

# Open Agenda

## **Dulwich Community Council AGENDA**

\*The Paxton Green Timebank Choir will open the meeting\*

**Wednesday 9 September 2015  
7.00 pm**

St Barnabas Church (church hall) Calton Avenue, London SE21 7DG

### **Membership**

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

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Tuesday 1 September 2015



## **Order of Business**

**Item  
No.**

**Title**

**1. INTRODUCTION AND WELCOME**

Stalls for community groups will be at the start and at the break.

**2. APOLOGIES**

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

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

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

Item No.	Title	Time
	The chair to advise whether they have agreed to any item of urgent business to be considered at this meeting.	
5.	<b>MINUTES FROM THE PREVIOUS MEETING</b> (Pages 1 - 9)	
	To approve the minutes of the meeting held on the 24 June 2015.	
6.	<b>YOUTH COMMUNITY SLOT</b>	7.10 pm
	To feedback on the Dulwich summer activities.	
7.	<b>COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS</b>	7.25 pm
	To receive community announcements and presentations under this slot:	
	<ul style="list-style-type: none"> <li>• The Police update.</li> <li>• Details of the consultation programme on transport related issues in Dulwich including programme of engagement for Dulwich Quietways - walkabouts, first workshops and concept design workshop.</li> <li>• Presentation from neighbourhood funded community groups who will talk about their successes.</li> <li>• The launch of the Cleaner Greener Safer capital funding programme 2016 – 2017.</li> </ul>	
8.	<b>HEALTH SERVICES IN THE DULWICH AREA - UPDATE</b>	8.15 pm
	A presentation from representatives of the Southwark NHS Clinical Commissioning Group (CCG) who will talk about progress on the plans for the new health centre on the Dulwich Hospital site. Also NHS Property Services will talk about the rest of the site.	
9.	<b>BREAK</b>	8.25 pm
	An opportunity for residents and community groups to talk to Councillors.	
10.	<b>DEPUTATIONS/PETITIONS (IF ANY)</b>	8.35 pm
	Deputation request:	
	<ul style="list-style-type: none"> <li>• East Dulwich Grove, SE22 - road ramp speed tables.</li> </ul>	
11.	<b>NORTH DULWICH PARKING CONSULTATION</b> (Pages 10 - 16)	8.55 pm
	Results of the North Dulwich Parking consultation.	

Item No.	Title	Time
12.	<b>PUBLIC QUESTION TIME</b> (Page 17)	9.10 pm
	<p>A public question is included in the agenda.</p> <p>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.</p> <p>Responses maybe supplied in writing following the meeting.</p>	
13.	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	9.15 pm
	<p>Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.</p> <p>Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.</p> <p>The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly in November 2015.</p> <p><b>Response from the previous community council question to council assembly is attached.</b></p>	
14.	<b>ALLOCATION OF NEIGHBOURHOODS FUND 2015/16</b> (Pages 18 - 23)	9.20 pm
	<p>Note: This is an executive function.</p> <p>Members to consider allocation of funding for projects.</p>	
15.	<b>LOCAL TRAFFIC AND PARKING AMENDMENTS</b> (Pages 24 - 45)	9.30 pm
	<p>Note: This is an executive function.</p> <p>Members to consider local parking schemes in the Dulwich area.</p>	
16.	<b>CLEANER GREENER SAFER: FUNDING REALLOCATION</b> (Pages 46 - 51)	9.40 pm
	<p>Note: This is an executive function.</p> <p>Members to consider the funding allocation.</p>	

Date: Tuesday 1 September 2015

**Item No.**

**Title**

**Time**

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

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

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### **ACCESS TO INFORMATION**

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

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

### **BABYSITTING/CARERS' ALLOWANCES**

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

### **DEPUTATIONS**

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

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



## DULWICH COMMUNITY COUNCIL

MINUTES of the Dulwich Community Council held on Wednesday 24 June 2015 at 7.00 pm at Christ Church, 263 Barry Road, London SE22 0JT

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

**OFFICER SUPPORT:** Sue Hunter, Community Wardens' Service  
 Chris Durban, Cycle Programme Manager  
 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 received from Councillor Helen Hayes.

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

None were disclosed.

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

There were no urgent items.

## 5. MINUTES FROM THE PREVIOUS MEETING

### RESOLVED:

That the minutes of the meeting held on the 17 March 2015 be agreed as an accurate record of the meeting and signed by the chair.

### Updates on matters arising from the previous meeting

#### Local traffic and parking amendments

The chair mentioned that following the last meeting on 24 June when the community council resolved that the council should review its policy on double yellow lines crossovers for residential roads that were non-classified. The council had taken the view following discussions with council transport officers, that all roads which were residential or non-classified would no longer require double yellow lines for dropped kerbs.

Councillor Barber explained that the installation of double yellow lines on residential classified roads would still require approval at the community council citing Barry Road, SE22, as an example which should be treated as a residential road as opposed to a red route. He mentioned that it was important for the council to show some flexibility on these schemes.

#### One hour free parking at shopping parades

Councillor Michael Mitchell asked about the agenda item on the one hour free parking at shopping parades which was presented previously at a community council meeting. It was noted that members of Dulwich Community Council would receive an update at a future meeting.

## 6. DEPUTATION /PETITIONS

The community council received a deputation from Melbourne Grove Traffic Action Group.

Ros Atkins, spokesperson for the Melbourne Grove Traffic Action group addressed the meeting and presented data and provided information on a local survey which suggested that the traffic situation in Melbourne Grove was a major concern for residents that lived on Melbourne Grove, some of whom were present at the meeting.

The main concerns that were expressed at the meeting were speeding motorists, citing that this road was being used as a rat run and that this was causing safety concerns particularly for children and older people. The spokesperson stated following a local consultation which was undertaken by residents, the information gathered showed that 90% of respondents in the neighbouring streets were in favour of traffic calming measures (potentially a barrier) on Melbourne Grove.

The deputation also presented a petition that contained 138 signatures from local residents. It was outlined that in signing the petition, residents of Melbourne Grove, south of East Dulwich Grove requested that the council place a barrier across their street at a

point between the junctions with Tell Grove and Ashbourne Grove.

The deputation outlined that there should be better speed limit signage and other speed calming measures available to the council to consider as alternatives. The deputation referred to police data, which outlined that 76% of vehicles were speeding along Melbourne Grove. In addition the spokesperson stated that there were two new schools which would be located in the area – causing more traffic congestion on the roads. It was suggested by the deputation that having a barrier would be the quickest, cheapest and most effective way to resolve this problem.

During questions a local resident referred to previous traffic surveys that were conducted on Melbourne Grove and those surveys outlined that there were no major traffic implications that needed addressing at the time. Members of the community council mentioned that any proposals for a barrier on Melbourne Grove could cause some displacement for the neighbouring streets like Townley Road. Members felt it was important to explore all options – e.g. better signage, introduction of a 20 mph zone and that if a barrier was considered, that it would be on a trial basis.

At this point members further debated on the issue and proposed that the following motion below:

**RESOLVED:**

That the community council agreed that the council should undertake a traffic study (allocation of £10k from the cleaner greener safer funding for a study) in order to evaluate the correct option for Melbourne Grove taking into account neighbouring roads – Townley Road, Ashbourne Grove and Chesterfield Road.

**7. YOUTH COMMUNITY SLOT**

Members noted that the youth development worker should provide feedback on the Dulwich summer programme of activities for young people at the next meeting.

**8. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS**

**Community wardens update**

Sue Hunter from the community wardens provided an update on the structure, role and responsibilities of the community wardens. Sue explained that the community wardens' service had been reduced significantly due to staff cuts; however they had now received funding to cover areas in Dulwich. The wardens' service is police accredited, and tackled problems like dog fouling and litter. The wardens' service also covers the north of the borough.

Sue explained there would be more community warden patrols and public engagement with the focus being on or around Lordship Lane. The wardens would also be tasked to deal with weapon sweeps on a regular basis. It would also include assisting rough sleepers so they could be directed to the most appropriate contact.



## **Police updates**

Sergeant Bartley informed the meeting he was about to retire and that new inspector Duncan Jackson would take over his position.

He explained the police would continue to tackle burglary, robbery, theft and drug offences.

## **Community infrastructure project list**

The community infrastructure project list received annual updates from the community council meetings. The council welcomes ideas for new projects that would be accepted throughout the year. Suggestions received between now and September 2015 would be added to the existing projects and the list presented at a future meeting.

Additions should benefit one or more of the following publically accessible amenities:

- Community facilities
- Education
- Public realm
- Local transport improvements
- Open space and sport.

The community council could email their suggested projects to the council at [jack.ricketts@southwark.gov.uk](mailto:jack.ricketts@southwark.gov.uk).

## **SGTO – football tournament in July and August 2015**

Eddie Wilcox, Co-organiser from Southwark Group of Tenants Organisations (SGTO) spoke about the football tournament at Homestall Road, SE22 which was aimed at young people aged from 11 to 13 years and 14 to 16 years boys and girls.

Each part of the borough was asked to take part in the tournament and the group said they would welcome more teams from local housing estates to take part in the tournament.

David, the campaign manager said this was an important programme because it helped promote healthy living. He said he would encourage parents to be involved as well so that young people could represent their area and have a sense of pride. David said the tournament was a community led initiative for local people to help broaden participation and create community cohesion.

For more information contact: Ahmed Kaaba SGTO on 0207 639 6718

## **9. DULWICH COMMUNITY COUNCIL PRIORITIES FOR 2015-2016**

The community council discussed priorities for 2015 -16 in the break out sessions:

### **Workshop 1**

What are the big issues for the Dulwich area?

- Traffic management
- Townley Road junction
- Southwark Quietways
- Traffic – more joined up thinking
- Consultation processes (or lack of).

How should the council engage with local people on these issues and what are the best ways of doing this?

- Timely and open engagement
- Collaborative and transparent processes
- Going to where the 'people' are, rather than expecting them to find us
- Meetings and conversations in Dulwich
- Officer visits to the area
- Website which is understandable and clearly indicates which documents are up to date, and those that are not up to date.

What do you like about community council meetings, what do you dislike?

- Best part was the feedback sessions where we broke out into the separate rooms as there was a feeling that it might be difficult to make your voice heard at the community council we welcome the free flowing conversation in the breakout sessions.
- The group thought that more people actually got to speak in the break out session.
- How were we planning to capture these thoughts and feed them back?
- The worst part of community councils ... the suspicion is that he or she who shouts loudest gets most attention or results.

## **Workshop 2**

What are the big issues for the Dulwich area?

- Herne Hill - traffic speed, and lack of enforcement
- Housing - costs of availability

- Disturbances from licensed and temporary premises
- More informed updates from police and the noise team
- Police presence in the community and meetings and to highlight/. Talk about burglary issues
- Network Rail - work on Herne Hill station and the surrounding area.
- Alleyn Park - parking for both teachers and parents.
- How do we get schools to implement green travel plans?
- Updates on the parking outside and around schools
- School coaches and driving is an issue.

How should the council engage with local people on these issues and what are the best ways of doing do?

- More interactive discussions
- Making informal contact with people
- Keep people to the right amount of time
- Making sure that people have their say and have their voices are heard.

What do you like about community council meetings, what do you dislike?

- Sometimes not a clear mix of the formal and informal at the meeting
- People need to use the microphone when speaking out at the meeting.

## **10. PROPOSED EXTENDED PRIMARY CARE SERVICES PRESENTATION**

Dr Nancy Kuchemann, Southwark GP was present to talk about access to local services and for primary care and to look at ways in which these services would soon be easily accessible as a result of change to the primary care services in general.

A programme of engagement had taken place over the last few years and one proposal for extended primary care was to have GP appointments up to 8.00pm for urgent and immediate problems. Both services would have access to a patient's notes and the first point of call would be the GP surgery then if that was not possible people should contact the extended access clinics which would be put through an appointment system.

Dr Kuchemann said it was important to be registered so people were able to access these services so they were available to everyone. Dr Kuchemann made reference to

pharmacies stating that extra investment had been made in these services. She agreed to be available during the break.

## **11. CLEANER GREENER SAFER PROGRAMME UPDATE**

That Dulwich community council noted:

1. That there were 62 live cleaner greener safer (CGS) projects and grants in Dulwich area, 58 of the projects were completed within the two year completion rate target.
2. That three of the four older CGS awards were expected to be completed within two months and one project - the Herne Hill Velodrome Access improvements, was given an extended deadline in order for the project to be completed in late spring 2016, following major works on the site.
3. That the number of awards approved in the last four years of the programme were shown in Appendix 1 of the report.
4. That the list of live projects and grants with an estimated completion date were shown in Appendix 2 of the report.

## **12. PUBLIC QUESTION TIME**

During this item questions were raised about planning matters in the community council area, most of which were in regards to the consultation process and deadlines for residents to submit their representations to the council.

The chair said the community council could not instruct the planning department to defer consultation dates or alter the time frames for such issues. Cllrs Lyons and Kirby agreed to contact the chair of planning about the concerns expressed at the meeting.

