerb the first three vehicles parked on the south eastern kerb line were parked at 60 degrees to that kerb.

No change is recommended.

Junction	Beckwith Road / Wyneham Road		
Date	09 October 2014	Time	0800 - 1000
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> ✓ Parking x Wall / Fence ✓ Tree x Street furniture x Other 	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking northwest)	Photo 2 (looking southeast)
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Aerial photo (2013)	Proposal
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Vehicles parked close to junction on Beckwith Road reducing sight lines. Vehicles Turning into Wyneham Road from Beckwith Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Ardbeg Road and this allows only one vehicle to travel along the carriageway.

Recommended that 7.5m of double yellow lines are installed to improve sight lines and junction safety for all road users

Junction	Beckwith Road / Wyneham Road		
Date	25 September 2014	Time	10:15am – 11:30am
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	✓ Parking	
	x Wall / Fence	
	✓ Tree	
	x Street furniture	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking northwest)	Photo 2 (looking southwest)
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Aerial photo (2013)	Proposal
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Vehicles parked close to junction on Beckwith Road reducing sight lines. Vehicles Turning into Wyneham Road from Beckwith Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Ardbeg Road and this allows only one vehicle to travel along the carriageway.

Junction	Beckwith Road/Elmwood Road/Red Post Hill		
Date	09 October 2014	Time	0800 - 1000
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	No	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> ✓ Parking ✓ Wall / Fence x Tree x Street furniture x Other 	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking from red Post Hill)



Photo 2 (looking east)



Aerial photo (2013)



Proposal



This junction has been raised and is two way with Red Post Hill. The kerb line is protected by double yellow lines and at the time of the visit there was no obstructive parking. As part of this junction investigation I have included the closed junction of Elmwood Road and red Post Hill, it was noted that vehicles were parked in the turning head and this resulted in a small car having the make a 6 point turn so the driver could turn around.

No change recommended.

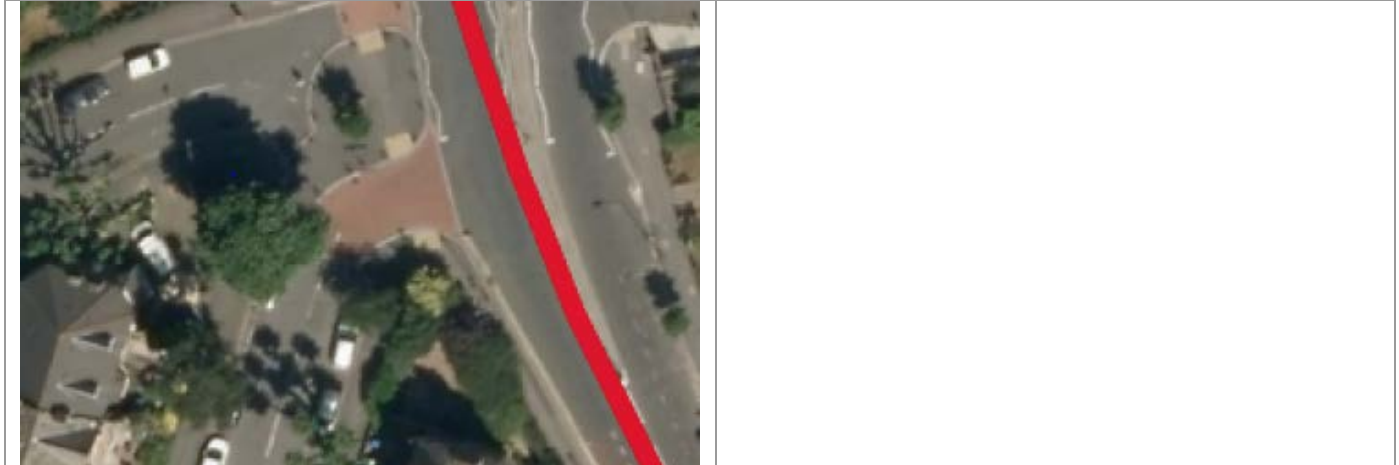
Junction	Beckwith Road/Elmwood Road/Red Post Hill		
Date	25 September 2014	Time	10:15am – 11:30am
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	No	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input checked="" type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking from red Post Hill)	Photo 2 (looking west)
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Aerial photo (2013)	Proposal
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This junction has been raised and is two way with Red Post Hill. The kerb line is protected by double yellow lines and at the time of the visit there was no obstructive parking. As part of this junction investigation I have included the closed junction of Elmwood Road and red Post Hill, it was noted that vehicles were parked in the turning head and this resulted in a small car having the make a 6 point turn so the driver could turn around.

Junction	Danecroft Road / Elmwood Road		
Date	09 October 2014	Time	0800 - 1000
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> ✓ Parking x Wall / Fence ✓ Tree x Street furniture x Other 	
Dropped kerb(s) at junction(s)	No	

Photo 1 (looking northeast)	Photo 2 (looking northeast)
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Aerial photo (2013)	Proposal
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Vehicles parked close to junction on Elmwood Road reducing sight lines. Vehicles Turning into Danecroft Road from Elmwood Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Danecroft Road.

Recommended that 7.5m of double yellow lines are installed to improve sight lines and junction safety for all road users

Junction	Danecroft Road / Elmwood Road		
Date	25 September 2014	Time	10:15am – 11:30am
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input checked="" type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	No	

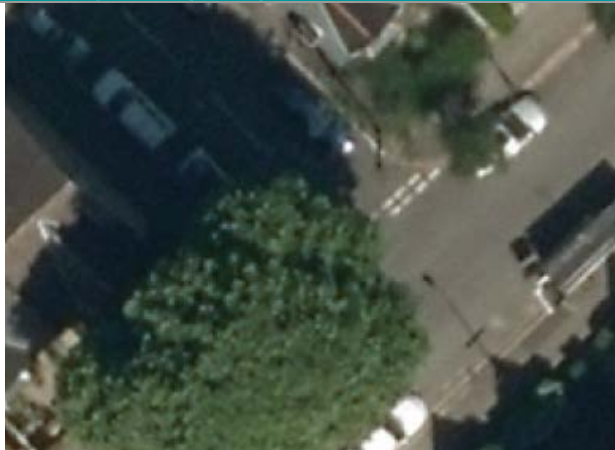
Photo 1 (looking northeast)



Photo 2 (looking northeast)



Aerial photo (2013)



Proposal



Vehicles parked close to junction on Elmwood Road reducing sight lines. Vehicles Turning into Danecroft Road from Elmwood Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Danecroft Road.

Junction	Danecroft Road / Herne Hill		
Date	09 October 2014	Time	0800 - 1000
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	No	

Photo 1 (looking southeast)



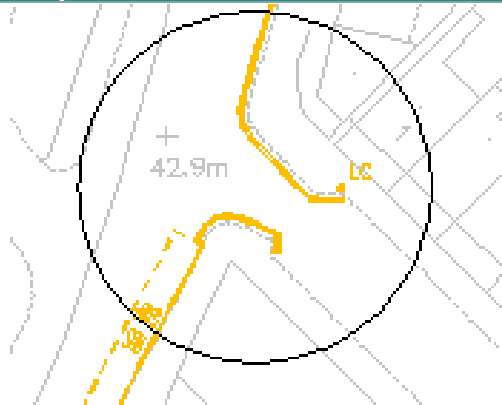
Photo 2 (looking southeast)



Aerial photo (2013)



Proposal

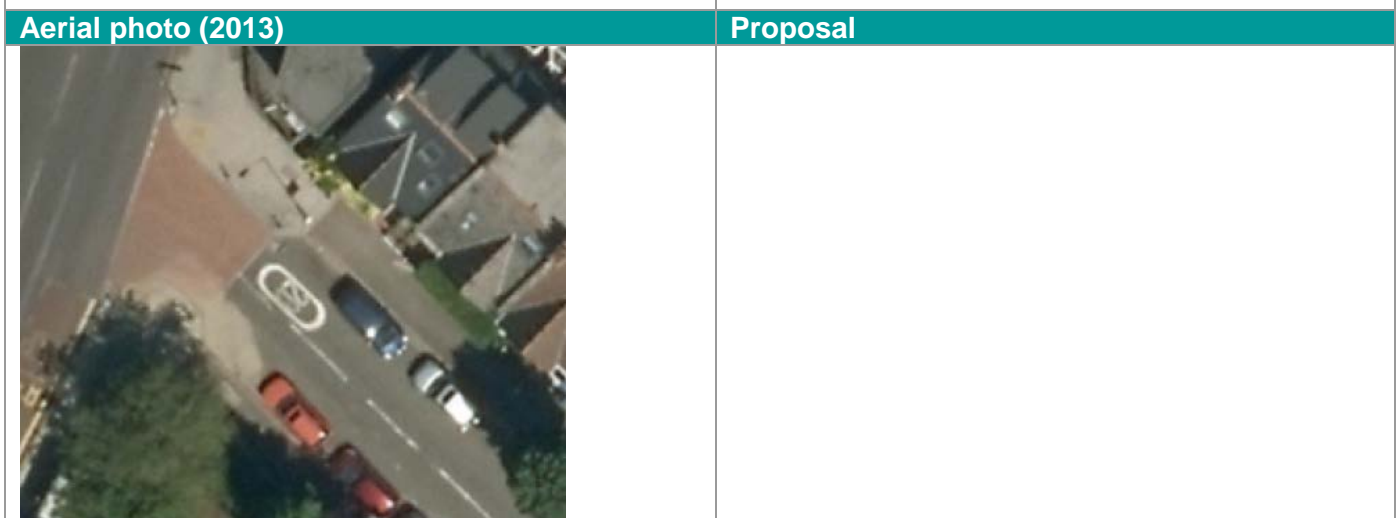
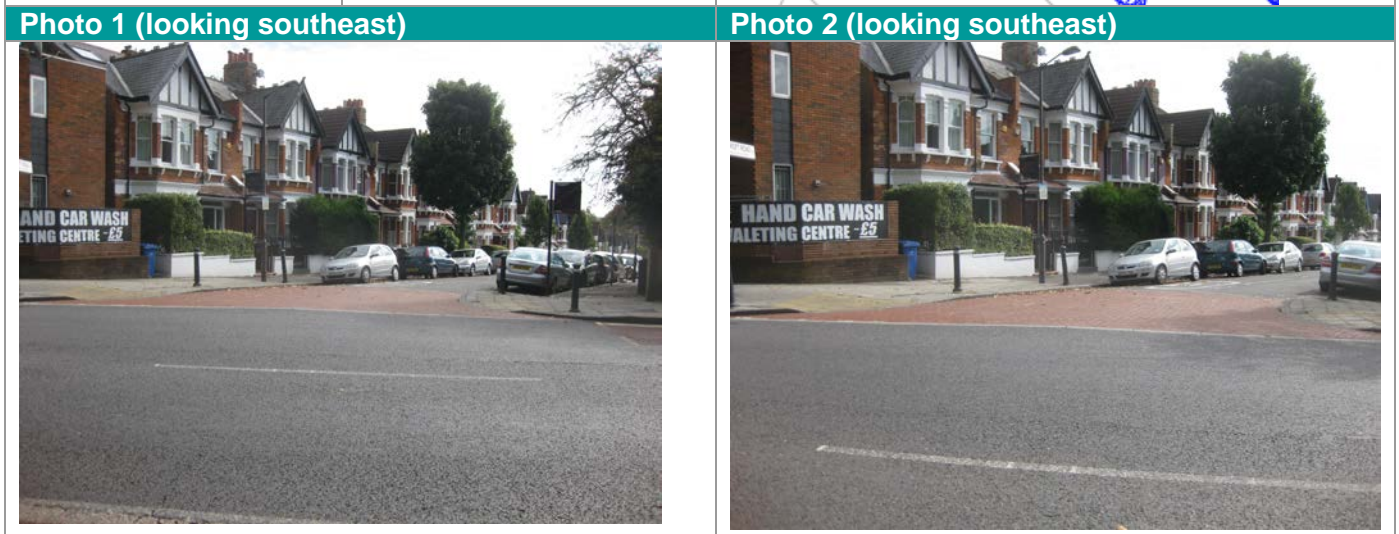


Although this junction has no waiting restrictions no vehicle was parked close to the junction on Danecroft Road reducing sight lines.

Recommended that 10m of double yellow lines are installed to improve sight lines and junction safety for all road users

Junction	Danecroft Road / Herne Hill		
Date	25 September 2014	Time	10:15am – 11:30am
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other 	
Dropped kerb(s) at junction(s)	No	



Although this junction has no waiting restrictions no vehicle was parked close to the junction on Danecroft Road reducing sight lines.

Junction	Elfindale Road / Elmwood Road		
Date	09 October 2014	Time	0800 - 1000
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> ✓ Parking x Wall / Fence x Tree x Street furniture x Other 	
Dropped kerb(s) at junction(s)	No	

Photo 1 (looking southeast)	Photo 2 (looking southeast)
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Aerial photo (2013)	Proposal
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Vehicles parked close to junction on Elmwood Road reducing sight lines.

