

|                                    |                                |   |   |
|------------------------------------|--------------------------------|---|---|
| <b>Item No.</b><br>15.             | <b>Classification:</b><br>Open | <b>Date:</b><br>22 April 2013                 | <b>Meeting Name:</b><br>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 |   |

## RECOMMENDATIONS

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:
  - a. Ashbourne Grove – install double yellow lines in front of car park entrance
  - b. Mount Adon Park – install double yellow lines on bends in the road
  - c. Whateley Road – remove double yellow lines and loading ban and install single yellow line
  - d. Lordship Lane – extend double yellow lines at the junction with Goodrich Road.
2. It is recommended that the consultation, detailed in paragraphs 43 to 57 in relation to possible changes to parking arrangements in Dulwich Park be approved.

## BACKGROUND INFORMATION

3. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the Community Council.
4. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the Community Council will take decisions on the following local non-strategic matters:
  - the introduction of single traffic signs
  - the introduction of short lengths of waiting and loading restrictions
  - the introduction of road markings
  - the introduction of disabled parking bays
  - the setting of consultation boundaries for consultation on traffic schemes.
5. This report gives recommendations for four local parking amendments, involving traffic signs and road markings, and a boundary for a traffic consultation.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

## KEY ISSUES FOR CONSIDERATION

### Ashbourne Grove

7. The council was contacted by an agent acting on behalf of the HSBC Bank requesting that the single yellow lines in front of their car park on Ashbourne Grove be converted to double yellow line due to obstructed access.
8. HSBC Bank has premises at No. 64-66 Lordship Lane and uses them on a 24 hour basis. HSBC inform us that staff based at the premises are required to attend other London locations at short notice, even at night. They are required to attend in respect of security issues. Staff vehicles are kept in the private off-street car park immediately adjacent to the premises, accessed via an entrance in Ashbourne Grove.
9. At present there is a single yellow line adjacent to the entrance to the car park. The single yellow line is signed and operates Monday to Saturday 8am -6.30pm.
10. The Bank stated: *“access has been blocked on a number of occasions, in the evening there have been two separate vehicles parked outside the gate restricting access. On one occasion a member of staff had to wait 33 minutes whilst someone picked up an Indian takeaway, and on another occasion they had to wait for 16 minutes whilst a van was unloaded but no driver was present”*.
11. Officers note that, whilst the single yellow line does allow overnight parking, it is an offence (irrespective of the presence or absence of a yellow line) in most instances to park adjacent to a dropped kerb and the council has a duty to maintain reasonable access to premises.
12. In respect of paragraph 11, officers agree with and recommend the change of restriction at this location. This has the additional benefit of ensuring that HSBC staff make full use of their car park rather than parking on-street to the disadvantage of local residents.
13. While investigating the single yellow line outside the HSBC carpark it was noted that there is another single yellow line in close proximity (10m west). This single yellow fronts the parking/bin store area of the Co-Operative store.
14. The existing single yellow line is a bad state of repair and has no signage and therefore is unenforceable. The line also extends in front of No. 2 Ashbourne Grove who have a vehicle crossover and off-street parking.
15. Officers have written to the resident at No.2 Ashbourne Grove who replied that they would like the single yellow line removed as it sends a mixed message (ie the yellow line allows parking but the dropped kerb can be enforced at any time).
16. It is noted that the footway configuration of the entrance to the Co-Op carpark/bin area differs from HSBC and officers consider that parking in front of the Co-Op is less likely to occur.
17. It is therefore recommended that the existing single yellow line outside the entrance to the HSBC car park as shown in appendix 1 is converted to double yellow line and the existing single yellow line in front of No. 2 Ashbourne Grove is removed.

## **Mount Adon Park**

18. This item was presented to Dulwich Community Council at the meeting of 30 January 2013. At that meeting members deferred the decision to progress to statutory consultation.

## **Background to recommendations**

19. 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.
20. 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.
21. 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.
22. Officers contacted the London Fire Brigade and Southwark council's waste management for their comments regarding access to this street.
23. 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"*
24. London Fire Brigade's fire liaison officer confirmed that a fire incident occurred at 11 Mount Adon Park on 16<sup>th</sup> 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.
25. The council's Asset Management division 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.

