

Open Agenda

Dulwich Community Council

Theme: Crime and Community Safety

Wednesday 27 January 2016

7.00 pm

Christ Church, 263 Barry Road, London SE22 0JT

Membership

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

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Tuesday 19 January 2016



Order of Business

**Item
No.**

Title

1. INTRODUCTION AND WELCOME

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

The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.

5. MINUTES FROM THE PREVIOUS MEETING (Pages 1 - 5)

To approve the minutes of the previous meeting held on the 2 December 2015.

6. DEPUTATIONS OR PETITIONS 7.10 pm

The chair to advise on any deputations or petitions received at this meeting.

7. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS 7.20 pm

- The New Southwark Plan – presentation - Philip Waters, planning policy.
- Melbourne Grove safety review and feasibility study: Briefing paper – Presentation from Aecom.
- Consultation on the Elephant and Castle to Crystal Palace - Cycle Quietway (QW7) – chair’s announcement.

8. COMMUNITY YOUTH SLOT 7.30 pm

9. THEME: CRIME AND COMMUNITY SAFETY 7.40 pm

Presentations from the Police

To give an overview on crime figures, the College ward police team and the issue concerning burglaries across the wards notably East Dulwich and Village wards.

Inspector Duncan Jackson and the Borough Commander.

Presentations from the following groups:

- Southwark Neighbourhood Watch – Abigail Taubin
- Safer Neighbourhoods Board – Elena Noel

Presentations from the council

- Joint Enforcement Team (JETs) – Susan Hunter
- SOLACE (Women’s’ aid) domestic abuse and violence – Ayonike Atere
- Southwark Safer Communities: Southwark Strategy on domestic abuse - Eva Gomez

There will be a panel discussion which will involve the representatives listed above.

10. BREAK 8.30 pm

An opportunity to speak to officers and councillors.

- 11. CLEANER GREENER SAFER - CHANGE CONTROL REPORT** (Pages 6 - 11) 8.40 pm

Note: This is an executive function

Members to consider the recommendations contained in the report.

- 12. CLEANER GREENER SAFER FUNDING - AWARDS FOR 2015-2016** (Pages 12 - 19) 8.50 pm

Note: This is an executive function.

Members to consider the recommendations contained in the report.

- 13. PUBLIC QUESTION TIME** 9.05 pm

This is an opportunity for public questions to be addressed to the chair. Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.

Responses maybe supplied in writing following the meeting

You can pick up a public question form at the meeting.

- 14. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY** 9.15 pm

Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.

Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.

The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly in March 2016.

- 15. LOCAL PARKING AMENDMENTS** (Pages 20 - 59) 9.25 pm

Note: This is an executive function.

Members to consider the recommendations contained in the report.

- 15.1. SOUTHWARK LEISURE CAR PARKS** (Pages 60 - 66)

Note: This is an executive function.

Members to consider the recommendations in the report.



Dulwich Community Council

Minutes of the Dulwich Community Council held on Wednesday 2 December 2015 at 7.00 pm at The Charter School, Red Post Hill, London SE24 9JH

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

OTHER MEMBERS

PRESENT: Councillor Fiona Colley
 Councillor Darren Merrill

OFFICER SUPPORT: Matthew Hill, Head of Highways
 Louise Tan, Principal Transport Planner
 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.

The Dulwich Folk Choir opened the meeting with a short musical performance.

2. APOLOGIES

There were apologies for absence from Councillor Helen Hayes and for lateness from Councillor Anne Kirby.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

None were disclosed.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were none.

5. MINUTES FROM THE PREVIOUS MEETING

RESOLVED:

That the minutes of the meeting held on the 9 September 2015 be agreed as an accurate record and were signed by the chair.

6. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS

Rehabilitation Service on Half Moon Lane

Jeremy Peakin, project manager at Optima Care talked about the rehabilitation service located in Half Moon Lane. It would be a project that caters for vulnerable people. Jeremy thanked councillors for taking interest in the project.

Jeremy provided an update on progress and explained that tenders for the project was due to take place shortly. He said a contractor would be appointed in April 2016. The proposal was to have eight flats for ten people, a communal kitchen, dining room, bedrooms and activity centre. Jeremy said there would be an open day after the completion date in October 2016. People were encouraged to speak to him during the break about any queries they had about the project.

East Dulwich Christmas cracker

Councillor Charlie Smith announced that the East Dulwich Christmas Cracker would take place on Saturday 5 December 2015 from 11.00am to 5.00pm at Lordship Lane, North Cross Road and beyond. Councillor Smith said he would encourage everyone to attend to help promote local businesses in the area.

Herne Hill Christmas market

Councillor Jane Lyons announced that there would be a Christmas market in Herne Hill. Details of the event was publicised on the council website.

Visit the website at:

http://www.southwark.gov.uk/southwarkpresents/homepage/43/herne_hill_xmas_fair

Wheels for Wellbeing

Abigail Tripp talked about Wheels for Wellbeing which was an award winning charity that supported people of all ages. It included people who had a disability which enabled them to enjoy the benefits of cycling. Abigail said it was also an alternative to swimming or going to the gym and was a great form of exercise. She referred to some of the users who had shared their experiences on how the project had benefitted them. The project ran regular cycling sessions and co-ordinated a number of cycling networks. They offer advice,

training and consultancy on access, disability and equality issues.

The sessions are held on Monday and costs £5 and for a relative or carer, it would be free from 11.00 am to 1.30pm at Herne Hill Velodrome.

For more information contact Abigail Tripp on 020 7346 8482 or email abs@wheelsforwellbeing.org.uk

Launch of Neighbourhoods Fund 2015 – 2016

The chair announced that the neighbourhood fund 2016-17, had been launched on 2 November 2015 and would be open until 12 noon on 6 January 2016. Southwark's community councils had a total of £630,000 to support activities run by local groups, for local people, across the borough.

Each ward had been allocated approximately £30,000 for community projects. Awards would generally be between £500 and £5,000. Residents were encouraged to apply if they had an idea for a community project that would enhance their local area or bring local people together.

For more information contact: grace.semakula@southwark.gov.uk or Tel. 020 7525 4928.

Charter School

Liz Brown, chair of the Charter School Trust and Alex Grossman, head teacher of Charter School gave an update on the school's latest developments in relation finding a suitable site for the school.

The council were able to provide a temporary site in Southampton Way and eventually move to a permanent location at the Dulwich Hospital site. The temporary site would accommodate 120 students. Transport would be arranged between the two sites during the transition period. The head teacher mentioned that no students would be dropped off on Melbourne Grove which he understood was a concern for residents. The other concern was the school buses given the congestion and traffic that already exists in the area.

Councillors asked the representatives if they could give an undertaking that any school mini buses and coaches could avoid driving through Calton Avenue and possibly stick to the main roads. They agreed to provide further updates at a future community council meeting.

Police updates

Inspector Duncan Jackson (Camberwell and Dulwich) presented an update on policing issues in the area.

It was reported that there was a slight rise in burglaries and assaults but was still relatively low in comparison to other parts of the borough. Inspector Jackson took questions from those present at the meeting. Residents expressed concerns about the rise in burglaries which had been a topic of discussion at local resident meetings. People also referred to slow response when burglaries were reported.

Simon Taylor addressed the same concerns about the high number of burglaries in Village ward.

Robin Crookshank Hilton mentioned the same issue had been discussed at the East Dulwich (police) ward panel and the neighbourhood watch scheme.

A resident spoke about the increased number of burglaries on the Kingswood Estate, Sydenham Hill and Seeley Drive.

Inspector Jackson explained that all reported burglaries were taken seriously and explained that it might help if the police were able to attend TRA meetings to alleviate these concerns.

7. BUDGET CONSULTATION

Councillor Fiona Colley, cabinet member for finance, modernisation and performance, explained that, as in previous years, the council was carrying out a consultation on its budget. The council had to make a substantial amount of saving since the last spending review. Councillor Colley explained that the council had been forced to make savings over the last five years of £156 million. Over the next three years, there would be a further funding reduction of about £96 million.

This year's consultation exercise was interactive voting, in response to a series of questions on the council's future funding priorities.

Residents in attendance were given voting pads and their responses were noted for analysis.

8. THEME - TRAFFIC AND TRANSPORT

The chair introduced the traffic and transport theme. This followed on from the Dulwich workshops which formed part of the consultation exercise on the cycling strategy which took place at Kingswood House and Herne Hill Methodist Church Hall.

Councillor Dan Merrill, cabinet member for environment and public realm and Southwark officers were present at the meeting to provide feedback from the previous workshops. Some of the main concerns were the school coaches and improvements to junctions that were located in Dulwich Village, Townley Road, Lordship Lane and Crystal Palace. The officers said they were working with the Police regarding speed limits and how best to address the volume of traffic most especially during the school run. Officers said they were working closely with the Dulwich Estate and Safer Routes to School. During this segment, a representative from the coach service addressed the meeting.

In response to a question about the quietways, Matt announced that consultation on proposals for the quietways would be out in January 2016.

The meeting held workshops and representatives from the local community and groups' provide feedback their ideas.

The chair thanked everyone for taking part in the workshops.

9. DEPUTATIONS OR PETITIONS

There were none.

10. PUBLIC QUESTION TIME

There were none.

11. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

No questions were submitted at the meeting.

Meeting ended at 10.00 pm

CHAIR:

DATED:

Item No. 11.	Classification: Open	Date: 27 January 2016	Meeting Name: Dulwich Community Council
Report title:		Cleaner Greener Safer: Funding Reallocation	
Ward(s) or groups affected:		College, East Dulwich, Village	
From:		Head of Highways	

RECOMMENDATION

1. That Dulwich Community Council:
 - approves allocation of £300 of available funding to existing project 106887 Half Moon Lane notice board to replace vandalised perspex.
 - approves allocation of £1,200 of available funding to existing project 106537 St Barnabas notice board.
 - approves allocation of £1,000 of available funding to existing project 106573 Kingswood estate play areas.
 - approves allocation of £40,800 of available funding to 2016-17 cleaner, greener safer funding for Dulwich Community Council.

BACKGROUND INFORMATION

2. Cleaner Greener Safer (CGS) is part of the London Borough of Southwark's capital programme. Between 2003 and 2015 £3.69m has been made available to local residents to apply for awards to make Dulwich a better place to live. The programme attracts hundreds of proposals ranging from a few hundred pounds for bulb planting to brighten up open spaces to tens of thousands of pounds to create community gardens. These 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 from 2015-16 cleaner greener safer capital allocation including funding available from completed and cancelled projects was awarded to new projects.
4. At Dulwich Community Council meeting on 9 September 2015, a total of £31,350 was reported as being available for reallocation. At that meeting, £16,250 was approved to increase funding to existing schemes and to fund a new scheme. This left £15,100 funding being available for allocation to existing or new projects.
5. Since that meeting, one project has been cancelled and an additional £28,200 is available to reallocate (Appendix 1). This means a total of £43,300 is

available.

KEY ISSUES FOR CONSIDERATION

6. It is recommended that additional funding is provided to three projects and the remaining £40,300 of available funding be added to 2016-17 cleaner, greener safer funding for Dulwich Community Council.

Policy implications

7. None.

Community impact statement

8. 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.
9. 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.
10. 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.
11. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
12. 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.

13. All ideas for CGS projects come directly from the local community via a simple project nomination form available in electronic and paper format.
14. The request to replace the broken perspex in the Half Moon Lane came from local community groups. The noticeboard is used to display community information and upcoming local events.
15. The applicant for the St Barnabas noticeboard was the Dulwich Society which has many hundreds of members in Dulwich. The noticeboard is used to display community information and upcoming local events.
16. The applicant for improvements to the old playgrounds on Kingswood Estate was KETRA (Kingswood Estate Tenants & Residents Association). The works will provide a safer play area for the many children who use the playgrounds.

Resource implications

17. The funding is available within the existing CGS funding. CGS funding is devolved to community councils to spend on suitable projects. Management of the reallocation of the funding will be contained within existing budgets.

Policy implications

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

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

19. 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.
20. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the Leader.
21. 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 detailed in 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".
22. The cabinet member for transport environment and recycling approved the funding for the 2016/2017 programme in September 2014 by exercising his 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.
23. 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.

24. 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 9 to 11 in the community impact statement.