Recommended that 7.5m of double yellow lines are installed to improve sight lines and junction safety for all road users

Junction	Elfindale Road / Elmwood Road		
Date	25 September 2014	Time	10:15am – 11:30am
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	No	

Photo 1 (looking southeast)



Photo 2 (looking southeast)



Aerial photo (2013)



Proposal



Vehicles parked close to junction on Elmwood Road reducing sight lines

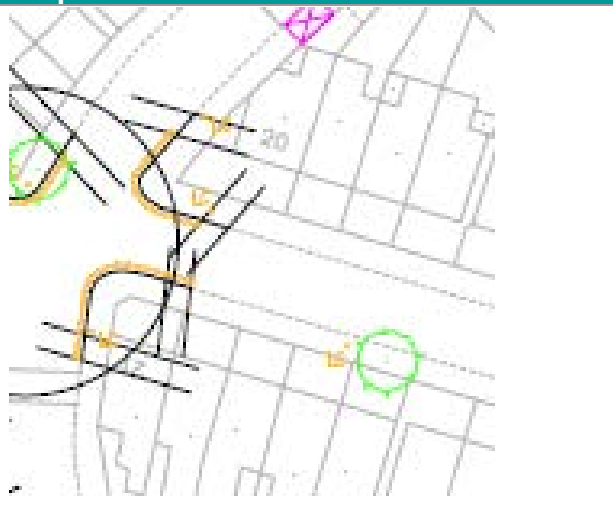
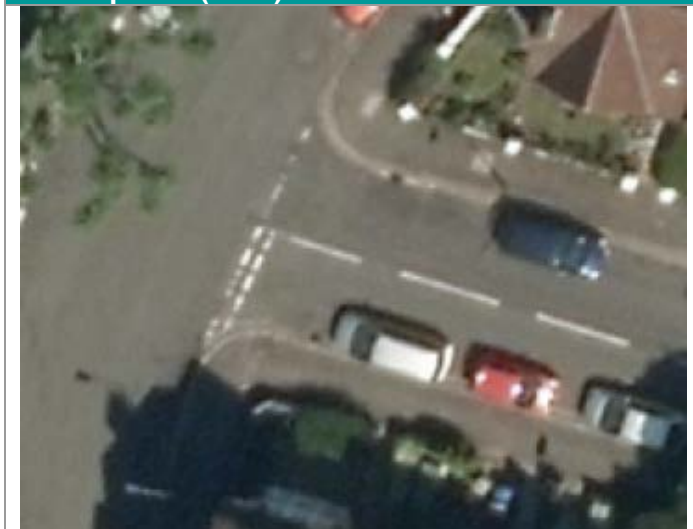
Junction	Elmwood Road / Wyneham Road		
Date	09 October 2014	Time	0800 - 1000
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> ✓ Parking x Wall / Fence x Tree x Street furniture x Other 	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking southeast)	Photo 2 (looking northeast)
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Aerial photo (2013)	Proposal
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Vehicles parked close to junction on Elmwood Road reducing sight lines. Vehicles Turning into Wyneham Road from Elmwood Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Wyneham Road.

Recommended that 7.5m of double yellow lines are installed to improve sight lines and junction safety for all road users.

Junction	Elmwood Road / Wyneham Road		
Date	25 September 2014	Time	10:15am – 11:30am
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking southeast)



Photo 2 (looking northeast)



Aerial photo (2013)



Proposal



Vehicles parked close to junction on Elmwood Road reducing sight lines. Vehicles Turning into Wyneham Road from Elmwood Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Wyneham Road.

Junction	Frankfurt Road / Elmwood Road		
Date	09 October 2014	Time	0800 - 1000
Assessing engineer	Michael Herd		


Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> ✓ Parking x Wall / Fence x Tree x Street furniture x Other 	
Dropped kerb(s) at junction(s)	No	

Photo 1 (looking southeast)



Photo 2 (looking northeast)



Aerial photo (2013)



Proposal



Vehicles parked close to junction on Elmwood Road reducing sight lines. Vehicles Turning into Frankfurt Road from Elmwood Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Frankfurt Road.

Recommended that 7.5m of double yellow lines are installed to improve sight lines and junction safety for all road users

Junction	Frankfurt Road / Elmwood Road		
Date	25 September 2014	Time	10:15am – 11:30am
Assessing engineer	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	No	

Photo 1 (looking southeast)



Photo 2 (looking northeast)



Aerial photo (2013)



Proposal



Vehicles parked close to junction on Elmwood Road reducing sight lines. Vehicles Turning into Frankfurt Road from Elmwood Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Frankfurt Road.

DS.114

Highway visibility

Rev.	Status	Created by	Date	Approved by	Date
A	Final	D.Farnham/C.Agyei-Frempong	09.03.12	D.Waters	10.04.12
B	Final	D.Farnham	17.09.12	D.Waters	02.10.12
C	Final	D.Farnham	05.12.13	M.Hill	19.12.13

1 Introduction

1.1 Notes

- a. This standard explains requirements about visibility between road users. This often has a considerable influence on the arrangement of streets.
- b. See standard DS.900 for definitions of terms used in this design standard. Note in particular the definitions for 'should', 'will', 'may', 'level 1 departure', 'level 2 departure' and 'approving officer' as used to describe requirements.
- c. See SSDM/PR procedure PC.082 about the status of any revised version of this standard that may be issued during the active life of a project.
- d. See the SSDM webpages at www.southwark.gov.uk/ssdm for a list of frequently asked questions about the design of streets and spaces.

1.2 Discussion

- a. Providing adequate visibility between street users is important to everyone's 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.
- b. Stopping distances vary with vehicle type and speed. However, research now suggests that providing excessive visibility can also introduce dangers as it may increase the speed that people drive or ride at.
- c. Common law provides that drivers should take the road as they find it and moderate their use of it to conditions. Consequently, in some instances heavily restricted visibility may be appropriate providing that it promotes caution in road users and suitable speeds and behaviours in response. Examples might be tight bends in the road that are strongly defined by enclosing buildings, so that the presence of the bend and need to slow is unmistakable. However, care must be taken to avoid concealing users (particularly small children) within areas where visibility is otherwise consistent. Examples might include visibility traps created by large items of street furniture close to the road side.

2 Requirements

2.1 Visibility at major/minor priority junctions

NOTE 1: Major/minor priority junctions are those where two roads meet - with traffic along one of these having priority over the other through the junction. T junctions are a common form. Priority may be either formal (owing introduction of giveaway road markings and traffic signs) or informal (owing to priorities implied by tight geometry or other design features). The minor road is that on which users of the carriageway should give way. The major road is that on which they have priority. Note that this does not include roundabouts or signal controlled junctions.

NOTE 2: See also standard DS.002 about providing waiting restrictions around junctions for road safety purposes. These apply irrespective of visibility requirements.

- a. A clear visibility splay that is unimpeded by any significant obstructions (see section 2.9) should be maintained at all such junctions. That splay should exist between the following points.
 - i. A point located on the minor road at a distance of (X) metres back from the edge of the major road carriageway.
 - This point is measured back from the actual or notional centre line of the minor road.
 - If a side road includes a Traffic Island in the junction mouth then the carriageway is that on the side of Island from which traffic will enter the junction space.
 - The value of (X) should be 2.4m. This may be reduced to 2.0m on 20mph streets by level 1 departure is agreed. This will general only be appropriate where traffic flows and very low.
 - ii. A point on the nearside of the major road carriageway on the approach to the junction from that direction (normally to the right of any user exiting from the minor road).
 - This should be located a distance of (Y) metres along the main road carriageway (measured along the real or notional edge of carriageway) from the notional centre line of the minor road carriageway from which the (X) distance in 'i' is taken.
 - In most instances, the edge of carriageway along the major road should be taken to be the nearside kerb edge. However, if it can be demonstrated to the satisfaction of approving officers that Build Outs or other nearby permanently occupied features will cause vehicles to move away from the edge of the kerb as they approach the junction then, subject to level 1 departure, it may be off-set into the carriageway by an agreed distance.
 - The value of (Y) should be based on the stopping sight distance. This should be 25m on 20mph streets and 43m on 30mph streets. However, see section 2.9 about the potential use of reduced stopping sight distance values.
 - iii. A point on the far-side of the main road carriageway on the approach to the junction (normally to the left of any user exiting from the minor road). This should be located
 - at a distance of (Y) metres along the main road carriageway (measured along the notional centre line of the road) from the notional centre line of the minor road carriageway from which the (X) distance in 'i' above was measured.
 - on a line drawn perpendicular to this notional centre line of the major road. Normally this will be on the real or notional centreline of the major road defining the limit of the running lane that may be used by approaching vehicles. However, if permanent or foreseeable temporary features (like parked cars) are likely to cause approaching vehicles to move out into the real or notional opposing lane when approaching the junction (or where contra flow cycle lanes exist on one way streets) then it should be drawn to the near side kerb edge of the major road carriageway (or other point

agreed with Approving Officers). Approving Officers have discretion to instruct this if they believe this will be the case.

- The value of (Y) should be based on the stopping sight distance. This should be 25m on 20mph streets and 43m on 30mph streets. However, see section 2.9 about the potential use of reduced stopping sight distance values.

Visibility within the splay defined by the above should also be checked in the vertical plane as section 2.8.

- b. On existing streets where built form limits visibility (e.g. buildings or walls tightly enclose a junction) then - to improve this – designers should consider using alternative forms of junction control and/or introducing footway Build Outs to move forward the give way line.

NOTE: See standard DS.118 for further information about footway Build Outs.

2.2 Visibility at Signalised Junctions

NOTE: See also standard DS.002 about providing waiting restrictions around junctions for road safety purposes. These apply irrespective of visibility requirements.

- a. Information will be added here in future. In the meantime, visibility requirements will be agreed on a case specific basis with approving officers prior to the commencement of Phase B *Outline Design* or (if that Phase is not being undertaken) Phase C *Detailed Design* (see note).

NOTE: See SSDM/PR procedure PC.002 for further information about Phases and Workstages.

2.3 Visibility at roundabouts

NOTE: See also standard DS.002 about providing waiting restrictions around junctions for road safety purposes. These apply irrespective of visibility requirements.

- a. Information will be added here in future. In the meantime, visibility requirements will be agreed on a case specific basis with approving officers prior to the commencement of Phase B *Outline Design* or (if that Phase is not being undertaken) Phase C *Detailed Design* (see note).

NOTE: See SSDM/PR procedure PC.002 for further information about Phases and Workstages.

2.4 Visibility at Vehicle Crossings

2.4.1 On entry to the carriageway

- a. If Vehicle Crossings are located on Classified Roads (A or B Roads) then a visibility splay as per that required for major/minor priority junctions (see section 2.1) should be provided for vehicles emerging into the carriageway at the interface with this.
- b. In circumstances other than the above, no visibility splay at this location is required. However see also
 - i. standard DS.002 about providing waiting restrictions through and in the vicinity of Vehicle Crossings. These apply irrespective of visibility requirements
 - ii. section 2.4.2 about visibility splays for at the interface between private hard standings and the Vehicle Crossing plateau for emerging vehicles

2.4.2 On entry to the Highway from private hard standings

- a. At the interface between a private hard standing and the rear limit of the Highway at a Vehicle Crossing, vehicle users emerging from the latter should be provided with a clear visibility splay in both directions that is unimpeded by any significant obstructions (see section 2.9). This is so that they can see pedestrians who may be passing along the footway. That splay should exist between the following points.
 - i. A point off-sett 1.5m from the real or notional limit of either edge of the private drive or hard standing positioned 2.4m back from the interface with the Highway. Separate such points should be established for each side of the private drive or hard standing
 - ii. A point located on the interface between the private hard standing or drive and Highway, offset beyond the real or notional limit of the former along this by
 - 0.6m for Vehicle Crossings leading to residential premises
 - 1.5m for Vehicle Crossings leading to commercial premises

A separate such point should be identified to each side of the crossing

Visibility within the splay defined by the above should also be checked in the vertical plane as section 2.8.

NOTE: Normally achieving the above visibility splay will mean chamfering or otherwise indenting property lines to the edge of the drive at the interface with the Highway. Low railings, planting or bollards may all be means of achieving this.

2.5 Visibility at Formal Crossings

NOTE: Designers should also see standard DS.002 about requirements for the provision of waiting restrictions at Formal Crossings for road safety purposes. These apply irrespective of visibility requirements.