## **Deferment and officer's response**

26. On 30 January 2013 Dulwich Community Council deferred the decision to progress to statutory consultation as a local resident raised concern that there was no consultation in respect of the temporary double yellow lines, installed to enable winter gritting of this steep road.
27. Officers have confirmed that those double yellow lines were installed correctly and in accordance with statutory and council process, by way of a temporary traffic order made under Section 14 of the Road Traffic Regulation Act .
28. Notice was given in the press on 17 December 2012. There are no legal requirements to consult as part of the Section 14 temporary order.

29. The intention is for these double yellow lines to be removed as soon as the risk of severe winter weather has passed.

### **Recommendation**

30. In view of the above explanation, 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 2. This will assist with maintaining access in the street throughout the year.

### **Whateley Road**

31. Councillor Barber contacted the parking design team on behalf of the businesses to request a review of restrictions in Whateley Road.
32. At present there is a mix of waiting and loading restrictions on Whateley Road between Lordship Lane and Landcroft Road. Restrictions vary due to competing demands on the road space but include:
  - a. no waiting or loading at any time (double yellow line and double kerb stripe)
  - b. no waiting Monday to Friday 8am-6.30pm (single yellow line)
  - c. one loading only bay Monday to Saturday 7am-7pm, max stay 40 mins
  - d. two bus stops (servicing the P13).
33. An officer carried out a site visit on 5 and 21 February 2013 and met with the businesses directly adjacent to this stretch of Whateley Road: Mr. Bell from Dulwich Bathroom Centre and Mr. Djelal from the Garage.
34. Both business owners consider that the existing at any time waiting and loading restrictions are too long and wanted to know if the bus stop outside Nos. 84 to 90 could be moved further (east) along the street.
35. Officers consider that the at any time waiting and loading restriction could be reduced by 7.5 metres to provide additional loading opportunity on the northern side of Whateley Road. It is not within the scope of this project to evaluate or carry out relocation of the bus stop.
36. It should also be noted that the businesses on Lordship Lane between Whateley Road and Bawdale Road have no on-street loading facility due to the presence of a pedestrian crossing; therefore this proposal will also be of benefit to them.
37. It is therefore recommended, as detailed in Appendix 3, that at any time waiting and loading restrictions (double yellow lines and double kerb stripes) are reduced by 7.5 metres and the adjacent single yellow line extended (Monday to Friday 8am-6.30pm) to improve the loading facility for businesses.

### **Lordship Lane / Goodrich Road**

38. The council was contacted by a resident who is concerned that the existing double yellow lines at the junction of Goodrich Road and Lordship Lane are insufficient in length, in particular that motorists leaving the side road cannot see oncoming traffic, approaching from their right.
39. An officer carried out a site visit on 20 February 2013 to observe vehicle

behaviour at the junction and to assess the visibility envelope.

40. The existing no waiting at any time restriction (double yellow line) on Lordship Lane, to the northwest of Goodrich Road, extends approximately 4 metres. It extends 7.5m to the southeast of Goodrich Road.
41. To provide the correct visibility splay, calculated from the stopping distance of 43 metres on a road that has a 30 miles an hour speed limit set out 2.4 metres back from the centre point of the junction side road on the northwest side of the junction, 11.5 metres of waiting restriction is required and on the southeast side of the junction 10 metres is required.
42. It is therefore recommended, as detailed in Appendix 4, that at any time waiting restrictions (double yellow lines) are extended to protect and improve sight lines.