Strategic Director of Finance and Governance

25. The report requests the approval of the Dulwich Community Council for the allocation of £2,500 against the funding of £43,300 available within the existing CGS funding, and the remaining unallocated fund of £40,800 to be carried forward to 2016/17 within the cleaner greener safer programme as set out in Appendix 1.
26. The strategic director of finance and governance notes that the proposed allocations will be contained within the existing departmental capital budgets for cleaner greener safer allocated as part of the council's capital programme devolved to the Dulwich Community Council.
27. Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Dulwich Community Council agenda and minutes file	Cleaner Greener Safer, Public Realm, 160 Tooley Street, London, SE1 2TZ http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=176&MId=4839&Ver=4 http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=176&MId=5157&Ver=4	Andrea Allen 020 7525 0860

APPENDIX

No.	Title
Appendix 1	Dulwich Community Council available CGS Capital Funding

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Andrea Allen, Senior Project Manager	
Version	Final	
Dated	13 January 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team	13 January 2016	

APPENDIX 1

DULWICH CC AVAILABLE CGS CAPITAL FUNDING					
Ward	College	East Dulwich	Village	Total - all wards	Comments
Scheme title					
Crystal Court lighting improvements	£7,400.00				Scheme completed with underspend
Crystal and Princess Court fencing	£2,200.00				Scheme completed with underspend
Dulwich annexe	£9,400.00	£9,400.00	£9,400.00		Scheme cancelled as insufficient funding available
Friern Road play area 106559		£4,955.00			Scheme completed with underspend
Elmwood lighting improvements			£545.00		Scheme completed with underspend
Available underspend by ward	£19,000.00	£14,355.00	£9,945.00	£43,300.00	Available funding for reallocation
Funds allocated to other schemes	College	East Dulwich	Village		Comments
Kingswood estate play areas	£1,000				Scheme requires additional funding
Half Moon Lane notice board			£300.00		Board was vandalised and perspex was replaced
St barnabas notice board			£1,200.00		Project required additional funding
Available funds to reallocate by ward	£18,000.00	£14,355.00	£8,445.00	£40,800.00	Unallocated funding to carry forward to 2106/17

Item No. 12.	Classification: Open	Date: 27 January 2016	Meeting Name: Dulwich Community Council
Report title:		Cleaner Greener Safer 2015/16: Capital Funding Allocation	
Ward(s) or groups affected:		College, East Dulwich, Village	
From:		Matthew Hill, Head of Highways	

RECOMMENDATION

1. To approve the allocation of funds for the 2016-17 Cleaner Greener Safer capital programme in the Dulwich Community Council area from the list of applications set out in Appendix 1.

BACKGROUND INFORMATION

2. The council's cleaner greener safer capital programme has been running since 2003.
3. In the first 13 years of the CGS programme, £32,273,000 has been allocated to Community Councils leading to 2,240 projects being approved.
4. In the Dulwich Community Council area, £3,685,902 has been allocated to 444 projects, 410 of which have been completed to date.
5. Examples of the types of projects that have been funded include:
 - Parks, community gardens, landscaping, tree planting and wildlife areas
 - Children's playgrounds, youth facilities, ball courts and cycle tracks
 - Lighting, security measures, pavements, streets, and tackling 'grot spots'
 - Grants to local groups to self-deliver projects

KEY ISSUES FOR CONSIDERATION

6. There is £268,571 for the 2016/17 CGS capital programme for new projects in the Dulwich Community Council area.
7. Unallocated funding from previous years' programmes will also be reallocated subject to approval in a separate report.
8. Eligible proposals must bring about a permanent improvement and make an area cleaner, greener or safer.
9. Proposals with revenue costs, including salaries or computer equipment, feasibility studies, costs for events, festivals, workshops or other one-off events are not eligible for capital funding. CCTV proposals, internal improvements to housing property, works on schools where there is no access to the general public are also not eligible. Works on private property are not eligible unless

there is a long-term guarantee of public access or a demonstrable public benefit.

10. The application form invited expressions of interest for the applicants to deliver projects themselves. A due diligence exercise to ensure that this is both practical and realistic has been undertaken as part of the feasibility process. In such cases, the council would give the funding allocation to the applicant in the form of a capital grant, with appropriate conditions attached.

Policy implications

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

Community impact statement

12. 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.
13. 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.
14. 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.
15. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
16. 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.

17. All ideas for CGS projects come directly from the local community via a simple project nomination form available in electronic and paper format.

Resource implications

18. The funding for the 2016/17 cleaner greener safer (CGS) capital programme was approved by the cabinet and is part of the council's overall capital programme as detailed in the launch of cleaner greener safer capital programme 2015/16 report dated August 2014.
19. All professional fees related to the project are also treated as the capital costs of the project. Where projects are awarded as a grant to organisations, the community council award letter will not include the professional fees which will be charged direct to project costs.
20. CGS projects must be completed within two years of award of funding. Projects that are unlikely to be completed within two years will be reported to community council and available budgets may be reallocated to other projects. Revenue costs not covered by maintenance or the contractual liability period will fall upon the asset owner. The business unit will be notified of the likely costs before the schemes proceeds, in order to secure permission to implement the scheme.
21. After the defects and liability period, or three year maintenance period in the case of planting works, all future maintenance is assumed by the asset owner, for example Housing, Parks, Highways, or in some cases external asset owners. Therefore, there are no revenue implications to the public realm projects business unit as a result of approving the proposed allocation.
22. The total expenditure and sources of funding for the scheme will be monitored and reported on as part of the overall capital programme.
23. Value for money will be ensured when the contract is procured by following the council's contract standing orders.

Consultation

24. All cleaner greener safer projects require consultation with stakeholders, including the project applicant, local residents, Tenants and Residents Associations and local community groups where appropriate.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

25. The allocation of the cleaner, greener, safer capital fund (CGS) is an executive function, delegated by the Leader to community councils.
26. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the Leader.
27. This report is recommending that Dulwich Community Council approve the allocation of funds to the individual projects specified at Appendix 1. The power for this function is detailed in 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”.

28. The cabinet member for transport environment and recycling approved the funding for the 2016/2017 programme in August 2014 by exercising his 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.
29. Community council members also 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.
30. 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 14 to 16 in the community impact statement.

Strategic Director of Finance and Governance

31. This report is seeking the approval of the Dulwich community council for the allocation of funds for the 2016/17 cleaner greener safer (GGS) programme in the Dulwich Community Council area from the list of applications set out in appendix 1.
32. The strategic director of finance and governance notes the resource implications contained within the report that the cost will be contained within the departmental capital budgets for CGS as part of the council’s capital programme.
33. Officers’ time and any other costs connected with this recommendation to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Launch of Cleaner Greener Safer Capital Programme 2015/16 - August 2014	http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=4798	Michelle Normanly 020 7525 0862

APPENDICES

No.	Title
Appendix 1	Dulwich Community Council Cleaner Greener Safer Capital programme 2016/17: Applications

AUDIT TRAIL

Lead Officer	Strategic Director of Environment and Leisure	
Report Author	Andrea Allen, Senior Project Manager	
Version	Final	
Dated	15 January 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team	16 January 2016	

Cleaner Greener Safer Capital programme 2016/17 applications

APPENDIX 1

Reference	Proposal Name	Ward	Type
700001	Gipsy Hill Playground	College	Capital
518795	Refurbishment KETRA rooms	College	Capital
522466	Kingswood Community Shop accessibility equipment and furnishing	College	Capital
522853	Dulwich Wood Wildlife Area	College	Capital
700009	Boundary fence height extension	College	Capital
523703	Dulwich Wood Primary bicycle ramp	College	Capital
526143	Potting Shed Project: Grange lane allotments	College	Capital
527242	College Community Noticeboards	College	Capital
527737	Wood Vale / Underhill Rd Knotweed eradication.	College	Capital
529187	Pynners Close Field - Facelift	College	Capital
529306	Melford Court flower garden	College	Capital
532971	Kingswood Estate and Baird Gardens boundary improvements	College	Capital
533008	Peckarmans Wood security lighting and brighter frontage	College	Capital
533396	Safer Great Brownings	College	Capital & Revenue
534255	Croxted Road Pleasure Garden (part of Croxted Road Community Garden)	College	Capital
534996	South Croxted Road bus stop shelter	College	Capital
535013	New bench on the site of the old bus shelter on the roundabout at Paxton Green	College	Capital
535018	Crystal Palace Vaults enhancement	College	Capital
535121	Lapsewood Walk path improvement	College	Capital
535311	Ecotoilets- Grange Lane Allotments	College	Capital
535650	Greener Safer Alleyn Road Group GSARG	College	Capital
700033	Crystal and Princess Courts additional lighting project	College	Capital
700040	Crystal and Princess Courts outdoor gym project	College	Capital
700041	Crystal and Princess Courts outdoor bench project	College	Capital
700042	Crystal and Princess Courts flower bed project	College	Capital
535834	Gardening Club- Dulwich Wood Primary School	College	Capital
535847	Croxted Road Estate Cycle Hanger	College	Capital
536179	Historic stench pipe enhancement	College	Capital
536186	Attleborough Steps	College	Capital
536190	College SmartWater scheme	College	Capital
536205	Long Meadow play area extension	College	Capital
536206	Breakspare Planting	College	Capital
536216	Grot spots on Paxton Green	College	Capital

Reference	Proposal Name	Ward	Type
536217	College 20mph Signs	College	Capital
536264	Gipsy Hill shopping parade improvements	College	Capital
700069	KETRA shrub planting	College	Capital
507167	Make Lordship Lane / East Dulwich Grove junction safe	East Dulwich	Capital
507196	East Dulwich crime reduction fund	East Dulwich	Capital
507219	Smarten up Barry House	East Dulwich	Capital
507226	East Dulwich street trees	East Dulwich	Capital
507246	Make Goodrich Road safer	East Dulwich	Capital
507256	Melbourne Grove and area traffic calming measures	East Dulwich	Capital
507258	Fix Worlingham Road	East Dulwich	Capital
507261	Remove Worlingham Road grot spot and anti social hangout spot	East Dulwich	Capital
507894	The Lordship Lane treelights project	East Dulwich	Capital
510151	Upland Community Garden/Pocket Park	East Dulwich	Capital
529513	Safer Lordship Lane Junctions	East Dulwich	Capital
529519	Cycle Parking East Dulwich	East Dulwich	Capital
529522	New Christmas Lights off Grove Vale, SE22	East Dulwich	Capital
529772	Raised Beds Landscaping	East Dulwich	Capital
532327	Upgrade East Dulwich Station Entrance	East Dulwich	Capital
532685	Norcroft Gardens flower beds	East Dulwich	Capital
535434	Community Safety 101 Leaflets	East Dulwich	Revenue
535441	Barry Road Smiley SpID (Speed Indicator Device)	East Dulwich	Capital
535657	East Dulwich Station Railway Bridge planting and greening	East Dulwich	Capital
700035	Replacement of chains and short timber posts	East Dulwich	Capital
700036	Three metal benches in East Dulwich Ward	East Dulwich	Capital
700037	Illuminated box sign- Lordship Lane	East Dulwich	Capital
700038	Trees in East Dulwich ward	East Dulwich	Capital
700034	Cloth bags for shops in ED ward	East Dulwich	Capital
536100	Junction Build Outs for Ashbourne and Chesterfield Groves	East Dulwich	Capital
536285	Street Art Preparation Fund	East Dulwich	Capital
536130	Dulwich Library Annexe Conversion Top-Up Fund	Village	Capital
519915	Safe Crossing of Burbage Road at Half Moon Lane.	Village	Capital
525251	English Meadow in East Dulwich Grove and fencing of the garden.	Village	Capital
527375	Safe Pathway	Village	Capital
529013	Phase 2 of the Street Trees for Herne Hill Project	Village	Capital