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

At the meeting members agreed to submit the following community question to council assembly

### **Community council question previously submitted to council assembly**

Could the cabinet member for environment and public realm please provide an update on the consultation and implementation of the one hour free parking at shopping parades in the borough?"

### **Response from the council assembly meeting on the 8<sup>th</sup> July 2015**

A number of shopping parades in the borough have been identified for the introduction of one hour free parking and a formal decision to progress these sites for implementation will be taken later this month. The proposed sites will be subject to statutory consultation,

which we expect to take place in September. If there are no objections to these proposed sites, one hour free parking will be implemented on the shopping parades in late autumn.

More details on the project are available online at:  
[www.southwark.gov.uk/onehourparking](http://www.southwark.gov.uk/onehourparking)

#### 14. LOCAL TRAFFIC AND PARKING AMENDMENTS

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

Members considered the recommendations in the report.

##### **RESOLVED:**

1. That the following local traffic and parking amendments be 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. That the objections received against a non-strategic traffic management matter are considered and determined as follows:
  - North Dulwich Triangle – that the three objections made against the proposal to install ‘at any time’ waiting restrictions (double yellow lines) at 7 junctions be rejected, and officers instructed to proceed and make the traffic order but that implementation be deferred until the parking zone consultation is complete.

#### 15. DULWICH BIKE HANGARS

The officer introduced the item. Members then considered the recommendations contained within the report.

##### **RESOLVED:**

1. That the Dulwich Community Council approved the recommendations being made to the cabinet member for environment and the public realm.
2. That the cycle hangars be introduced in the following locations:
  - Heber Road
  - Ulverscroft Road
  - Matham Grove
  - Glengarry Road
3. That the named schemes proceed to implementation subject to the statutory

procedures and outcomes.

4. That the community council notes the council's on going commitment to improve and promote cycling and safety in the borough.

The meeting ended at 10.10 pm.

**CHAIR:**

**DATED:**

<b>Item no.</b> 11.	<b>Classification:</b> Open	<b>Date:</b> 9 September 2015	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		North Dulwich and Denmark Hill parking zone study	
<b>Ward(s) or groups affected:</b>		South Camberwell and Village	
<b>From:</b>		Public Realm Programme Manager	

## RECOMMENDATION

1. That Dulwich Community Council comment upon the following recommendations that are due to be made to the cabinet member for environment and the public Realm:
  - Approve the implementation of a new parking zone in the North Dulwich and Denmark Hill area, operating Monday to Friday, 12 noon to 2pm, subject to the outcome of any necessary statutory procedures.
  - Approve the position and type of parking bays and restrictions for the new parking zone as shown in the detailed design (Appendix C).
  - Not approve the implementation of a parking zone in the Champion Hill area but introduce localised restrictions to prevent inconsiderate parking as shown in Appendix C.

## BACKGROUND INFORMATION

2. The strategic parking project programme was approved by the head of public realm in conjunction with the cabinet member in September 2014. This programme included a consultation on a proposed parking zone in the North Dulwich and Denmark Hill area along with the Champion Hill S106 funded CPZ extension proposal.
3. Following approval of the programme but in advance of public consultation, a report was presented to Camberwell Community Council on 21 March 2015 and Dulwich Community Council on 17 March 2015. This report set out the proposed consultation methods and boundaries.
4. Two separate consultation areas were recommended at those meetings, with different timeframes. The two boundaries focussed upon (a) the North Dulwich area where substantial representations had been made and (b) the Champion Hill area where the s106 development funding was sourced. The areas did not include the streets between those two areas (e.g. Dylways, Crossthwaite, Sunray Avenue etc.)
5. At the meeting, Dulwich Community Council asked that all roads up to the ward boundary be included in the consultation. Camberwell Community Council asked that additional roads in their area be added in response to Dulwich Community Council's request.

6. As a result of the changes requested by the community councils, the consultation boundary was amended to reflect the streets listed at the outset of this document. This larger consultation area also enabled the programme for the Champion Hill area to be brought forward.
7. In accordance with Part 3D paragraph 22 of the Southwark Constitution the decision to implement a new strategic transport scheme lies with the cabinet member for environment and public realm.
8. Part 3H paragraph 18 and 20 of the constitution sets out that community councils are to be consulted on the detail of strategic parking / traffic / safety schemes. In practice this is carried out following informal public consultation.
9. The community council is now being consulted on the recommendations that are due to be presented to the cabinet member, following informal public consultation.
10. A parking zone consultation was last undertaken in North Dulwich in 2009. No consultation has been undertaken before in the Denmark Hill area.
11. The existing Herne Hill (HH) parking zone was first introduced in 2002. Since its implementation, the zone has been extended (2004 and 2011) and new parking zones have been introduced in Lambeth (2013, 2014).
12. There have been 143 individual requests received by the council from residents in 2014-15, following the introduction of parking zones in Lambeth.

## **KEY ISSUES FOR CONSIDERATION**

### **Consultation results and parking stress data**

13. Full details of the consultation strategy, results, analysis and options can be found in the "North Dulwich and Denmark Hill consultation report" (appendix a) but the key issues are summarised in this section.
14. Informal public consultation took place with all residents and businesses within the study area from 18 May 2015 until 12 June 2015.
15. The informal public consultation yielded 478 returned questionnaires from within the consultation area, representing a 23% response rate.



16. Figure 1 details the overall response to the headline questions.

Response rate	Do you want a parking zone to be introduced in your street?	If a parking zone was introduced, which of the following <u>hours</u> would you like the parking zone to operate?	If a parking zone was introduced, which of the following <u>days</u> would you like the parking zone to operate?
23%	59% - Yes 32% - No 9% - Undecided	38% - 12 noon to 2pm 25% - Other specified 13% - 10am to 12 noon 12% - 10am to 2pm 12% - 8.30am to 6.30pm	70% - Monday to Friday 13% - Monday to Saturday 10% - Other specified

**Figure 1**

17. The majority (59%) of respondents, across the entire project area, are in favour of the introduction of a parking zone in their street.
18. The majority (38%) of residents are in favour of parking controls only being in place between 12 noon to 2pm.
19. Street by street analysis (Appendix B) shows that opinions about parking and the actual level of parking stress do vary from street to street and between the North Dulwich area, the Denmark Hill area and the Champion Hill area.
20. The consultation results show a clear correlation between support for the parking zone and the average parking stress. Of the 12 streets that support a parking zone, the collective average parking occupancy was recorded as high at 84%. In comparison, of the 7 streets against a parking zone, the collective parking occupancy was recorded as low at 53%.

### Options

21. Having considered all the data available, four possible options are considered viable. The rationale, risks and benefits for each of the options are discussed in the consultation report:
  - **Option 1** – Introduce a parking zone in the entire study area
  - **Option 2** – Introduce a parking zone in the North Dulwich and Denmark Hill area only
  - **Option 3** – Introduce a parking zone in the North Dulwich area only
  - **Option 4** – Do not introduce a parking zone within the study area

### Preferred and recommended option

22. It is officers' recommendation to proceed with:
  - **Option 2** – Introduce a parking zone in the North Dulwich and Denmark Hill area only.
23. The reasons officers have recommended this option are explained in paragraphs 24 to 28.
24. Overall, in the area included in Option 2, a majority of respondents (61%) support a parking zone in their street. Examining data on a street-by street basis shows that 12 streets in this area are in favour of a new parking zone (>50% in

favour), with four streets showing no clear majority and four streets against (>50% against).

25. Consultees were asked whether they would change their mind if a parking zone were to be introduced in a neighbouring street. Responses were compared to those who had previously stated that they were not in favour and results adjusted according to the numbers of respondents that would change their mind. The adjusted response results in 15 roads in support of a new zone, with three roads against and two with no clear majority.
26. While there is overall support (59%) from the roads in Option 1, none of the roads in the Champion Hill area responded in favour of a new parking zone. This area is not directly connected by road to the North Dulwich and Denmark Hill area, which minimises the risk of displacement of parking should Option 2 be implemented.
27. If a parking zone were to be introduced to the North Dulwich area only (as in Option 3), it is likely that parking activity will be displaced to the roads in the area excluded from the parking zone. This will increase parking stress in those roads and may result in pressure for a further consultation in the excluded roads after the implementation of such a parking zone.
28. The installation of double yellow lines at junctions in the North Dulwich Triangle area of Village Ward area (9 locations) were approved at Dulwich community council on 17 March 2015. During April 2015, the council commenced statutory consultation. Objections were received during this period and were reported to Dulwich community council on 24 June 2015 for determination where the three objections were rejected. Officers were instructed to proceed and make the traffic order but that implementation is deferred until this parking zone consultation is complete.

### **Policy implications**

29. 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**

30. 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.
31. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
32. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely pre-empted until the

recommendations have been implemented and observed

33. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community group.
34. 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**

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

### **Legal implications**

36. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
37. 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.
38. 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.
39. 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.
40. 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.
41. 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

42. The community council was consulted prior to commencement of the study.
43. Informal public consultation was carried out in May and June 2015, as detailed above.
44. This report provides an opportunity for final comment to be made by the community council prior to a decision scheduled to be taken by the cabinet member for environment and public realm in October 2015.
45. If approved for implementation, any parking modifications will be subject to statutory consultation required in the making of any permanent Traffic Management Orders.

## 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: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker 020 7525 2021

## APPENDICES

No.	Title
Appendix 1	North Dulwich and Denmark Hill consultation report (circulated separately)
Appendix 2	Street by street analysis (circulated separately)
Appendix 3	Proposed parking zone layout (circulated separately)

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Paul Gellard, Project Engineer / Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	6 August 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	26 August 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

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 9 September 2015	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Allocation of Neighbourhoods Fund 2015/16	
<b>Ward(s) or groups affected:</b>		East Dulwich Ward	
<b>From:</b>		Head of Community Engagement	

## RECOMMENDATION

1. That the Dulwich Community Council approves a further £2,000 of Neighbourhoods Fund for two projects from an unallocated amount of £31,365 for East Dulwich Ward set out in appendix 1.

## BACKGROUND INFORMATION

2. The two projects are being proposed by members of East Dulwich Ward and a decision to fund the £500 to Christ Church Bread of Life Cafe was announced at the 24 June 2015 meeting and needs to be formally agreed. The other project is for The independent shops map, for £1,500.
3. The neighbourhoods fund is a new funding programme, which was created by the merger of two former revenue programmes known as cleaner, greener, safer revenue (CGS) and community council fund.
4. The previous cabinet member for communities, employment and business authorised the amalgamation the cleaner greener safer revenue fund and community council fund, into a single funding programme to create a new neighbourhoods fund for the 2015/16 round and onwards. This decision (IDM) was taken on 12 December 2014. The criteria for the new fund will, in the main, remain the same as previous programmes but have been streamlined to reflect the new brand.
5. The cleaner greener safer revenue fund was established in February 2012, initially consisting of £210k borough-wide funding budget with an allocation of £10k per ward. In February 2013, council assembly agreed to increase the funding programme to £420k, each ward receiving £20k. During the 2015/16 budget setting process, a further £88k was allocated to the neighbourhoods fund, bringing the allocation per ward to £30k.
6. The purpose of introducing the cleaner greener safer revenue fund in 2012 was to give community councils decision making powers over significant amounts of revenue funding, that they could allocate to meet locally determined priorities, and also to enhance and complement the effectiveness of the cleaner greener safer capital funding programme.
7. Community councils also took decisions on the community council fund and awarded revenue grants of between £100 and £1k for community projects. The total fund available borough-wide for projects in 2014/15 amounted to £122k.

## KEY ISSUES FOR CONSIDERATION

8. Dulwich Community Council had a total budget of £134,339 to allocate at the 17 March 2015 meeting and this consisted of £90k available for 2015/16 plus an unallocated amount of £44,339 from the previous cleaner greener safer revenue (CGS revenue) and community council fund (CCF).
9. Each ward will have £30K of revenue grants to allocate. It is proposed that any unallocated funds from both CGS revenue and CCF are to be carried forward from previous rounds (years) and added to the financial year commencing 1 April 2015.
10. The community councils will use the criteria set out below for the allocation of this funding.
  - a. Creating opportunities for people from different backgrounds to get on well together; (e.g. community cohesion).
  - b. Establishing projects which treat each other with respect and consideration (e.g. being a good neighbour, inter-generational contacts).
  - c. Encouraging residents to be responsible for their own neighbourhood (e.g. community clean-ups; volunteering initiatives).
  - d. Specific measures to enhance a neighbourhood's environment (e.g. increased cleaning).
11. A community council may choose to allocate some of their neighbourhoods fund resources to their CGS capital allocations.
12. Subject to the availability of resources, the neighbourhoods fund may be used to 'buy' services from the council.
13. As with any executive decision taken by community councils this is subject to the council's existing scrutiny arrangements.
14. From the 2015/16 round, East Dulwich ward had a total allocation of £52,630 of which they had already allocated £21,265 at the 17 March 2015 meeting, leaving a balance of £31,365.