## **Dulwich Park – parking consultation**

### **Background**

43. Dulwich Park receives over 1 million visitors per year who make use of the excellent facilities which are spread over 29 hectares.
44. The park has entrances in College Road, Dulwich Common, Court Lane and Dulwich Village.
45. Visitors are encouraged to arrive by foot or bicycle, by rail (via West Dulwich and North Dulwich stations) or by bus (P4 or P13).
46. The park provides bicycle and free (to the user) car parking facilities that are accessed from the Old College Gate in Court Lane.
47. A survey carried out in 2005 showed that 50% of visitors lived in a postcode sector within walking distance of the park. It also revealed that 48% of visitors arrive by car.
48. Car parking facilities are provided in designated bays in the road beyond the Old College Gate and in a purpose built car park adjacent to the Francis Peek Centre. An aerial photograph of the facilities is provided in appendix 5.
49. At peak times, during the summer months, the demand for parking often exceeds available space. This results in a number of issues that are of substantial concern to staff at the park. In particular:
  - a. motorists leave their vehicles in locations that are obstructive and/or dangerous, with risk of access difficulties particularly to emergency and park service vehicles, eg.
    - in a third row of parked cars in centre of the road leading from Old College Gate;
    - in spaces reserved for disabled badge holders
    - in front of doors into the Francis Peek Centre
  - b. motorists circle, looking for a space and some speed out<sup>1</sup> when they realise there isn't a space, putting pedestrians at risk

---

<sup>1</sup> There are existing 5mph signs, however

c. park staff are diverted from other tasks into the marshalling of traffic and parking.

50. On occasions, staff has closed the entrance with “car park full” signs yet motorists persist and attempt to enter through the exit gate. Signs have also been erected “don’t park here” yet, without enforcement, this appears to be of little deterrent.
51. The entire car parking area is unregulated and no enforcement is currently possible. Private land (which applies here) clamping is no longer allowed following the introduction of the Protection of Freedoms Act 2012<sup>2</sup>.

#### **Consultation method**

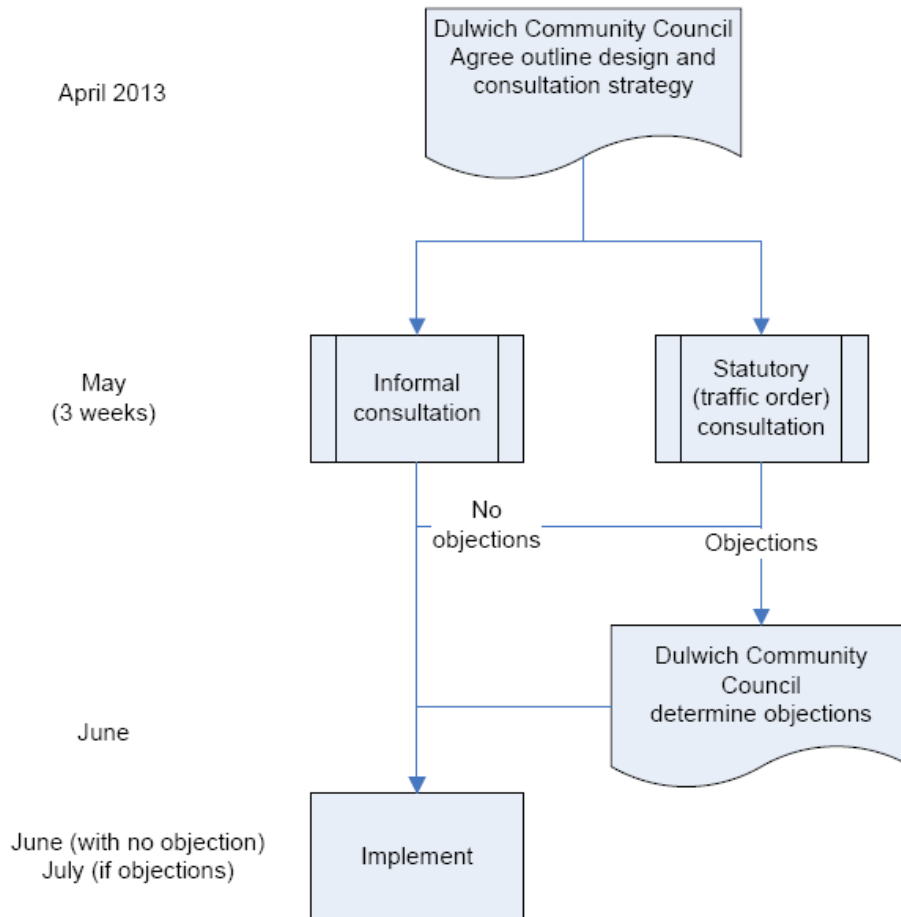
52. To enable enforcement of even the most basic restriction (eg parking in a blue badge bay without displaying a permit) requires the council, as traffic authority, to carry out, at minimum, statutory consultation as part of the making of a traffic management order.
53. Additional to the statutory minimum, the council proposes to carry out informal consultation with stakeholders (appendix 6) on the proposals.
54. The proposed consultation structure is outlined in Figure 1.