Reference	Proposal Name	Ward	Type
529248	Barnabas Bike Storage	Village	Capital
531939	Bath Factory Estate - lighting and painting	Village	Capital
532543	Dulwich Vegetable Garden Secure fencing	Village	Capital
533166	History of Dulwich Almshouses	Village	Revenue
533331	Delawyk's Fencing	Village	Capital
533543	Historic stench pipe enhancement	Village	
700023	Copenhagen crossing of Ardbeg Road along Half Moon Lane	Village	Capital
533978	Dig the Park	Village	Capital
534037	Cricket nets	Village	Capital
534216	Wildflower meadow protection	Village	Capital
534253	Flood works slide safety surfacing	Village	Capital
535002	Repair of damaged White finger posts outside the Half Moon Hotel in Half Moon Lane and on the corner of Gallery Road and Thurlow Park Road	Village	Capital
535005	Posts and chains	Village	Capital
535007	Greening of Dulwich Village	Village	Capital
535010	Dulwich Village Notice Board	Village	Capital
535022	Parking bays opposite the Dulwich Picture Gallery	Village	Capital
535026	Repair Council bench at corner of Turney Road and Dulwich Village	Village	Capital
535031	Dulwich Village Burial ground 400th Anniversary	Village	Capital & Revenue
535281	Defibrillator for Dulwich Park	Village	Capital
535290	Ruskin Walk Traffic Calming measure	Village	Capital
535676	Legacy of Music: Steel Pan Orchestras	Village	Capital
535686	The Station Gallery - Frames	Village	Capital
535935	Dulwich Park Tree Map	Village	Revenue
536036	Trees for Dulwich	Village	Capital
700049	Safety fencing at Herne Hill Velodrome	Village	Capital
700051	Herne Hill Velodrome - fencing to separate the main cycle tracks and MUGA	Village	Capital
700072	Burbage Road Planters	Village	Capital

Item No. 15.	Classification: Open	Date: 27 January 2016	Meeting Name: Dulwich Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		Village and College	
From:		Head of Highways	

RECOMMENDATIONS

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
 - 1.1 Village Way – Install double yellow lines adjacent to existing dropped kerb vehicle crossover to provide unrestricted access for resident of No.5.
 - 1.2 Alleyn Park – Install double yellow lines at four locations to restrict parking and improve traffic flow and safety for all road users.
 - 1.3 Dulwich Village – Install double yellow lines at the junction with Aysgarth Road and single yellow line outside Nos.96 to 94
 - 1.4 Wood Vale – install double yellow lines adjacent to the vehicle entrance to Woodlands Court to provide access for waste collections vehicles
 - 1.5 Village Way/Dulwich Village - install school keep clear markings adjacent to main pupil entrance to James Allen’s Preparatory School and double yellow lines adjacent to entrance to park and school car park to improve inter-visibility and safety.

2. It is recommended that the objections received against a non-strategic traffic management matter are considered and determined as follows:
 - Lordship Lane – that the six objections made against the proposal to install double yellow lines to prevent parking adjacent to the three new planned vehicle crossovers, as detailed in drawing, be considered and rejected. The restrictions are proposed to ensure visibility for vehicles entering and exiting the vehicle crossovers. Officers shall be instructed to proceed and make the traffic order, notify the objectors and implement the works.

 - Woodwarde Road/Eynella Road – that the objection made against the proposal to install double yellow lines to prevent parking at the junction, as detailed in drawing, be considered and rejected, since the original intention of and the proposals was on highway safety ground. Officer shall be instructed to proceed and make the traffic order, notify the

objector and implement the works.

BACKGROUND INFORMATION

3. Paragraph 15 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
 - determination of objections to traffic management orders that do not relate to strategic or borough-wide issues
4. This report gives recommendations for five local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings and seeks determination of objections to traffic management orders on two non-strategic issues.
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

6. A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.
7. These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.
8. Local parking amendments are batched together and carried through a quarterly programme. During the third quarter of 2015/16, the council is proposing five LPAs as summarised in figure 1.
9. The rationale for each proposal is discussed in the associated appendix. A detailed design of the proposal is included.

Location	Proposal	Appendix
Village Way - outside No.5	To install double yellow lines adjacent to existing dropped kerb vehicle crossover to provide unrestricted access for resident of No.5.	1
Alleyn Park at the following locations: <ul style="list-style-type: none"> • Outside and opposite No.84, • Outside and opposite the post office delivery office. • Outside No.37a • Outside No. 38 	To install double yellow lines adjacent to restrict parking and to improve traffic flow and improve safety for all road users.	2
Dulwich Village, junction of Aysgarth Road to outside No.94	To install double yellow lines at the junction with Aysgarth Road and single yellow line outside Nos.96 to 94 to provide a loading facility and improve junction safety	3
Wood Vale outside Woodlands Court	To install double yellow lines adjacent to the vehicle entrance of Woodland Court to provide access for waste collection vehicles	4
Village Way / Dulwich Village	To install school keep clear road markings adjacent to main pupil entrance to James Allen's Preparatory School and double yellow lines adjacent to entrance to park and school car park to improve inter-visibility and safety	5

Figure 1

10. Statutory consultation has recently been carried out on items approved by the community council on 9 September 2015. During the statutory consultation, objections to the proposal were received.
11. The detail of the objections is summarised in figure 2. The associated appendix contains detail on the objection and a detailed design of the proposal.

Location	Proposal	Appendix
Lordship Lane	To install double yellow lines adjacent to planned vehicle crossovers to improve access, inter-visibility and safety	6
Woodwarde Road/Eynella Road	To install double yellow lines at the junction of Woodwarde Road and Eynella Road to improve inter-visibility and safety	7

Figure 2

Policy implications

12. 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

13. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment
14. The recommendations are area based and therefore will have greatest affect upon those people living working or traveling in the vicinity of the areas where the proposals are made.
15. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
16. 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 preempted until the recommendation have been implemented and observed.
17. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
18. 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

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

Legal implications

20. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
21. 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).
22. 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.
23. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.

24. 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.
25. 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

26. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
27. For the items in paragraph 1 above, 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.
28. 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 (eg. 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
29. 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.
30. 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.

31. For the items in paragraph 2 above, this report is to determine objections received as part of that statutory process.

Programme Timeline

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

- Traffic orders (statutory consultation) – March to April 2016
- Implementation – May to June 2016

BACKGROUND DOCUMENTS



Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Network development Highways 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Leah Coburn 020 7525 4744

APPENDICES

No.	Title
Appendix 1	Village Way – install double yellow lines
Appendix 2	Alley Park – install double yellow lines
Appendix 3	Dulwich Village – install double yellow lines
Appendix 4	Wood Vale – install double yellow lines
Appendix 5	Village Way/Dulwich Village – install school keep clear and double yellow lines
Appendix 6	Lordship Lane – objections determination
Appendix 7	Woodwarde Road/Eynella Road – objection determination

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Paul Gellard, Senior Engineer	
Version	Final	
Dated	14 January 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	14 January 2016	

		Local parking amendment	Appendix 1
Reference	15/16_Q3_011	Location overview	
Location	Village Way – outside No.5		
Proposal	To install double yellow lines adjacent to existing dropped kerb vehicle crossover to provide unrestricted access for resident of No.5.		
Community council meeting	Dulwich		
Community council date	27 January 2016		
Ward(s) affected	Village		

Background

The parking design team was contacted by the resident of No.5 who requested that the existing vehicle crossover dropped kerb is protected by double yellow lines to prevent parking to maintain access at any time.

Village Way is unrestricted with short lengths of double yellow lines and single yellow lines that operate Monday to Friday 8am to 6.30pm and borders the existing Herne Hill (HH) controlled parking zone (CPZ). It is noted that a new CPZ is proposed in the area close to Village Way which is expected to be introduced in spring 2016.

Officers investigation and recommendation

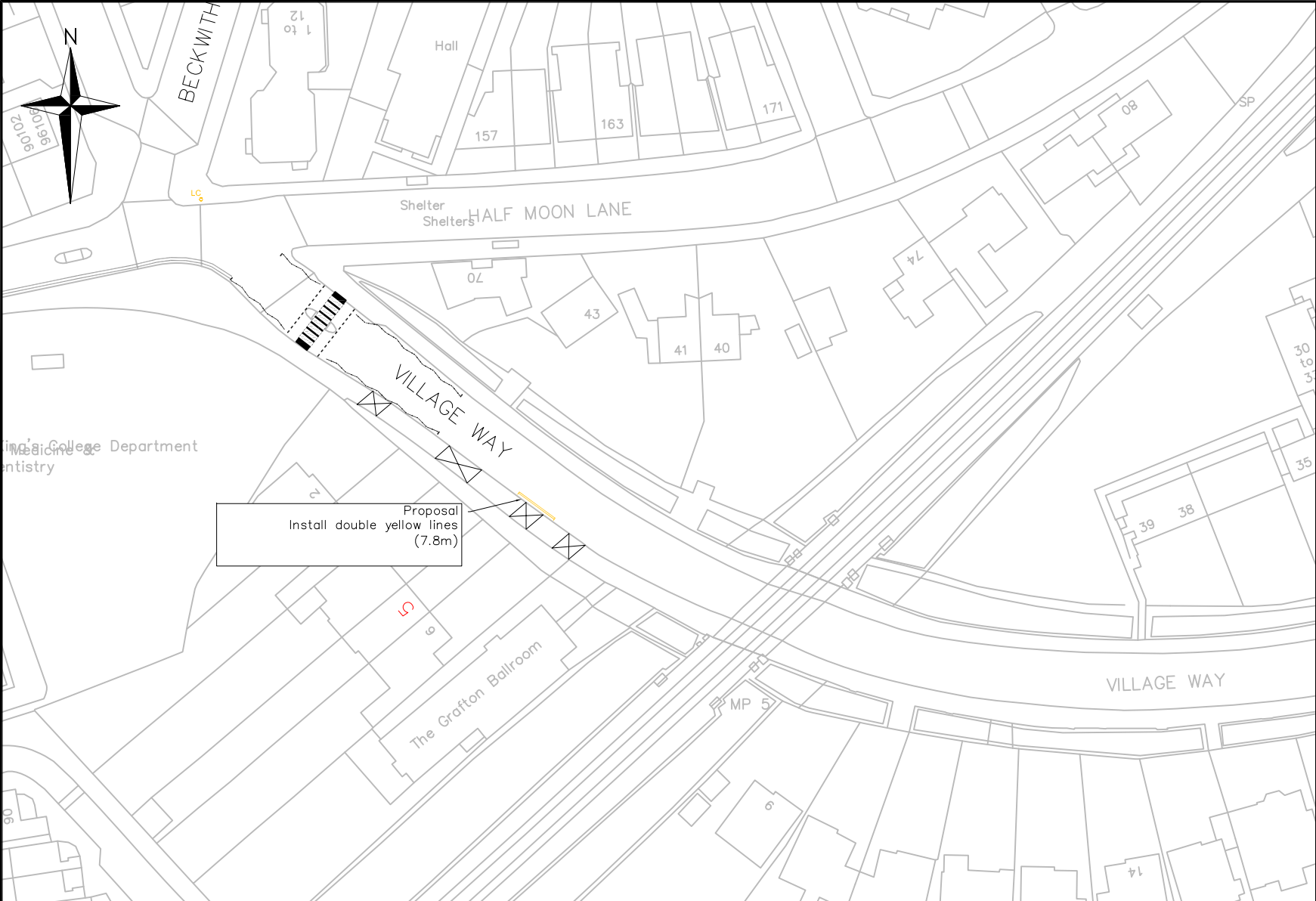
The street is predominately residential but the demand for parking is high.

The existing dropped kerb is narrow and when vehicles park up close to the crossover this reduces sight lines and makes access difficult. The resident has registered their dropped kerb with the council enforcement contractor so that it can be enforced if obstructed by parked vehicles. The problem is when vehicle park up to but not over the dropped kerb, it is not an enforceable offence.

It should be noted that Village Way is a classified road, generally the council would be required to introduce yellow lines to maintain inter-visibility as per Southwark's street design manual (SSDM DS114 & DS132).

In this particular instance, as the parking issue as described by the resident appears to be with access rather than visibility, it is proposed to install a minimum of 2 meters either side of the dropped kerb to prevent inconsiderate parking up to the dropped kerb.

In view of the above and as shown the drawing overleaf, it is recommended that at any time waiting restriction (double yellow lines) at installed at this location.