2.5.1 Formal Crossings located along links (away from junctions) and on major roads at major/minor priority junctions

- a. A clear visibility splay that is unimpeded by any significant obstructions (see section 2.9) should be provided between waiting pedestrians and users of the carriageway approaching in the nearside lane. This area is defined between the following points but should include also the entire area of the carriageway to the off-side of the line formed from these.
 - i. A point on the nearside approach to the crossing along the major road (normally to the right of any user waiting to cross).
 - This should be located a distance of (Y) back from the nearest edge of the blister tactile surfaced waiting area of the crossing along the edge of the carriageway
 - In most instances, the point should be off-sett from the near-side edge of the carriageway by 1.0m. However, if it can be demonstrated to the satisfaction of approving officers that Build Outs or other nearby permanently occupied features in the carriageway will cause approaching vehicles to be positioned even further from the near-side kerb then, subject to level 1 departure, it may be off-set into the carriageway by an agreed distance. Approving officers also have discretion to instruct lesser distances, though they should do so only in exceptional circumstances such as where a carriageway is very narrow.
 - The value of (Y) should be
 - 25m on 20mph streets if these are not also principle roads
 - 43m on 30mph streets or 20mph streets that are also principle roads

However, see also section 2.9 about potential use of lesser values.

- ii. The entire back edge of the blister tactile waiting area of the Formal Crossing (excluding any leg).

Visibility within the splay defined by the above should also be checked in the vertical plane as section 2.8.

2.5.2 Formal Crossings to side roads at major/minor priority junctions

- a. The judgement of what represents suitable visibility is left to the discretion of designers (see note 1). However, proposals should be reviewed in light of the findings of Road Safety Audits and revised where appropriate. Normally this review will take place as part of a following Quality Audit (see note 2).

NOTE 1: A common-sense approach should be taken. Basing visibility requirements on rigid vehicular stopping sight distance values and splays is unlikely to be appropriate since users of the carriageway will typically slow to conduct their turns. They are also likely to be more prepared for the possibility that pedestrians might attempt to cross the road than in other locations. However, this depends upon good awareness of the crossing and road geometry that enforces slower speeds. Use of tight corner radii and Raised Table features to slow vehicles, and landscaping treatments that communicate the potential for crossing conflict are likely to assist with achieving this. See also standard DS.206 about maximum set-back distances from junctions for Formal Crossings.

NOTE 2: Where they have concerns about the suitability of proposals then approving officers may make the adequacy of these a Point Of Enquiry in the Audit Brief for the Road Safety Audit. See procedure PC.040 for further information about Road Safety Audits. See procedure PC.022 for further information about Quality Audits.

2.5.3 Formal Crossings forming part of a Signalised Junction

- a. See section 2.2.

2.6 Visibility at cycle access dropped kerbs (including those providing access to cycle tracks)

NOTE: Designers should also see standard DS.002 about requirements for the provision of waiting restrictions at cycle access dropped kerbs for road safety purposes. These apply irrespective of visibility requirements.

2.6.1 Those providing access to or from a Cycle Track

- a. At junctions between cycle tracks and carriageways, visibility should be provided as per the requirements for other types of road junctions in other sections of this standard. Visibility for and of pedal cycle users should be no different to that for motorised vehicles.

NOTE: Where cycle tracks run parallel to the carriageway along their edge, and exit at near parallel onto them then visibility arrangements will be agreed on a case specific basis.

2.6.2 Those providing access to Stands on a footway

- a. Where dropped kerbs are provided only to allow access to pedal cycle stands located on a footway (or a private hard standing immediately adjoining the Highway) then a clear visibility splay that is unimpeded by any significant obstructions (see section 2.9) should be provided between cyclists waiting to leave the footway via this and users of the carriageway approaching in the nearside lane. This splay is defined between the following points but should include also the entire area of the carriageway to the off-side of the line formed from these.
 - i. A point on the nearside approach to the dropped kerb along the major road (normally to the right of any user waiting to cross).

- This should be located a distance of (Y) back from the nearest edge of the dropped kerb (excluding any associated flares) crossing along the edge of the carriageway
- In most instances, the point should be off-set from the near-side edge of the carriageway by 1.0m. However, if it can be demonstrated to the satisfaction of approving officers that Build Outs or other nearby permanently occupied features in the carriageway will cause approaching vehicles to be positioned even further from the near-side kerb then, subject to level 1 departure, it may be off-set into the carriageway by an agreed distance. Approving officers also have discretion to instruct lesser distances, though they should do so only in exceptional circumstances such as where a carriageway is very narrow.
- The value of (Y) should be
 - 25m on 20mph streets
 - 43m on 30mph streets

However, see also section 2.9 about potential use of lesser values.

- ii. A point representing the position of the cyclist waiting to enter the carriageway located
 - In the centre of the length of dropped kerb
 - off-set back perpendicular from the edge of carriageway by 0.80m

2.7 General forward visibility along links

- a. Users of the carriageway should be provided with forward visibility that exceeds their stopping sight distance.
 - i. This should be established as explained in section 7.8.1 of Manual for Streets (Department for Transport, 2007).
 - ii. The off-set from the edge of carriageway taken as the viewing position of drivers or riders should be 1.5m for both motorists and pedal cyclists
 - iii. The stopping sight distance should be 25m on 20mph streets and 43m on 30mph streets. On cycle tracks, it should be 9m (this assumes a 10mph design speed). See section 2.9 about the potential use of reduced stopping sight distance values.
 - iv. Visibility should also be checked in the vertical plane as section 2.8.
- b. Where traffic signals and other important signs are provided along carriageways then forward visibility should be checked to ensure that drivers have sight of these. Particular care should be taken in checking that tree canopies do obscure visibility in the vertical plane.

2.8 Considering visibility in the vertical plane

- a. Visibility checks between (X) and (Y) points (and resulting overall splays) should also be undertaken for the vertical plane. The driver or rider's view at the (X) point should be modelled between 1.05m and 2.0m above ground. They should have clear visibility, unimpeded by significant obstructions (see section 2.8), of all areas of the splay between 0.6 and 2.0m above surface level.

2.9 Use of reduced visibility values

- a. Where referenced to this section then reduced (Y) values may be used by level 1 departure. This may be justified either by

- i. reduced vehicle speeds and consequent reduced stopping sight distances. Distances should then be calculated in accordance with methodology explained in section 10.1 of Manual for Streets II (Chartered Institute of Highways and Transportation, 2010) having corrected for bonnet length and deceleration rate.
- ii. other features that give confidence that street users will proceed with sufficient caution and awareness of the potential for incidents such that the arrangement would operate safely.

Where approving officers are satisfied that such a reduction might be reasonable then level 1 departure should be given first In Principal Only. This must be provided in advance of issuing information for any Road Safety Audit (if one is required within that Phase). The acceptability of stopping sight distances should be made a Point Of Enquiry in the Audit Brief. Final Confirmation of the level 1 departure should be subject to consideration of the Audit Report findings. This will normally take place within a following Quality Audit (see note).

NOTE: See SSDM/PR procedure PC.040 for further information about Road Safety Audits and procedure PC.022 for information about Quality Audits.

2.10 Significant obstructions within visibility splays

- a. Items that significantly obstruct visibility and which therefore should not be located within visibility splays include
 - i. walls that are $\geq 0.6\text{m}$ in height
 - ii. motor vehicles parked at the road side
 - iii. bus cages (since unless level 1 departure is agreed it should be assumed that they are permanently occupied by buses)
 - iv. trees trunks (or tree guards) with a mature stem diameter $\geq 0.45\text{m}$ at heights between 0.6m and 2.0m above ground level (see note)
 - v. tree canopies
 - vi. litter bins higher 0.6m and wider than 0.45m
 - vii. seating with back rests
 - viii. utility or signal control cabinets that are higher than 0.6m and wider than 0.45m
 - ix. phone kiosks
 - x. bus shelters
 - xi. advertisement boards
 - xii. any other structure that is higher than 0.6m and wider than 0.45 is not sufficiently visually permeable

NOTE: Trees will not achieve their mature diameter for several decades until after planting out. The stem diameter at planting will always be much narrower than this. It is therefore important that designers are aware of the mature stem diameter that existing or proposed trees will ultimately achieve. Approximate values for approved trees can be found in the SSDM/SER/Tree palette. Where it is permitted to use non-approved trees or these are encountered then values will be advised by approving officers on a case specific basis.

- b. Existing trees with diameters $\geq 0.45\text{m}$ (as 'a.v') should not be removed where they pose an obstruction to visibility. Instead
 - i. junctions should instead to be remodelled so that the trunk is no longer located in the visibility splay; and/or

- ii. other physical measures should be taken to reduce the risk of conflict (e.g. changing the type of junction control or reducing vehicle speeds such that the necessary stopping sight distance can be reduced).
- c. Proposals to locate pedal cycle stands within visibility splays will be considered on a case specific basis. Individual stands located at reasonable distances from one another are unlikely to be considered obstructions - particularly if they are angled with awareness of visual permeability. However, dense groupings of stands within the line of visibility are unlikely to be acceptable since – once occupied with cycles – they are together likely to obscure views.

NOTE: Where approving officers are uncertain whether or not proposals are likely to be acceptable then this should be made a Point Of Enquiry within a Road Safety Audit. The final decision whether or not to permit this should then be taken following consideration of the RSA Audit Report findings. Normally these will be considered in a following Quality Audit. See SSDM/PR procedure PC.040 for further information about Road Safety Audits and procedure PC.022 for information about Quality Audits.

Herd, Michael

From: [REDACTED]
Sent: 13 May 2015 09:53
To: Herd, Michael
Subject: Re: [REDACTED] - FW: Formal Objection to Proposal for 'any time waiting' restrictions (double yellow lines) at junction of Beckwith Road and Wynham Road

Dear Mr Heard,

Thank you for your email. We confirm that we certainly do not wish to withdraw our objection. We are aware that other residents on the street have also objected.

In response to the reasons you have set out for the double yellow lines:

Whilst you state that 'Restrictions at junctions are often necessary because parking in these locations has a direct, negative impact upon both safety and congestion', you have not provided any specific evidence in the form of statistics on accidents or resident complaints showing that this has been the case with the junction of Beckwith Road and Wynham Road.

In the 14 years we have lived here, we are not aware that any pedestrians or cyclists have been injured much less killed at the junction - unsurprising perhaps in these suburban streets with road bumps and generally slow moving cars.

Large vehicles travelling through Wynham Road and Frankfurt Road will in any event have to travel single file due to the narrow width of those roads with cars parked on both sides. This affects their journey times, not parked cars close to junctions.

We would object to the implementation of the yellow lines, deferred or otherwise.

Yours sincerely,

On 12 May 2015, at 13:59, Herd, Michael <Michael.Herd@southwark.gov.uk> wrote:

Dear [REDACTED]

RE: PRP/ND/TMO1516-009 - proposed double yellow lines on junctions.

Thank you for your objection, dated 12 May 2015, in regard to the double yellow lines that are proposed for junction of Beckwith Road and Wyneham Road. A list of the junctions affected by this proposal are included at the foot of this email.

On 17 March 2015 Dulwich Community Council approved double yellow lines for the junctions listed, subject to the outcome of this statutory consultation. The community council members also agreed that – whilst statutory consultation could be carried out now – the actual painting of the yellow lines would be deferred until such time as the impending [parking zone project](#) was complete.

The technical reasons for the proposed double yellow line are detailed in the report to [Dulwich Community Council](#) (item 15) and are summarised at the foot of this email.

Whilst we acknowledge the pressure upon parking in your area, we consider that parking should be prevented wherever it poses a road safety risk or causes congestion. Restrictions at junctions are often necessary because parking in these locations has a direct, negative impact upon both safety and congestion.

Appendix 6

I'd like to reiterate that the proposed yellow lines will not be implemented until (at least) after the planned [parking zone consultation](#) has been completed. We expect a final decision on the parking zone project in late 2015.

No additional enforcement staff would be required to enforce this proposal.

I hope the above is of reassurance to you.

Please could you let me know, before 19 May, if I have satisfactorily answered your objection and therefore wish to withdraw your objection? Alternatively, if you want to maintain your objection then please could you confirm this by 19 May. Any unwithdrawn objections will be reported to a future community council meeting for decision.

Yours sincerely,

Michael Herd
Network development officer

List of streets where double yellow lines are proposed

- Ardbeg Road and Half Moon Lane
- Ardbeg Road and Red Post Hill
- Beckwith Road and Wyneham Road
- Beckwith Road and Red Post Hill
- Danecroft Road and Elmwood Road
- Danecroft Road and Herne Hill
- Elfindale Road and Elmwood Road
- Elmwood Road and Wyneham Road
- Frankfurt Road and Elmwood Road

Reasons for the proposed double yellow lines

The proposals have been made in response to an investigation of the above junctions following concerns about road safety that were raised by a resident through a ward councillor.

Vehicles parked at or close to a junction have two primary effects upon the road network:

- a reduction in visibility between all road users
- a reduction in the effective space of the carriageway for vehicles to turn

The latter disproportionately effects large vehicles (such as the emergency services) who can be delayed (or, at worst, prevented access) by cars that are parked at junctions.