## Community Impact Statement

15. 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.
16. An explicit objective within community council 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 mutual interest. The merger of CGS revenue and CCF will not adversely affect groups who normally apply for these funding streams.
17. The allocation of the Dulwich neighbourhoods fund will, in the main, affect the people living in the Dulwich Community Council area. However, in making the area a better place to live and improving life chances for local people, Dulwich neighbourhoods fund activities will have an impact on the whole of Southwark.



18. The neighbourhoods fund is an important tool in achieving community participation and cohesion.
19. In fulfilling the above objectives that community councils have of bringing together and involving Southwark's diverse local communities, consideration has also been given to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decisions to the need to:
  - a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;
  - b. Advance of equality of opportunity between persons who share a relevant protected characteristic and those who do not share it
  - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
20. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. In this process there are no issues that contravene the Equality Act 2010.
21. 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:
  - Remove or minimise disadvantages connected with a relevant protected characteristic.
  - Take steps to meet the different needs of persons who share a relevant protected characteristic.
  - Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under- represented.
  - Due consideration was given to equalities impact assessment during the design of this awards process and no adverse impact was evident.
22. Due consideration was given to equalities impact assessment during the design of this awards process and no adverse impact was evident.

### **Resource implications**

23. No resource implications

### **Consultation**

24. Neighbourhoods fund projects may require consultation with stakeholders, including the project applicant, local residents and tenants and residents associations where applicable.

### **Financial implications**

25. Only a part of the £134,339 available to the Dulwich neighbourhoods fund in 2015/16 has been allocated, with £31,365 still available to the East Dulwich ward to allocate. Therefore the additional £2k proposed for allocation in this report has funding in place to support it.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Legal Services**

26. The Local Government Act 2000 gives the Leader the power to delegate any executive function to whoever lawfully can undertake the function. The

allocation of the Neighbourhoods Fund is an executive function.

27. Community councils are 'area committees' within the meaning of the 2000 Act and executive functions can be delegated to them by the Leader.
28. The Localism Act 2011 gives councils a general power of competence whereby they have power to do anything that individuals generally may do. This power can be used even if legislation already exists that allows a local authority to do the same thing. However the general power of competence does not enable a local authority to do anything which is was restricted or prevented from doing under the previous legislation.
29. The general power of competence includes the power to:
  - (a) incur expenditure
  - (b) give financial assistance to any person
  - (c) enter into arrangements or agreements with any person
  - (d) co-operate with or facilitate or co-ordinate the activities of any person
  - (e) exercise on behalf of any person any functions of that person; and
  - (f) provide staff, goods, services or accommodation to any person.
30. The provision of funding under the Neighbourhoods Fund falls within the scope of the kind of activities the council can undertake under the general power of competence as this includes the power to give financial assistance to any person.
31. In allocating funding under the neighbourhoods fund community councils must have regard to the council's equality duties set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties have been considered in the body of the report at paragraphs 19, 20 and 21 of the report.

### **Strategic Director of Finance and Corporate Services**

32. The 2015/16 Neighbourhoods fund for Dulwich has sufficient remaining funds to absorb this additional £2k allocation.

### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Policy and Resources Strategy 2012/13-2014/15 - Revenue budget  Dulwich Community Council Decision Minutes 17 March 2015	Southwark Council Housing and Community Services 160 Tooley Street London SE1 2QH  Online: <a href="http://moderngov.southwark.gov.uk/documents/g4840/Printed%20minutes%20Tuesday%2017-Mar-2015%2019.00%20Dulwich%20Community%20Council.pdf?T=1">http://moderngov.southwark.gov.uk/documents/g4840/Printed%20minutes%20Tuesday%2017-Mar-2015%2019.00%20Dulwich%20Community%20Council.pdf?T=1</a>	Grace Semakula 020 7525 4928

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Dulwich Community Council Neighbourhoods Fund Applications

**AUDIT TRAIL**

<b>Lead Officer</b>	Forid Ahmed, Community Councils Coordinator	
<b>Report Author</b>	Grace Semakula, Community Council Development Officer	
<b>Version</b>	Final	
<b>Dated</b>	5 August 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		26 August 2015

## APPENDIX 1

## Dulwich Neighbourhood Fund 2015/16

## East Dulwich Ward

Name of Group	Name of Project	Describe what the project is trying to achieve in less than 200 word	Funding applied [£]	
SNUB	Local Independent Shops Map	The aim of the project is to help encourage local people to support the fantastic shops and businesses in East Dulwich, Dulwich Village and Bellenden. We produced the first edition last year and wish to create an updated one with new and or altered businesses, so that local people have up to date information	£1,500	
Christ Church, Bread Of Life Cafe	To promote community groups in Dulwich	To showcase a week of community projects and activity from the Dulwich neighbourhood	£500	

<b>Item No.</b> 15.	<b>Classification:</b> Open	<b>Date:</b> 9 September 2015	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Local traffic and parking amendments	
<b>Ward(s) or groups affected:</b>		Village, College and East Dulwich	
<b>From:</b>		Public Realm Programme Manager	

## RECOMMENDATION

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
  - Melbourne Grove – install single yellow line to provide an area for pickup and set down of disabled residents.
  - Bowen Drive – install double yellow lines to prevent obstructive parking and provide access for refuse and emergency vehicles.
  - Woodward Road – install double yellow lines at the junction with Eynella Road to improve inter-visibility and to prevent obstructive parking.
  - Court Lane – install double yellow lines at the junction with Dovercourt Road to improve inter-visibility and to prevent obstructive parking.
  - Barry Road – install double yellow lines to provide access to a planned vehicle crossover.
  - Lordship Lane – install double yellow lines to provide access to a planned vehicle crossover.
  - South Croxted Road – install double yellow lines to enable clear view for existing speed camera.
  
2. It is further recommended that the objection received against a non-strategic traffic management matter is considered and determined as follows:
  - Silvester Road – that the objection made against the proposal to install a new blue badge disabled bay outside No.1 Silvester Road be considered and rejected, and officers instructed to proceed and make the traffic order.

## BACKGROUND INFORMATION

3. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
  - the introduction of single traffic signs
  - the introduction of short lengths of waiting and loading restrictions

- the introduction of road markings
  - the setting of consultation boundaries for consultation on traffic schemes
  - the introduction of destination disabled parking bays
  - statutory objections to origin disabled parking bays.
4. This report gives recommendations for eight local traffic and parking amendments, involving traffic signs, waiting restrictions, road markings and determination of a statutory objection to an origin disabled parking bay.
  5. The origins and reasons for the recommendations are discussed within the key issues section of this report.
    - details of the background to the submission of the report
    - any previous decisions taken in relation to the subject matter.

## **KEY ISSUES FOR CONSIDERATION**

### **Melbourne Grove**

6. Councillor Barber contacted the parking design team to request that a parking facility be introduced near the residential care homes of Nos. 34 and 36 Melbourne Grove.
7. The residents at these addresses do not require an origin disabled parking bay (as is commonly provided in Southwark) but rely upon London's Dial-a-Ride transport service which is free for disabled people who can't use buses, trains or the Tube.
8. Due to the parking pressure and lack of available space in Melbourne Grove, the Dial-a-Ride service usually has to double park. However, this is an unsatisfactory arrangement as the residents must then get their wheelchairs out from the pavement, between parked cars and then on-board the Dial-a-Ride minibus. Clearly it would be preferable if the Dial-a-Ride minibus could pull parallel with the pavement.
9. It should be noted that, from a policy perspective, the council places disabled residents at the top of its parking hierarchy.
10. A number of options have been considered including provision of a 'no-stopping except ambulance' bay and a disabled parking bay but these are not feasible as the vehicle used for this service is a mini-bus not ambulance and it does not have a blue disabled badge, instead, a short length of waiting restriction (yellow line) is the best type of parking restriction.
11. Officers carried out a site visit on 21 April and have also contacted the service manager of the carers to determine at what time the facility should operate. We are informed that Dial-a-Ride visit every day of the week apart from Sundays and at various times of the day.
12. In view of the above, as shown in Appendix 1, we are not recommending a double yellow line (which would operate 'at any time') but instead a single yellow line to operate Mon-Sat 9am to 10pm. This would allow general parking outside of these hours.

### **Bowen Drive**

13. Councillor Hayes contacted the parking design team on behalf of a local resident who was concerned about damage that was caused to their vehicle as a result of parking on both sides of the carriageway. Obstructive parking in this location was also raised by the council's waste management contractor Veolia.
14. Bowen Drive is public highway that runs north from Kingswood Drive through the Kingswood Estate and is closed to vehicle traffic at the junction with Hunts Slip Road. There are existing double yellow lines down the one side of the highway until just north of the Dulwich Wood Primary School.
15. There are two schools with access on to Bowen Drive: Dulwich Wood Primary and Kingsdale Foundation School. It was highlighted that parents are parking in Bowen Drive and walking their children around into Alleyn Park to Dulwich Prep, London.
16. An officer carried out a site visit on 17 June 2015 to ascertain the current parking arrangements and noted that most parking took place on just one side of the highway. However, they identified that vehicles were parking on both sides in some locations and this reduced the carriageway to two metres. This would make it impossible for a large vehicle to pass.
17. Additionally, the turning head at the northern end of Bowen Drive has a single yellow line that is not signed and cannot be enforced. At the time of the visit no vehicles were parked in the turning head but it is recommended that this location be included within the proposals to ensure that sufficient space is provided at all times for vehicles to turn around.
18. In the correspondence received it is reported that damage has occurred to parked vehicles as well as confrontation between road users who are unable to pass one another.
19. It is therefore recommended, as shown in Appendix 2, that at any time waiting restrictions, double yellow lines, are installed to prevent dangerous and obstructive parking and to allow unrestricted access for refuse and emergency vehicles.

### **Woodwarde Road / Eynella Road**

20. The parking design team was contacted by a member of the Dulwich community council who raised a concern that there are no yellow lines at the junction of Woodwarde Road and Eynella Road. As a result people are parking in such a way that prevents pedestrians using the existing dropped kerbs.
21. This junction is adjacent to Lordship Lane which is a busy destination. Parking demand is very high. Parking is mostly unrestricted in the area but there are some lengths of existing double yellow lines and 2 destination disabled parking bays.
22. An officer carried out a site visit, 10 June 2015, and noted that vehicles were parked around the junction. There are existing double yellow lines from the Lordship Lane / Eynella Road junction but they stop short of the Woodwarde

Road / Eynella Road junction.

23. It is noted that there are two pedestrian refuges in the centre of the road, one on the northern approach and one on the western approach of the junction and officers have concerns that vehicles may park too close to these and obstruct the highway for large vehicles, as shown in appendix 4
24. 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 the advance of the distance in which they will be able to brake and come to a stop.
25. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distances (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, e.g. pedestrian, cyclist or a stopped vehicle.
26. It is noted that almost two thirds of cyclist killed or seriously injured in 2013 were involved in collisions at, or near, a road junction, with "T" junctions being the most commonly involved.
27. Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these are potentially more dangerous.
28. 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).
29. The proposal to install yellow lines at this junction is in accordance with the council's adopted Southwark Streetscape Design Manual (SSDM) design standard on Highway Visibility (DS114 – Highway Visibility) see Appendix 3
30. In view of the above it is recommended, as shown in Appendix 4, that double yellow line is installed on the western and northern arms of the Woodwarde Road and Eynella Road junction to prevent obstructive and dangerous parking.

#### **Court Lane / Dovercourt Road**

31. The parking design team was contacted by Councillor Mitchell on behalf of a local resident who raised concerns about the lack of visibility when turning right out of Dovercourt Road onto Court Lane.
32. The Court Lane and Dovercourt Road are predominantly residential and properties at this junction do not have off street parking.
33. An officer carried out a site visit, 24 June 2015, and noted that there is an existing disabled bay nine metres from the junction. The resultant length of unrestricted kerb allows enough space for a vehicle to park which reduces the sight line to oncoming vehicles.
34. For the reasons given in paragraphs 24 to 29, ensuring adequate visibility



between road users is important for safety.

35. In view of the above it is recommended that, as shown in Appendix 5, that double yellow line is installed northern arm of the Court Lane and Dovercourt Road junction to prevent obstructive and dangerous parking.

### **Barry Road**

36. The parking design team propose that double yellow lines are installed adjacent to the vehicle crossover and dropped kerb that is planned for No. 250 Barry Road (B219) which is a classified road.
37. The Southwark Streetscape Design Manual (SSDM) contains two design standards pertinent to this request:
- DS132 (Appendix 6) requires no waiting at any time restrictions (double yellow lines) for new crossovers on classified roads.
  - DS114 (Appendix 3) requires those restrictions to cover the full extent of the visibility splay appropriate for the sight stopping distance of the road (Visibility splays are calculated at 20mph).
38. In view of the above it is recommended, as shown in Appendix 7, that double yellow line is installed adjacent to the planned vehicle crossover outside No. 250 Barry Road (B219).

