

Item No. 13.	Classification: Open	Date: 30 January 2013	Meeting Name: Dulwich Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within the Dulwich Community Council area	
From:		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:
 - Melbourne Grove – install one disabled person’s (blue badge) parking bay
 - Acacia Grove – install one disabled persons’ (blue badge) parking bay
 - Hindmans Road – install one disabled persons’ (blue badge) parking bay
 - Matham Grove – install one disabled persons’ (blue badge) parking bay
 - Crystal Palace Road – install one disabled persons’ (blue badge) parking bay
 - Friern Road – install one disabled persons’ (blue badge) parking bay
 - Mount Adon Park – install double yellow lines on the bends in the road
 - Elmwood Road – install double yellow lines on the turning head near Red Post Hill
 - Gallery Road – install double yellow lines
 - Dulwich Village – install double yellow lines at the entrance to Nos.61 to 67
 - Lordship Lane – install double yellow lines outside church
 - Turney Road – install double yellow lines across entrance to Dulwich sports ground

BACKGROUND INFORMATION

2. This report presents recommendations for a number of local parking amendments.
3. Part 3H of the Southwark Constitution delegates decision making for local non-strategic traffic management matters to the Community Council.

4. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Origin disabled bays – Melbourne Grove, Acacia Grove, Hindmans Road, Matham Grove, Crystal Palace Road and Friern Road.

5. Six applications have been received by the network operations team 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.
6. The parking design team has 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.
7. 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
1213Q3003	Outside 26 Melbourne Grove	Appendix 1
1213Q3008	Outside 12 Acacia Grove	Appendix 2
1213Q3012	Outside 43 Hindmans Road	Appendix 3
1213Q3023	Outside 7 Matham Grove	Appendix 4
1213Q3035	Outside 4 Crystal Palace Road	Appendix 5
1213Q3046	Outside 168a Friern Road	Appendix 6

Mount Adon Park - 1213Q3001

8. The parking design team was contacted by Councillor Hayes who had been made aware of parking issues raised by one of her constituents who is a resident in the street.
9. An officer visited Mount Adon Park on 9 October 2012, which is a narrow, steeply winding street leading from Lordship Lane to Dunstan's Road. It is noted that many of the properties have off-street parking.
10. Cllr Hayes' constituent highlighted that in August there was a serious house fire in a Council property on Mount Adon Park and the fire engine had some difficulty in getting to the site of the fire because of parked vehicles.
11. Officers contacted the London Fire Brigade and Southwark council's waste management for their comments regarding access to this street.
12. Waste Management commented that *"this is one of the trickiest roads in the borough to collect from because of the parking, and that yellow lines on the corners would really help! That said, the collections are usually able to take place, one way or another"*
13. London Fire Brigade's fire liaison officer confirmed that a fire incident occurred at 11 Mount Adon Park on 16th August at 02:03 hours. However, despite a number of requests to Forest Hill Fire Station the officer was unable to confirm exactly

what access problems had occurred, if any.

14. The council's Asset Management division have found it necessary to install double yellow lines on the north side of Mount Adon Park this winter - along the entire length - under a temporary traffic order to enable winter gritting vehicles to negotiate the road
15. In view of the above it is recommended that double yellow lines (no waiting at any time) are introduced on a permanent basis on the bends *only* as shown in Appendix 7.
16. Note that the temporary restrictions will be removed upon expiry of the temporary traffic order.

Elmwood Road - 1213Q3018

17. Councillor Eckersley asked the parking design team to investigate the issue of vehicles parked in the turning head.
18. The intersection between Elmwood Road and Red Post Hill was closed to motor vehicular traffic at some date in the past.
19. In closing the junction a standard turning head was constructed to allow vehicles to turn around at the end. This facility removes the necessity for vehicles to reverse (up to) 200m down the street to Danecroft Road in the event that parked cars prevent a three-point-turn.
20. An officer visited this location on the 21 November 2012 and noted that one vehicle was parked in the turning head on Elmwood Road.
21. It is therefore recommended that at any time waiting restrictions are installed to prevent vehicles parking in the purpose-built turning head on Elmwood Road as shown in Appendix 8.

Gallery Road - 1213Q3029

22. Councilor Mitchell contacted the parking design team after a meeting with a constituent regarding obstruction and congestion issues adjacent to the Belsize car park on Gallery Road.
23. Dulwich Common / Thurlow Park Road is part of the Transport for London Road Network (TLRN) and their traffic authority extends approximately 20m into Gallery Road, indicated by red lines.
24. Approximately 50m north of the junction there are a set of traffic islands to provide a right turn pocket for southbound vehicles turning into the carpark. The southern islands also act as an informal crossing point for pedestrians. There is a formal zebra crossing slightly further north.
25. Whilst double yellow lines exist on the east side of Gallery Road adjacent to the traffic islands there are none on the west side.
26. It is reported that vehicles park too close to the traffic islands. This will certainly causes congestion and reduced intervisibility between vehicles or those using the

informal pedestrian crossing. There is also a risk that a large (northbound) vehicle (eg coach) may be unable to pass the parked cars and be forced to pass on the wrong side of the traffic island.