Legend
 Existing double yellow lines
 Proposed double yellow lines

Proposal
 Install double yellow lines
 (7.8m)

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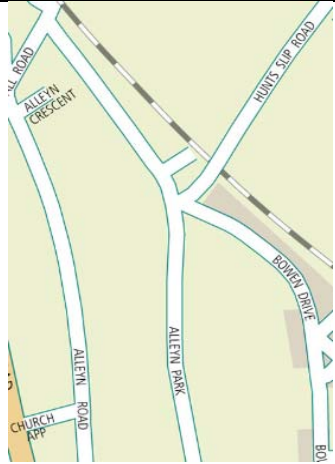


Project
 1516 LOCAL PARKING AMENDMENT

Drawing Title
 VILLAGE WAY
 PROPOSED DOUBLE YELLOW LINES

Community Council DULWICH				
Ward(s) VILLAGE				
Date	Scale	Drn	Chk	App
12/10/2015	1:1000 @ A4	MH	PG	PG
Dwg No.	1516Q3011			
Status	DETAILED DESIGN			

Rev	Date	Description	Drn	Chk	App

		Local parking amendment	Appendix 2
Reference	15/16_Q3_018	Location overview	
Location	Alleyn Park at the following locations: <ul style="list-style-type: none"> • Outside and opposite No.84, • Outside and opposite the post office delivery office. • Outside No.37a • Outside No. 38 		
Proposal	To install double yellow lines at four locations to restrict parking and improve traffic flow, prevent obstructive and dangerous parking and improve safety for all road users		
Community council meeting	Dulwich		
Community council date	27 January 2016		
Ward(s) affected	College		

Background

The parking design team was contacted by the Councillor Simmons who requested that:

- Additional yellow lines be provided close to the pedestrian island adjacent to the Post Office delivery office. There is a particular problem with parked vehicles blocking coaches during school drop off and pick up times from 07.30-09.00am and 3.00-4.30pm
- Yellow lines to protect the advisory cycle lane outside and opposite 84 Alleyn Road which is frequently blocked by parked cars
- Review of the double yellow lines on the southern section of Alleyn Park close to the junction with Hunts Slip Road
- New double yellow lines needed outside entrance to Dulwich Prep staff car park, on Alleyn Park.
- New double yellow lines adjacent to 37a Alleyn park (opposite the main entrance to Dulwich Prep).

It should be noted that kerbside space on Alleyn Park is mainly unrestricted except for lengths of double yellow lines.

Officers investigation and recommendation

Alleyn Park is predominately residential with most properties having off-street parking, however there are two schools and the demand for parking is high during times when parents are dropping off and picking up children.

There are a number of locations that require at 'any time' (double yellow line) protection to prevent obstructive parking. An officer met Cllr Simmons on 13 November 2015, on site to discuss proposals for each location. Cllr Simmons is concerned with improving cycling to the schools and avoiding cyclists being forced out into traffic.

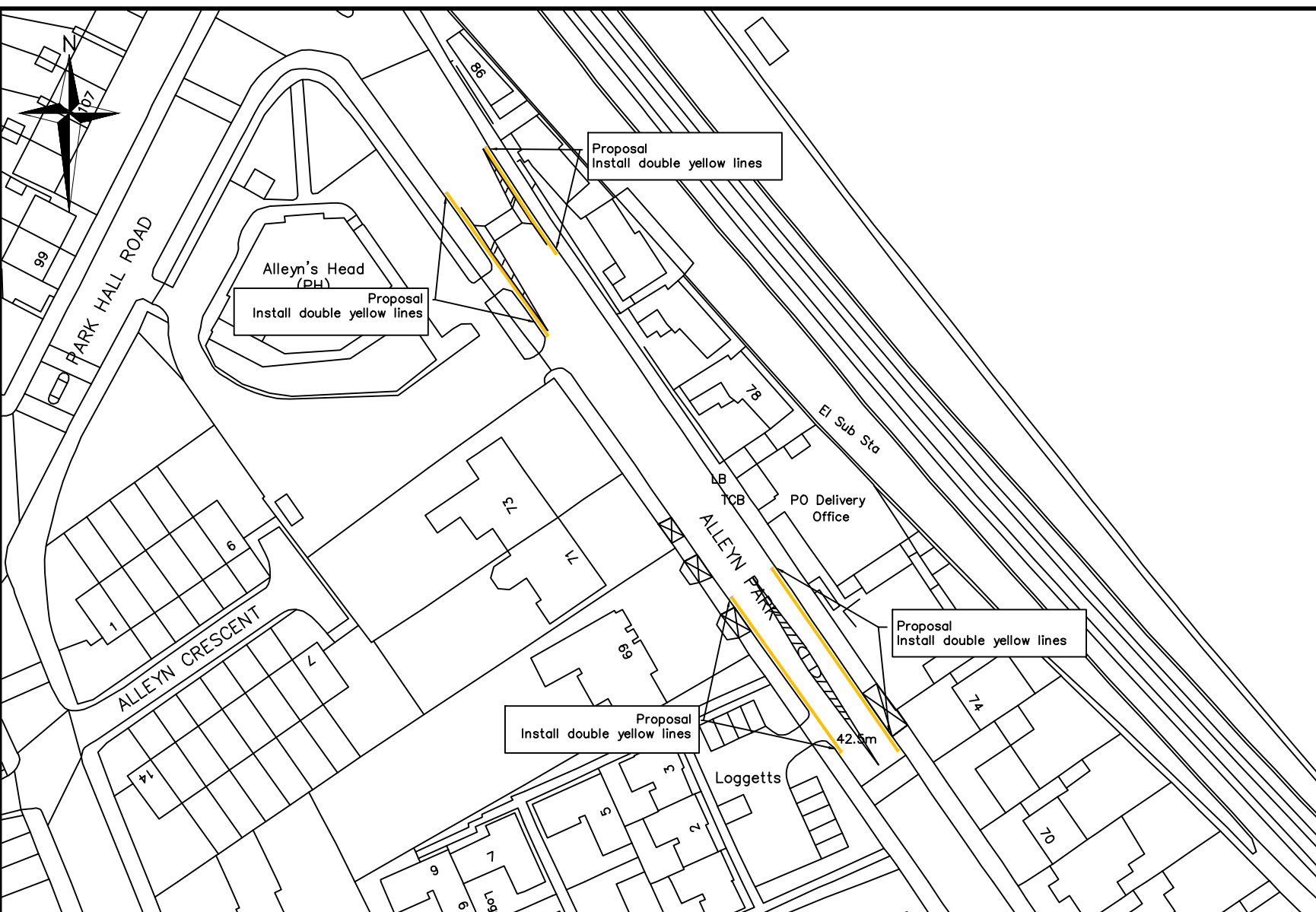
There is a short section of cycle lane, adjacent to the Alleyn Head public house and No 84 Alleyn Park, which has two build outs acting as splitter islands protecting the cycle lane. When vehicles park adjacent to the two build outs, this blocks access to the short section of protected cycle lane and forces cyclist out into the flow of traffic.

Similarly adjacent to the Post Office delivery office, vehicles park too close to the existing pedestrian refuse which is located in the centre of Alleyn Park. This forces vehicles to pass the pedestrian refuse on the wrong side of the road.

Vehicles park close to the main vehicle entrance to Dulwich Prep School and this reduces visibility between vehicles, pedestrians and cyclists.

In view of the above, as shown in the drawing overleaf, it is recommended that double yellow lines are installed at the following locations to prevent obstructive and dangerous parking:

- Outside and opposite No.84,
- Outside and opposite the post office delivery office.
- Outside No.37a
- Outside No. 38



- Legend**
- Proposed double yellow lines
 - Existing double yellow lines
 - Vehicle crossover

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Project
1516 LOCAL PARKING AMENDMENTS

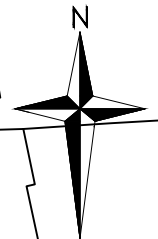
Drawing Title
**ALLEYN PARK
PROPOSED DOUBLE YELLOW LINES
DRAWING 1 OF 2**

Community Council DULWICH					
Ward(s) COLLEGE					
Date	Scale	Drn	Chk	App	
13/11/15	1:1000 @ A4	MH	PG	PG	
Dwg No.	1415Q3018				
Status	DETAILED DESIGN				A

Rev	Date	Description	Drn	Chk	App



- Legend**
- Proposed double yellow lines
 - Existing double yellow lines
 - Vehicle crossover



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Project
1516 LOCAL PARKING AMENDMENTS

Drawing Title
**ALLEYN PARK
PROPOSED DOUBLE YELLOW LINES
DRAWING 2 OF 2**

Community Council DULWICH					
Ward(s) COLLEGE					
Date	Scale	Drn	Chk	App	
13/11/15	1:1000 @ A4	MH	PG	PG	
Dwg No.	1415Q3018				Rev
Status	DETAILED DESIGN				A

Rev	Date	Description	Drn	Chk	App

		Local parking amendment	Appendix 3
Reference	15/16_Q3_022	Location overview	
Location	Dulwich Village – outside Nos.94 and junction with Aysgarth Road		
Proposal	To install double yellow lines at the junction with Aysgarth Road and single yellow line outside Nos.96 to 94 to provide a loading/unloading facility.		
Community council meeting	Dulwich		
Community council date	27 January 2016		
Ward(s) affected	Village		

Background

The parking design team was contacted by a highways consultant acting on behalf of Sainsbury supermarkets, who have requested that a loading facility is provided adjacent to their new outlet planned for Dulwich Village.

Officers similarly received a request from Cllr Lyons querying if officers were going to propose yellow line restrictions at the junction of Aysgarth Road and Dulwich Village.

This section of Dulwich Village is mainly unrestricted with pedestrian crossing (zebra) and small sections of waiting restrictions (double yellow lines) and a bus stop.

Officers investigation and recommendation

This section of Dulwich Village is predominately commercial with Cafés, Restaurants, a Post Office and Convenience Stores.

At present there are no restrictions outside Nos. 98 to 94 and vehicles can park for as long as they want. This results in delivery vehicles having to double park adjacent to a pedestrian crossing reducing visibility for vehicles approaching and pedestrians using the crossing. (See streetview image)

An officer visited the site on 25 November 2015 and spoke with the Chef of Café Rouge and the Manager of Pizza Express.

Café Rouge generally receives deliveries three times a week on a Monday, Wednesday, and Friday during busy periods and on a Monday and Thursday in quiet periods (no dates were provided). Most deliveries are planned for the mornings, although they can arrive in the afternoon.

Pizza Express receives deliveries everyday apart from Fridays There is no fixed time but they are usually completed by 1pm. Both businesses do receive separate deliveries but the main deliveries are made by the same logistics company.

The planned window for deliveries to the new Sainsbury Store will be Monday to Friday 7am – Noon and Saturday and Sunday 8am – Noon.

In view of the above and as shown in the drawing overleaf, it is recommended that double yellow lines are installed on the junction with Aysgarth Road to prevent obstructive parking and a single yellow line (operating 7am – Noon) is installed outside Nos.98 to 94 to provide a loading facility for all businesses in the area.