### **Lordship Lane**

39. The parking design team propose that double yellow lines are installed adjacent to the vehicle crossover and dropped kerb that is planned for Nos.236/238/240 Lordship Lane (A2219) which is a classified road.
40. The Southwark Streetscape Design Manual (SSDM) contains two design standards pertinent to this request:
- DS132 (Appendix 6) requires no waiting at any time restrictions (double yellow lines) for new crossovers on classified roads.
  - DS114 (Appendix 3) requires those restrictions to cover the full extent of the visibility splay appropriate for the sight stopping distance of the road (Visibility splays are calculated at 20mph)
41. In view of the above it is recommended, as shown in Appendix 8, that double yellow line is installed adjacent to the three planned vehicle crossover dropped kerbs outside Nos.236/238/240 Lordship Lane (A2216).

### **South Croxted Road**

42. The Parking design team have contacted by colleagues in the Road Safety and Communities Projects Team requesting double yellow lines are installed adjacent to an existing speed camera on South Croxted Road
43. The Metropolitan Police have identified the need for at any time waiting restrictions, (double yellow lines) to enable a clear sightline for the speed camera

to work effectively.

44. Cameras must be seen by motorists from a minimum distance of 60 metres and the cameras sight line range must be 0-35 metres to enable the offence to be captured clearly.
45. Parking on the sensors can inhibit the camera from detecting vehicle speeds and the camera marks placed on the carriageway must be seen by the camera. These are located between 24 and 40 metres from the camera site.
46. It is therefore recommended, as shown in Appendix 9 that double yellow lines are installed from opposite No.127 South Croxted Road to opposite No.137 South Croxted Road to enable the existing traffic camera to operate effectively.

### **Silvester Road**

47. Approval to proceed to consultation for this proposed origin blue badge disabled bay outside No.1 Silvester Road was granted by the Head of Service in May 2015 under delegated authority. The statutory consultation was carried out in July 2015 and this item summarises the one objection received in response to the statutory consultation.
48. The council has an ongoing service which provides a blue badge disabled parking bay for residents who meet the medical criteria. Colleagues in Concessionary Travel Team carry out a medical assessment and they approved this application.
49. The Council install two different types of disabled parking bay:
  - Origin blue badge bays, these are installed for residents of the borough as close to their home as possible
  - Destination blue badge bays, these are installed to assist visitors and provided near shops and services and mostly have a maximum stay period to encourage turn over and prevent all day parking

### **Objection detail**

50. The objection received, Appendix 10, to the proposal on Silvester Road is summarised as:
  - There is already a disabled bay outside No.2
  - It would devalue their property
  - The bay could be installed at the side of No.17 Landcroft Road
51. We wrote to the objector responding to the points they raised in their objection. As we did not receive a reply to that response we advised the applicant of the disabled bay that the objection would be sent to the Dulwich community council for determination.

### **Recommendation**

52. It is recommended that the objection made against the proposal to install a new blue badge disabled parking bay, as detailed in Appendix 11, be considered and

rejected and officers be instructed to proceed and make the traffic order.

### **Policy implications**

53. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011,
- 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**

54. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment
55. The recommendations are area based and therefore will have greatest affect upon those people living working or travelling in the vicinity of the areas where the proposals are made.
56. All The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
57. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely pre-empted until the recommendation have been implemented and observed.
58. With the exception of those benefits and risks identified above, the recommendation is not considered to have a disproportionate effect on any other community or group.
59. 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 refuse vehicles.
  - Improving road safety, in particular for vulnerable road users, on the public highway.

### **Resource implications**

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

### **Legal implications**

61. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
62. 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).

63. 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.
64. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
65. 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 provision of suitable and adequate parking facilities on and off the highway.
66. 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**

67. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
68. 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.
69. Should the recommendations be approved the council must follow the procedures contained with Part II and III of the Regulation which are supplemented by the Council's own processes. This process is summarised as:
  - a) publication of a proposal notice in a local newspaper (Southwark News)
  - b) publication of a proposal notice in the London Gazette
  - c) display of notices in roads affected by the orders
  - d) consultation with statutory authorities
  - e) making available for public inspection any associated documents (e.g. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1
  - f) a 21 day consultation period during which time any person may comment upon or object to the proposed order
70. 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 to the address specified on the notice.
71. 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 proposal, accede to

or reject the objection. The council will subsequently notify all objectors of the final decision.

### Programme Timeline

72. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:

- Traffic orders (statutory consultation) – October to November 2015
- Implementation – December 2015 to January 2016

### 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: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker 020 7525 2021

### APPENDICES

No.	Title
Appendix 1	Melbourne Grove – install single yellow line
Appendix 2	Bowen Drive – install double yellow lines
Appendix 3	Highway visibility DS.114
Appendix 4	Woodwarde Road – install double yellow lines
Appendix 5	Court Lane – install double yellow lines
Appendix 6	Vehicle Crossings DS.132
Appendix 7	Barry Road – install double yellow lines
Appendix 8	Lordship Lane – install double yellow lines
Appendix 9	South Croxted Road – install double yellow lines
Appendix 10	Silvester Road – objection
Appendix 11	Silvester Road – install disabled bay

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	26 August 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	27 August 2015	




LEGEND

Proposed single yellow line  
Mon-Sat 9am - 10pm

Propose  
Install new SYL (12.8m)  
Mon-Sat 9am-10pm

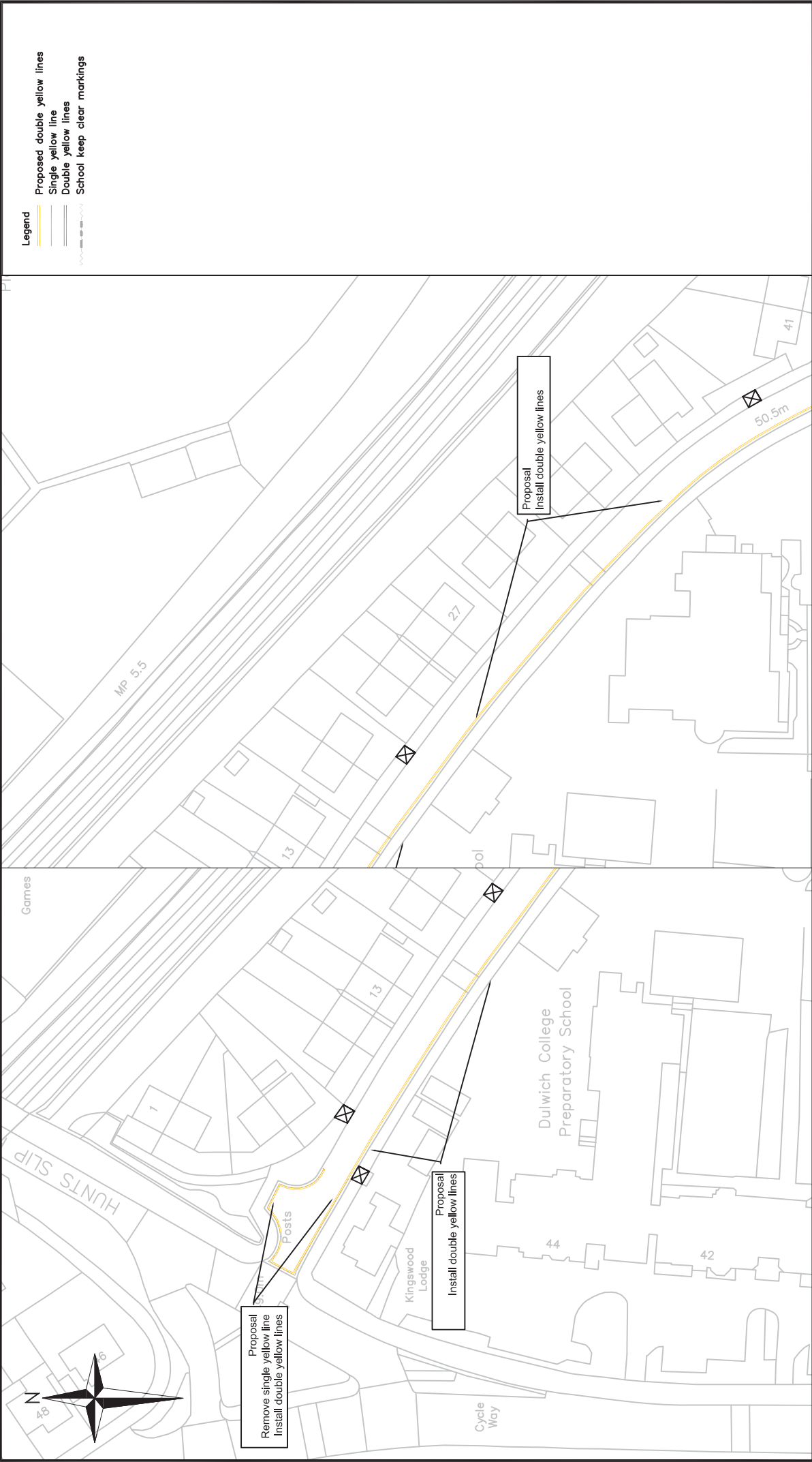
MELBOURNE GROVE

MELBOURNE GROVE

Public Realm Projects Parking Design  Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  <a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a>		Project 1516Q1 LOCAL PARKING AMENDMENTS		Community Council DULWICH		Ward(s) EAST DULWICH		Date 21/04/15		Scale 1:500 @ A4		Dm MH		Chk MH		App MH	
		Drawing Title MELBOURNE GROVE PROPOSED SINGLE YELLOW LINE		Dwg No. 1516Q1014		Status APPENDIX 1		Rev A		Rev	Date	Description	Dm	Chk	App		

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- Legend**
- Proposed double yellow lines
  - Single yellow line
  - Double yellow lines
  - School keep clear markings

**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](http://www.southwark.gov.uk/parkingprojects)



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**Project**

151602 LOCAL PARKING AMNEDMENTS

**Drawing Title**

BOWEN DRIVE  
PROPOSED DOUBLE YELLOW LINES  
DRAWING 1 OF 2

**Community Council**

DULWICH COLLEGE

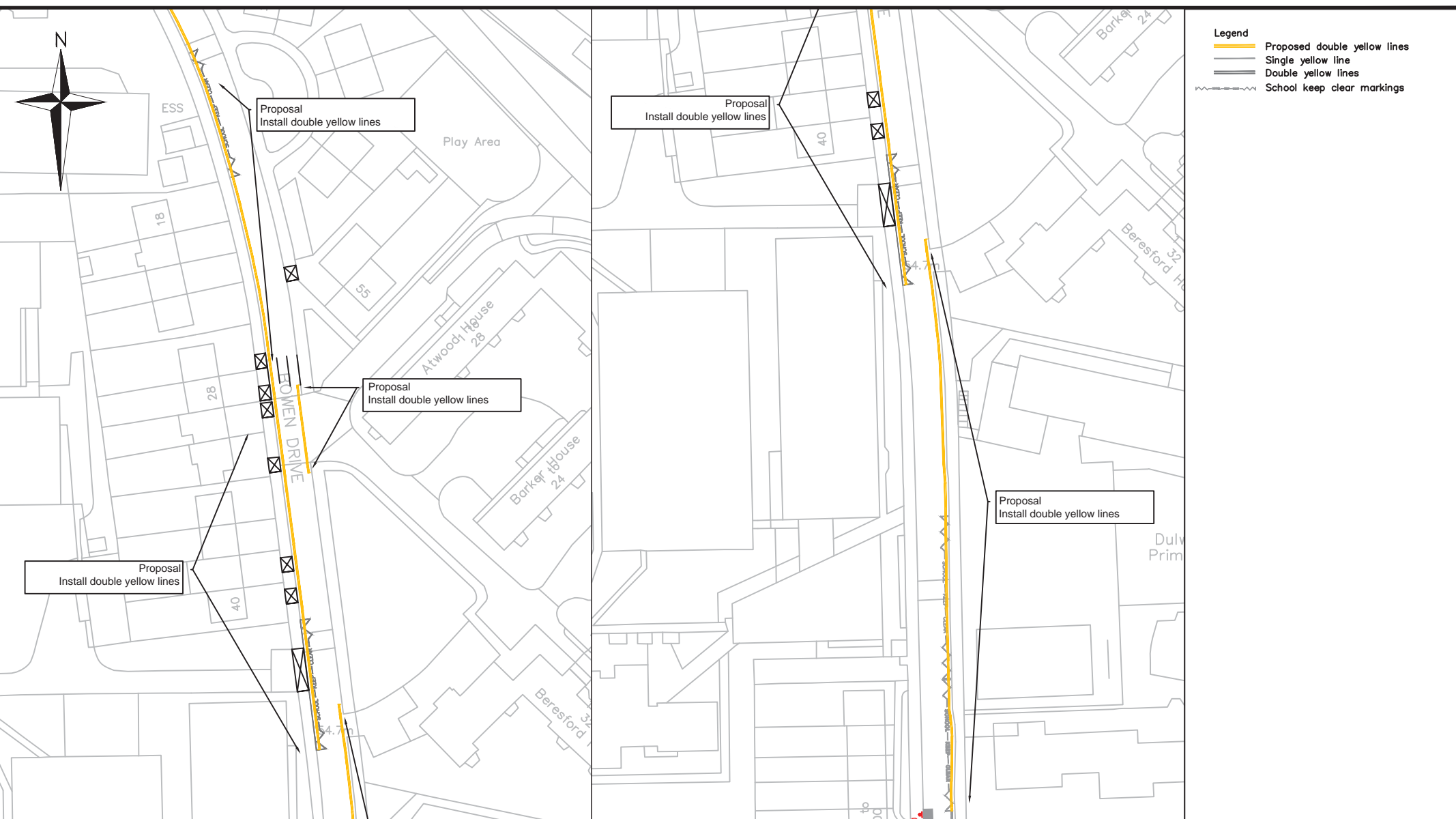
Date	Scale	Drn	Chk	App
08/06/15	1:1000 @ A4	MH	TW	TW
Dwg No.	1516Q2005		Rev	
Status	APPENDIX 2			

