
 <b>Local parking amendment</b> <b>Determination of statutory objection(s)</b>		Location overview
Reference	H/ND/TMO 1617-009	
Location	Village Way	
Proposal	Amendments to the existing single yellow line parking restrictions located under the railway bridge in Village Way	
Community council meeting	Dulwich	
Community council date	22 June 2016	
Ward(s) affected	Village	

### Background

The council are proposing to make amendments to the existing single yellow line parking restrictions located under the railway bridge in Village Way. Our proposals are reflecting the following recommendation made by Dulwich community council on 9 September 2015:

***That consideration should be given to further parking controls in Village Way in order to retain the sustainability of the Grafton Dance Centre business located there. The business would be reliant upon visiting teachers and students and Village Way would bear the brunt of all day commuter parking, blocking access to the school.***

The council made proposals to amend the existing yellow line waiting restrictions in Village Way as summarised:

1. Extend and reduce the effective times of the single yellow line waiting restrictions on the south side of Village Way under the railway bridge to operate Monday to Friday, for 2 hours only.

Our proposal to relax the single yellow line restriction will prevent all day commuter parking and will also provide space during the day for visitors.

2. Remove the existing single yellow line waiting restrictions on the north side of Village Way under the railway bridge.

Our proposal to remove the yellow line will free up space and will increase chances of finding a parking place.

We believe that this proposal reflects the wishes of the community council on 9 September 2015 to provide suitable parking for users of the Grafton Dance Centre.

### Statutory consultation and summary of objection(s)

Statutory consultation was carried out between 5 May 2016 and 26 May 2016. During this period, the council received 24 Objections.

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:

- determination of objections to traffic management orders that do not relate to strategic or borough-wide issues

The 24 objections received, is attached to this report and can be summarised as:

- Parking problems have worsened in Village Way since the introduction of the nearby North Dulwich (P) zone

in April 2016

- The councils proposals will not resolve the current parking problems and will not guarantee turnover in parking space for the Grafton Dance Centre

The full objections are provided in pages 3-26.

Officers wrote to the 24 objectors acknowledging receipt of their representation. They were also advised that their objection would be sent to the Dulwich community council for determination.

#### **Officers response to objection(s)**

The general consensus from the majority of objections received is that the parking has got worse since the nearby North Dulwich (P) parking zone was introduced in April 2016, due to displacement.

Although our proposals will certainly free up parking space in Village Way, there is no guarantee it will create turnover in parking for the Grafton Dance Centre.

We are confident that there will be increased parking availability for visitors within the new North Dulwich (P) parking zone which is within very close walking distance of the Grafton Dance Centre.

- Parking will remain free outside the zone hours (12noon – 2pm, Monday – Friday) but streets will be empty of commuters.
- During zone hours, visitors can pay to park in bays that are situated within a very short walking distance (less than 2mins) of the Grafton Dance Centre.

The only solution to solve any parking problems in Village Way is by implementing a parking zone where the council are able to allocate and prioritise all kerb side space. However, as the council are now fully committed to delivering the 16/17 parking project programme, we would only be able to consider a study for 17/18 dependent on the pressure/requests we receive from the wider community.

#### **Recommendation and next steps**

In view of the objections received, It is recommended that:

1. The 24 objections made against the proposal is noted by the community council
2. The council do not proceed with the proposal to make amendments to the existing single yellow line restriction and that parking solutions be considered in 17/18 as part of a parking zone review dependent on widespread local community pressure/requests.
3. Officers are instructed to write to the 24 objectors to explain the decision.