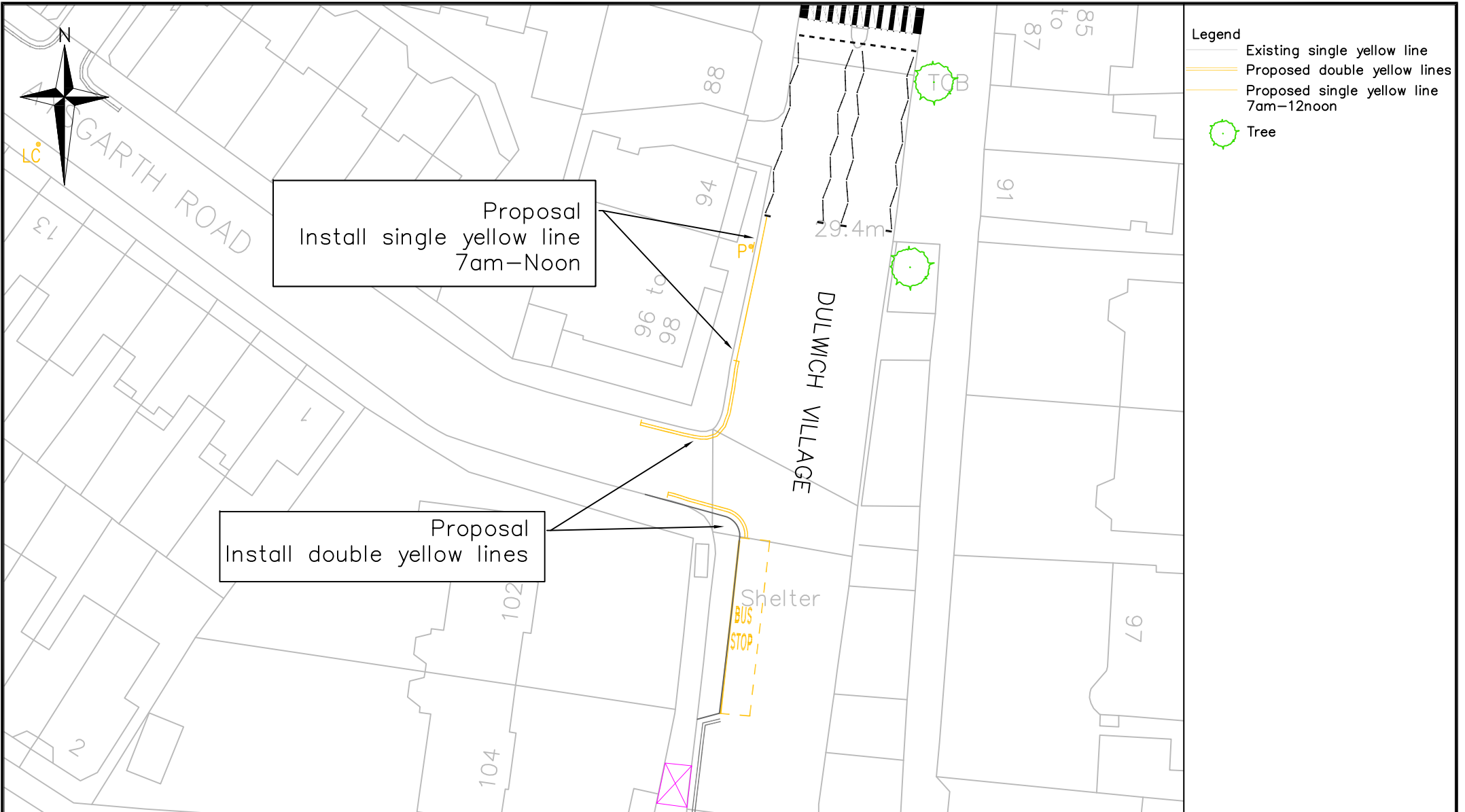
The following should be noted:







- The single yellow line is being proposed to benefit all commercial and residential properties in close vicinity
- All commercial and residential properties will be able to make use of the proposed single yellow line during the proposed operating hours of 7am – Noon to load and unload. This is permitted for a maximum of 40 minutes if loading is observed.
- Outside the hour of operation, i.e. in the afternoons and evenings the restriction is no longer in operation, so parking can take place on the single yellow line.
- Double yellow lines are proposed at the junction of Aysgarth Road and Village to ensure vehicles do not park at the junction

Further rationale for double yellow lines on a road junction

- 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.
- 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.
- 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.
- 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.
- 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).
- 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)



- Legend**
-  Existing single yellow line
 -  Proposed double yellow lines
 -  Proposed single yellow line 7am-12noon
 -  Tree

Proposal
Install single yellow line
7am-12noon

Proposal
Install double yellow lines

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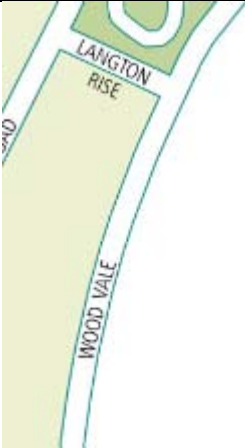


Project
1516 LOCAL PARKING AMENDMENTS

Drawing Title
**DULWICH VILLAGE
PROPOSED DOUBLE YELLOW LINES
PROPOSED SINGLE YELLOW LINE**

Community Council DULWICH				
Ward(s) VILLAGE				
Date	Scale	Drn	Chk	App
23/11/15	1:500 @ A4	MH	PG	PG
Dwg No. 1516Q3022				Rev
Status DETAILED DESIGN				A

Rev	Date	Description	Drn	Chk	App

		Local parking amendment	Appendix 4
Reference	15/16_Q3_025	Location overview	
Location	Wood Vale – vehicle entrance to Woodland Court		
Proposal	To install double yellow lines adjacent to the vehicle entrance of Woodland Court to provide access for waste collection vehicles		
Community council meeting	Dulwich		
Community council date	27 January 2016		
Ward(s) affected	College		

Background

In November 2015, the network development team was contacted by waste management requesting that a length of yellow line be installed adjacent to the vehicle entrance Woodland Court to maintain access for waste collection vehicles.

Wood Vale is mainly unrestricted except for short length of double yellow lines and disabled parking bays.

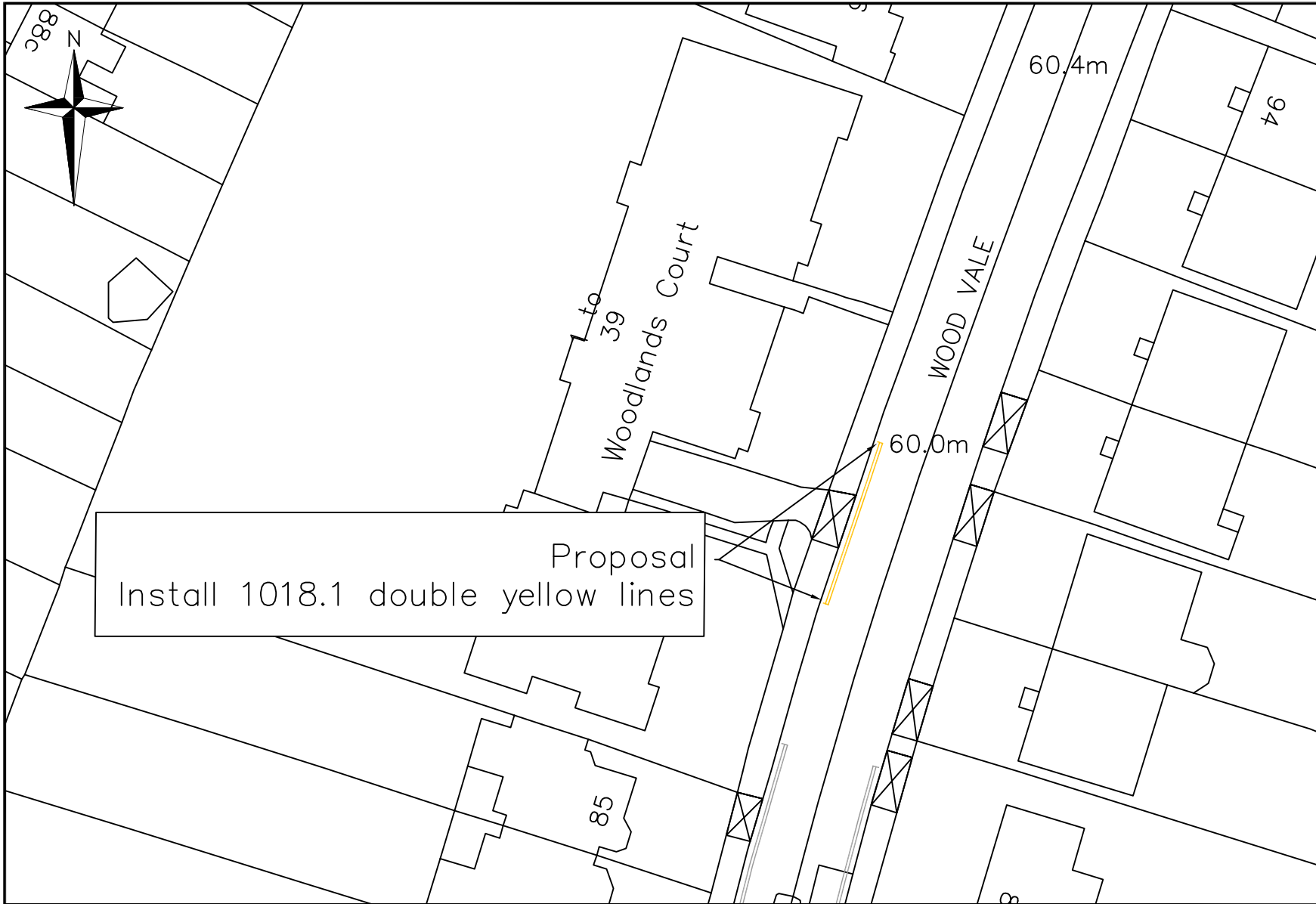
Officers investigation and recommendation

Wood Vale is predominately residential and many properties have off-street parking. Wood Vale is also served by bus route 363.

Waste management informed us that the refuse and recycling bins for Woodland Court are stored in the underground garage. In order to access the bins, the refuse collection vehicle must park on the driveway to Woodland Court, as the refuse collectors cannot push the euro bins further than 10 metres.

When vehicles are parked right up to the dropped kerb this restricts access and does not allow the refuse lorry enough room to manoeuvre onto the driveway.

It is recommended (as shown in drawing overleaf), that double yellow lines are installed on the northwest side of Wood Vale, adjacent to the vehicle entrance to Woodland Court. This will ensure that waste management are able to collect waste without obstructing traffic flow on Wood Vale.



- Legend**
- Existing double yellow lines
 - Proposed double yellow lines

Proposal
Install 1018.1 double yellow lines

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Project
1516 LOCAL PARKING AMENDMENTS



Drawing Title
**WOOD VALE
PROPOSED DOUBLE YELLOW LINES**

Community Council
DULWICH

Ward(s)
COLLEGE

Date	Scale	Drn	Chk	App
07/12/15	1:500 @ A4	MH	PG	PG
Dwg No.	1516Q3_025			Rev
Status	DETAILED DESIGN			A

Rev	Date	Description	Drn	Chk	App

		Local parking amendment	Appendix 5
Reference	15/16_Q3_023	Location overview	
Location	Village Way/Dulwich Village – outside James Allen’s Preparatory School entrance and entrance to park		
Proposal	To install school keep clear road adjacent to main pupil entrance to James Allen’s Preparatory School and double yellow lines adjacent to entrance to park and school car park to improve inter-visibility and safety		
Community council meeting	Dulwich		
Community council date	27 January 2016		
Ward(s) affected	Village		

Background

The parking design team was contacted by colleagues in the road safety team after a meeting with the James Allen’s Preparatory School. The school requested the following provisions:

- A school keep clear marking adjacent to the entrance to the school on Village Way.
- Double yellow lines adjacent to entrance to the park off Dulwich Village where parents park to drop off and pick up pupils.

This section of Village Way and Dulwich Village is unrestricted with small sections of waiting restrictions (single and double yellow lines), school keep clear markings and bus stops.

Officers investigation and recommendation

This section of Village Way and Dulwich Village is predominately residential with a school in Dulwich Village and the preparatory school on Village Way.