27. It is therefore recommended that 35 metres of double yellow lines are installed to provide enough clearance either side of the traffic islands to allow traffic flow as shown in Appendix 9.
28. It is noted that a stretch of approximately 20m of unrestricted kerbspace will be retained between the car park and Dulwich Common on the west side. Vehicles parking in this location do not appear to be causing any significant congestion and assist in acting as a horizontal deflection, encouraging drivers to reduce their speed.

Dulwich Village - 1213Q3037

29. Councillor Eckersley contacted the parking design team as he had been approached by a constituent regarding obstructive parking adjacent to a vehicle crossover leading to a driveway in Dulwich Village.
30. The vehicle crossover leads to Nos.61 to 67 Dulwich Village. It is highlighted by an advisory white H-bar road marking.
31. It is reported that drivers are ignoring this road marking as they know there is no penalty for parking on the advisory marking.
32. Vehicles are also parking tight against the dropped kerb and this is restricting the sight lines particularly to the north of the dropped kerb.
33. An officer met with a resident from one of the properties on 22 November 2012 to discuss the issue of safety and obstruction to the driveway.
34. It was noted that vehicles were parked adjacent to the dropped kerb and a vehicle stopped on the advisory white H-bar but, upon observing the site inspection, moved on.
35. It is not an offence, enforceable by the Council, to park adjacent to a dropped kerb, if that dropped kerb leads to a shared driveway, as in this case, unless it is protected by waiting restrictions (yellow lines) backed by a Traffic Management Order.
36. The sight lines are reduced by the large mature trees and a grass verge.
37. It is proposal that 4 metres of double yellow lines is installed either side of the dropped kerb to improve the sight lines, as shown in Appendix 10.

Lordship Lane - 1213Q3039

38. During the statutory consultation for the 1213Q2 local parking amendment, destination disabled parking bay in Eynella Road, a local resident contacted the parking design team to note their concern about loss of parking availability around the Dulwich Library.
39. The resident noted that there was a length (16m) of single yellow line outside the

St Thomas Moore RC Church which seems to serve little purpose.

40. There are two dropped kerbs allowing vehicles to enter the churchyard, the southern dropped kerb is protected by double yellow lines and the northern dropped kerb protected by a single yellow line operating Monday to Saturday 8am to 6.30pm.
41. It therefore recommended that the 16 metres of single yellow line is removed and the existing double yellow lines are extended by 6.7 metres to protect the dropped kerb, as shown in Appendix 11.

Turney Road - 1213Q3044

42. The parking design team was contacted by the Secretary of the Southwark Community Sport Trust who raised concerns about access to the Dulwich Sports Ground.
43. Access to the sports ground is through a double gate on Turney Road which is a largely residential street. At weekends a large number of vehicles use this entrance to the sports ground to park at the pavilion. The car park can accommodate 150 cars.
44. It is not an offence to park adjacent to a dropped kerb without waiting restrictions (yellow lines) unless that kerb is for an un-shared access to a residential property. Therefore in this case without waiting restrictions no enforcement action can be taken.
45. Access is also required for commercial vehicles (large mini-buses, delivery vans and drays) that service the pavilion during the week.
46. Therefore to provide enforceable protected access at any time it is recommended that 10 metres of double yellow lines are installed in front of the dropped kerb, as shown in appendix 12.

Policy implications

47. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly
 - Policy 1.1 – pursue overall traffic reduction
 - Policy 4.2 – create places that people can enjoy.
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

48. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
49. 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.
50. The introduction of blue badge parking gives direct benefit to disabled motorists,

particularly to the individual who has applied for that bay.

51. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
52. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
53. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
54. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved parking facilities for blue badge (disabled) holders in proximity to their homes.
 - Providing improved access for key services such as emergency and refuge vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

55. All costs arising from implementing the recommendations will be fully contained within the existing local parking amendment budget.

Legal implications

56. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
57. 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.
58. 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.
59. Should any objections be received they must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
60. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
61. 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

- 62. No informal (public) consultation has been carried out.
- 63. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
- 64. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
- 65. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
- 66. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
- 67. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
- 68. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark Constitution.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Melbourne Grove - proposed origin disabled bay
Appendix 2	Acacia Grove - proposed origin disabled bay
Appendix 3	Hindmans Road - proposed origin disabled bay
Appendix 4	Matham Grove - proposed origin disabled bay
Appendix 5	Crystal Palace Road - proposed origin disabled bay
Appendix 6	Friern Road - proposed origin disabled bay
Appendix 7	Mount Adon Park - proposed double yellow lines
Appendix 8	Elmwood Road - proposed double yellow lines
Appendix 9	Gallery Road - proposed double yellow lines
Appendix 10	Dulwich Village - proposed double yellow lines
Appendix 11	Lordship Lane - proposed double yellow lines
Appendix 12	Turney Road - proposed double yellow lines

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	17 January 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	21 January 2013	