

From: Pavilion Cafe [mailto:pavilioncafe@btconnect.com]
Sent: 13 November 2013 08:48
To: Gellard, Paul
Subject: FW: Dulwich Park car park

Dear Paul
thank you for your email.
I am very sorry I was unable to attend the council meeting.
I will talk to Grace, as I don't seem to be on the email list for Dulwich any more.

With regards to the parking consultation, we are very happy with the outcome of the Council's decisions.

- Approved making the existing blue badge (disabled) bays mandatory - [AGREE](#)
- Rejected the Introduction of a 4 hour time limit for general parking - [AGREE](#)
- Deferred the decision to enforce dangerous parking subject to further consultation with key stakeholders - [We feel that this would be appropriate if drivers are being dangerous.](#)

It is our intention to maintain the recommendation to enforce against dangerous or obstructive parking (ie vehicles not parked in a marked bay may be issued with a Penalty Charge Notice (PCN)) but we've taken on board recent comments made by the Dulwich Park Friends and have refined the design as shown on the attached plan, these changes can be summarised as follows:

- provide one additional disabled bay outside The Lodge (Whippersnappers)
- provide one motorcycle parking space
- committed to ensuring clarity to motorists that they may only park within marked bays - [This is very important - Especially for the occasional users in the Summer and large groups that come to have parties in the Park.](#)
- committed to refresh/remark all the existing parking bay markings within the car park - [Again, this would re enforce the parking restrictions as a whole.](#)

[Agree that these are important issues and need to be addressed.](#)

Further considerations

Officers have investigated the installation of a loading bay (at the request of London Recumbents during informal consultation). There isn't sufficient space to install a loading bay close to Recumbents without impacting on pedestrians. However vehicles are permitted to load and unload outside the parking spaces.

[We feel that it needs to be made clear that our delivery lorries are also free to park at the back of the cafe along side the toilet block, which has already become a designated loading area by the Park Mangers. We are very aware of the impact this has on park users and do our utmost to ensure that any delivery is made as early in the morning as possible, especially during peak summer months. We also need to occasionally drive up to the cafe in our own cars for deliveries and collections and presume that this will not be affected by any parking changes.](#)

Dulwich Park Friends would like to see planters installed in the middle of the road from College Road to prevent vehicles parking in a third row. This is something they may consider making a bid for through [Cleaner Greener Safer](#) projects. Please note that the deadline for application is Friday 8 November 2013.

[We are not sure if this application was made but would be cautious about permanent planters due to the fact that they too may impact on emergency vehicles and larger lorries.](#)

To consider 'no entry' signage either side of the security gates. There are 'no entry' signs installed on the security gates, but when the gates are open, these can not be seen by the motorist. This is outside the scope of our project and has been passed to the Parks and Open Spaces for their consideration.

[Many people find the signage at the gate and the wording complicated and we feel it could be made much more obvious that there is no driving inside the park \(unless authorised\).](#)

Provisions are already in place to install an electric vehicle charging bay outside the Francis Peek building, this is expected to be installed towards the end of 2013.

[We have no issue with this suggestion and look forward to seeing more electric vehicles in use around the park.](#)

The only other comment we would make is that there is still an issue with emergency access to the park with the barriers. The park office is frequently un-manned and therefore Staff at Pavilion Cafe do open the barriers for some users who tell us they are allowed access (NHS Vehicle at the weekends; Police; Emergency services). However out of our hours, there is no one to allow these services in to the park and there has been various incidents where the barriers are locked shut. Hopefully now that the barriers are up and running on a more permanent basis this will not happen in the future but we do feel that there needs to be adequate funding to ensure the barriers are constantly working to avoid this situation.

[Please do let us know when the next meeting will be held and we will do our best to attend.](#)

Kind regards

Tarka Cowlam

Pavilion Cafe
off College Road
Dulwich Park
London
SE21 7BQ
Tel 020 8299 1383

<image001.jpg> www.facebook.com/pages/Official-Pavilion-Cafe

<image002.gif> [@PavilionCafe on Twitter](https://twitter.com/PavilionCafe) .

From: Crookshank Hilton, Robin
Sent: 15 November 2013 13:35
To: Gellard, Paul
Subject: RE: Dulwich Park car park

Dear Paul,

I support the disabled parking bays, but I remain against a 4 hour time limit. I'm leaning towards enforcing dangerous parking, so I'll go with the majority opinion on this. I hope that the Dulwich Park Friends managed to put in a CGS bid for planters, as I think this would soften the visual effect of any parking restrictions. If not, we can look into this in the future.

Cllr Robin Crookshank Hilton
Phone:- 020 8613 6046
Twitter:- @cllr_rch

From: Dulwich Vegetable Garden [mailto:dulwichveggarden@gmail.com]
Sent: 08 November 2013 14:21
To: Gellard, Paul
Subject: RE: Dulwich Park car park

Paul, the views of the Dulwich Vegetable Garden are as follows:

Before implementing a 4-hour limit on parking, and bearing in mind that parking problems only occur on fine weekends in the summer, we suggest that a trial be carried out in 2014 to evaluate parking being made available at Queen Mary Gate off the South Circular at busy weekends (e.g. in July and August). On at least one occasion in summer 2013, cars were parked in two lines down the centre of this wide carriageway and had no apparent adverse effect.

Others have commented on the value of having an area without intrusive signage or traffic enforcement officers and we hope this can continue. If more space was made available by allowing parking at Queen Mary Gate (and making motorists aware through appropriate signage and an awareness campaign), it may reduce dangerous parking incidents, so we feel this should be monitored and assessed in 2014.

Regards

Christine Brandon
Dulwich Vegetable Garden Steering Group

From: [REDACTED]
Sent: 07 November 2013 15:08
To: Gellard, Paul
Subject: Re: Dulwich Park car park

Thank you Paul for meeting with us on Tuesday 5th November.
These proposals seem very sensible.

At the meeting Paul Highman requested that the signage be in keeping with a grade 2 listed park - our current signs are black with white writing and I attach an example.

Best wishes
Emily Montague
Chair Dulwich Park Friends

From: Gai Cooper [REDACTED]
Sent: 07 November 2013 14:59
To: Gellard, Paul
Subject: Re: Dulwich Park car park

Thank you for giving me the opportunity to comment. All the proposals and the further considerations seem eminently sensible. Good luck!
Best regards, Gainor E. Cooper (Mrs.)

From: Eckersley, Toby
Sent: 07 November 2013 13:54
To: Gellard, Paul
Cc: [REDACTED] Mitchell, Michael
Subject: RE: Dulwich Park car park

Thanks Paul.

No major comments at this stage. Will await report back to next DCC.

Minor comments/queries are:

1 With no time limits set for parking within the bays, all concerned need to be aware of Matt Hill's advice to DCC on 9 oct that there will be no basis for penalising cars parked overnight - or indeed for prolonged periods - within the bays. If problems are perceived with this, I would maintain my preference for time-limited signage.

2 I note that an offence will occur if a car is parked outwith the designated bays. However there are two types of area which are outside the designated bays:

- the double-yellowed lined kerbsides, and
- the other undesignated areas.

Thought needs to be given as to whether this distinction will create enforcement problems. I imagine much will depend on the signage at the entrance to the park, and possibly elsewhere.

Toby Eckersley