## Objection 1

From:

Sent: Wednesday, May 11, 2016 2:35 PM

To: traffic orders

Subject: FW: Objection to Village Way - changes to waiting restrictions H/ND/TMO1617

Dear sir/madam

I am objecting to the proposed changes to traffic restrictions on Village Way

\* Increase negative car travel\* It will increase Air pollution\* It will cause a very risky narrowing of the road on a bend, in low visibility under the shadow of the bridge. This will always be dangerous, but especially during peak times. \*The danger will be especially high for cyclists who will no doubt resort even more to riding on the pavement. \* The newly liberated north section will simply fill up with cars dumped from neighbouring streets and people driving their children to school.\* The Grafton is asking for the equivalent of parking needed to serve a small block of flats, but without (as far as I know) having to provide any real evidence of actual need.\* The most the Grafton actually 'needs' is parking for the hours when public transport is not available. \* Surely none of this fits in with any agreed transport strategy for London. \* For the above objections given there should be no changes to Village Way current Traffic regulations

I await your response

## Objection 2

**From:**

**Sent:** Monday, May 16, 2016 9:37 AM

**To:** parkingreview

**Subject:** Village Way: Amendments to existing yellow line waiting restrictions

Thank you for the opportunity to comment on parking in Village Way.

I strongly oppose the proposal to amend existing yellow line waiting restrictions on this road.

It is well known and documented that traffic and parking on Village Way has become increasingly dangerous and stressful in recent years, and especially now that a CPZ has been introduced nearby. Non-residents seem to park here primarily for the purposes of commuting, avoiding local CPZ charges and delivering their children to school as well as using the Grafton Dance School.

There are no good grounds for increasing opportunities for non-residents to park in the area. Rather we should be incentivising people to use public transport.

There are absolutely no grounds (so much so that no one has attempted to specify any in the proposal) for favouritism towards users of the Grafton Dance School. They are just as able to use their legs, bus, train, taxi or bicycle as anyone else; and whose cars produce just as much pollution as anyone else's. They have also been among the worst parking offenders on this road: blocking drives, parking on yellow lines in restricted hours and so on, even when there are spaces available further up the road (see for example the attached photo taken at 18:23 on April 28).

In any case the proposed alterations would be unlikely to benefit the Grafton very much: the space created will simply be filled up by other non-residents.

The proposed alterations would certainly cause a risky narrowing of the road on a bend, in low visibility under the shadow of the bridge. This will always be dangerous, but especially during peak times. The danger will be especially high for cyclists who will no doubt resort even more to riding on the pavement. All of this is especially problematic given the high concentration of both pedestrian and road traffic during school times.

What we actually need on Village Way, and seems to fit much better into the transport strategy for London, is a bicycle lane.



### Objection 3

**From:**

**Sent:** Tuesday, May 17, 2016 8:09 AM

**To:** traffic orders

**Subject:** FW: Objection to Village Way - changes to waiting restrictions H/ND/TMO1617

I am objecting to the proposed changes to traffic restrictions on Village Way

- \* Increase negative car travel
- \* It will increase Air pollution, Nitrogen Dioxide levels are already at high levels on this road
- \* It will cause a very risky narrowing of the road on a bend, in low visibility under the shadow of the bridge. This will always be dangerous, but especially during peak times.
- \* Large vehicles regularly use this A road including school coaches. The yellow lines close to the ballroom and railway bridge provide a clear area where vehicles are able to pass each other. If this is removed the road is likely to become blocked at peak times. Cars and large vehicles will have no option but to reverse to the crossing near to the junction of Half Moon Lane.
- \*The danger will be especially high for cyclists who will no doubt resort even more to riding on the pavement.
- \* The newly liberated north section will simply fill up with cars dumped from neighbouring streets and people driving their children to school.
- \* The Grafton is asking for the equivalent of parking needed to serve a small block of flats, but without (as far as I know) having to provide any real evidence of actual need.
- \* The changes will not provide any real benefit to the Grafton. Customers driving to the ballroom are able to park on neighbouring streets such as Half Moon Lane in bays except 12-2 when permits are required. The yellow lines outside the ballroom are planned to also apply between 12-2. Why make the road unsafe for road users for no true added benefit to anyone?
- \* The most the Grafton actually 'needs' is parking for the hours when public transport is not available.
- \* Surely none of this fits in with any agreed transport strategy for London.
- \* For the above objections given there should be no changes to Village Way current Traffic regulations

## Objection 4

**From:**

**Sent:** Tuesday, May 17, 2016 10:09 AM

**To:** traffic orders

**Subject:** FW: Village Way Changes to Waiting Restrictions H/ND/TMO 1617-009 Objection.

The proposal to change traffic restrictions on this area of road have not been thought through by Southwark Council, or a thorough investigation carried out, as to why the traffic restrictions were first of all put there many, many years ago.