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Rev	Date	Description	Drn	Chk

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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 1516Q2 LOCAL PARKING AMNEDMENTS	Community Council DULWICH										
		Drawing Title BOWEN DRIVE PROPOSED DOUBLE YELLOW LINES DRAWING 2 OF 2	Ward(s) COLLEGE										
			Date	Scale	Drn	Chk	App						
			08/06/15	1:1000 @ A4	MH	TW	TW						
			Dwg No.	1516Q2005			Rev						
			Status	APPENDIX 2			A	Rev	Date	Description	Drn	Chk	App

\\bsish-zha-nst\1516share\NET\_DFA\01\_PROJECTS\2015\_16\1516 - Local Parking Amendments\02\1 IMF ITEMS\15-16\_02\_LPA\_005\_Bowen Drive\1516Q2005\_Bowen Drive\_01\_recover.dwg

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## 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](http://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.

- 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.*

- 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.*

- 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

- 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.
- In circumstances other than the above, no visibility splay at this location is required. However see also
  - standard DS.002 about providing waiting restrictions through and in the vicinity of Vehicle Crossings. These apply irrespective of visibility requirements
  - 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-set 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-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 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).

## Appendix 3

- 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.*

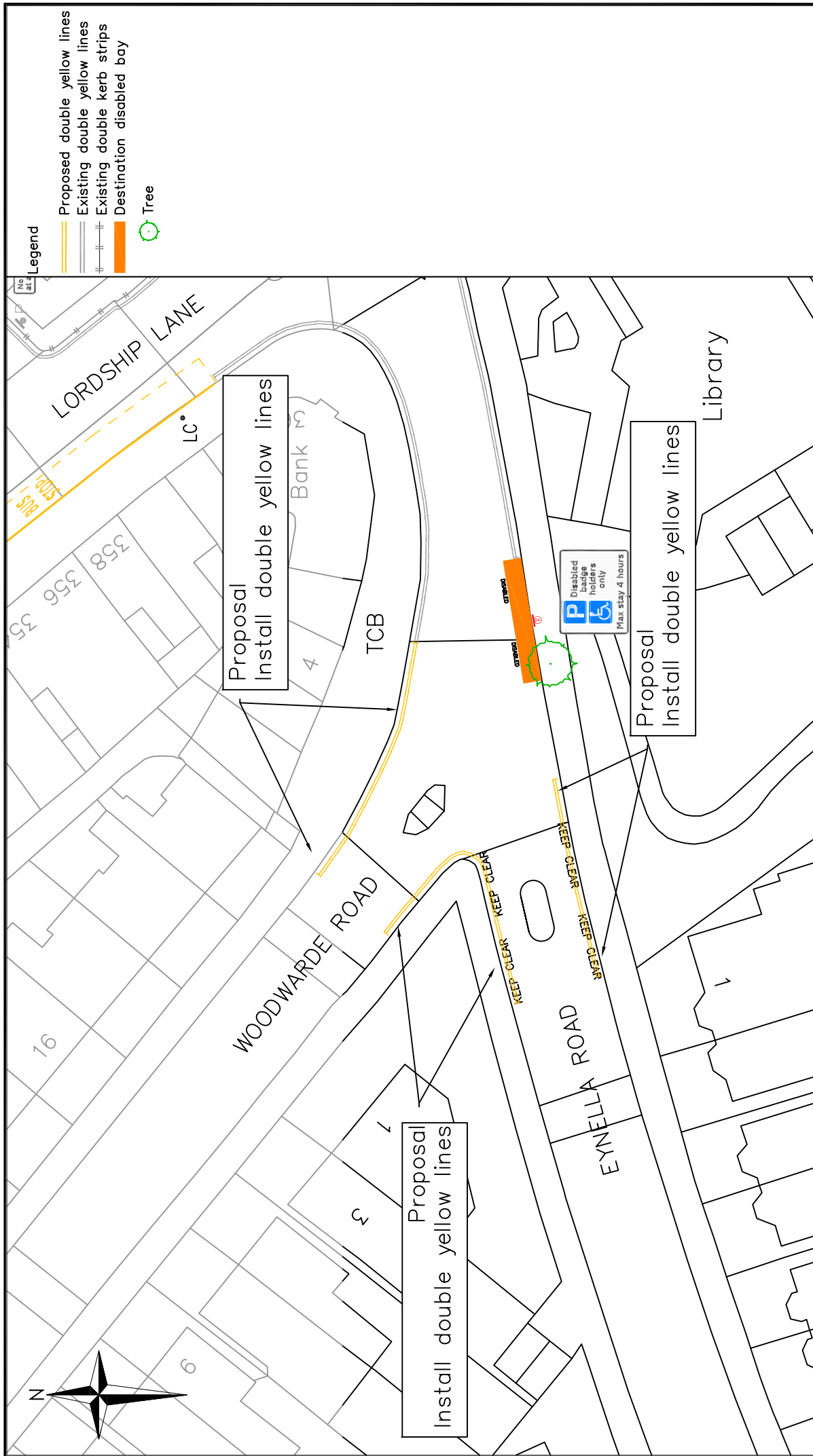
- b. Existing trees with diameters  $\geq 0.45\text{m}$  (as 'a.v') should not be removed where they pose an obstruction to visibility. Instead
  - i. junctions should instead to be remodelled so that the trunk is no longer located in the visibility splay; and/or



## Appendix 3

- 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.*



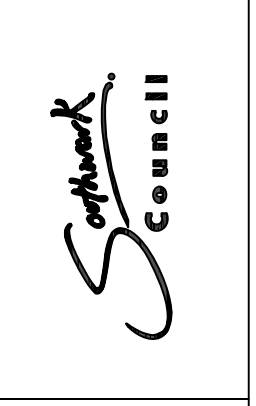
- Legend**
- Proposed double yellow lines
  - Existing double yellow lines
  - Existing double kerb strips
  - Destination disabled bay
  - Tree


Community Council  
**DULWICH VILLAGE**

Date	Scale	Dm	Chk	App
08/06/15	1:500 @ A4	MH	TW	TW
Dwg No.	1516Q2009		Rev	
Status	APPENDIX 4		Rev	A

Project  
**1516Q2 LOCAL PARKING AMENDMENTS**

Drawing Title  
**WOODWARDE ROAD  
PROPOSED DOUBLE YELLOW LINES**



Public Realm Projects  
Parking Design

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\\legsl-06-ms\1516q2\1516q2\_VEL\_DEV\PROJECTS\2013\_14\1063 - Lordship Lane - Lines and Sign review\09 - Documents, Reports & Drawings\03\_A4\_10.dwg

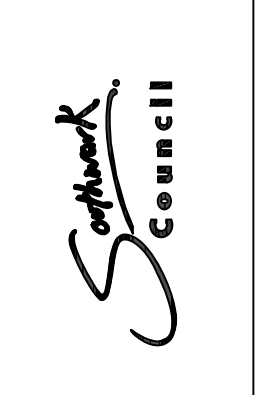
Rev Date Description  
Dm Chk App  
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Legend  
 Proposal double yellow lines  
 Tree




Community Council		DULWICH	
Ward(s)	VILLAGE		
Date	Scale	Drn	Chk
22/06/15	1:500 @ A4	MH	TW
Dwg No.	1516Q2013		Rev
Status	APPENDIX 5		A

Project		1516Q2 LOCAL PARKING AMENDMENTS	
Drawing Title	DOVERCOURT ROAD / COURT LANE PROPOSED DOUBLE YELLOW LINES		



Public Realm Projects  
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## DS.132

### Vehicle Crossings

Rev.	Status	Created by	Date	Approved by	Date
A	Final	D.Farnham/R.Mahama	07.02.12	D.Waters	08.02.12
B	Final	D.Farnham	28.09.12	D.Waters	02.10.12
C	Final	D.Farnham	29.01.13	D.Waters	08.02.13
D	Final	D.Farnham	08.12.13	M.Hill	12.12.13

## 1 Introduction

### 1.1 Notes

- a. This standard explains requirements about the use and the design of crossings over footways and Cycle Tracks to allow motorised vehicles to reach private land from the carriageway (Vehicle Crossings). It does not apply to crossings to allow pedal cyclists access over footways, for which see standard DS.205.
- 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/TDR drawing LBS/G/010 for typical details for Vehicle Crossings.
- d. 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.
- e. See the SSDM webpages at [www.southwark.gov.uk/ssdm](http://www.southwark.gov.uk/ssdm) for a list of frequently asked questions about the design of streets and spaces.

### 1.2 Discussion

- a. Vehicle Crossings are features that allow vehicles access over footways so that they can reach driveways or other hard standing areas on private land. They have to be appropriately located and designed so that, amongst other things
  - i. the footway is not damaged as vehicles pass over it
  - ii. vehicles do not overhang the Highway when parked on private land or dwell on the Highway when entering/exiting it, so causing an obstruction
  - iii. the visual impact of the Crossing is minimised and, wherever possible, sense of continuity of the footway and pedestrian priority along it is maintained
  - iv. potential conflict with pedestrians (and in the case of emerging vehicles) other vehicles in the carriageway is safely managed

## 2 Use requirements

### 2.1 Authorisation

- a. New Vehicle Crossings must be designed and approved in accordance with SSDM requirements, including those found in other standards and procedures.

## Appendix 6

- b. See the 'Sustainable Transport' (Southwark Council, 2010) Supplementary Planning Document for details of the council acting as Local Planning Authority's requirements for the assessment of Applications to create private accesses when this would require a change in land use.

*NOTE: In the event of any difference between SSDM design requirements and those of the Sustainable Transport SPD, the Highway Authority will give precedence to those in the SSDM. The opposite is likely to apply for the council acting as Local Planning Authority.*

- c. Due to the requirement as section 3.7 to introduce No Waiting At Any Time restrictions through and in the vicinity of Vehicle Crossings (and the possible need in some circumstances to make other adjustments to existing parking bays etc....), Authorisation of new Vehicle Crossings will almost always be subject to confirmation of Traffic Management Orders as per statutory and constitutional order making procedures.
- d. See 'b' about the need for legal agreements with the Borough Solicitor. New Vehicle Crossings will not be Authorised by the Highway Authority until these have been concluded.

## 2.2 Vehicle Crossing or road junction

- a. If combined vehicle movements in and out of an access to private land in any hour are estimated to be
  - i.  $\leq 6$  commercial vehicles movements and/or
  - ii.  $\leq 12$  vehicles movements of any kind

then the access should be designed as a Vehicle Crossing in accordance with the requirements in this standard.

- b. If combined vehicle movements in and out of an access to private land in any hour exceed the values in 'a' then a road junction should be provided instead. The access from private land should be designed and treated as a carriageway, with a Raised Table as standard DS.111 applied at the junction.

## 2.3 Locating Vehicle Crossings

- a. New Vehicle Crossings should not be located where they will conflict with any of the instances in Table 1.

