

<b>Item No</b> 15.	<b>Classification:</b> Open	<b>Date:</b> 25 June 2013	<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>		Head of Public Realm	

## 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:
  - Crystal Palace Road - install double yellow lines in front of entrance to Dulwich Leisure Centre and single yellow line in front of distribution depot
  - Acacia Grove - install double yellow lines on bend in road opposite No.15
2. It is recommended that the four objections made against the proposal to install at any time waiting restrictions (double yellow lines) on Elmwood Road be considered and rejected, and officers be instructed to proceed and make the traffic order, as detailed in paragraphs 23 to **Error! Reference source not found.**
3. It is recommended that the consultation, detailed in paragraphs 51 to 65 in relation to possible changes to parking arrangements in Dulwich Park be approved.

## BACKGROUND INFORMATION

4. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the Community Council.
5. 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.
6. This report gives recommendations for two local parking amendments, involving traffic signs and road markings.
7. The origins and reasons for the recommendations are discussed within the key issues section of this report.

## KEY ISSUES FOR CONSIDERATION

### Crystal Palace Road – 1314Q1003

8. The council was contacted by the manager of the Dulwich Leisure Centre, who made complaint about access to their off-street loading and disabled parking area being obstructed by HGVs making deliveries to the adjacent distribution depot of Janson Beauty at No. 2 and 2a Crystal Palace Road.
9. This section of Crystal Palace Road, just south of its junction with East Dulwich Road, is mostly residential but also includes a large distribution depot and the leisure centre. See photographs in appendix 1.
10. An officer visited this location on 25 April 2013 and met with the manager of the leisure centre, during the visit it was noted that kerb parking occupancy levels were very high, with vehicles parked close to the dropped kerb of the leisure centre and across the entrance to the adjacent depot.
11. The manager reported that the distribution depot received deliveries by articulated Lorries approximately three times a week. As a direct result of the high parking occupancy in this unrestricted street, those Lorries frequently parked as close as possible to the depot and sometimes this included in the middle of the road or across the dropped kerb into the leisure centre.
12. An officer carried out a further site visit on 7 June 2013 to discuss the matter with Janson Ltd distribution depot. A member of staff from the depot advised that they received daily deliveries by van and these were accommodated within the forecourt of the premises. However, they confirmed that articulated lorry deliveries were made up to once a week and these vehicles were too large to enter the premises and therefore were made on-street.
13. The leisure centre has two disabled persons parking bays on their site and it is important to maintain access to these bays via the dropped kerb.
14. Whilst it is an offence to park adjacent to the leisure centre's dropped kerb, irrespective of the presence or absence of road markings, officers are of the view that, unless some form of on-street loading/unloading provision is made for Jenson Ltd, then the problem of articulated lorries overhanging and obstructing the leisure centre (or parking in the street) will persist.
15. It is unlikely that the issuance of parking tickets would be a deterrent and, in any case, it is not feasible for a Civil Enforcement Officer to be on hand at those events and by the time of the arrival then those disabled visitors will probably have had to park elsewhere.
16. It is therefore recommended that, as detailed in appendix 2, a single yellow line is installed across the "island" in front of the distribution depot (No.2) with double yellow lines on either side, including across the dropped kerb leading to leisure centre.
17. By providing a single yellow line this will allow for legitimate loading and unloading during the day but allow residents to park overnight and at weekends. We recommend double yellow lines across the dropped kerb and to the north of Jensen Ltd's northerly entrance, to avoid misleading motorists into thinking that parking in front of the dropped kerb is acceptable and to improve access into the

depot's delivery forecourt.

18. It is noted that the existing single yellow line south of the leisure centre entrance (remaining from the construction period of the leisure centre) will also be removed as part of this item.