We are objecting to the Village Way proposed Changes to Waiting restrictions as the changes will impact on Road Safety , Air Pollution and is not in keeping with Southwark Councils Cleaner Greener Safer Policy and Southwark Councils Cycling Strategy Policy to reduce negative Car travel.

Southwark Council has an adopted Cycling Strategy to reduce negative car use. By increasing Car parking for the Grafton Dance Centre this goes against the policy.

With more parking on Village Way there will be more congestion, pollution and parked vehicles. Village Way will be the only road to have the removal of existing parking restrictions to enable the parking of another 18 vehicles.

There is no mention of the Grafton Dance Centre having a Travel plan to assist users how to get there, using other means of travel than by car.. Neither is there any consideration shown by the Grafton Dance Centre to have Cycle storage facilities to reduce negative car travel.

Will all Southwark Council Businesses/Markets being given the same preferential treatment as the Grafton Dance Centre Business?

At both ends of Village Way Buses stop, P4, 37, 42. North Dulwich and Herne Hill train Stations are very close by. There is excellent public transport to and from the Grafton Dance Centre. There is no need for additional private car parking. All Night Buses run both ends of Village Way.

Where it is proposed to have additional parking and the removal of the existing parking restrictions, is at the lowest and narrowest part of Village Way (**8 metres wide**) on a bend under a low railway bridge (**4,4 metres high**). This will increase the possibility of an RTA and Cyclists being tailgated or struck by car doors. Cyclist will be cycling along the middle of the road, or for their own safety on the pavement.

On the wall under the railway bridge there are wall lights lighting up this area of road. High sided and parked vehicles will obstruct light during the dark winter nights when children are going to and from school, in the dark.

The current Parking restrictions on this bend under the railway bridge have been in place for many years and not only increase road safety, but act as an area where all types of vehicles can patiently wait to give way to one another. They have increased Road Safety on this stretch of Village Way. Vehicles too high to go under the bridge wait here for assistance to enable them to reverse back along Village Way. I have witnessed this on many occasions.

There are currently yellow lines restricting parking from 8 am until 6.30 pm there will now be all day 24 hr parking unrestricted. It will be extremely dangerous crossing the road on a bend between parked vehicles, both sides of the road. Cars, Vans etc will be parked there for 24 hrs 7 days a week

Likewise on the opposite side of the road where there is 8.am to 6.30 pm restricted parking this will be limited to just 2 hours 12 until 2 pm.

Village Way is a continuation of Half Moon Lane and East Dulwich Grove A2214 Classified road, with the same volume of busy traffic, It is not a quiet residential road like the those within the North Dulwich and Denmark Hill CPZ. Buses on diversion, School Coaches, lorries etc all travel along Village Way. Heavy lorries with loads etc have to travel along Village Way as the Bridge on Red Post Hill has a weight limit for HGV traffic.



This area of Village Way is prone to flooding as the rain water runs down hill , the Storm gullies needs regular cleaning. With cars parked there all day access to the Storm gullies will be restricted. Visitors to the Grafton Dance Centre sit in their cars with the car engines running , some eating and leaving litter in the kerb. This litter plastic bottles etc if not cleared is washed down the storm gully blocking the sewer and flooding the road. In Autumn when the leaves are falling off the trees if not reguarly cleared the road floods. A mechanical sweeper vehicle keeps this stretch of road clear. With Cars etc parked it will not be able to access the storm gullies.

There are eight schools at each end of Village Way ( JAPs, Judith Kerr, Charter, JAGS, James Alleyn, Dulwich Village, Dulwich Hamlet, Montessori, Children cycling to school will be at additional risk. The extra parking available does nothing for the safer route to school which encourages other modes of travel such as walking or cycling.