The former will effect anyone who uses the junction but the risks are greater to vulnerable road users such as pedestrians and cyclists.

The council considers that preventing parking at junction is important for the following reasons:

- 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.
- Vehicles that are parked at a junction have the effect of 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.
- 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).
- Pedestrians will often cross the road at a junction where dropped kerbs have been installed to improve accessibility.
- Children and those in wheelchairs (whose eye level 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.
- Almost two thirds of cyclists killed or seriously injured in 2013 were involved in collisions at, or near, a road junction, with 'T' junctions being the most commonly involved
- This proposal to install yellow lines at these junctions is in accordance with the council's adopted Southwark Streetscape Design Manual (SSDM) design standard on Highway Visibility (DS114 - [Highway Visibility](#))

For full detail of the specifics of the proposals please refer to the report to [Dulwich Community Council](#) (item 15)

-----Original Message-----

From: [REDACTED]

Sent: 12 May 2015 10:06

To: traffic orders

Subject: Formal Objection to Proposal for 'any time waiting' restrictions (double yellow lines) at junction of Beckwith Road and Wynham Road

Dear Sirs,

Appendix 6

We are writing formally to object to the proposals by the council to have double yellow lines at the junction of Beckwith Road and Wynham Road. We live at [REDACTED], which is just beside the junction. We have considered the plans and the extent of the proposed double yellow lines. Our grounds for objection are as follows:

1. Residents in Beckwith Road and Wynham Road are already facing a shortage of parking spaces, which has been the subject of numerous complaints to the council, and for which the council is aware and has consulted with residents. The proposed double yellow lines will have the effect of removing a further four (4) parking spaces from Beckwith Road and Wynham Road, exacerbating the parking problem.
2. The council has produced no evidence showing that the double yellow lines are needed. Having lived in the same house for 14 years and taken our children across the junction on an almost daily basis, we are not aware of any traffic or other accidents which have occurred in the past years as a consequence of cars parking close to the junctions. Nor have we been made aware of any resident complaints. The existing arrangements do not create any health and safety hazards.
3. As council taxpayers, we fail to see that the additional costs which would inevitably be involved in employing traffic wardens to police compliance can be justified in these times of funding cuts. The money would be better spent on reinstating lollipop ladies and funding libraries. Nor should local residents be put through the time, inconvenience and expense of parking tickets and appealing against wrongly issued parking tickets, for no discernible benefit.

We would be grateful if you could kindly acknowledge receipt of this correspondence.

Yours sincerely,

[REDACTED]

The email you received and any files transmitted with it are confidential, may be covered by legal and/or professional privilege and are intended solely for the use of the individual or entity to whom they are addressed. If you have received this in error please notify us immediately. If you are not the intended recipient of the email or the person responsible for delivering it to them you may not copy it, forward it or otherwise use it for any purpose or disclose its contents to any other person. To do so may be unlawful. Where opinions are expressed in the email they are not necessarily those of Southwark Council and Southwark Council is not responsible for any changes made to the message after it has been sent.

<North Dulwich proposed double yellow lines.pdf>

Herd, Michael

From: Herd, Michael
Sent: 12 May 2015 13:39
To: [REDACTED]
Cc: traffic orders
Subject: RE: [REDACTED] Elfindale Rd (objection)

Dear [REDACTED]

RE: PRP/ND/TMO1516-009 - proposed double yellow lines on junctions.

Thank you for your objection, dated 30 April 2015, in regard to the double yellow lines that are proposed for the North Dulwich triangle. A list of the junctions affected is included at the foot of this email.

On 17 March 2015 Dulwich Community Council approved double yellow lines for the junctions listed, subject to the outcome of this statutory consultation. The community council members also agreed that – whilst statutory consultation could be carried out now – the actual painting of the yellow lines would be deferred until such time as the impending [parking zone project](#) was complete.

The technical reasons for the proposed double yellow line are detailed in the report to [Dulwich Community Council](#) (item 15) and are summarised at the foot of this email.

Whilst we acknowledge the pressure upon parking in your area, we do not agree with your assertion that new double yellow lines on junctions will increase the risk of collisions elsewhere. This implies that a parking restriction in one location is an excuse to park badly in another.

We consider that parking should be prevented wherever it poses a road safety risk or causes congestion. Restrictions at junctions are often necessary because parking in these locations has a direct, negative impact upon both safety and congestion.

I'd like to reiterate that the proposed yellow lines will not be implemented until (at least) after the planned [parking zone consultation](#) has been completed. We expect a final decision on the parking zone project in late 2015.

I hope the above is of reassurance to you.

Please could you let me know, before 19 May, if I have satisfactorily answered your objection and therefore wish to withdraw your objection? Alternatively, if you want to maintain your objection then please could you confirm this by 19 May. Any unwithdrawn objections will be reported to a future community council meeting for decision.

Yours sincerely,

Michael Herd
Network development officer

List of streets where double yellow lines are proposed

- Ardbeg Road and Half Moon Lane
- Ardbeg Road and Red Post Hill
- Beckwith Road and Wyneham Road
- Beckwith Road and Red Post Hill
- Danecroft Road and Elmwood Road
- Danecroft Road and Herne Hill
- Elfindale Road and Elmwood Road
- Elmwood Road and Wyneham Road
- Frankfurt Road and Elmwood Road

Reasons for the proposed double yellow lines

The proposals have been made in response to an investigation of the above junctions following concerns about road safety that were raised by a resident through a ward councillor.

Vehicles parked at or close to a junction have two primary effects upon the road network:

- a reduction in visibility between all road users
- a reduction in the effective space of the carriageway for vehicles to turn

The latter disproportionately effects large vehicles (such as the emergency services) who can be delayed (or, at worst, prevented access) by cars that are parked at junctions.

The former will effect anyone who uses the junction but the risks are greater to vulnerable road users such as pedestrians and cyclists.

The council considers that preventing parking at junction is important for the following reasons:

- 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.
- Vehicles that are parked at a junction have the effect of 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.
- 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).
- Pedestrians will often cross the road at a junction where dropped kerbs have been installed to improve accessibility.
- Children and those in wheelchairs (whose eye level 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.
- Almost two thirds of cyclists killed or seriously injured in 2013 were involved in collisions at, or near, a road junction, with 'T' junctions being the most commonly involved
- This proposal to install yellow lines at these junctions is in accordance with the council's adopted Southwark Streetscape Design Manual (SSDM) design standard on Highway Visibility (DS114 - [Highway Visibility](#))

For full detail of the specifics of the proposals please refer to the report to [Dulwich Community Council](#) (item 15)

From: [REDACTED]
Sent: 30 April 2015 17:35
To: traffic orders
Subject: TMO1314-040 local parking issues 1314Q3

Ref PRP/ND/TMO1516-009

I wish to register my objection to the above on the grounds that this will reduce the availability of residential and local business parking in an area already short of available street parking space. Elfindale Rd is already

Appendix 6

heavily oversubscribed for parking and reducing this space further will lead to an increase in congestion, double parking and poses a greater risk of collisions to residents and foot traffic, particularly the pupils of the Charter School and Judith Kerr Primary, many of whom use this route.



Sent from my iPhone

Herd, Michael

From: Herd, Michael
Sent: 27 May 2015 10:52
To: [REDACTED]
Subject: RE: [REDACTED] - objection re: N Dulwich triangle

Dear [REDACTED],

Thank you for your objection to the proposed double yellow lines in North Dulwich Triangle.

On 17 March 2015 Dulwich Community Council approved double yellow lines for the junctions listed, subject to the outcome of this statutory consultation. The community council members also agreed that – whilst statutory consultation could be carried out now – the actual painting of the yellow lines would be deferred until such time as the impending [parking zone project](#) was complete.

The technical reasons for the proposed double yellow line are detailed in the report to [Dulwich Community Council](#) (item 15) and are summarised at the foot of this email.

We consider that parking should be prevented wherever it poses a road safety risk or causes congestion. Restrictions at junctions are often necessary because parking in these locations has a direct, negative impact upon both safety and congestion.

I'd like to reiterate that the proposed yellow lines will not be implemented until (at least) after the planned [parking zone consultation](#) has been completed. We expect a final decision on the parking zone project in late 2015.

I hope the above is of reassurance to you.

List of streets where double yellow lines are proposed

- Ardbeg Road and Half Moon Lane
- Ardbeg Road and Red Post Hill
- Beckwith Road and Wyneham Road
- Beckwith Road and Red Post Hill
- Danecroft Road and Elmwood Road
- Danecroft Road and Herne Hill
- Elfindale Road and Elmwood Road
- Elmwood Road and Wyneham Road
- Frankfurt Road and Elmwood Road

Reasons for the proposed double yellow lines

The proposals have been made in response to an investigation of the above junctions following concerns about road safety that were raised by a resident through a ward councillor.

Vehicles parked at or close to a junction have two primary effects upon the road network:

- a reduction in visibility between all road users
- a reduction in the effective space of the carriageway for vehicles to turn

The latter disproportionately affects large vehicles (such as the emergency services) who can be delayed (or, at worst, prevented access) by cars that are parked at junctions.

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The council considers that preventing parking at junction is important for the following reasons:

- 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.

Appendix 6

- Vehicles that are parked at a junction have the effect of 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.
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- This proposal to install yellow lines at these junctions is in accordance with the council's adopted Southwark Streetscape Design Manual (SSDM) design standard on Highway Visibility (DS114 - [Highway Visibility](#))

For full detail of the specifics of the proposals please refer to the report to [Dulwich Community Council](#) (item 15)

Your objection will form part of a report that will be presented to the Dulwich Community Council at a meeting being held 24 June 2015.

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

Regards

Michael Herd
Network development officer

From: Herbert, Richard **On Behalf Of** traffic orders
Sent: 21 May 2015 10:04
To: Herd, Michael
Subject: [REDACTED] - objection re: N Dulwich triangle

From: [REDACTED]
Sent: 20 May 2015 16:09
To: traffic orders; Herd, Michael
Subject: Local parking issues

Dear Nicky Costin and Michael Herd

I am writing to object to the proposed parking restrictions:

ARDBEG ROAD, to introduce 'at any time' waiting restrictions on both sides at its junction with Half Moon Lane;

BECKWITH ROAD, to introduce 'at any time' waiting restrictions on the north-west side at

ELFINDALE ROAD, to introduce 'at any time' waiting restrictions on both sides at its junction with Elmwood Road;

ELMWOOD ROAD, to introduce 'at any time' waiting restrictions" [i] on the north-west side at its junction with Danecroft Road, [ii] on the north-west and west side at its junction with

Frankfurt Road, [iii] on the south-west side at its junction with Elfindale Road, and [iv] on the south-east and east side at its junction with Wyneham Road;

WYNEHAM ROAD, to introduce 'at any time' waiting restrictions: [i] on both sides at its junction with Elmwood Road, and [ii] on both sides at its junction with Beckwith Road.

FRANKFURT ROAD, to introduce 'at any time' waiting restrictions on both sides at its junction with Elmwood Road;

HALF MOON LANE, to introduce 'at any time' waiting restrictions on the north-west side at its junction with Ardbeg Road;

HERNE HILL, to introduce 'at any time' waiting restrictions on the south-east side at its junction with Danecroft Road;

As you are aware the availability of parking spaces on these roads is already at near maximum capacity. Imposing parking restrictions will only serve to further reduce the availability of parking spaces.







The implementation of these parking restrictions are being proposed at the same time that there is a consultation on the implementation of a CPZ in this area. Is this just a coincidence? By imposing 'at any time' waiting restrictions you are adding to the perceived parking problem and making it more likely that the CPZ will be realised. Why are the above restrictions deemed necessary? As a resident of Elmwood Road I know of no accident or near miss on the street due to cars being parked too close to the corners.