---

<sup>2</sup> <http://www.legislation.gov.uk/ukpga/2012/9/part/3/chapter/2/enacted?view=interweave>

# Dulwich Park – parking consultation

Consultation process and decision making



**Figure 1**

## Outline design principles

55. An outline design is included in appendix 7. The general principles proposed for consultation are:
- General parking spaces will have a four hour maximum stay period (163 spaces)
  - Blue badge (disabled) bays will have a four hour maximum stay period (9 spaces)
  - Vehicles deemed essential for operation of the park will be exempt from the time limit but must display a valid permit
  - Those areas that are not designated as a parking places are restricted no parking areas
56. Officers consider that a 4 hour maximum stay period could be beneficial to all park users and will encourage greater turn-over of space. This will provide more 'parking slots' per day and therefore increased likelihood of finding a parking space. It is noted that this arrangement has been working satisfactorily in Burgess Park for nearly two years.

57. Officers are aware of the negative impact that parking signs and road markings can have and especially in a park environment. Our starting position for the design of off-street parking will be a zero-signing approach but, clearly, there will be need to convey restrictions to road users. We will include more details on the position and type of signs and markings proposed during the consultation.

### **Policy implications**

58. 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**

59. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
60. 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.
61. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
62. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
63. 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.
64. 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.
65. 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**

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



## **Legal implications**

67. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
68. 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.
69. 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.
70. 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.
71. 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.
72. 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**

73. No informal (public) consultation has been carried out.
74. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
75. 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.
76. 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.
77. 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.
78. Any person wishing to comment upon or object to the proposed order will have

21 days in which do so.

79. 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 | Southwark Council<br>Environment and Leisure<br>Public Realm projects<br>Parking design<br>160 Tooley Street<br>London<br>SE1 2QH<br><br>Online:<br><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<br>020 7525 2021 |

## APPENDICES

| No.        | Title   |
|------------|---|
| Appendix 1 | Ashbourne Grove – proposed at any time waiting restrictions   |
| Appendix 2 | Mount Adon Park – proposed at any time waiting restrictions   |
| Appendix 3 | Whateley Road – proposed remove at any time waiting/loading restrictions, install Mon - Fri 8am-6.30pm waiting restrictions |
| Appendix 4 | Lordship Lane/Goodrich Road – proposed at any time waiting restrictions   |
| Appendix 5 | Dulwich Park car park – aerial photographs  |
| Appendix 6 | Dulwich Park – stakeholder list   |
| Appendix 7 | Dulwich Park – outline design   |

## AUDIT TRAIL

|   |                                   |                          |
|---|-----------------------------------|--------------------------|
| <b>Lead Officer</b>   | Head of Public Realm - Des Waters |                          |
| <b>Report Author</b>  | Tim Walker, Senior Engineer       |                          |
| <b>Version</b>  | Final                             |                          |
| <b>Dated</b>  | 11 April 2013                     |                          |
| <b>Key Decision?</b>  | No                                |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |                                   |                          |
| <b>Officer Title</b>  | <b>Comments Sought</b>            | <b>Comments included</b> |
| Director of Legal Services  | No                                | No                       |
| Strategic Director of Finance and Corporate Services                    | No                                | No                       |
| <b>Cabinet Member</b>   | No                                | No                       |
| <b>Date final report sent to Constitutional Team</b>                    | 11 April 2013                     |                          |