There is additional parking within 2 mins of the Grafton Dance Centre, why change the current safety lay out of Village Way. Surely this 2 min walk applies to the visitors to the Grafton Dance Centre. Why do they need to have to drive up to the door of the Grafton Dance Centre, where there is already, currently unrestricted parking? Is it a case of they can Dance but will not walk?

It would make sense to have Permit Holders only bays parking outside of the Grafton Dance Centre. The Grafton Dance Centre could purchase Business Permits as do other Businesses across Southwark.

The long term Construction work on the Judith Kerr school has now finished. This will mean the Builders vehicles which have been parking on Village Way will no longer park there and more parking is now available.

How can it be claimed the Grafton Dance Centre will suffer a knock on effect of the CPZ. This can only be proven once the CPZ is operational. It is pure speculation by Southwark Council there may be a knock on impact. Should there be an impact then the solution is not to increase free parking. The Grafton Dance Centre is demanding free parking over and above anyone else.

The Community Council asked for additional Parking Constraints and Southwark Council are proposing the **opposite**. Existing parking restraints have been relaxed, which is the opposite to **additional parking constraints**.

To say the residents of Village Way have their own off street parking and their needs are catered for, is a nonsense. Road Safety and Air Pollution should not be compromised by encouraging more vehicle parking.

Parked Vehicles will make it difficult and dangerous to see oncoming traffic/cyclists etc on a bend when pulling out of my drive, as I can only drive in and reverse out or reverse in and drive out.

There is a much stronger claim the existing single yellow lines, should be changed to Double yellow lines. Rather than removed for extra car parking for the Grafton Dance Centre. In addition Village Way which is a continuation of Half Moon Lane and East Dulwich Grove, should have the same parking restrictions as they currently have.

Village Way should be left as it is to enable a proper Road Safety, Air Pollution assessment and a cycle lane should be marked throughout Village Way.



## Objection 5

From:

Sent: Wednesday, May 18, 2016 2:21 PM

To: traffic orders

Subject: H/ND/TMO1617-009

Dear Sirs,

re: The London Borough of Southwark ( waiting and loading restrictions ) ( Amendment No\*) Order 201\* affecting Village Way, North Dulwich is rejected by me for the following reasons:

Your proposal does not appear to address the restricted parking problem being experienced and hence I predict that it shall not increase parking space for visitors to the Grafton Ballroom, No 7 Village Way.

I am an adult participant of the Grafton Ballroom and I should like to continue to be able to patronise the Grafton and be able to park my car without interfering or upsetting the neighbours.

The Grafton provides a continual service to the community seven days a week. This includes child care and child dance lessons during the day and adult dance lessons and competition practice during some days and most evenings. The general period of time a participant may spend at the Grafton is about two to three hours during the day or night and possibly four to five hours on special occasions in the evening. There are occasions during the day when an event shall require contractors to deliver and erect stage equipment, or band equipment, or catering equipment and materials, or filming crews with equipment. All of which is easier if parking is available outside the front door. Such events can take up to about three hours to implement.

It seems that the evolving increased long stay parking congestion along Village Way is a consequence of CPZ in surrounding roads. Some parking is likely to be due to railway commuters using North Dulwich Railway Station. The consequential reduction in available parking spaces has affected visitors to the Grafton and some visitors have inconvenienced the neighbours with inconsiderate parking.

A plan is required that will reduce or stop the aforementioned long-stay parking and allow the Grafton to operate with unrestricted parking for its members/visitors, which on special occasion such as the Dulwich Festival, can amount to 120 persons with a possible 50 to 60 cars. Also a plan which shall not inconvenience the neighbours.

I therefore, respectfully suggest, that a single yellow line is placed on the Grafton side of the road, along the entire length of the road with a waiting time restriction of 2 or 3 hours, 24 hours per day, 7 days a week. ( details need to be refined and agreed by all concerned).

Such a plan, would enable visitors to the Grafton assurance of a parking space any time of any day and, for parents discharging children, the assurance of being able to park near their destination and on the correct side of the road for a safe discharge.