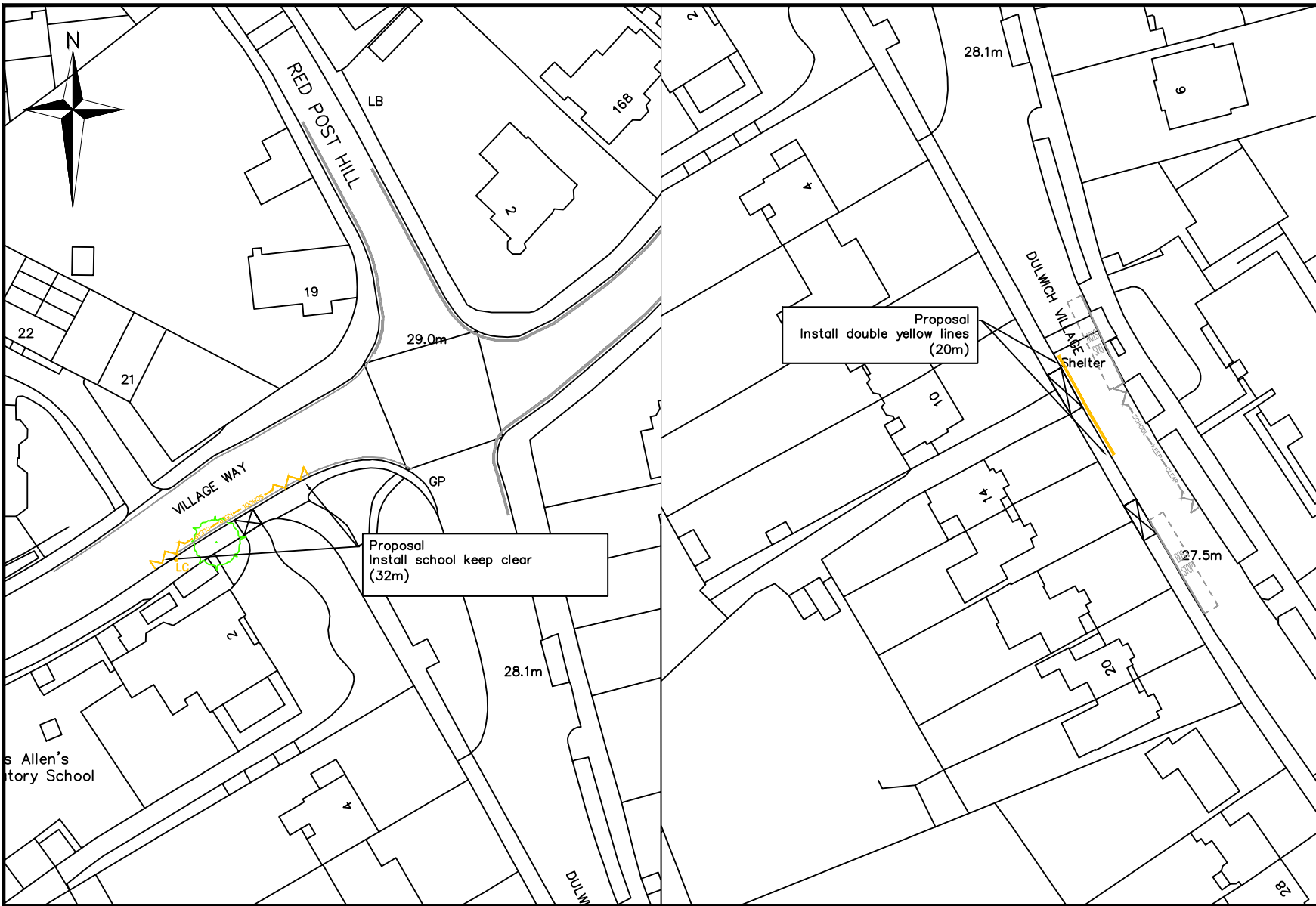
An officer visited the site on 9 December 2015, and noted that there were vehicles parked at both locations. No vehicles parking illegally and the waiting restrictions were respected.

The entrance to the preparatory school is narrow and the sight lines are limited by a mature tree located to the west of the entrance. (See photo) This length of highway should be kept clear of parked vehicles to ensure approaching vehicles can see emerging pupils and other pedestrians and vis versa.

The road safety officer has raised concerns regarding the entrance to the park off Dulwich Village, as this is being used by parents to park while they drop of or pick up their children. It is noted that when vehicles are parked adjacent to the entrance this reduces the sight lines, restricts inter-visibility and increases the risk of a collision.



In view of the above and as shown in the drawing overleaf, it is recommended that a ‘School Keep Clear’ is installed adjacent to the entrance to the James Allen’s Preparatory school on Village Way and double yellow lines are installed adjacent to the entrance to the park on Dulwich Village to prevent obstructive parking and ensure inter-visibility between vehicles and pedestrians.



- Legend**
- Existing single yellow lines
 - Existing double yellow lines
 - Proposed double yellow lines
 - Existing school keep clear
 - Proposed school keep clear

**Public Realm Projects
Parking Design**

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

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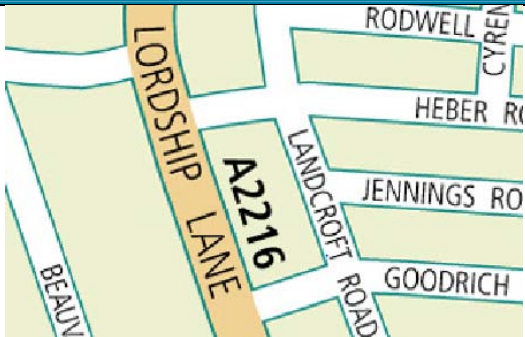


Project
1516 LOCAL PARKING AMENDMENT

Drawing Title
VILLAGE WAY/DULWICH VILLAGE
PROPOSED DOUBLE YELLOW LINES
PROPOSED SCHOOL KEEP CLEAR

Community Council DULWICH				
Ward(s) VILLAGE				
Date	Scale	Drn	Chk	App
04/12/2015	1:1000 @ A4	MH	PG	PG
Dwg No.	1516Q3023			Rev
Status	DETAILED DESIGN			

Rev	Date	Description	Drn	Chk	App

 OBJECTION REPORT – LORDSHIP LANE		Appendix 6
Reference	14/15_Q4_002	Location overview 
Location	Lordship Lane - outside Nos.236, 238 and 240	
Proposal	To install double yellow lines adjacent to the three planned vehicle crossover dropped kerbs outside Nos.236/238/240 Lordship Lane (A2216).	
Community council meeting	Dulwich	
Community council date	27 January 2016	
Ward(s) affected	Village	

Background

At the meeting held 9 September 2015, the Dulwich community council approved this proposal for statutory consultation.

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.

The Southwark Streetscape Design Manual (SSDM) contains two design standards pertinent to this request:

- DS132, requires no waiting at any time restrictions (double yellow lines) for new crossovers on classified roads¹
- DS114, 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)

The statutory consultation was held between 19 November 2015 and 10 December 2015. During this period six objections were received. The proposal for this location is to install 51 metres of double yellow line across the frontage of Nos.236/238/240 as shown in drawing below.

Objections detail

The six objections is included in this report, but can be summarised as:

- There is already a lack of parking spaces for residents
- It would make it difficult to park for residents at any time

Officers wrote to each of the objectors responding to the points they raised in their objections. They were also advised that their objections would be sent to the Dulwich community council for determination.

One of the objectors has commented that they have had an application for a vehicle crossover dropped kerb turned down on safety grounds and that this forms part of their objection to these three dropped kerbs.

Recommendation

It is recommended that the six objections made against the proposal to install double yellow lines to prevent parking adjacent to the three new planned vehicle crossovers, be considered and rejected.

Double yellow lines are required to ensure safe visibility for vehicles entering and exiting the proposed crossover. Without these restrictions officers would not be able to proceed with the construction of the vehicle crossovers.

It is also recommended that officers be instructed to write to the objectors to explain the decision, and proceed and make the traffic order and implement the works.

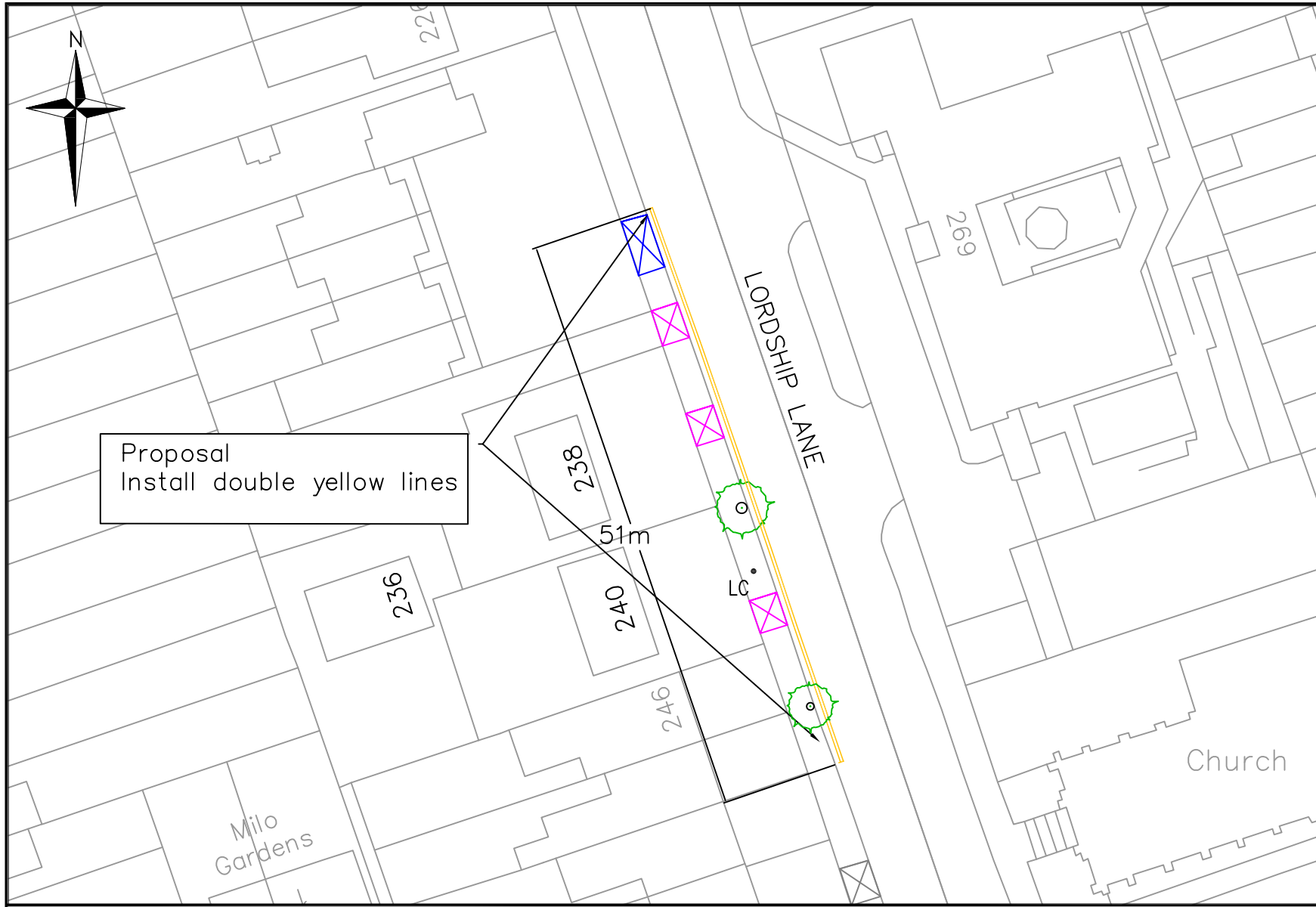
The extent of the proposed restrictions is shown in the plan overleaf.



- 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

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Project
1415Q4 LOCAL PARKING AMENDMENTS

Drawing Title
**LORDSHIP LANE
PROPOSED DOUBLE YELLOW LINES
PLANNED VEHICLE CROSSOVER**

Community Council DULWICH				
Ward(s) VILLAGE				
Date	Scale	Drn	Chk	App
12/01/15	1:500 @ A4	MH	TW	TW
Dwg No. 1415Q4_002				Rev
Status DETAILED DESIGN				A

Rev	Date	Description	Drn	Chk	App

Herd, Michael

From: Herd, Michael
Sent: 03 December 2015 10:40
To: [REDACTED]
Cc: traffic orders
Subject: RE: Consultation response
Attachments: Appendix 8.pdf

Dear Mr [REDACTED]

Thank you for your objection to the proposed double yellow lines on Lordship Lane. Council policy now is that all new planned vehicle crossovers on Classified road now must have double yellow lines.

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.

The Southwark Streetscape Design Manual (SSDM) contains two design standards pertinent to this request:

- DS132, requires no waiting at any time restrictions (double yellow lines) for new crossovers on classified roads^[1].
- DS114, 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)

Please find attached a drawing, appendix 8, showing the proposal which show the visibility splays

Please let me know by 09 December 2015 if I have explain the councils reasons for this proposal and you would withdraw your objection or if you wish to maintain your objection.

Regards

Michael Herd
Network development officer
Network development
Highways

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

From: Administrator, Information
Sent: Wednesday, December 02, 2015 8:13 PM
To: traffic orders
Subject: Consultation response

[Title]

Mr

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone_number]
[REDACTED]

[Email_address]

[REDACTED]

[Areyou]

A resident

[Whichconsultation]

Objection to item

PRP/ND/TMO 1516-030

[overallresponse]

5. I wholly object to

[response]

We live at [REDACTED] Lordship lane, and park our car on the road outside our property on a regular occasion.

We wish to know why this proposal of parking restrictions has been requested. This is the only place we can park our car near to our property.

If this does go forward, we would request to have designated parking space or a permit provided (free) to park on the yellow lines throughout the days, nights and weekends out side our property.

The building site next door have had barriers up outside their site for the duration of the works, resulting in us not being able to use the space.

If you could provide reasons and alternatives you propose to park our cars, it would be much appreciated.