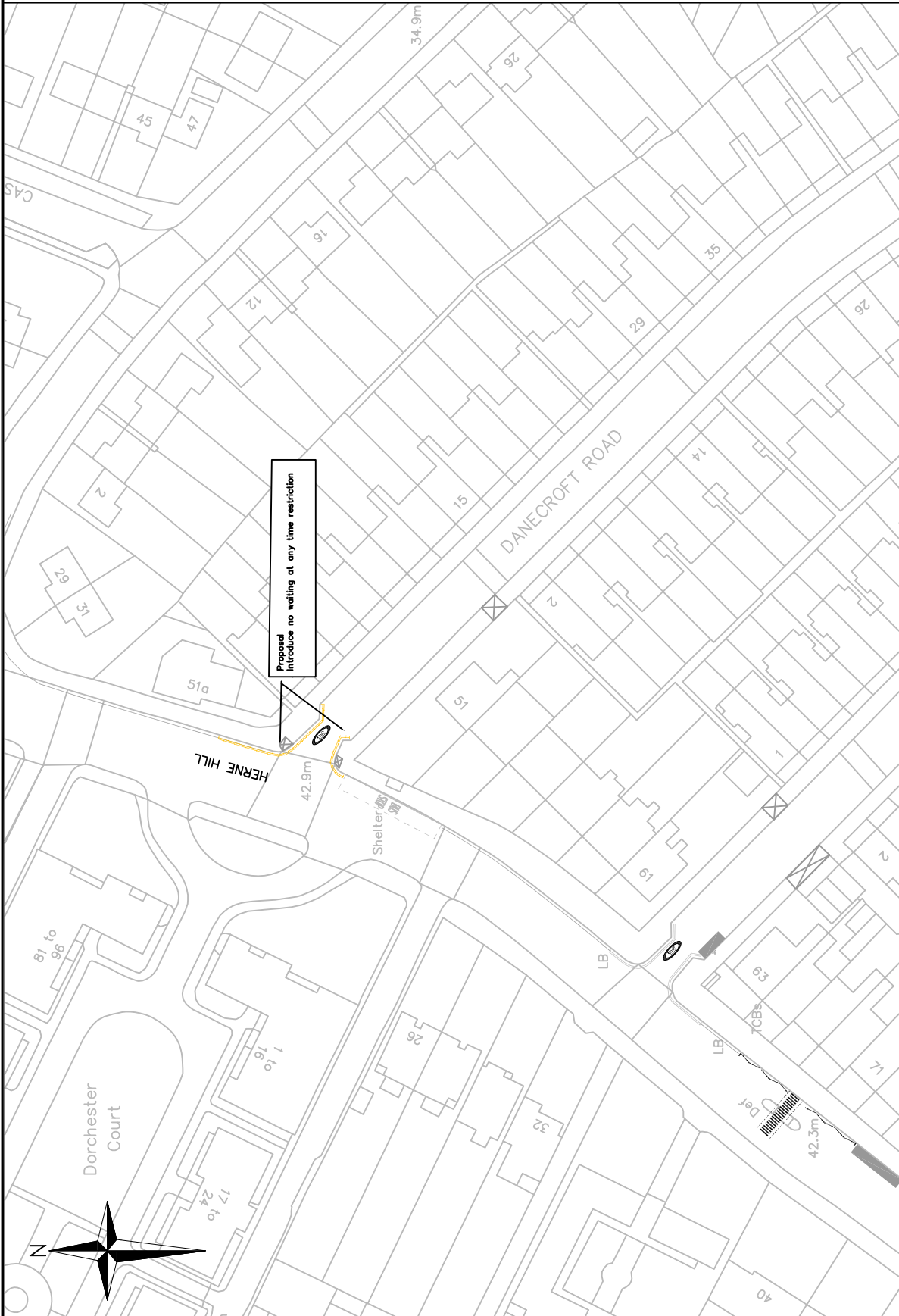
At the very least, could the implementation of these parking restrictions be put on hold until the results of the CPZ consultation are in?

Yours sincerely



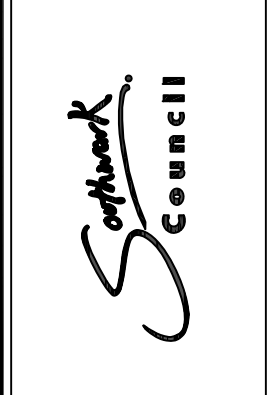
Legend

-  Existing double yellow lines
-  Existing single yellow line
-  Proposed double yellow lines
-  Existing disabled bays
-  Existing bus stop
-  Existing vehicle crossover



Community Council						DULWICH VILLAGE					
Ward(s)						VILLAGE					
Date	Scale	Drn	Chk	App							
28/10/14	1:1000 @ A4	MH	TW	TW							
Dwg No.	1415Q3_002					Rev					
Status	APPENDIX 7					A					

Project	1415Q3 LOCAL PARKING AMENDMENTS	
Drawing Title	NORTH DULWICH TRIANGLE PROPOSED NO WAITING RESTRICTIONS DRAWING 1 OF 3	

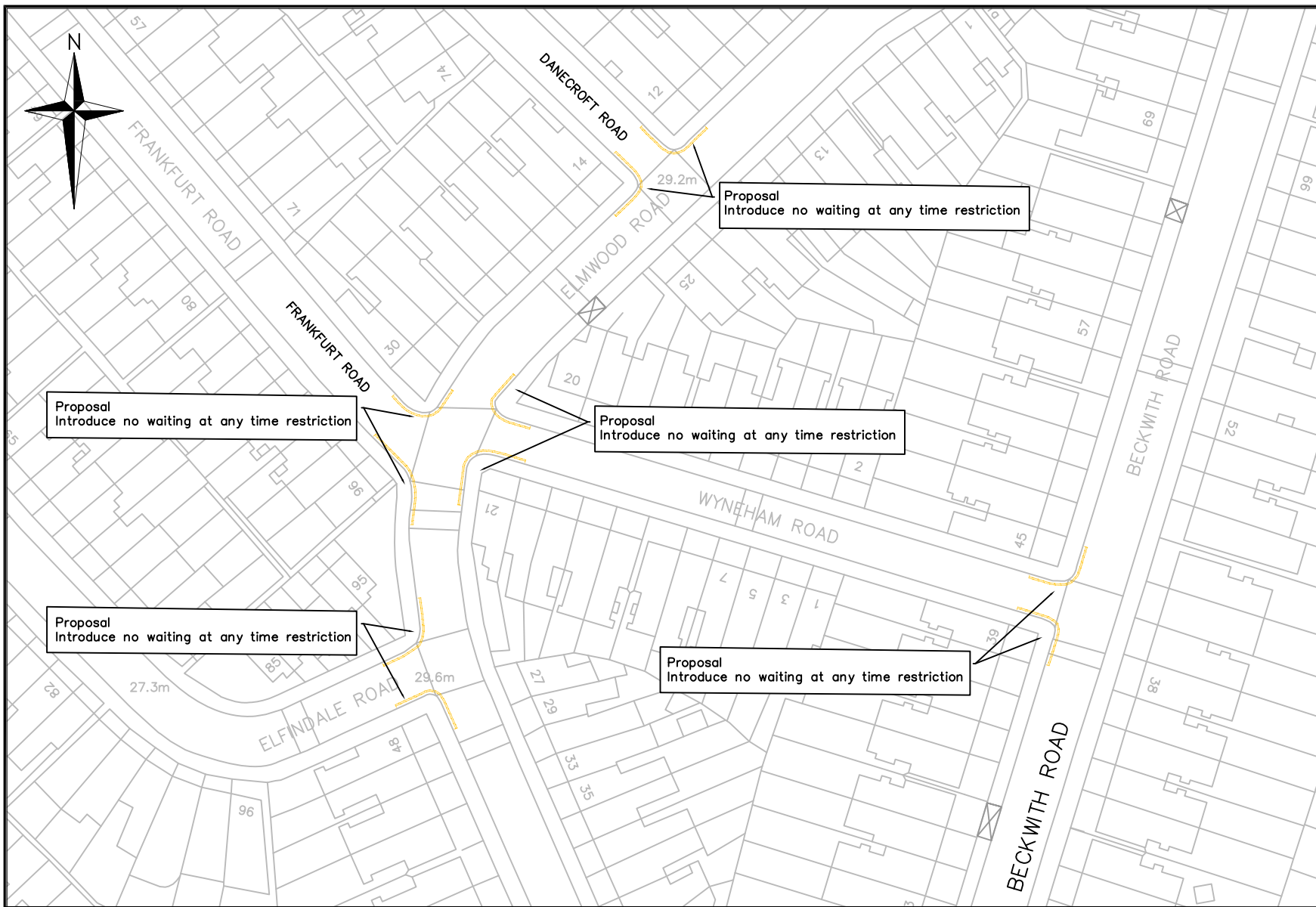


Public Realm Projects
Parking Design

Environment and Leisure
Floor 3, hub 1
Southwark Council
160 Tooley Street
PO Box 64529
London, SE1P 5LX

www.southwark.gov.uk/parkingprojects

Rev	Date	Description	Drn	Chk	App



- Legend
- Existing double yellow lines
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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 1415Q3 LOCAL PARKING AMENDMENTS	Community Council DULWICH										
		Drawing Title NORTH DULWICH TRIANGLE PROPOSED NO WAITING RESTRICTIONS DRAWING 2 OF 3	Ward(s) VILLAGE										
			Date 28/10/14	Scale 1:1000 @ A4	Drn MH	Chk TW	App TW						
			Dwg No. 1415Q3_002	Rev A									
		Status APPENDIX 7				Rev Date Description	Drn Chk App						



Legend

- Existing double yellow lines
- Existing single yellow line
- Proposed double yellow lines
- Existing disabled bays
- Existing bus stop
- Existing vehicle crossover

Proposal
Introduce no waiting at any time restriction

<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</p> <p>www.southwark.gov.uk/parkingprojects</p>		Project	Community Council													
		1415Q3 LOCAL PARKING AMENDMENTS	DULWICH													
		Drawing Title	Ward(s)													
		NORTH DULWICH TRIANGLE PROPOSED NO WAITING RESTRICTIONS DRAWING 3 OF 3	VILLAGE													
		Date	Scale	Drn	Chk	App										
		28/10/14	1:1000 @ A4	MH	TW	TW										
		Dwg No.	1415Q3_002			Rev										
		Status	APPENDIX 7			A										
		Rev	Date	Description			Drn	Chk	App							

Item No. 15.	Classification: Open	Date: 24 June 2015	Meeting Name: Dulwich Community Council
Report title:		Secure Cycle Parking (Bike Hangar)	
Ward(s) or groups affected:		All wards within the Dulwich Community Council area	
From:		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 and the Public Realm:
 - Due to a majority of respondents supporting the introduction of a cycle hangar:
 - 70% in Heber Road
 it is recommended that in this road the scheme proceeds to implementation subject to necessary statutory procedures, noting the revised location.
 - Due to split opinion on the introduction of a cycle hangar:
 - 40% support Ulverscroft Road;
 - 40% support in Matham Grove; and
 - 50% support in Glengarry Road;
 and Southwark's on-going commitment to improve and promote cycling and safety in the borough, it is recommended that in these roads the schemes proceed to implementation at revised locations within the same road, subject to the necessary statutory procedures.

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 Summary'.
5. The ward members were made aware of the scheme and the associated design in February 2015.

KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from the 30 March 2015 until the 24 April 2015.
7. Full details of the consultation responses can be found in Appendix A.

8. 70 % of respondents to the public consultation in Heber Road were in favour of the scheme (a total of 10 responses), however, there were comments regarding the specific location. An alternative location is proposed at the junction of Cyrena Road, approximately 50 metres from the original location.
9. 40 % of respondents to the public consultation in Ulverscroft Road were in favour of the scheme (out of a total of 10 responses). There are concerns over the need and location where parking is at a premium. An alternative location is proposed at the Whatley Road end.
10. 40 % of respondents to the public consultation in Matham Grove were in favour of the scheme (out of a total of 10 responses). There are concerns over the need and location where parking is at a premium. An alternative location is therefore proposed the north to south arm along the side of No. 30 Matham Grove.
11. 50% of respondents to the public consultation in Glengarry Road were in favour of the scheme (out of a total of 14 responses). There are concerns over the need and location where parking is at a premium. An alternative location is therefore proposed along the side of No. 78 Glengarry Road.
12. The uptake of spaces in each cycle hangar will be monitored and should it be proven in any location that there is not sufficient use of the hangar then it will be relocated.
13. In each street the proposed locations have been amended to try and address concerns raised in the consultation and find locations that will have less direct impact on residential parking. Any residents who are not aware of the proposal in the revised location still have a further opportunity to object during the statutory consultation stage which precedes implementation. Any such objections will need to be formally considered by the cabinet member prior to implementation.

Recommendations to the cabinet member for Environment and Public Realm

14. On the basis of the results of the public consultation, the cabinet member is recommended to approve the implementation of the proposed bike hangars on Cryena (near Heber) Road, Ulverscroft Road, Matham Grove and Glengarry Road subject to completion of statutory procedures.

Policy implications

15. The recommendations contained within this report are consistent with the polices of the Transport Plan 2011, particularly:

Policy 1.1	Pursue overall traffic reduction
Policy 1.7	Reduce the need to travel by public transport by encouraging more people to walk and cycle
Policy 1.12	Ensure that cycle parking is provided in areas of high demand and in areas where convenient
Policy 2.3	Promote and encourage sustainable travel choices in the borough
Policy 4.1	Promote active lifestyles
Policy 5.8	Improve perceptions of safety in the public realm
Policy 6.3	Support independent travel for the whole community

Community impact statement

16. 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. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists will benefit.

