

<b>Item No.</b> 12	<b>Classification:</b> Open	<b>Date:</b> 17 April 2012	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Dulwich Community Council	
<b>From:</b>		Strategic Director of Environment and Leisure	

## RECOMMENDATION

1. It is recommended that the following local parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - Tarbert Road – Install one disabled persons (blue badge) parking bay
  - Zenoria Street – Install one disabled persons (blue badge) parking bay
  - Acacia Grove - Install waiting restrictions (double yellow lines)
  - Half Moon Lane – Make minor adjustment to bus stop, extend time-restricted parking bay and remove one shared use parking place
  - Little Bornes/Rouse Gardens - Install waiting restrictions (double yellow lines)
  - Kingswood Drive/College Road - Install waiting restrictions (double yellow lines)
  - Burbage Road - Install waiting restrictions (single yellow line)

## BACKGROUND INFORMATION

2. This report presents proposals for a number of local parking amendments, which are reserved to the Community Council for decision under Part 3H of the constitution.
3. The origins and reasons for the proposals are discussed in the main body of the report.

## KEY ISSUES FOR CONSIDERATION

### Origin disabled bays - Tarbert Road and Zenoria Street

4. Two applications have been received for the installation of a disabled persons (blue badge) parking bay. In each case, the applicant met the necessary criteria for an origin, disabled persons parking bay.
5. Officers have subsequently carried out a site visit to evaluate the road network and carried out consultation with each applicant to ascertain the appropriate location for each disabled bay.

6. It is therefore recommended that disabled bays be installed at the following locations, see appendices for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1112Q4008	Outside 35 Tarbert Road	Appendix 1
1112Q4006	Outside 9 Zenoria Street	Appendix 5

#### **Acacia Grove 1112Q4001**

7. In December 2011 officers received two separate emails from Councillor Hayes and Councillor Robinson, requesting double yellow lines at the junction with the estate road, Glazebrook Close.
8. The councilors had been contacted by the chair of the Croxted Road TRA who stated that cars are often parked very close to the junction, blocking the view of motorists pulling out on to Acacia Grove.
9. It is noted that although the mouth of the junction is not particularly narrow, if vehicles do park near to the junction then this will reduce the sight lines when exiting from Glazebrook Close onto Acacia Grove. The absence of good sight lines places vehicles proceeding along Acacia Grove at particular risk, especially vulnerable road users such as cyclists.
10. It is therefore recommended that the community council approves the introduction of at any time waiting restrictions (double yellow lines) as per appendix 2

#### **Half Moon Lane 1112Q4002**

11. A recent study and road safety audit has been carried out in Half Moon Lane with input from local residents, councillors and officers.
12. The study identified that the existing short-stay (30min) parking on the north side of Half Moon Lane, adjacent to the parade of shops, could be extended by 5m by repositioning the bus stop by 5m west of its current position.
13. Additionally, a stage 3 road safety audit was carried out 6 December 2011 in relation to the existing pedestrian refuge installed east of junction with Stradella Road.
14. One issue identified in that audit, in relation to parking, was that the presence of a parking place outside No.26-28 Half Moon Lane had the potential for large or high sided vehicles to severely reduce sightlines between pedestrians utilizing the crossing and other road users, to as little of 16m of driver forward visibility.
15. The audit and commissioning engineer recommend that the shared use parking place outside No 26 and 28 be removed to improve visibility for the informal pedestrian crossing point.
16. It is therefore recommended that the community council approves the realignment of the bus stop on the north side of Half Moon Lane with introduction of an additional 5 metres of time restricted parking bay and also

the removal of the shared use place outside No 26 to 28 Half Moon Lane, as per appendix 3.

#### **Little Bornes/Rouse Gardens 1112Q4003**

17. Councillor Hayes contacted officers after being contacted by a resident regarding inconsiderate parking at Little Bornes junction with Rouse Gardens.
18. Another resident also contacted the team regarding the junction of Rouse Gardens and Alleyn Park.
19. On 7 February 2012 an officer met with the resident to look at the parking matters being raised. The resident asserted that the presence of a footway build out at the junction 'encourages' vehicles to park immediately adjacent to it. When doing so, this creates difficulty in access and egress to the resident's property.
20. During the same site visit, the officer also looked the junction of Rouse Gardens and Alleyn Park. Another resident had previously provided photographic evidence of inconsiderate parking which has the effect of reducing sight lines, when exiting from Rouse Gardens into Alleyn Park. The absence of good sight lines places vehicles proceeding along Alleyn Park at particular risk, especially vulnerable road users such as cyclists.
21. It is therefore recommended that the community council approves the introduction of at any time waiting restrictions (double yellow lines) as per appendix 4.