Regards

[REDACTED]

Herd, Michael

From: Herd, Michael
Sent: 10 December 2015 07:58
To: [REDACTED]
Cc: traffic orders
Subject: RE: [REDACTED] Objection to PRP/ND/TMO1516-030
Attachments: Appendix 8.pdf

Categories: Egress Switch: Unprotected

Dear Mr [REDACTED]

Thank you for your objection to the proposed double yellow lines on Lordship Lane. Council policy now is that all new planned vehicle crossovers on classified roads now must have double yellow lines.

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.

The Southwark Streetscape Design Manual (SSDM) contains two design standards pertinent to this request:

- DS132, requires no waiting at any time restrictions (double yellow lines) for new crossovers on classified roads^[1].
- DS114, 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)

Please find attached a drawing, appendix 8, showing the proposal which show the visibility splays

As the statutory consultation closes today and we have received other objections, all objections will be sent to the next Dulwich community council meeting being held 27 January 2016 where local ward members will determine the objections and instruct officers accordingly.

Regards

Michael Herd
 Network development officer
 Network development
 Highways

From: [REDACTED]
Sent: Wednesday, December 09, 2015 7:58 PM
To: traffic orders
Subject: Objection to PRP/ND/TMO1516-030

Hi,

This is in response to the proposed double yellow lines on Lordship Lane from 236 to 250. I would like to object on the grounds that it will remove spaces for approximately nine cars available to all residents and in its place put reserved parking for probably half that number. Given the upcoming developments on both sides of the road parking will be at more of a premium and we cannot afford to lose that many spaces. It will simply create more congestion on the surrounding side roads (Milo Road, Heber Road, Jennings Road).

Regards,

Herd, Michael

From: Herd, Michael
Sent: 07 December 2015 14:06
To: [REDACTED]
Cc: traffic orders
Subject: RE: [REDACTED] - PRP/ND/TMO1516-030
Attachments: Appendix 8.pdf

Dear [REDACTED],

Thank you for your objection to the proposed double yellow lines on Lordship Lane. Council policy now is that all new planned vehicle crossovers on Classified road now must have double yellow lines.

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.

These planned vehicles crossovers have planning permission and have been approved by asset management, this consultation is for the proposed double yellow line.

The Southwark Streetscape Design Manual (SSDM) contains two design standards pertinent to this request:

- DS132, requires no waiting at any time restrictions (double yellow lines) for new crossovers on classified roads[1].
- DS114, 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)

Please find attached a drawing, appendix 8, showing the proposal which show the visibility splays

Please let me know by 10 December 2015 if I have explain the councils reasons for this proposal and you would withdraw your objection or if you wish to maintain your objection.

Regards

Michael Herd
 Network development officer
 Network development
 Highways

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

From: [REDACTED]
Sent: Monday, December 07, 2015 8:45 AM
To: traffic orders
Subject: Ref: PRP/ND/TMO1516-030

To whom it may concern,

I would like to strongly object to the planning proposals to enforce a no waiting zone on Lordship Lane between nos 228 - 234 and between common boundary of nos 248 and 250. I live at [REDACTED] and have recently had my request for a dropped kerb declined twice under grounds of road safety.

I find it incredible that it is even being considered sensible to take away approximately 12 spaces from the road to enable two spaces for the new build to have dropped kerbs and off street parking. The new build is two houses away from mine and if mine is deemed unsafe, then I fail to see how theirs is ok. Furthermore, the two car spaces that are being allowed do not even currently reside on the street, so there will still be around 12 spaces less on the street.

I have spoken to my neighbours at [REDACTED] and they will also be submitting an objection, as this will have a huge impact on our whole neighbourhood.

Please reconsider this non-sensical proposal or give me assurances that mine will be reconsidered in light of the this new development.

I look forward to hearing from you.

Yours faithfully,

[REDACTED]

Sent from my iPad

Herd, Michael

From: Herd, Michael
Sent: 10 December 2015 08:01
To: [REDACTED]
Subject: RE: [REDACTED] - Objection PRP/ND/TMO1516-030
Attachments: Appendix 8.pdf

Categories: Egress Switch: Unprotected

Dear Mr [REDACTED]

Thank you for your objection to the proposed double yellow lines on Lordship Lane. Council policy now is that all new planned vehicle crossovers on classified roads now must have double yellow lines.

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.

The Southwark Streetscape Design Manual (SSDM) contains two design standards pertinent to this request:

- DS132, requires no waiting at any time restrictions (double yellow lines) for new crossovers on classified roads^[1].
- DS114, 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)

Please find attached a drawing, appendix 8, showing the proposal which show the visibility splays

As the statutory consultation closes today and we have received other objections, all objections will be sent to the next Dulwich community council meeting being held 27 January 2016 where local ward members will determine the objections and instruct officers accordingly.

Regards

Michael Herd
 Network development officer
 Network development
 Highways

From: [REDACTED]
Sent: Wednesday, December 09, 2015 9:35 PM
To: traffic orders
Subject: ref PRP/ND/TMO1516-030

Dear sir/madam,

I own [REDACTED] Lordship Lane in Dulwich and I am writing to strongly object to the proposal to paint double yellow lines along this stretch the lane.

There is absolutely no reason for making this a no parking stretch, not least because it will make existing parking even more difficult for all of the residents living along this stretch and in this area in general, many of whom have children, while benefiting just a few people in this new development who themselves will have a dropped curb and off-road parking.

Where would the council suggest that all the people living along this stretch - and there are numerous couples or families living in each building number - park their vehicles?

Other properties and side roads in the area are not afforded such unnecessary privileges.

This is an absolutely outrageous proposal which, if allowed, would show complete disregard for the lives of the many long-term residents of this stretch of Lordship Lane for the unnecessary benefit of a tiny handful of people that will reside in these new premises.

If you would like to contact me regarding this please feel free to do so on this email address.

Best wishes,



Herd, Michael

From: Herd, Michael
Sent: 03 December 2015 09:13
To: [REDACTED]
Subject: RE: [REDACTED] - objection to proposed WR - Lordship Lane
Attachments: Appendix 8.pdf

Dear [REDACTED],

Thank you for your objection to the proposed double yellow lines on Lordship Lane. The policy now is for all new planned vehicle crossovers on Classified road now must have double yellow lines.

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.

The Southwark Streetscape Design Manual (SSDM) contains two design standards pertinent to this request:

- DS132, requires no waiting at any time restrictions (double yellow lines) for new crossovers on classified roads^[1].
- DS114, 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)

Please find attached a drawing, appendix 8, showing the proposal which show the visibility splays

Please let me know by 09 December 2015 if I have explain the councils reasons for this proposal and you would withdraw your objection or if you wish to maintain your objection.

Regards

Michael Herd
Network development officer
Network development
Highways

From: [REDACTED]
Sent: Tuesday, December 01, 2015 2:18 PM
To: traffic orders
Subject: Re: PRP/ND/TMO1516-030

DETAILS OF OBJECTION

Traffic.orders@southwark.gov.uk

OBJECTION

Item on PRP/ND/TMO 1516-030

1/12/2015

LORDSHIP LANE - to introduce 'at any time' waiting restrictions on the south-west side between the vehicular access to Duval Court, Nos. 228-234 Lordship Lane and the common boundary of Nos. 248 and 250 Lordship Lane;

We live in [REDACTED] Lordship lane. It appears that this proposal to restrict "any time" parking outside our property and continuing down the hill for

12 parking spaces. This would have repercussions to parking for a much larger distance both sides of our property, up and down the lane, with local residents fighting

to find spaces to park their vehicles in an area which has no excess spaces available at present.

I am assuming that this proposal is to accommodate the access to parking over dropped curbs shown on the visuals for a new development next to

246 Lordship Lane. Surely, the council will understand and uphold our objection when it can be easily shown that this proposal would accommodate

the wishes of a few, over upwards of 20 existing residents. Or more poignantly, allow 3 new properties access to parking in paved over front gardens, whilst

denying historical parking space to possibly 30 cars.

As a footnote please also consider that next door to our property, [REDACTED] Lordship lane has had a proposal to have drop curb access to parking in their front garden refused

on a number of occasions.

Please could you let me know what next steps might be taken to uphold my objection?

Regards

[REDACTED]

[REDACTED]

[REDACTED]

Herd, Michael

From: Herd, Michael
Sent: 07 December 2015 09:00
To: [REDACTED]
Subject: FW: [REDACTED] Objection to Proposed Traffic Restrictions - item on PRP/ND/TMO 1516030
Attachments: Appendix 8.pdf

Dear [REDACTED]

Thank you for your objection to the proposed double yellow lines on Lordship Lane. Council policy now is that all new planned vehicle crossovers on Classified road now must have double yellow lines.

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.

The Southwark Streetscape Design Manual (SSDM) contains two design standards pertinent to this request:

- DS132, requires no waiting at any time restrictions (double yellow lines) for new crossovers on classified roads^[1].
- DS114, 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)

Please find attached a drawing, appendix 8, showing the proposal which show the visibility splays.

I have passed your concerns regarding the building site onto the Head of Building control to investigate.

Please let me know by 09 December 2015 if I have explain the councils reasons for this proposal and you would withdraw your objection or if you wish to maintain your objection.

Regards

Michael Herd
 Network development officer
 Network development
 Highways

From: [REDACTED]
Sent: Friday, December 04, 2015 12:03 PM
To: traffic orders
Subject: Objection to Proposed Traffic Restrictions - item on PRP/ND/TMO 1516030

Dear Sirs

Ref: Intention to introduce 'at any time' waiting restrictions on the southwest side between the vehicular access to Duval Court, Nos. 228234 Lordship Lane and the common boundary of Nos. 248 and 250 Lordship Lane.

I am the owner and resident of the [REDACTED] Lordship Lane. It appears that it is proposed to restrict "any time" parking outside my property and continuing down the hill for around 12 parking spaces. I assume that this proposal is to accommodate the access to parking over dropped kerbs shown on the visuals for a new development at 244 Lordship Lane. If this is the case, I hope the council will pay close consideration to this objection as this proposal would accommodate the convenience of 3 prospective households versus over upwards of 20 existing residents. That is to say, the proposal allows 3 new properties access to parking in paved over front gardens, whilst denying historical parking space to 12 or more cars.

This will have repercussions to parking for a much larger distance both sides of my property, up and down the lane, with local residents fighting to find spaces to park their vehicles in an area which has no excess spaces available at present. Parking is already at a premium on this stretch of the road exacerbated by visitor traffic to the day care centre and church across the road. Furthermore the works at 244 Lordship Lane have caused reduced parking for local residents for a prolonged period of time as the contractor has permanently blocked off street parking in front of the site, without any official permission as far as I can see, which has made it extremely difficult to find parking. The proposal to make this a permanent situation will make it even more difficult for the other residents in this area.



As a footnote, please also consider that [REDACTED], 250 Lordship Lane has had a proposal to have dropped kerb access to parking in their front garden refused on a number of occasions.

I would be grateful if you could let me know what will be the next steps with regards to this proposal and any objections raised.

Thank you.

Yours faithfully

[REDACTED]

		OBJECTION REPORT – Woodward Road	Appendix 7
Reference	15/16_Q2_009	Location overview	
Location	Woodwarde Road junction with Eynella Road		
Proposal	To install double yellow lines at the junction with Eynella Road to improve inter-visibility and to prevent obstructive parking		
Community council meeting	Dulwich		
Community council date	27 January 2016		
Ward(s) affected	Village		

Background

At the meeting held 9 September 2015, the Dulwich community council approved this proposal for statutory consultation.

Background

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 Woodward Road and Eynella Road. As a result people are parking in such a way that prevents pedestrians using the existing dropped kerbs.

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.

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 Woodward Road / Eynella Road junction.

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 the drawing.

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.

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.

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.

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.



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).