Instance		New streets and spaces
A	Zig-zag lines	New Vehicle Crossings should not be located within the confines of existing zig-zag lines associated with controlled crossings. Any adjustment of lines is subject to the requirements of standard DS.308
B	Bus stop cages	New Vehicle Crossings should not be located within any bus cage or closer than 10m (on the same side of the road) to one. Any proposal to relocate an existing bus cage is subject to level 1 departure
C	Raised Tables, Speed cushions, Speed humps	New Vehicle Crossings should not be located adjacent to any of these features. The Highway Authority will consider reasonable proposals to relocate existing features at the proponent's expense. However, the requirements of relevant SSDM design standards must be met
D	Existing prescribed parking spaces	New Vehicle Crossings should not be located where they will conflict with existing prescribed parking spaces for waiting or loading (either in respect to the physical location of the proposed access or by obstructing related visibility splays). The Highway Authority will consider reasonable proposals to relocate such bays or, exceptionally, remove them without replacement. However, as this will require existing Traffic Management Orders (TMO) to be adjusted it is subject to statutory and constitutional Traffic Management Order making procedures (see note 1). In order to avoid potential waste of time a level 1 departure is required before such proposals will be considered. Approving officers must be satisfied that the proposals stand a reasonable chance of being approved via those order making processes
E	Close proximity to side roads	On streets that are within a 20mph zone or that have a 20 mph speed limit, new Vehicle Crossings should not be located within 10m of a side road junction to the same side of the road. This should be measured from the projected edge of the nearest kerb of the interfacing road (prior to any corner radii) to the nearest edge of the private access. On Classified Road (A and B roads) and any streets with 30mph speed limits, then the distance should be 20m
F	Locations with poor visibility for road users	New Vehicle Crossings should not be introduced on the inside of bends if the radius of curvature at the centre line of the carriageway is less than 90 metres.
G	Street trees	New Vehicle Crossings should not be introduced where it will require removal of any existing tree or otherwise impact unacceptably upon any existing tree (see note 2). Any proposal to remove a tree is subject to the requirements of standard DS.501.
H	Green verges	New Vehicle Crossings should not be introduced where it will require an existing grassed or planted verge or other area of landscaping to be broken. Any departure request to do so will normally be subject to the provision of compensatory landscaped areas. See also note 3
I	Land Ownership	Private hard standings (and associated visibility splays for vehicle emerging from these onto the Highway – see section 3.6) should normally be within the Applicant's freehold ownership. If this is not the case then the Applicant will need to obtain the consent of the freeholder. See also section 3.1
<p><b>NOTES</b></p> <p>1) These Order making procedures require the public to be consulted. If objections are received then proposals will normally be referred to the members of the relevant Community Council for the final decision, which will be taken at one of their programmed meetings.</p> <p>2) Examples of unacceptable impact include risk of collision with trunks due to the width of the access or damage to the rooting zone of trees due to vehicle overrun. It is unlikely to be permitted to construct Vehicle Crossings over previously soft landscaped areas of a tree's Root Protection Zone. See also note 3.</p> <p>3) As per standard DS.601, the Highway Authority will not normally permit the use of 'no-dig' constructions as a means of allowing <u>existing</u> soft landscaped areas within the Highway to be paved over whilst avoiding impact drainage or root protection areas.</p>		

Table 1 - Location constraints on new Vehicle Crossings

### 3 Design requirements

#### 3.1 Private land owner's responsibilities

- a. When they apply for new Vehicle Crossings, private land owners are responsible for
  - i. covering all costs associated with both
    - works within the Highway to design, build, construct and approve the Vehicle Crossing
    - any necessary legal agreements with the Borough Solicitor (for which see 'b')
  - ii. re-grading their land at the interface with the Highway to accommodate nominated Vehicle Crossing details and prevent risk of vehicle grounding (see section 3.2)
  - iii. providing a hard standing on their land of the dimensions required as 3.2
  - iv. putting in place suitable drainage measures at the limits of the Highway to prevent surface water from their land shedding onto the Highway (see section 3.4)
  - v. (If the Applicant is not the owner of the property) obtaining the written consent of the owner to necessary legal agreements. See 'b' for further information
  - vi. carrying out any other works necessary on private land to make the Vehicle Crossing acceptable (e.g. amending walls or hedge lines to provide adequate visibility, widening accesses)
- b. In addition to the above, private land owners are required to enter into one or more legal agreements with the Borough Solicitor agreeing and undertaking
  - i. not to allow any vehicle parked on their land to overhang the footway. See section 3.2 for further information
  - ii. not to construct any gates over the private drive unless they are set back by  $\geq 6\text{m}$ . See section 3.3 for further information
  - iii. to exit (and in most instances) enter the Vehicle Crossing in forward gear. See section 3.6 for further information
  - iv. not to obstruct visibility splays on their land at the interface between the private hard standing and Highway for vehicle users emerging onto the Highway. See section 3.6 for further information

These agreements will be lodged with local land charges and will form part of the deeds of the property to be transferred if the property is ever sold. If the Applicant is not the land owner then (as discussed above) they will need to obtain their consent. As discussed in section 2.1, the Highway Authority will not Authorisation construction of Vehicle Crossings until these agreements are concluded.

#### 3.2 Hard standings on private land

- a. Vehicle Crossings must lead directly to a hard standing on private land. These must large enough to allow vehicles to park without overhanging the Highway and causing an obstruction in breach of Section 137 of the Highways Act 1980 (in relation to which see also '3.1b') . The size of the area will be considered on a case specific base. Details of the vehicle that will be using the access must be provided. However, the minimum dimensions should be as follows.
  - i. Hard standing for vehicles positioned parallel to street  
2.4m deep by 6m along the street

## Appendix 6

- ii. Hard standing for vehicles positioned perpendicular to the street
  - For single vehicles - 3m along the street by 5.5m deep
  - For two vehicles - 5m along the street by 5.5m deep for two vehicles
- b. As discussed in 3.1, Applicants are responsible for profiling/grading their private hard standing to interface with the plateaus of Vehicle Crossings. This is an important point of detail as the Highway Authority will not normally lower footways to meet existing private land grades.

### 3.3 Gates on private land

- a. If an Applicant wishes to gate their Vehicle Crossing then those gates
  - i. may not open onto the Highway. This is as per Section 153 of the Highways Act 1980
  - ii. must be set back by  $\geq 6\text{m}$  from the limit of the Highway in order to prevent vehicles from obstructing the footway or carriageway whilst they are opened. This is as per Section 137 of the Highways Act 1980. See also '3.1b' about legal agreements to ensure that these are not introduced in future.

### 3.4 Drainage of private land

- a. As per section 163 of the Highways Act 1980, surface water from private land may not fall or shed onto the Highway. Applicants are solely responsible for carrying out works on their private land to ensure this.

*NOTE 1: The easiest way to achieve this is by profiling private hard standings to fall away from the Highway. However, if this is not possible then it may be necessary to install a linear grid drain or similar along the Highway interface.*

*NOTE 2: Applicants for new Vehicle Crossing should note that, as a Town & Country Planning requirement, hard standings on private land are normally required to use a pervious construction. However, this is not a matter for the Highway Authority.*

### 3.5 Standard Details

- a. Vehicle Crossings should be designed in accordance with the SSDM/TDR drawing LBS/G/010 Details explained in Table 2 (see note). Plateau widths should be as Table 1. Minor modifications to these details may be permitted by Level 1 Departure. Any existing Vehicle Crossings encountered within project areas should be updated in accordance with these requirements.

*NOTE: All of these Details require the footway to remain at grade as it passes over the Crossing plateau (as opposed to dropping down to carriageway level). Interface grades on private land must be designed to allow this.*



Estimated vehicle use		Type of premises served	Detail to be used as per SSDM/TDR drawing LBS/G/010
Designation	No. of combined vehicle movements in and out of private land in any hour		
Occasional use	≤ 3 commercial vehicles or ≤ 6 vehicles of any kind	Residential	Type 1  In existing streets and spaces (but not new) Type 2 detail may be used by Level 1 Departure if ramp width (across the footway) would be either >1250mm or >40% the total width of the footway (though see note)
		Commercial	
Frequent use	> 3 but ≤ 6 commercial vehicles or > 6 but ≤ 12 vehicles of any kind	Residential	Type 3
		Commercial	Type 4
<p><b>NOTE</b> In the case of existing streets and spaces, it must be demonstrated that it would not be feasible to widen the footway in order to avoid the use of a Type 2 detail.</p>			

Table 2 - Typical details to be used for Vehicle Crossings

SSDM/RP Specification Area	Minimum width of pedestrian plateau measured across the footway or cycleway (metres)	
	Existing streets and spaces (see note 2)	New streets and spaces
*World Centre*	1.8m	2.1m
*Town Centre* - Zone A (see note 1)	1.8m	2.1m
*Town Centre* - Zone B (see note 1)	1.5m	1.8m
*Heritage*	1.5m	1.8m
*Village*	1.5m	1.8m
*Docks*	1.5m	1.8m
*General*	1.5m	1.8m
<p><b>NOTE</b> 1) See standard DS.208 for definitions of Zone A and Zone B within *Town Centre* Specification Areas. 2) If new Vehicle Crossings are proposed in existing streets and spaces then (where necessary) footways and other non-carriageway pavements should be widened so that the plateau widths in this Table are achieved. Any Requests for Departure to not do so that widening is not feasible owing to restrictions on street width or engineering constraints.</p>		

Table 3 - Minimum plateau widths for Vehicle Crossings

### 3.6 Visibility for emerging vehicle users

- a. Visibility splays should be provided for emerging vehicle users in accordance with standard DS.114 requirements at
  - i. the interface between the private drive/hard standing area and the Vehicle Crossing. See also '3.1b' about legal agreements to ensure that these are not obstructed in future
  - ii. (where required as standard DS.114 – see note) the interface between the Vehicle Crossing and the carriageway

*NOTE: In general, standard DS.117 only requires visibility splays at carriageway interfaces for Vehicle Crossing located on Classified Roads (A and B roads)*

- b. Vehicles should be able to exit and (wherever possible) enter private land in forward gear. If it is not possible to provide a turning head on private land then, except on Classified Roads (A and B Roads), reversing into the Vehicle Crossing from the carriageway may be acceptable subject to local traffic conditions and safety considerations. If reversing is the proposed solution then
  - i. this should always be made a Point Of Enquiry within a Road Safety Audit (see SSDM/PR procedure PC.040)
  - ii. the legal agreement required as '3.1b' should be varied to require this.

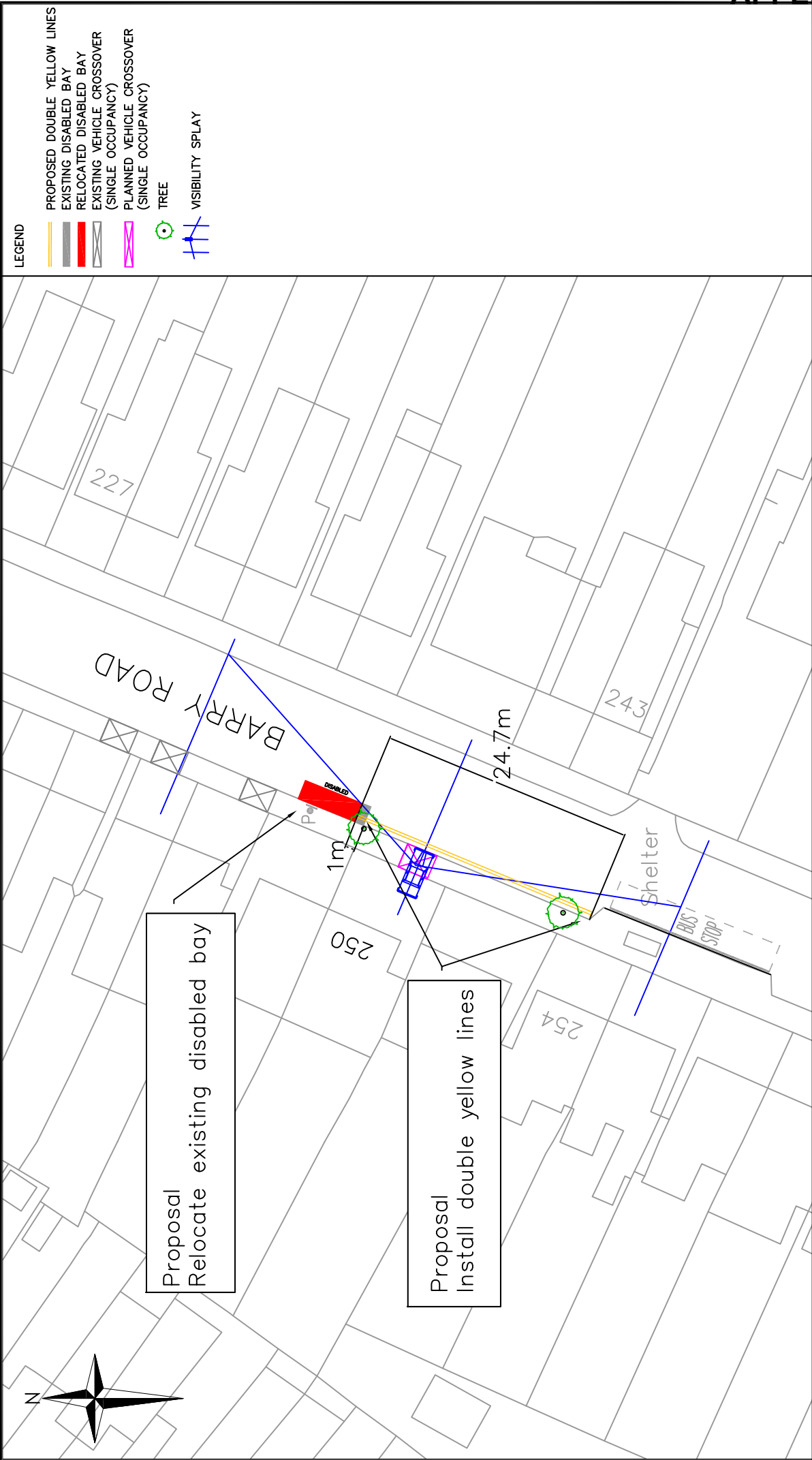
### **3.7 Parking restrictions around Vehicle Crossings**

- a. See standard DS.002 about providing No Waiting At Any Time restrictions through and in the vicinity of Vehicle Crossings.