Resource implications

17. This report is for the purposes of consultation only and there are no resource implications associated with it.
18. It is, however, noted that this project is funded by the 2014/2015 LIP programme which has an allocated budget of £50,000 for the current financial year.

Consultation

19. Ward members were consulted prior to commencement of the consultation.
20. Informal public consultation was carried out in March / April 2015, as detailed above.
21. 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 and the Public Realm following this community council meeting.
22. If approved for implementation all sites will be subject to statutory consultation required in the making of the relevant Traffic Management Orders. This gives a further opportunity to comment and object given the amended proposals.

BACKGROUND DOCUMENTS

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

APPENDICES

No.	Title
Appendix A	Secure Cycle Parking (Bike Hangar) Consultation Summary
Appendix B	Cycle Hangar location plan

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Matthew Hill, Senior Programme Manager	
Version	Final	
Dated	11 June 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	11 June 2015	

**Secure Cycle Parking (Bike Hangar)
Consultation Summary**

HEBER ROAD - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1		1			Great idea, if anything I would extend beyond just one hangar	X HEBER ROAD
2	1		1				X HEBER ROAD
3	1			1		With the school in close proximity and two large disabled parking bays there is barely enough room for residents to park their cars and we often have to park several streets away. therefore, I oppose a bike hangar outside or opposite my residence. I have a bike, as do most of my neighbours and we all manage to keep our bikes secure on the outside or inside our properties. We all have gardens!. There is simply not enough room for a bike hangar! Spend the money on something else please, preferably something we need!	X HEBER ROAD
4	1		1			Very much needed and I would use every day. Would it be possible for the housing, area improvement department to improve the appearance of the flats 3 Heber Road (the old pub)? Very shabby looking and letting the appearance of Southwark down. Please forward my views to the appropriate department. Thanks.	X HEBER ROAD
5	1		1			Tried to find the consultation on the website but it didn't seem to be there. Strongly support proposal and would like to use the facility.	X HEBER ROAD
6	1		1				X HEBER ROAD

7	1		1			I think this is a great idea. I cycle myself and storage is a major hassle, having one of these on the road would encourage cycling and hopefully help to reduce the amount of traffic in the area.	X HEBER ROAD
8	1			1		Parking at a premium already. Unnecessary waste of road space, plenty of room in houses/gardens to park bikes. Council should use funds to help those genuinely disadvantaged, not middle class bike owners in East Dulwich	X HEBER ROAD
9	1			1		The proposed positioning of the hanger is outside my house, being opposite Heber school parking space is already limited and difficult, I am concerned I will need to park further away and I have two small children to get in and out of the car. Also, I am concerned about the noise when people come to put away or collect their bike as my bedroom will be in very close proximity to the hanger. I would suggest that the placement of the bike hanger is moved to Cyrena road, this is a quieter road as fewer residents front doors open up onto this street therefore putting it there will cause less disruption.	X Heber road
10	1			1		I support a cycle hanger on the street, but don't think the location is right. There is already a loss of parking spaces created by the railings opposite the school, where the crossing is (as to park there means one can't open ones car doors). This wasted space could accommodate the bike hanger without the loss of a parking space - a 'win-win'. It would only require moving the proposed location by a few metres and the removal of a small part of the existing barrier/railing. This would result in a new bike hanger, no loss of parking space and the crossing would still be secure... Just with the hanger acting in place of the railing. Alternatively, Cyrena Road is little used in terms of parking and may make a better location.	X Heber Road
	9	0	7	3	0		

Response to opposed comments:

1. There is barely enough room for residents to park their cars and we often have to park several streets away. I have a bike, as do most of my neighbours and we all manage to keep our bikes secure on the outside or inside our properties.

Response:

An alternative location at the junction of Cyrena Road (50 metres from the current location) is proposed. The location does not affect the ability of residents to park directly outside their frontage. The proposal is in direct response to a request for secure cycle parking and it is acknowledged that theft from front gardens is an issue which cycle hangars are proposed to address.

2. Parking at a premium already. Unnecessary waste of road space, plenty of room in houses/gardens to park bikes.

Response:

An alternative location at the junction of Cyrena Road (50 metres from the current location) is proposed. The location does not affect the ability of residents to park directly outside their frontage. The proposal is in direct response to a request for secure cycle parking and it is acknowledged that theft from front gardens is an issue which cycle hangars are proposed to address.

3. The proposed positioning of the hanger is outside my house, being opposite Heber school parking space is already limited and difficult, I am concerned I will need to park further away and I have two small children to get in and out of the car. Also, I am concerned about the noise when people come to put away or collect their bike as my bedroom will be in very close proximity to the hanger.

Response:

An alternative location at the junction of Cyrena Road (50 metres from the current location) is proposed. The location does not affect the ability of residents to park directly outside their frontage. The cycle hangar door is fixed to a pneumatic hinge which means that there is minimal noise associated with the opening and closing of the hangar.

ULVERSCROFT ROAD - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1			1		There is space for cycles outside houses. Would be much better to have an electric car charging point !!! This is pointless. Ugly and a waste of money.	X ULVERSCROFT ROAD
2	1			1		Restricting the use to 6 specified bikes is not inclusive and does not provide any benefit to 95% of the street who will not be able to use it. Rather than take up the parking space on an already busy road, the hangar, or preferably multiple hangars should be installed in the unused space between house 47 and 49. This area is currently unused and provides no benefit to the street. Making it a designated bike area with multiple hangars would benefit a much larger number of residents, without the loss of a parking space.	X ULVERSCROFT ROAD
3	1		1			Excellent idea, fully support cycle storage but efforts should be made to make the hangars fit in better.	X ULVERSCROFT ROAD
4	1		1			A very good idea! do it!!	X CRYSTAL PALCE ROAD
5	1			1		Parking on Ulverscroft at the moment is nearly impossible, I came back to X yesterday 30 march at 12.40 am and could not find one parking space, don't you think it's bad enough.	X ULVERSCROFT ROAD

6	1			1			X ULVERSCROFT ROAD
7	1		1			I have no room to store a cycle in my home, but I would definitely buy and use a cycle if there was a secure place to store it. therefore, I am very strongly in favour of the proposed cycle hangar. I was one of the Ulverscroft Rd residents who applied for it last year. I was told by Daniel Kelly rentals manage of cycle hoop, that I would be put on the priority list for this location. However, I do think that it would be sensible to site it towards the Whateley Road end of (No Suggestions) Rd, where it would not be immediately in front of somebody's front door or windows who may not be a bike rider. I do hope that this proposal is implemented, as anything that can be done to encourage more cycling and less car use in London is very important, in my view.	X ULVERSCROFT ROAD
8	1				1	have a few questions about the proposed installation of a cycle hangar outside 50 Ulverscroft Road. Please can you explain the consultation process. The only notification I have received about this to date is a letter addressed to the householder which I almost binned without opening as I assumed it was junk mail. What other steps are in place to draw this to residents' attention. for example, there is nothing attached to lamp posts. Please will you let me know the date of the meeting when this will be discussed as I should like to attend. Will there be the opportunity for residents to voice their objections at this meeting?	?
9	1			1		We are objecting to the proposal as it stands. Currently, the hangar will be positioned outside our immediate neighbour's house. This position of a fixed, un-aesthetically pleasing hangar will most greatly impact that property and those of its immediate neighbours. We believe, if required, the hangar would be better positioned to mitigate similar concerns from other residents and afford all the same likelihood, that they have today,	X Ulverscroft Road

				<p>of being able to park outside or close to their property. Ulverscroft Road is a residential street with properties having outside space to the front, behind a wall, and a rear garden. The residents who already have bicycles are able to use these spaces to to park their bicycles securely and at no additional cost. The road is increasingly occupied by young families and the majority of these park at least one family sized vehicle in the street.</p> <p>Local shops are in close walking distance as is the railway station and we believe that the young family demographic of the residents is such that the provision of a hangar will not influence the uptake in cycling. The hangar will only accommodate six bicycles and therefore only one or possibly two families will benefit from the proposed installation. The use of hangars would be more relevant for streets with a majority of multi occupancy properties not family homes.</p> <p>We are concerned that the current mid-street location detailed in the proposal will:</p> <ul style="list-style-type: none">- Reduce the current convenience, that most residents enjoy of being able to park outside their property (note the street already has a 'car club' and a disabled parking space), and impact the perception others may have of the ease of parking when comparing properties.- Directly impact number 50's parking and that of immediate neighbours. This will influence future purchasers of these properties.- Become a target for crime - for example, for theft of the bicycles, vandalism or graffiti.- Take up more than a single parking space as drivers will want to leave space either side to avoid damage to their vehicles and afford cyclists better access from the street to the pavement side opening.- Impact pedestrian safety by encouraging cyclists to ride on the narrow pavements to gain easier access to and from the hangar. <p>We have offered a way to mitigate these problems in the 'additional comments' section...</p>	
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10	1		1			<p>I support the cycle hanger, but question its location. I live at X Ulverscroft Road and supported the initial bid for a hanger on our road. It is proposed to be placed outside my property. I question whether this is the best place for it for 2 reasons - 1: Directly outside my house there is a lamp post and a tree, so I am not sure there will be space for the hanger. 2: The middle of the street is always the most congested parking wise. The tree and lamp post are very close together and make it very difficult to park and open the doors. I would suggest a more suitable place to be at the Whately Road end of Ulverscroft Road, where it would not be directly outside any road facing house. There are normally spaces at this end, so would be the most sensible option, perhaps on the opposite side of the road to the 'car club' space.</p>	X Ulverscroft Road
	9	0	4	5	1		

Response to opposed comments:

1. There is space for cycles outside houses.

Response:

The proposal is in direct response to a request for secure cycle parking and it is acknowledged that theft from front gardens is an issue which cycle hangars are proposed to address.

2. Parking on Ulverscroft at the moment is nearly impossible.

Response:

An alternative location at the Whatley Road end of Ulverscroft Road is proposed where there is less parking pressure.

3. Rather than take up the parking space on an already busy road, the hangar, or preferably multiple hangars should be installed in the unused space between house 47 and 49. This area is currently unused and provides no benefit to the street.

Response:

An alternative location at the Whatley Road end of Ulverscroft Road is proposed where there is less parking pressure. The

unused space is not considered to be appropriate as consent of the land owner would be required and it is preferred to locate the hangar on the highway. Furthermore, the hangar requires a width of 1.5 metres in addition to the 2.5 metres width of the hangar (a total of 4 metres).

MATHAM GROVE - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1				1	I live further down from the proposed site so it will not affect me, however, as a disabled resident I would oppose if the hangar was placed further down outside my home which would prevent my carers parking outside my home to give me easy short access when I need to leave my home	X MATHAM GROVE
2	1		1			I think this is an excellent scheme. I'd very much like to see a bike hangar on every street and a lot less cars!	X MATHAM GROVE
3	1			1		There is currently very limited parking space in Matham Grove for cars. Having a cycle hangar would limit car parking even more in Matham Grove.	X MATHAM GROVE
4	1			1		Parking is already an issue on Mathen Grove. We have 2 disabled bays (unnecessary) and with 2 children we struggle to even park on our street. Shoppers, shopkeepers and commuters already park on our road as there is STILL not resident parking restricting non resident usage. We cannot afford to lose another space. Bicycles should be maintained on the owners private property.	X MATHAM GROVE
5	1		1			This road is used by estate agents, traders and residents are compromised as a result. Anything that encourages less car traffic is welcome.	X MATHAM GROVE
6	1		1			I cycle to work regularly and currently keep my cycle in my house. I may decide to use the cycle hangar instead if installed. This would be a very	X MATHAM GROVE

						welcome addition to the local amenities. Anything to encourage cycling and reduce dependency on motor vehicles can only be a good thing. Whether or not I decide to use the hangar I thoroughly support the proposal.	
7	1		1			I think it's a great idea that means more people can store bikes safely, especially in rented accommodation.	X MATHAM GROVE
8	1			1		I completely object to the installation of this cycle hangar. All the residents on Matham Grove have gardens where bikes can be adequately stored. The suggested location is awful!! and would take up much needed parking. The residents on Matham Grove often cannot find parking so the loss of even half a space would be terrible. We are desperate for tighter parking controls, perhaps resident only between noon and 13.30 to stop people who don't live here parking their cars all day!!. This hangar is not required!! It is an eyesore! I have spoken to many residents along the road and not many people are in favour. PLEASE DO NOT GO AHEAD!!	X MATHAM GROVE
9	1				1	I find it hard to support this proposal because for residents it is becoming increasingly difficult to park in Matham Grove. In recent years we have lost several car parking places for example through double yellow lines on the corner (a good thing), the ongoing work at the former school building, and tapering of the road at its entrance to make it safer. In these circumstances I think the council needs to look at alternatives which do not take up a potential resident parking space, for example a pavement-based solution (like the bicycle lockers at East Dulwich Station). I feel bad not supporting the proposal but there is a wider issue here. I think the council needs to look at a way of maintaining sufficient parking in this street for local residents and business. At peak times - evenings and Saturdays - it is becoming very difficult to park in the street. We are a five person family and we have always found it possible to store our	X Matham Grove

						bikes in our house.	
10	1			1		There are not enough car parking spaces for residents already so am not wanting to lose more space on the street. There are many bike riders on our street and there has not been an issue to date with bikes needing to be stored on the road.	X Matham Grove
	10	0	4	4	2		

Response to opposed comments:

1. Bicycles should be maintained on the owners private property.

Response:

The proposal is in direct response to a request for secure cycle parking and it is acknowledged that theft from front gardens is an issue which cycle hangars are proposed to address.