#### **Acacia Grove – 1314Q1032**

19. The council was contacted by a ward member on behalf of their constituent whose is a local resident and has concerns with the parking on the bend in the street.
20. Acacia Grove is a residential street that connects Croxted Road to Allyn Park, a number of the properties have off street parking.
21. An officer visited this street on 7 June 2013 and noted that vehicles were parked on the south west kerb line within two metres of the bend. The officer observed vehicles cutting across the bend and this was being done by vehicles travelling in both directions.
22. It is therefore recommended that the as detailed in Appendix 3 double yellow lines are introduced to the south west kerb line on the bend in the road to improve visibility and safety for all road users.

#### **Elmwood Road – Determination of statutory objections - 1213Q3018**

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

#### **Background to recommendations**

24. Councillor Eckersley asked the parking design team to investigate the issue of vehicles parked in the turning head.
25. The intersection between Elmwood Road and Red Post Hill was closed to motor vehicular traffic at some date in the past.
26. 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.
27. An officer visited this location on the 21 November 2012 and noted that one vehicle was parked in the turning head on Elmwood Road.

#### **Details of objections**

28. Public realm projects advertised the council's intention to install double yellow lines to prevent vehicles parking in the purpose-built turning head on Elmwood Road.
29. The proposed TMO was advertised on 28 March 2013 by way of street and press notices in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

30. During the statutory, three week consultation period 21 written objections were received and officers wrote to objectors explaining the council's reasons for the double yellow lines and if they accepted this explanation to withdraw their objection.
31. Four objectors asked to maintain their objections, the details of those objections is provided in Appendix 4 and summarised in the following paragraphs.

### **Objection 1**

32. There is no problem with cars parking in the turning area.
33. The turning simulation is flawed.
34. Vehicles never have to reverse as far as 200m.
35. On-street parking will be negatively affected.

### **Objection 2**

36. The proposals are not required and a waste of money
37. The proposals do not help local residents
38. The proposals are unnecessary. The road is a dead end.

### **Objection 3**

39. There are currently no issues around resident parking in the area.
40. Discharging the "network management duty" is unnecessary.

### **Objection 4**

41. The turning simulation is flawed.
42. Vehicles have never had to reverse as far as 200m.
43. On street parking will be negatively affected.

### **Reasons for report recommendations**

44. When this highway was closed at its junction with Red Post Hill, a turning head was specifically designed and constructed to allow vehicles to turn around at the end to prevent vehicles from having to reverse back up the street.
45. There seem to be mixed views on whether or not the turning head is used for parking and therefore whether yellow lines are justified.
46. Some have commented that parking is under great pressure in this area and that the loss of these spaces would make matters worse.
47. Others, however, have commented that people don't park in the turning head and therefore yellow lines are not unnecessary.

48. In both scenarios, it would seem that yellow lines may be justified on the basis that:
  - a. if parking pressure is high, then restrictions are needed to maintain a proper turning head and to avoid reversing out
  - b. if parking pressure is low and people don't park there, then new restrictions will not negatively impact on parking in the area
49. Officers consider that swept path analysis (turning simulation) was carried out to specification and was carried to illustrate how a vehicle should use the turning head.

### **Recommendation**

50. In view of the above explanation, it is recommended that the community council:
  - a. consider the four objections
  - b. reject the four objections
  - c. instruct officers to make the traffic order, as proposed,
  - d. instruct officers to write to the objectors to inform them of the decision
  - e. instruct officers to implement the double yellow lines in the turning head as Elmwood Road as shown in appendix 6.

### **Dulwich Park – parking consultation**

#### **Background**

51. Dulwich Park receives over 1 million visitors per year who make use of the excellent facilities which are spread over 29 hectares.
52. The park has entrances in College Road, Dulwich Common, Court Lane and Dulwich Village.
53. Visitors are encouraged to arrive by foot or bicycle, by rail (via West Dulwich and North Dulwich stations) or by bus (P4 or P13).
54. The park provides bicycle and free (to the user) car parking facilities that are accessed from the Old College Gate in Court Lane.
55. 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.
56. 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 7.
57. 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 when they realise there isn't a space, putting pedestrians at risk
- c. park staff are diverted from other tasks into the marshalling of traffic and parking.
58. 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.
59. 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.