*NOTE: Broadly, in most instances restrictions are needed through and to 2m either side of each Crossing. However, for Vehicle Crossings on Classified Roads (A and B roads) restrictions are normally needed to the entire extent of related visibility splays (for which see standard DS.114).*

- b. See standard DS.007 about introducing H-Bar markings and treatment of any existing encountered within a project area.

*NOTE: Broadly, H-Bars are not normally permitted and any existing should normally be removed.*



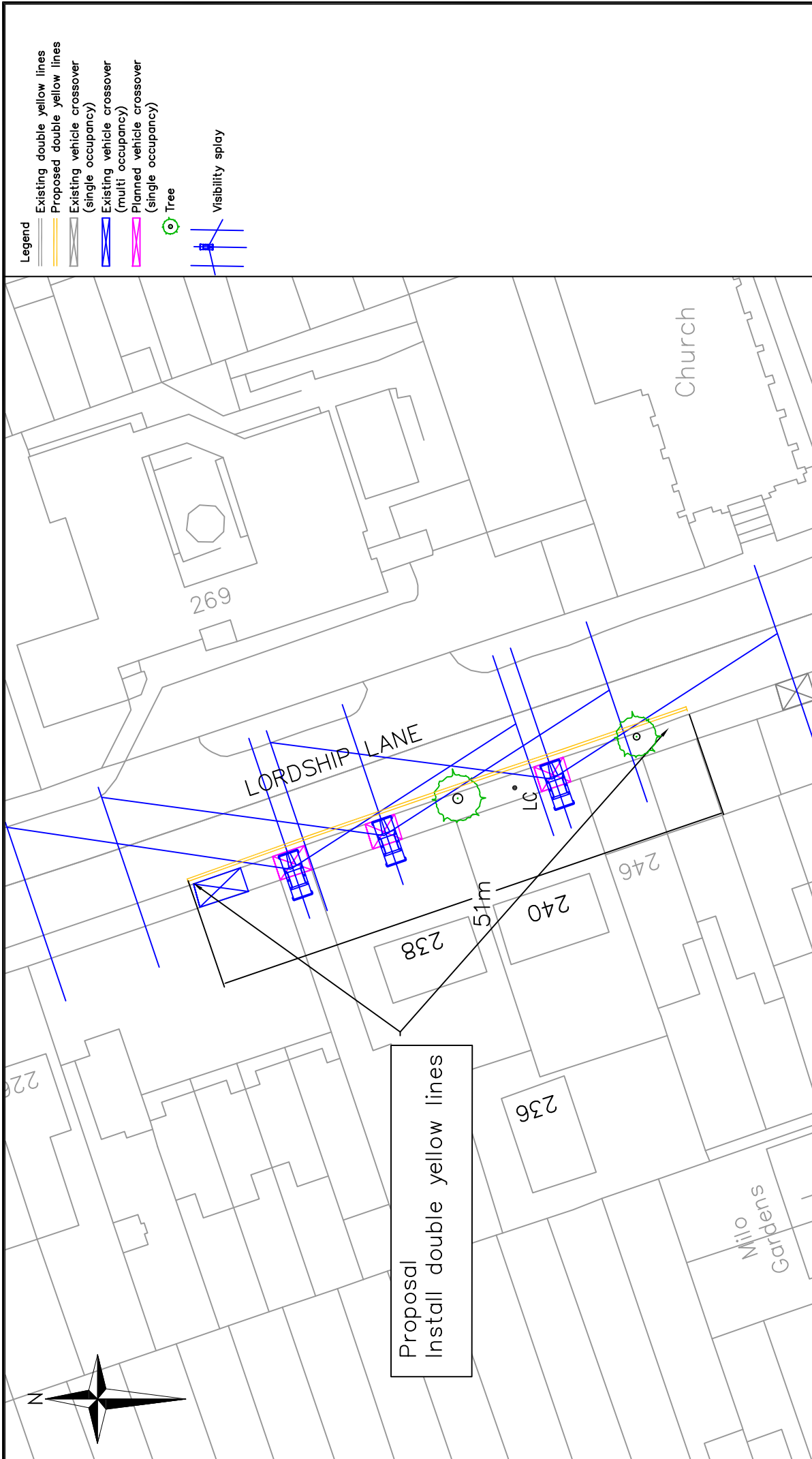
LEGEND

- PROPOSED DOUBLE YELLOW LINES
- EXISTING DISABLED BAY
- RELOCATED DISABLED BAY
- EXISTING VEHICLE CROSSOVER (SINGLE OCCUPANCY)
- PLANNED VEHICLE CROSSOVER (SINGLE OCCUPANCY)
- TREE
- VISIBILITY SPLAY

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 <b>1516Q2 LOCAL PARKING AMENDMENTS</b>		Community Council <b>DULWICH</b>	
		Drawing Title <b>BARRY ROAD                  PROPOSED DOUBLE YELLOW LINES                  PLANNED VEHICLE CROSSOVER</b>		Ward(s) <b>EAST DULWICH</b>	
		Date 01/07/15	Scale 1:500 @ A4	Dwn MH	Chk TW
		Dwg No. 1516Q2016	Status APPENDIX 7		Rev A
			Description Description	Date Date	Dwn Dwn
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					App App

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- Legend**
- Existing double yellow lines
  - Proposed double yellow lines
  - Existing vehicle crossover (single occupancy)
  - Existing vehicle crossover (multi occupancy)
  - Planned vehicle crossover (single occupancy)
  - Tree
  - Visibility splay

Proposal  
Install double yellow lines

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 <b>1415Q4 LOCAL PARKING AMENDMENTS</b>	Community Council <b>DULWICH VILLAGE</b>			
		Drawing Title <b>LORDSHIP LANE                  PROPOSED DOUBLE YELLOW LINES                  PLANNED VEHICLE CROSSOVER</b>	Ward(s) <b>DULWICH VILLAGE</b>			
		Date <b>12/01/15</b>	Scale <b>1:500 @ A4</b>	Dm <b>MH</b>	Chk <b>TW</b>	App <b>TW</b>
		Dwg No. <b>1415Q4_002</b>	Status <b>APPENDIX 8</b>	Rev <b>A</b>	Description Rev Dm Chk App	Date Rev Dm Chk App

\\south-06-nst1\515share\NET\_DEV\PROJECTS\2015\_1415Q4 - Lordship Lane - Lines and sign review\09 - Documents, Reports & Drawings\06\_09\_15.dwg



Public Realm Projects Parking Design  Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  <a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a>		Project <b>151602 LOCAL PARKING AMENDMENTS</b>	Community Council <b>DULWICH</b>	Date <b>12/08/15</b>	Scale <b>1:500 @ A4</b>	Dwn <b>MH</b>	Chk <b>ED</b>	App <b>ED</b>	
		Drawing Title <b>SOUTH CROXTED ROAD                  PROPOSED DOUBLE YELLOW LINES</b>	Ward(s) <b>COLLEGE</b>	Dwg No. <b>1415Q2011</b>	Rev <b>A</b>	Description <b>APPENDIX 9</b>	Rev 	Date 	Dwn 

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**Herd, Michael**

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**From:** Herd, Michael  
**Sent:** 27 July 2015 07:35  
**To:** [REDACTED]  
**Cc:** traffic orders  
**Subject:** RE: [REDACTED] FW: Disabled Parking Bay Objection

Dear [REDACTED]

Thank you for your objection to the proposed disabled bay, outside No.1 Silvester Road.

Southwark Council install two different types of disabled bay,

**Origin blue badge bays**, these are installed for residents of the borough as close to their home as possible. The bays will be installed when an application has been made, assessed and the relevant criteria met. This is an ongoing council service, or

**Destination blue badge bays**, these are installed to assist visitors and are provided near to shops and services, where there is a need for such facilities (usually where demand for parking space is high).

The resident of No.1 has met the council's medical criteria and the bay is to be installed as close to their property as possible, the main purpose of these origin blue badge disabled bays is to assist disabled residents.

The bay to set back from the boundary of No.1 Silvester Road and the garage of No.19 Landcroft Road to allow visibility, this means the bay is 2.4 metres in front of [REDACTED]. See attached drawing.

In paragraph 2 you say that your mother has severe heart and mobility problems, would you like me to send an application form to you so you can apply for a disabled bay?

As part of your objection you say the existing disabled bay outside No.2 Silvester Road is not being used, we will place a notice on that bay and if the bay is not being used we will arrange for it be removed.

Please let me know by 30 July 2015, if I have answered you concerns and explained why we are proposing a disabled outside No.1 Silvester Road or you wish to maintain your objection to this proposal.

Regards

Michael Herd  
Network development officer  
Public realm projects (Parking design)

---

**From:** [REDACTED]  
**Sent:** 23 July 2015 17:21  
**To:** traffic orders; [trafficorders@southwark.gov.uk](mailto:trafficorders@southwark.gov.uk)  
**Subject:** Disabled Parking Bay Objection

Dear Sir/Madam,

Please find attached my response to the suggested disabled parking bay outside of no.1 and 3 Silvester Road.

Many Kind Regards

██████████  
██████████  
██████████  
██████████

23<sup>rd</sup> July 2015

Dear Sir/ Madam,

Thank-you for your invitation to respond to the suggested disabled parking-bay outside No.1 and 3 Silvester Rd SE22 9PD. My objections are as follows:

1) There is already a 6m Disabled Parking Bay opposite (i.e. at No 2 and 4 Silvester Rd), so putting one outside 1&3 would be a completely unnecessary endeavour AND A COMPLETE WASTE OF PUBLIC FUNDS as there already exists one which is ALWAYS empty and the applicant for a new bay, whomsoever this may be, would therefore face very little difficulty finding a bay near to their home since THERE IS ABSOLUTELY NO SIGNIFICANT DIFFERENCE BETWEEN THIS BAY AND THE ONE PROPOSED.

2) I HAVE OWNED THE FREEHOLD ON THE PROPERTY AT ██████ FOR NEARLY 50 YEARS. MY 94 YEAR OLD MOTHER WITH A SEVERE HEART AND MOBILITY PROBLEM, A WHEELCHAIR USER, HAS BEEN THERE FOR PRETTY NEARLY 50 YEARS AND I DID NOT APPLY FOR A DISABLED BAY EVEN THOUGH I COULD FOR I DO NOT WANT TO DEVALUE MY PROPERTY.

3) THE VALUE OF MY PROPERTY WILL BE SEVERELY AFFECTED OWING TO THE FACT THAT PROSPECTIVE BUYERS WOULD HAVE SPENT LARGE SUMS OF MONEY AND WOULD NOT BE ABLE TO EVEN UNLOAD THEIR SHOPPING OUTSIDE THEIR EXPENSIVE HOME.

4) THE PROPERTY AT No1 IS OWNED BY THE SAME HOUSING TRUST THAT OWNS 2&4 SO THE HOUSING TRUST TENANTS AT No.1 HAVE NO DIMINISHING PROPERTY EQUITY TO CONSIDER, WHILE WE HAVE.