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)

Objections detail

The objection received, is attached to this report and can be summarised as:

- The proposal to introduced double yellow lines on the Woodwarde Road, Eynella Road junction would have a significant detrimental impact to residents parking
- residents in particular who will find that the business owners/workers will park further up the road

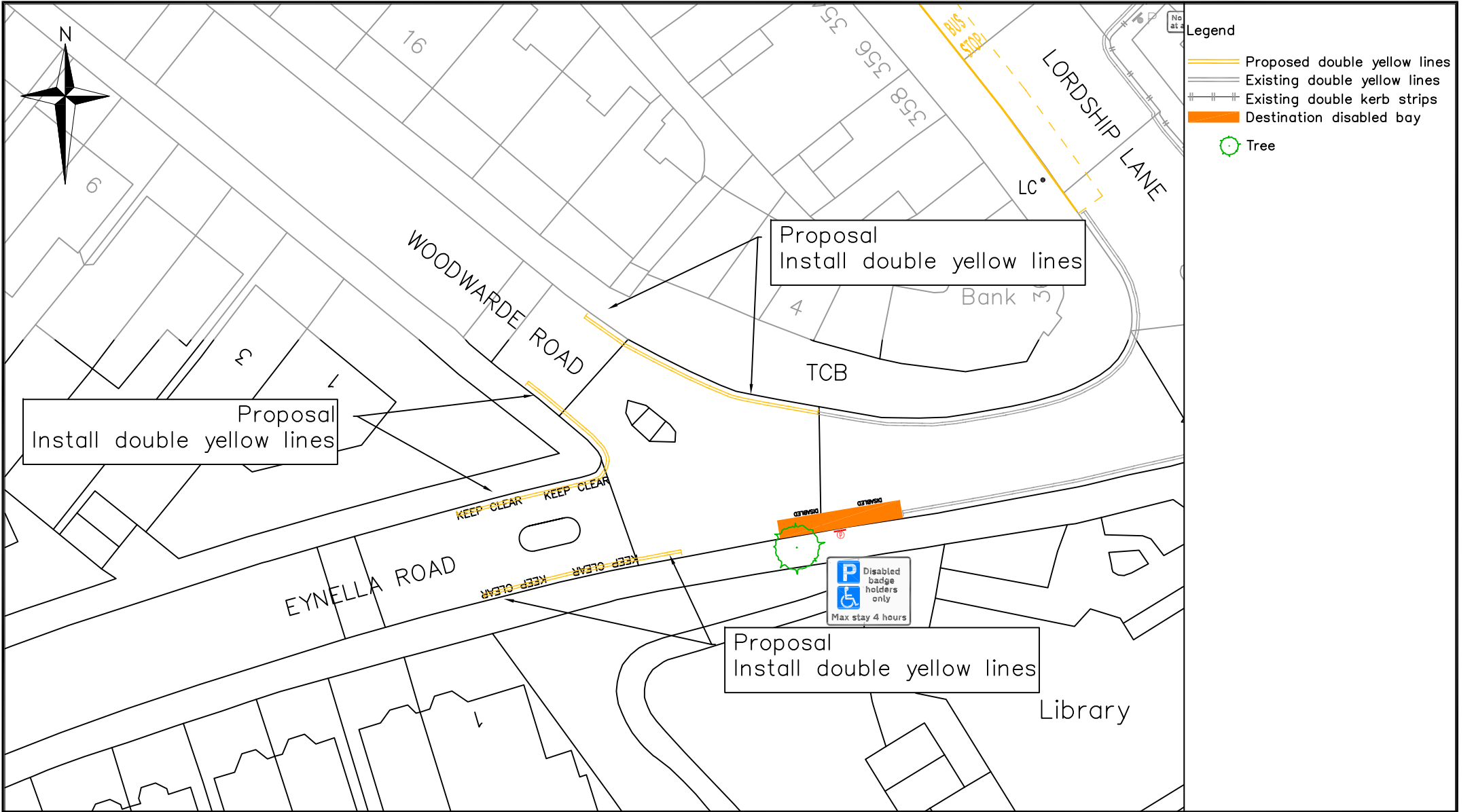
Officers wrote to the objector responding to the points they raised in their objections. They were also advised that their objection would be sent to the Dulwich community council for determination.

Recommendation

It is recommended that the objection made against the proposal to install double yellow lines on the Woodwarde Road and Eynella Road junction to prevent obstructive parking, be considered and rejected, as the proposed restrictions are for highways safety reasons.

It is also recommended that officers be instructed to write to the objectors to explain the decision, and proceed and make the traffic order and implement the works.

The extent of the proposed restrictions is shown in the plan overleaf.



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

Proposal
Install double yellow lines

Proposal
Install double yellow lines

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
1516Q2 LOCAL PARKING AMENDMENTS

Drawing Title
WOODWARDE ROAD
PROPOSED DOUBLE YELLOW LINES

Community Council
DULWICH

Ward(s)
VILLAGE

Date	Scale	Drn	Chk	App
08/06/15	1:500 @ A4	MH	TW	TW
Dwg No.	1516Q2009			
Status	DETAILED DESIGN			

Rev	Date	Description	Drn	Chk	App

Herd, Michael

From: Herd, Michael
Sent: 07 December 2015 12:00
To: [REDACTED]
Cc: traffic orders
Subject: RE: [REDACTED] - objection to Woodwarde Road WR proposal
Attachments: Appendix 4.pdf; Appendix 3.pdf

Dear Mr [REDACTED]

Thank you for your objection to the proposed double yellow lines at the junction with Woodwarde Road and Eynella Road.

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.

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.

A site visit was carried out, 10 June 2015, and it was 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.

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

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.

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.

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.

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.

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).

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

Please let me know by 10 December 2015 if I have explain the councils reasons for this proposal and you would withdraw your objection or if you wish to maintain your objection.

Regards

Michael Herd
Network development officer
Network development
Highways

Original Message-----

From: Administrator, Information
Sent: Monday, December 07, 2015 8:17 AM
To: traffic orders
Subject: Consultation response

[Title]
Mr

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone_number]
[REDACTED]

[Email_address]
[REDACTED]

[Areyou]
A resident

[Whichconsultation]
WOODWARDE ROAD

[overallresponse]
5. I wholly object to

[response]

As a resident of [REDACTED] Woodwarde Rd, I am familiar with the pros and cons of the parking situation at the end of Woodwarde Rd.

There is significant demand for parking from a number of angles: residents, business owners/workers and visitors to the local facilities- shops, library and park.

The stated aim of the proposal is 'to maintain access and improve traffic flow'. It would be helpful to clarify the issues the Council is trying to resolve here as I have not witnessed issues in this regard. The issues I have seen in restricting access and traffic flow are as the result of double parking caused by the under supply of parking to meet demand.

The proposal would see the potential removal of seven parking spaces which do not cause an issue to traffic flow without any consideration of the impact of the proposal and solution to ensure parking demand can be appropriately met. Without the benefit of a study I would believe that the proposals will have a significant

detrimental impact to residents in particular who will find that the business owners/workers will park further up the road, removing valuable parking space for residents.

I would urge the Council to more carefully consider the impacts of the proposal before implementation, including whether other proposals, either instead of or in conjunction with the current proposal would better serve all impacted parties. This could be any combination of less draconian restrictions such as Keep Clear where the island narrows the road (and where there are generally few incidents of parking); waiting time restrictions to limit visitor waiting times or parking reserved for residents.

I would be happy to further discuss both the issues that the proposals are seeking to resolve and my concerns.

Item No. 15.1	Classification: Open	Date: 27 January 2016	Meeting Name Dulwich Community Council
Report Title		Local traffic and parking amendments. The introduction of parking measures in Southwark's leisure centre car parks	
Ward(s) or groups Affected		East Dulwich	
From:		Head of Highways	

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:
 - 1.1 The introduction of a four hour maximum stay in Southwark's six leisure centre car parking areas to prevent all day commuter parking congestion and ensure there is turnover in parking spaces for genuine visitors to the leisure centres as well as measures to permit enforcement of obstructive parking or abuse of disabled parking bays. This recommendation relates to Dulwich Leisure Centre.

BACKGROUND INFORMATION

2. Paragraph 15 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.
3. This report gives recommendation for off-street local traffic and parking restrictions, involving traffic signs and road surface markings within the leisure centre car parking areas.
4. The origins and reasons for the recommendation 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

5. The aim of proposal is to improve the parking facilities for members of the public who are visiting the leisure centres to use the facilities.
6. The council propose the introduction of a four hour maximum stay period in Southwark's six leisure centre car parking areas to prevent commuter parking and ensure there is turnover in parking space for genuine visitors to the leisure centres. The location and proposal is summarised in figure 1. A plan of the car park layout can be found in the appendix.
7. At present, the car parking areas are unregulated and therefore no enforcement is possible, even for parking in dangerous locations or in a disabled bay (without a blue badge). Surveys have also confirmed many people are parking at the centres for a period of time, potentially related to commuting, which takes up space for genuine leisure centre users.

Location	Proposal
Surrey Docks Watersports Centre Bermondsey & Rotherhithe Community Council	Implement off street traffic regulation via a four hour time limit for parking in the car parking areas to ensure turn-over of space and to prevent all-day parking by motorists not using the leisure facilities. These measures will also help to protect disabled parking by providing an enforcement provision.
Seven Islands Leisure Centre Bermondsey & Rotherhithe Community Council	
The Castle Centre Borough, Bankside & Walworth Community Council	
Dulwich Leisure Centre Dulwich Community Council	Parking will remain free. It is not proposed to introduce charges for parking in the leisure centre car parks.
Peckham Pulse Leisure Centre Peckham & Nunhead Community Council	
Camberwell Leisure Centre Camberwell Community Council	

Figure 1

8. The general principles proposed for the Dulwich Leisure Centre car park are:
 - To introduce a four hour time limit for parking. This will reduce parking congestion and give visitors to the leisure centre greater opportunity to find a parking space. Time limiting will ensure turn-over of space and prevent all-day parking by motorists not using the leisure facilities.
 - Designate parking and non-parking areas including formal provision for the existing disabled bays.
 - Enable enforcement against vehicles that contravene the traffic management order that is proposed to be implemented (e.g. overstay the time limit or park in obstructive locations or in disabled bay when not permitted).
9. This project does not propose the introduction of charges for parking in the leisure centre car parks.

Policy implications

10. The recommendation contained within this report is consistent with the policies of the Transport Plan 2011,
 - Policy 1.1 – Pursue overall traffic reduction
 - Policy 2.3 – Promote and encourage sustainable travel choices in the Borough.
 - Policy 4.2 – Create places that people can enjoy.
 - Policy 6.3 – Support independent travel for the whole community.
 - Policy 7.5 – Enforce parking regulations firmly but fairly.
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

11. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment
12. 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.
13. 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.
14. 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.
15. The recommendations support the council's equalities and human rights policies and promote social inclusion by ensuring the space is used by genuine users of the facilities.

Resource implications

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

Legal implications

17. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
18. 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.
19. 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.

20. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
21. 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.
22. 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

23. Informal public consultation has been carried out at the Leisure Centres, with notices displayed within the Leisure Centre from the middle of November 2015, until 18 December 2015. During the period, no representations were made against the proposals.
24. 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.
25. 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 Leisure Centre car parks 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.

26. 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.
27. 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

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

- Traffic orders (statutory consultation) – February to March 2016
- Implementation – Spring 2016 (subject to outcome of consultation)

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Paul Gellard 0207 525 7764

APPENDICES

No.	Title
Appendix 1	Leisure car park layout plan

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Paul Gellard, Senior Engineer	
Version	Final	
Dated	14 January 2016	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	14 January 2016	



Schedule:
Item: Dulwich Leisure Centre

LEGEND

- Leisure Centre boundary

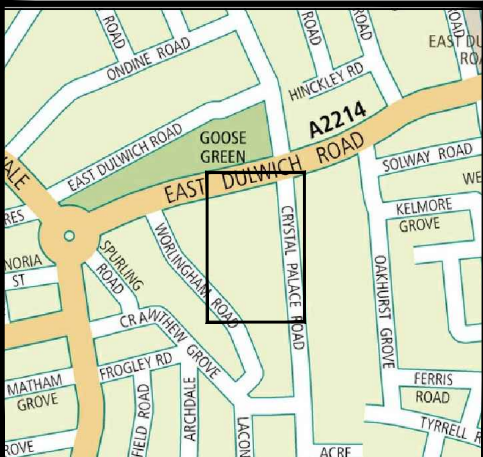
- Permit Scheme No. - No Permit Scheme Present

- Parking Places / Bays**
(Areas cross hatched are on-road)

 - Permit Parking
 - General Parking
 - Disabled Parking
 - Motorcycle Parking
 - Time Limited (Visitor) Parking
Maximum 4hr stay
 - Ambulance Parking

- Restricted Area / at any time Waiting Restriction**

 - No Waiting at any time



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