2. There is currently very limited parking space in Matham Grove for cars. Having a cycle hangar would limit car parking even more in Matham Grove.

Response:

It is recognized that the cycle hangar will take up 2.5 metres of parking space, this is less than one car. The net benefit will be 6 additional bike parking spaces.

3. We are desperate for tighter parking controls, perhaps resident only between noon and 13.30 to stop people who don't live here parking their cars all day!

Response:

An alternative location at the issue of parking controls is not something that this scheme is proposed to address. Southwark does have a limited Controlled Parking Zone Review budget and the comments regarding Matham Grove will be forwarded on to them to consider in conjunction with similar requests.

GLENGARRY ROAD - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1		1			I support the installation of a bicycle hanger on my street. What worries me is that will restrict parking on our road which is always difficult to find especially during the peak hours, mornings, afternoons and late in the evenings. We are in the profession where we tend to come back home very late and there is never any parking available. I would really welcome residential parking licence on our road.	X GLENGARRY ROAD
2	1		1			Good idea, depending on the news of the residents immediately next to the proposed hangar. the colour must be as in the illustration. Fee essential. Plus a waiting list with a rota - those at the top get first refusal when the current term is complete.	X GLENGARRY ROAD
3	1			1		There will be loud noise each time the cycle hangar is dropped into the closed position, that is a fact. There are many bedrooms, from flats and houses, facing onto street. The unavoidable nose would be antisocial. The street is already overcrowded with bins on pavement and this cycle hangar would add to that mobility problem (when in use) to the disabled residents whom I notice that pass this part of the street. Cyclists should keep their bicycles indoors, if that is too much hassle then it will be even more troublesome for them to keep the noise level down during sleeping hours whilst using cycle hangar. There are simply too many residents in this part of street who will be unduly affected by this proposal. If the cycle hangar is required then put it where it will have minimal impact on	X GLENGARRY ROAD

					residents at end of or at top of street but even then this is a luxury that the council tax payer will not in majority of cases welcome. I am in favour of cycling but for the greater good of residents I oppose this proposal.	
4	1		1			X GLENGARRY ROAD
5	1		1		We need more support from the Government to have an alternative transport only bus 37 bus go through this route, because of school children, opposite there is Dulwich Hospital sometime ambulances pas through opposite Glengarry Road. I X agreed for Southwark Council to implement the installatin of bicycle hangar (bicycle parking unit) in our street Glengarry Road SE22 8QA. I also need more street lights along Glengarry road because at night it so dark for passers by and cyclists, cars including motor bike, deliver goods, restaurants. We need Police station for dulwich. Police is closed down, East Dulwich branch, police should be provided for tenants .	X GLENGARRY ROAD
6	1			1	I live on Glengarry Road and I am a car owner. I have experienced difficulty finding a parking space near my property of late and view this as making the parking situation worse, particularly as it would be situated very close to my house. Therefore, I am not particularly pleased about this and would ask that the location is moved to an area that is less congested already. Thank you.	X GLENGARRY ROAD
7	1			1	This road already has problems with lack of space every day without this ugly cycle hangar being put here, it is not going to be of any use and a waste of money in this street as hardly any of my neighbours would find it of any use only an eyesore and cause noise with the metal lid crashing and slamming down.	X GLENGARRY ROAD
8	1		1		I have a bike (which I commute to work on). It would be very helpful to have this cycle hangar. I suspect there will be far more than 6 people with bikes interested though. Can you provide more than 6? there are 3 bikes in our building alone. Please provide more than 6. Definitely not enough	X GLENGARRY ROAD

9	1		1		Also have normal cycle street parking for temporary parking	X GLENGARRY ROAD
10	1			1	We are not opposed to the hangar structure in principle and would welcome it on our road, however, we are strongly against positioning it in front of our building (X glengarry) as we have a small 2 year old and the parking outside the house remains essential. Losing the parking space outside the building, which we currently use for the nursery run on a daily basis, would be extremely inconvenient. We would, therefore, prefer, if a hangar needs to be placed on the road, for this to be done on the corner stretch of the street after 101 glengarry. It would not obstruct any buildings there and we would, therefore, be supportive. (Suggested position marked on the plan). As an owner of the building on X glengarry Rd we really do not want the hangar structure in front of our house. Many thanks.	X GLENGARRY ROAD
11	1		1		Very useful idea	X GLENGARRY ROAD
12	1			1	ABSOLUTELY NOT!!! This road is diabolical for parking and to take away even more space for 6 pushbikes seems ridiculous. bikes can be keep securely in front or back gardens, the parking space in this street is needed more as the resident of X this would be directly outside our property and we strongly oppose this. Glengarry Road is a road with a lot of flats which means there are numerous cars to maybe one property - parking in this street is very bad, if you manage to secure a parking spot near your property you are lucky, we often have to park in adjacent street! To reduce the parking space available even more for accommodation of 6 pushbikes is ludicrous! These bikes can easily be secured in front and back gardens. As the resident of X this hangar would be directly outside our property and we STRONGLY oppose this. if it really has to be installed why not at the top of the road?!!!	X GLENGARRY ROAD

13	1			1		NO NO NO - I am disabled and live at X Glengarry Road so this would be outside my flat, I have been looking into having a disabled parking space allocated to the outside of my property so definitely DO NOT WANT THIS. Space in this street is valuable and to take up the space of 2 cars to enable 6 bikes to be locked up is totally outrageous, why put this hangar slap bang right in the middle of the street?!!!!'	X Glengarry Road
14	1			1		<p>it will take up car space...we already have a shortage of space especially on school runs..it is very annoying and upsetting when there is no space to park and I have bags of shopping and a baby to bring into the property of where I live</p> <p>2) the residents of 81 can easily store their bike outside in their front garden</p> <p>3) they also drive a vehicle</p> <p>4) the residents that live next door to 81 are disabled and in my opinion they should have a disabled parking bay there that's more needed than a bike hanger!</p> <p>5) they are not the only residents on Glengarry road which have bikes. I have a bike and I carry my bike up and down my stairs whenever I want to ride it, I also have that option of putting it outside in the front garden I just choose not too.</p> <p>6) it's not just myself that's not in agreement of this. Alot of the residents on Glengarry road are not happy with this proposal</p> <p>No, I/ we don't like the idea of having that bike hanger outside on the road knowing that it's going to take up a car space!</p>	
	14	0	7	7	0		

Response to opposed comments:

1. bikes can be keep securely in front or back gardens, the parking space in this street is needed more as the resident of 79b this would be directly outside our property and we strongly oppose this.

Response:

The proposal is in direct response to a request for secure cycle parking and it is acknowledged that theft from front gardens is an issue which cycle hangars are proposed to address.

2. I have experienced difficulty finding a parking space near my property of late and view this as making the parking situation worse, particularly as it would be situated very close to my house. Therefore, I am not particularly pleased about this and would ask that the location is moved to an area that is less congested already.

Response:

It is recognized that the cycle hangar will take up 2.5 metres of parking space, this is less than one car. The net benefit will be 6 additional bike parking spaces.

3. There will be loud noise each time the cycle hangar is dropped into the closed position, that is a fact. If the cycle hangar is required then put it where it will have minimal impact on residents at end of or at top of street but even then this is a luxury that the council tax payer will not in majority of cases welcome.

Response:

The cycle hangar door is fixed to a pneumatic hinge which prevents it from being dropped and means that there is minimal noise associated with the opening and closing of the hangar.

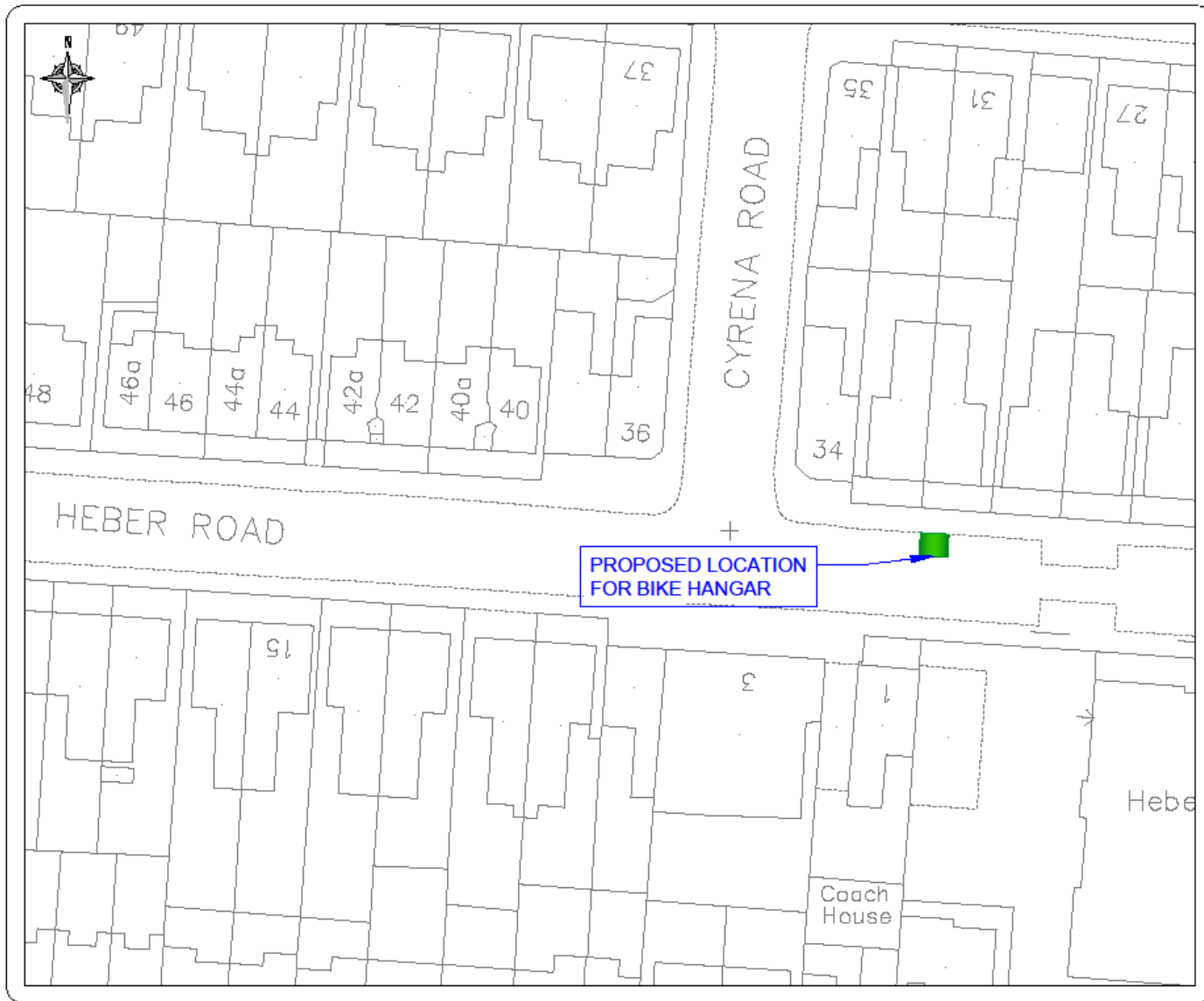
4. We are not opposed to the hangar structure in principle and would welcome it on our road, however, we are strongly against positioning it in front of our building (X glengarry) as we have a small 2 year old and the parking outside the house remains essential.

Response:

An alternative location is proposed along the side of No. 78 Glengarry Road where it would not be directly outside a frontage.

APPENDIX B

Cycle Hangar Location Plan



LEGEND / NOTES.