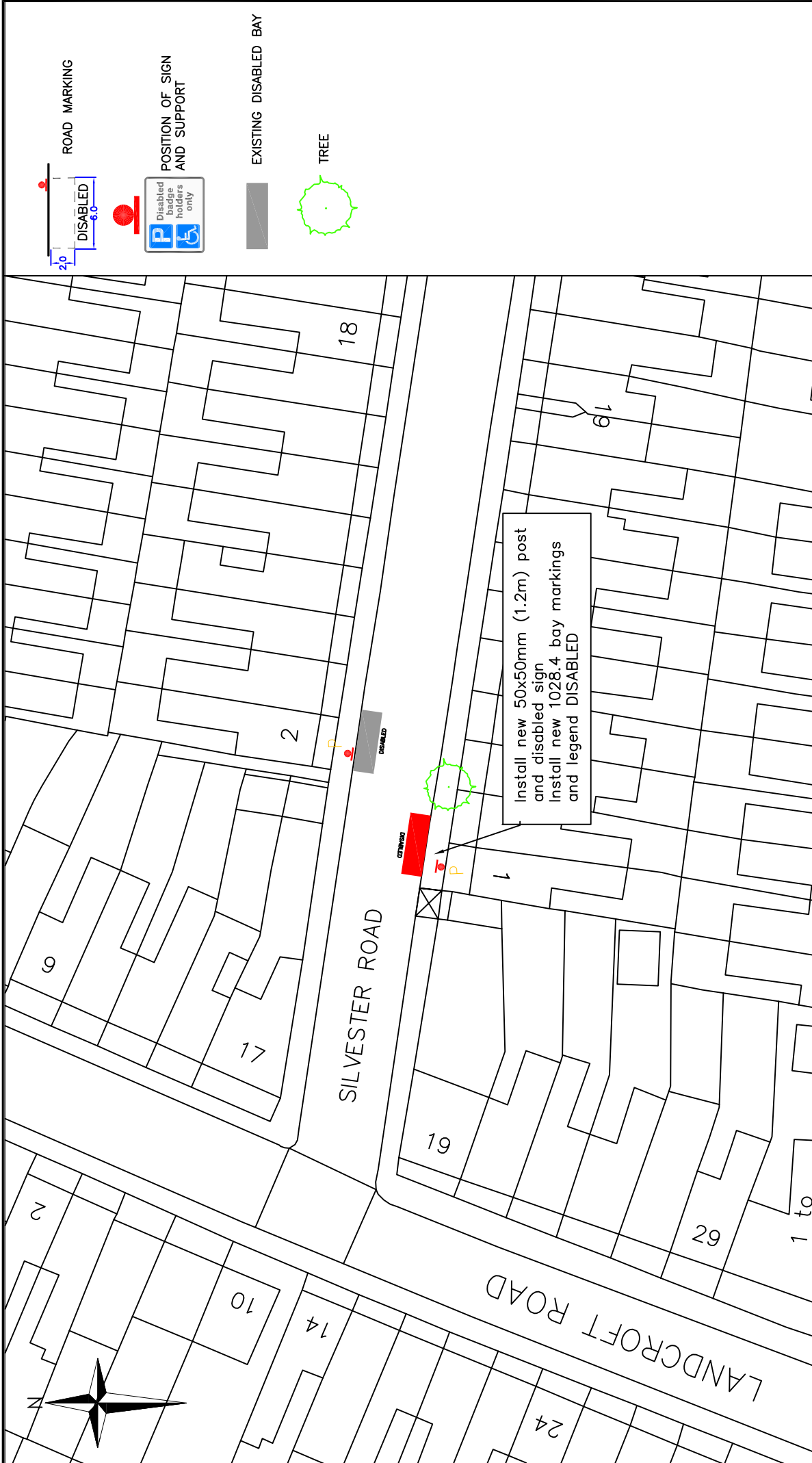
5) I CONSIDER IT IN THE BEST INTEREST OF ALL CONCERNED, MORALLY, SOCIALLY, ECONOMICALLY AND ETHICALLY, TO ALLOW THE HOUSING TRUST TENANTS TO PARK IN THE 6m DISABLED BAY WHICH IS OUTSIDE THE HOUSING TRUST PROPERTY AT 2&4 SILVESTER RD AND NOT ENCROACH ON THE PRIVATELY OWNED ██████

6) AS AN ALTERNATIVE PROPOSAL ONE COULD CONSIDER PLACING THE PROPOSED DISABLED BAY ON ANY OF THE TWO 35m WALLS WHICH STRETCH FROM No.1 & No.2 SILVESTER RD TO THE JUNCTION OF LANDCROFT RD, FOR THERE IS NO-ONE AT No.1 OR No.3 IS TOO DISABLED TO WALK 8m, AND PLACING THE BAY THERE WOULD NOT BE DIRECTLY OUTSIDE ANYONE'S FRONT DOOR.

Thank you for your MOST PRUDENT decision.

Yours Sincerely,

██████████



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 DISABLED BAYS - BATCH 9 Drawing Title SILVESTER ROAD PROPOSED DISABLED BAYS	Community Council DULWICH		Date 25/03/15	Scale 1:500 @ A4	Drn MH	Chk MH	App MH	Rev Rev	Description Appendix 11	Drn Chk	App
				Ward(s) EAST DULWICH										

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<b>Item No.</b> 16.	<b>Classification:</b> Open	<b>Date:</b> 9 September 2015	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Cleaner Greener Safer: Funding Reallocation	
<b>Ward(s) or groups affected:</b>		College, East Dulwich, Village	
<b>From:</b>		Matthew Hill, Public Realm Programme Manager	

## RECOMMENDATION

1. That Dulwich Community Council approves the allocations of the following:
  - £600 of available funding to existing project 106536 Ketra Hall redecoration.
  - £3000 of available funding to 106297 Jasper Road HGV Restriction.
  - £160 of available funding to Herne Hill noticeboard repairs.
  - £1,500 of available funding to existing project 106539 Bench in Half Moon Lane
  - £10,000 of available funding to Melbourne Grove feasibility study.

## BACKGROUND INFORMATION

2. Cleaner Greener Safer (CGS) is part of the London Borough of Southwark's capital programme. Between 2003 and 2014 £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 projects often introduce new ideas such as outdoor gyms in public spaces, community gardens, public art and energy saving projects which not only make the borough cleaner, greener and safer but greatly contribute to a sustainable public realm by involving residents in the funding process and in the delivery of projects.
3. At the Dulwich Community Council meeting on 28 January 2015, all available funding for 2015-16 cleaner greener safer capital allocation was awarded to new projects. Since that meeting, eight projects have been completed with underspends and two projects were cancelled (Appendix 1). This has resulted in £31,350 funding being available for allocation to existing or new projects.

## KEY ISSUES FOR CONSIDERATION

4. It is recommended that £600 be allocated to 106536 Ketra Hall redecoration. The quote exceeded the estimated cost.

5. It is recommended that £3,000 be allocated to 106297 Jasper Road HGV Restriction. The signage requires a Traffic Management Order to be issued.
6. It is recommended that £160 be allocated to Half Moon Lane noticeboard repairs as the noticeboard has been vandalised.
7. It is recommended that £1,500 be allocated to 106539 Bench in Half Moon Lane. One bench has been installed and there is a need for a second bench.
8. It is recommended that £10,000 be allocated to fund Melbourne Grove feasibility study. This study has been requested by local residents.
9. It is noted that £15,260 Cleaner Greener Safer funding remains unallocated and available for reallocation by Dulwich Community Council.

### **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:
  - a. Remove or minimise disadvantages connected with a relevant protected characteristic;
  - b. Take steps to meet the different needs of persons who share a relevant protected characteristic;
  - c. Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under-represented.

15. KETRA hall is a community space available for activities for the local community. It is very well-used. It is some years since the hall was decorated and the request for this work came from the Tenants and Residents Association.
16. The residents of Jasper Road are very concerned about public safety due to the number of HGVs and tour buses which regularly attempt to drive along Jasper Road as a short cut. There is not a through route for large vehicles in Jasper Road and the large vehicles dangerously reverse the length of the road.
17. Residents in Half Moon Lane have requested a second bench be installed near a bus stop as many older residents would welcome being able to sit down while waiting for the bus.
18. The feasibility study of Melbourne Grove will investigate residents' concerns and identify impact of any possible changes in traffic movement..
19. The Half Moon Lane noticeboard was installed with Cleaner Greener Safer funding in 2009 for the display of community notices. Since then the glass has been scratched which made the noticeboard unusable.

#### **Resource implications**

20. The funding recommended in this report is £15,260 against the funding of £31,350 available within the existing CGS funding. (See attached Appendix 1 for details of the existing projects along with the cost codes). CGS funding is devolved to community councils to spend on suitable projects.
21. The profiling of the budgets will be amended once the recommendations have been approved and the schemes will be monitored and reported on as part of the overall capital programme.
22. Management of the reallocation of the funding will be contained within existing budgets.

#### **Policy implications**

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

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Director of Legal Services**

24. The Local Government Act 2000 [as amended) ('the Act') gives the Leader the power to delegate any executive function to whoever lawfully can undertake the function. The allocation of the cleaner, greener, safer capital fund ('CGS') is an executive function.
25. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the Leader.

26. This report is recommending that the Dulwich Community Council approve the allocation of funds to the individual projects specified at appendix 1. The power for this function is derived from Part 3H paragraph 11 of the Constitution which states that community councils have the power of “Approval of the allocation of funds to cleaner, greener, safer capital and revenue schemes of a local nature, using the resources and criteria identified by the cabinet”.
27. The cabinet member for transport environment and recycling approved the funding for the 2015/2016 programme in September 2014 by exercising its powers under Part 3D paragraph 2 of the Constitution; and the community council approval being sought here is therefore the next constitutional step in the process.
28. Community council members have powers under paragraph 12 of Part 3H of the Constitution to oversee and take responsibility for the development and implementation of the local schemes.
29. In allocating funding under the CGS community councils must have regard to the council’s equality duty set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties need to be considered in the body of the report at paragraphs 13 to 15 in the community impact statement.

#### **Strategic Director of Finance and Corporate Services**

30. The report requests the approval of Dulwich Community Council for the allocation of £15,260 from available funds of £31,350 to projects within the cleaner greener safer programme as set out in Appendix 1.
31. The strategic director of finance and corporate services notes that the proposed allocations to current and new projects will be contained within the existing departmental cleaner greener safer capital budgets allocated as part of the council’s capital programme devolved to the Dulwich Community Council.
32. Staffing and any other costs connected with this recommendation to be contained within existing departmental revenue budgets.

#### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Dulwich Community Council minutes <a href="http://moderngov.southwark.gov.uk/documents/q4839/Printed%20minutes%20Wednesday%2028-Jan-2015%2019.00%20Dulwich%20Community%20Council.pdf?T=1">http://moderngov.southwark.gov.uk/documents/q4839/Printed%20minutes%20Wednesday%2028-Jan-2015%2019.00%20Dulwich%20Community%20Council.pdf?T=1</a>	Cleaner Greener Safer, Public Realm, 160 Tooley Street, London, SE1 2TZ	Andrea Allen 020 7525 0860
Dulwich Community Council minutes <a href="http://moderngov.southwark.gov.uk/documents/q4721/Printed%20minutes%20Wednesday%2029-Jan-2014%2019.00%20Dulwich%20Community%20Council.pdf?T=1">http://moderngov.southwark.gov.uk/documents/q4721/Printed%20minutes%20Wednesday%2029-Jan-2014%2019.00%20Dulwich%20Community%20Council.pdf?T=1</a>	Cleaner Greener Safer, Public Realm, 160 Tooley Street, London, SE1 2TZ	Andrea Allen 020 7525 0860

**APPENDICES**

No.	Title
Appendix 1	List of Cleaner Greener Safer capital funding schemes

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Andrea Allen, Senior Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	27 August 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		27 August 2015

DULWICH CC AVAILABLE CGS CAPITAL FUNDING					APPENDIX 1
Ward	College	East Dulwich	Village	Total - all wards	Comments
<b>Scheme title</b>					
Crystal Court lighting improvements	£7,400.00				Scheme completed with underspend
Crystal and Princess Court fencing	£2,700.00				Scheme completed with underspend
Hunts Slip Road restrictor post 2014	£1,100.00				Scheme completed with underspend
Hunts Slip Road restrictor post 2015	£1,100.00				Scheme completed with underspend
Melford Court Bike parking	£900.00				Scheme cancelled - withdrawn by applicant
Goose Green school entrance grant 106530		£2,310.00			Scheme completed with underspend
Friern Road play area 106559		£6,500.00			Scheme completed with underspend
Norcroft Road lighting improvements 106560		£1,145.00			Scheme completed with underspend
Belair skatepark improvements			£4,500.00		Scheme cancelled as requires add funding of approx £20,000
Elmwood lighting improvements			£3,195.00		Scheme completed with underspend
Dulwich Vegetable Garden paths			£500.00		Scheme completed with underspend
<b>Available underspend by ward</b>	<b>£13,200.00</b>	<b>£9,955.00</b>	<b>£8,195.00</b>	<b>£31,350.00</b>	<b>Available funding for reallocation</b>
<b>Funds allocated to other schemes</b>	<b>College</b>	<b>East Dulwich</b>	<b>Village</b>		<b>Comments</b>
Jasper Road HGV Restriction 106297	£3,000.00				Scheme implementation requires a Traffic Management Order to be issued.
Ketra Hall decoration 106536	£600.00				Quotes were over budget
Melbourne Grove feasibility study		£5,000.00	£5,000.00		New project to be funded
Repairs to Herne Hill noticeboard			£160.00		Noticeboard had been vandalised
Half Moon Lane bench			£1,500.00		Second bench has been requested
<b>Available funds to reallocate by ward</b>	<b>£9,600.00</b>	<b>£4,955.00</b>	<b>£1,695.00</b>	<b>£15,100.00</b>	<b>Unallocated funding</b>

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MUNICIPAL YEAR 2015 – 16**

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Councillor Charlie Smith (Vice Chair)	1	160 Tooley St.	
Councillor James Barber	1		
Councillor Helen Hayes	1		
Councillor Anne Kirby	1	<b>Total:</b>	27
Councillor Jane Lyons	1		
Councillor Michael Mitchell	1	<b>Dated:</b> 16 June 2015	
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Grace Semakula, Community Council Development Officer (Community Engagement) Hub 4, 2 <sup>nd</sup> Floor 160 Tooley Street	1		