#### **Kingswood Drive/College Road 1112Q4017**

22. Councillor Robinson contacted officers after being contacted by a resident regarding inconsiderate parking at Kingswood Drive junction with College Road.
23. The resident had informed Cllr Robinson that vehicles were parking right up to the junction and the reduced sight lines caused drivers of vehicles on Kingswood Drive to pull out into College Road before they could see on coming traffic.
24. On 9 March 2012 an officer met with Cllr Robinson on site to discuss the need for waiting restriction.
25. At the time of the site visit it was noted that no vehicles were parked at this location. Vehicles were parked opposite the junction with Kingswood Drive but they offered no obstruction to vehicles (including Buses) turning out of Kingswood Drive.
26. However, it was clear that should vehicles park on College Road (as reported) adjacent to the junction with Kingswood Drive, this would reduce sight lines. The absence of good sight lines places vehicles proceeding along College Road at particular risk, especially vulnerable road users such as cyclists.
27. Kingswood Drive/College Road junction has buses from 2 bus routes (450 and 931) proceeding through it.

28. It is therefore recommended that the community council approves the introduction of at any time waiting restrictions (double yellow lines) as per appendix 6.

### **Burbage Road 1112Q4016**

29. The council have received, considered and approved in principal (subject to this decision and statutory consultation) the construction of a vehicle crossover leading to No. 17 Burbage Road.
30. The proposed crossover location currently has a shared-use parking bay in front of it, this bay is part of Herne Hill (HH) Controlled Parking Zone (CPZ).
31. It is not possible to maintain a parking bay and dropped kerb at the same location as the presence of both would provide a conflicting message to motorists.
32. It is recommended, that the shared use parking bay marking outside No.17 is removed and 5 metres of single yellow line is installed as shown in Appendix 7.

### **POLICY IMPLICATIONS**

33. The recommendations contained within this report are consistent with the policies of the Parking and Enforcement Plan and the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction

Policy 2.3 – promote and encourage sustainable travel choices in the borough

Policy 4.2 – create places that people can enjoy

Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

34. The proposal(s) will support the council's equalities and human rights policies and will promote social inclusion by:

- Providing improved access for emergency vehicles, refuge vehicles, residents and visitors
- Improving sight lines for all road users
- Improving junction and pedestrian safety, especially those with limited mobility or visual impairment; and
- Provide origin disabled bays to assist residents with mobility impairments

### **COMMUNITY IMPACT STATEMENT**

35. The policies within the Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

### **RESOURCE IMPLICATIONS**

36. All costs arising from implementing the proposals, as set out in the report, will be fully contained within the existing local parking amendment budget.

## CONSULTATION

37. No informal (public) consultation has been carried out. Where consultation with stakeholders has been completed, this is described within the main body of the report.
38. Should the community council approve the item(s), statutory consultation will take place as part of the making of the traffic management order. A proposal notice will be erected in proximity to the site location and a press notice will be published in the Southwark News and London Gazette. If there are objections a further report will be re-submitted to the community council for determination.

## BACKGROUND DOCUMENTS

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

## APPENDICES

No.	Title
Appendix 1	Tarbert Road - proposed origin disabled bay
Appendix 2	Acacia Grove - proposed waiting restriction (at any time)
Appendix 3	Half Moon Lane - proposed realigned bus stop and extension of time restricted parking bay
Appendix 4	Little Bornes/Rouse Gardens - proposed waiting restriction (at any time)
Appendix 5	Zenoria Street - proposed origin disabled bay
Appendix 6	Kingswood Drive/College Road - proposed waiting restriction (at any time)
Appendix 7	Burbage Road - proposed waiting restriction

## AUDIT TRAIL

<b>Lead Officer</b>	Tim Walker, Senior Engineer	
<b>Report Author</b>	Michael Herd, Transport and Projects Officer	
<b>Version</b>	Final	
<b>Dated</b>	27 March 2012	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic Director for Communities, Law & Governance	No	No
Finance Director	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	2 April 2012	