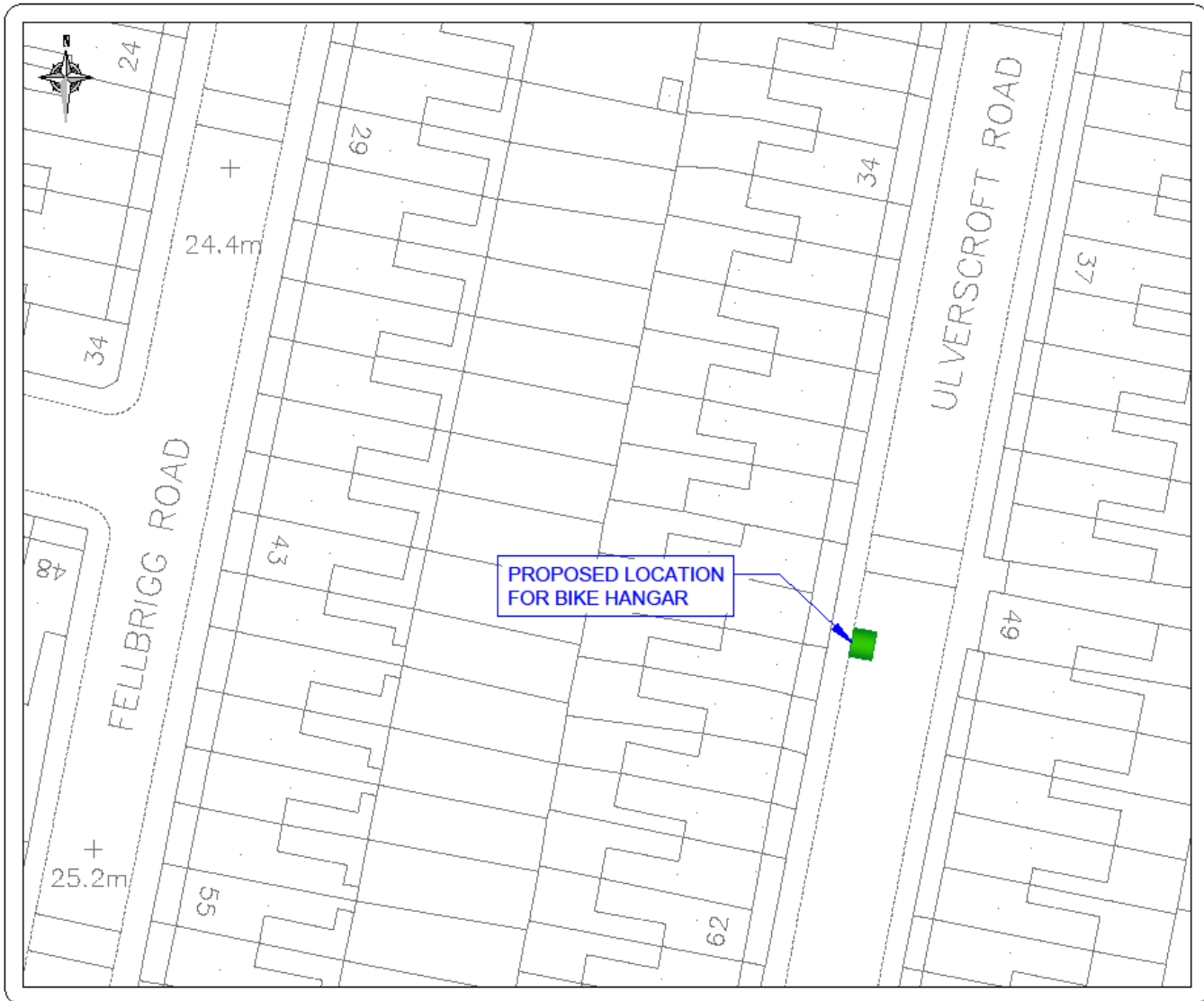
 BIKE HANGAR -
DIMENSIONS:
LENGTH 2550mm
WIDTH 2050mm,
HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision

PUBLIC WORKS PROJECTS TEAM 180 TOUHY STREET WY 5116

Project		BIKE HANGARS	
Title		HEBER ROAD	
Project No.		Scale	
Date	1:500@A3	Author	
Drawing No.	2014-15-SRD9	Checker	
Date	FEB 2015	Revision	A
		Date	13/02/2015



LEGEND / NOTES.

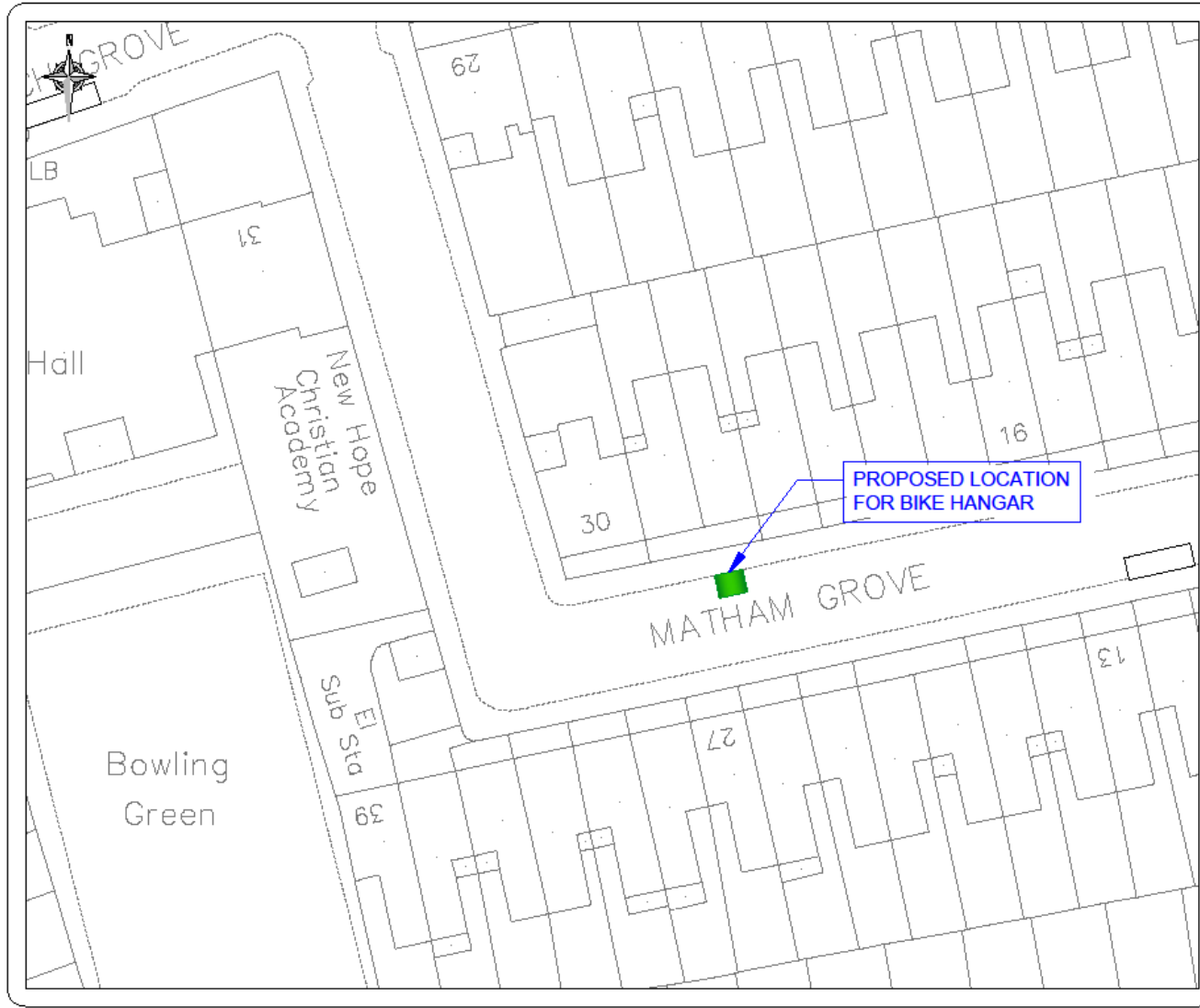
BIKE HANGAR -
 DIMENSIONS:
 LENGTH 2550mm
 WIDTH 2050mm,
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision

PUBLIC WORKS PROJECTS TEAM - NEWCASTLE CITY COUNCIL

Project		BIKE HANGARS	
Title		ULVERSCROFT ROAD	
Version No.		Scale	
Sheet	1:500@A3	Author	
Drawing No.	2014-15-SR08	Issue	A
Date	FEB 2015	Issue Date	13/02/2015



LEGEND / NOTES.

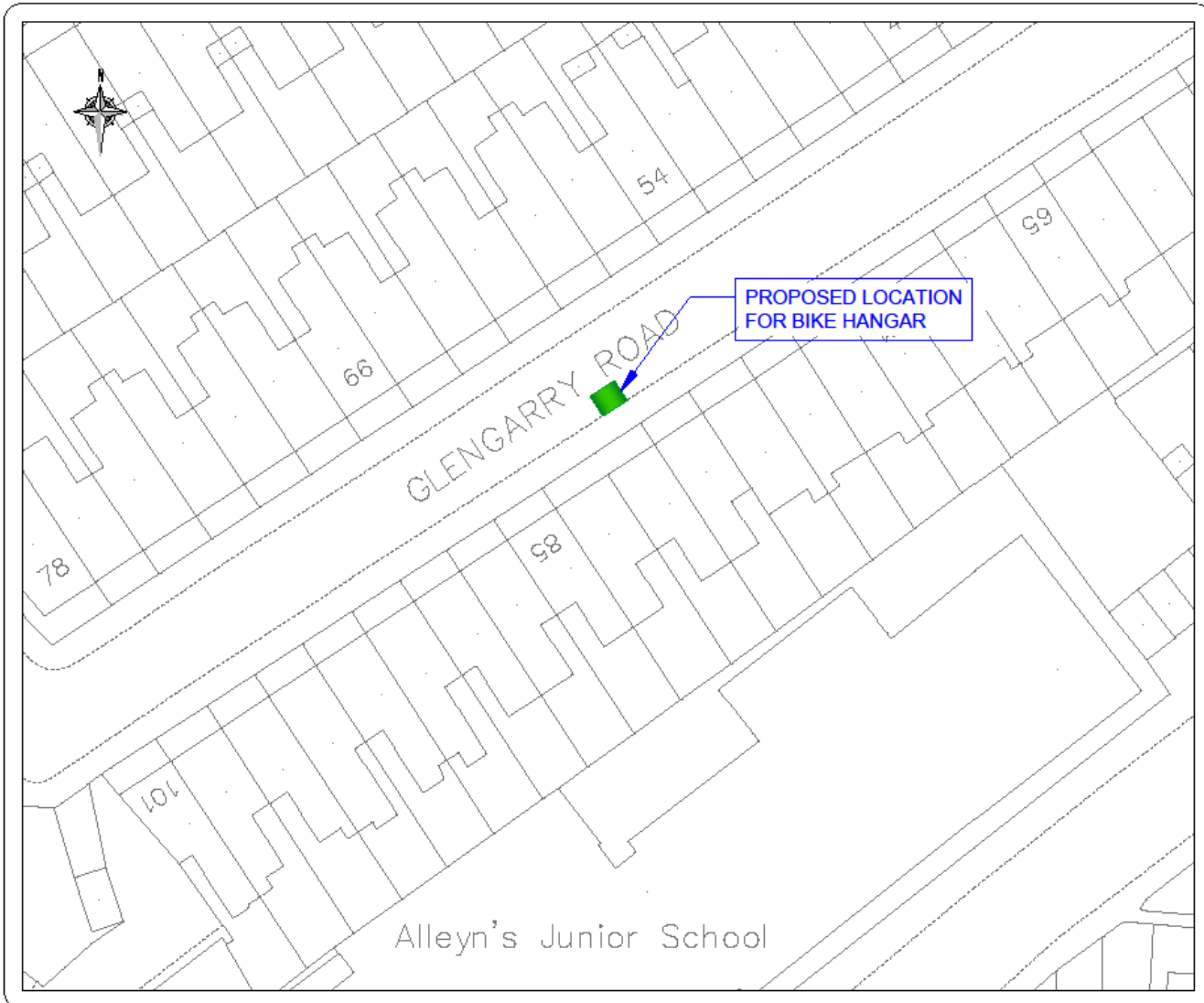
BIKE HANGAR -
 DIMENSIONS:
 LENGTH 2550mm
 WIDTH 2050mm,
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision

PUBLIC REALM PROJECTS TEAM - METCALFE STREET BRISBANE

Project	
BIKE HANGARS	
Title	
MATHAM ROAD	
Revised No.	
Date	1:500@A3
Drawing No.	2014-15-SR07
Scale	FEB 2015
Revision	13/02/2015



LEGEND / NOTES.

BIKE HANGAR -
 DIMENSIONS:
 LENGTH 2550mm
 WIDTH 2050mm,
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision

PUBLIC WORKS PROJECTS TEAM - 140 TROTTER STREET - 101 001

Project		BIKE HANGARS	
Title		GLENGARRY ROAD	
Project No.		Drawn By	
Scale	1:500@A3	Checked By	
Drawing No.	2014-15-SRD6	Issue	A
Date	FEB 2015	Revised	13/02/2015

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