#### **Consultation method**

60. 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.
61. Additional to the statutory minimum, the council proposes to carry out informal consultation with stakeholders (appendix 8) on the proposals.
62. The proposed consultation structure is outlined in Figure 1.

# Dulwich Park – parking consultation

Consultation process and decision making

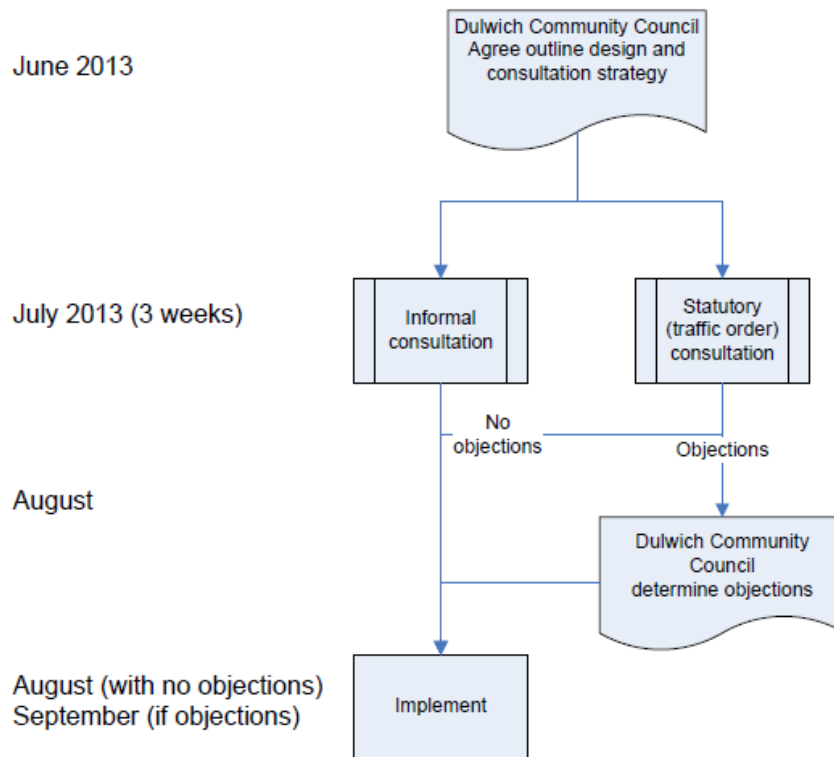


Figure 1

## Outline design principles

63. An outline design is included in appendix 9. 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
64. 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.

65. 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**

66. 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**

67. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
68. 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.
69. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
70. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
71. 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.
72. 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.
73. 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**



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

### **Legal implications**

75. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
76. 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.
77. 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.
78. 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.
79. 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.
80. 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.
81. By virtue of section 32 -25, the Council may, for the purposes of relieving or preventing congestion or traffic may provide off-street parking places such as those proposed for Dulwich Park

### **Consultation**

82. No informal (public) consultation has been carried out.
83. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
84. 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.
85. 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.
86. 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.
87. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
88. 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 Environment and Leisure Public Realm projects Parking design 160 Tooley Street, London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker 020 7525 2021

## APPENDICES

No.	Title
Appendix 1	Crystal Palace Road - photos of existing parking
Appendix 2	Crystal Palace Road - proposed single Monday to Friday 8am - 6.30 pm waiting restriction and at any time waiting restriction
Appendix 3	Acacia Grove - proposed at any time waiting restriction
Appendix 4	Elmwood Road - objections details
Appendix 5	Elmwood Road - residents photos - consultation
Appendix 6	Elmwood Road - proposed at any time waiting restriction
Appendix 7	Dulwich Park car park – aerial photographs
Appendix 8	Dulwich Park – stakeholder list
Appendix 9	Dulwich Park – outline design

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Tim Walker, Senior Engineer	
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<b>Dated</b>	13 June 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 Community Council Team</b>	13 June 2013	