## Objection 6

**From:**

**Sent:** Saturday, May 21, 2016 3:35 PM

**To:** traffic orders

**Subject:** H/ND/TMO1617-009

**Re: H/ND/TMO1617-009 - Village Way – changes to waiting restrictions**

Dear Sirs

I object to the proposals suggested by Southwark Council for the following reasons:

The Parking in Village Way has become almost impossible since the recent introduction of the CPZ that includes Half Moon Lane, in particular by what seems to be cars that appear not to move from one week to another. Therefore, by removing the single yellow line on the north side of the road I think will only allow more spaces to be filled by cars in the same fashion. Further, by allowing parking on the south side of the road this will only decrease the space available to through traffic, particularly under the bridge, which can be very heavy at certain times. I believe the end result will be congestion with no real benefit to the Grafton.

I have run fitness classes at the Grafton for two years now and due to the nature of the exercise programme, need my vehicle to transport the equipment I need to run the class; being able to load and unload from my car is essential.

The Grafton is a great community asset and a venue that I very much enjoy working at however, unless something is done to address the ongoing parking issue then I am seriously considering a move to the Brockwell Lido where off road parking is available.

I am not sure exactly what will work but would it not be possible to consider metered bays as are in the adjacent CPZ?

## Objection 7

**From:**

**Sent:** Sunday, May 22, 2016 9:14 AM

**To:** traffic orders

**Subject:** reference H/ND/TMO1617-009

RE VILLAGE WAY PARKING WE REJECT THE PROPOSITION YOU HAVE PUT FORWARD

As a member of the Grafton Dance Centre, attending evening classes 3 times a week, parking is very important to me & my wife, as we travel from north of the Thames & use of the car is the only way we can get to Dulwich on time.

Other members of the club, also travel from outer boroughs, but car sharing helps to keep the traffic level down, but recently available parking has become very limited.

Traffic, using Village Way, during rush hour, all seem to be using this road as a "Rat Run"! with unsafe speeds, especially as the road is reduced to almost single carriageway at these times. In the past 18 months, my wing mirror has been completely smashed to the ground.

During the day, many families with children attending the dance school & need to park nearby. Unfortunately, free parking has encouraged many people to leave their cars in Village Way all day. Therefore they have nowhere to park!

This situation in the borough we live in is taken care of, by introducing "Marked Parking Bays" with a 2 hour limit, with no return in an 8am/8pm time zone. It works very well. A few bays adjacent to the dance school, could be Resident Parking Only, for working staff at the school.

The current yellow lines are in place to help with dropping off various forms of equipment. I hope this is a useful suggestion for a problem which unless we manage to overcome will certainly affect the attendance at this Dance Centre.

## Objection 8

**From:**

**Sent:** Sunday, May 22, 2016 4:37 PM

**To:** traffic orders

**Subject:** Re Parking in Village Way (ref H/ND/TMO1617-009)

Dear Sirs

Re Parking in Village Way (ref H/ND/TMO1617-009)

I wish to strongly object to the most recent proposals for controlled parking in Village Way. The current zone has not improved the ability to park within walking distance of The Grafton Ballroom. It has in fact made the situation worse, as many cars appear to have been 'abandoned' in Village Way for long periods of time, thus depriving attendees at the Grafton of parking spaces, particularly in the evening.

As a retired person, the Grafton provides me and other elderly friends with vital social and exercise opportunities, which are unavailable elsewhere in the locality. Being a single woman of relatively advanced years, driving is my only option for attending my regular dance classes at the Grafton – public transport is neither reliable nor safe, especially in the dark evenings. This ballroom is an irreplaceable community asset, but the impossibility of parking close by is likely to result in a profoundly detrimental effect, not only for persons such as myself, but for Dulwich as a whole.

Having read the recent proposals mentioned above, I feel that they would not improve the current unsatisfactory situation, and I would urge the council to investigate and implement a more appropriate controlled parking zone, including the management of the Grafton in the consultation.

## Objection 9

**From:**

**Sent:** Sunday, May 22, 2016 4:33 PM

**To:** traffic orders

**Subject:** Re Parking - Village Way: Ref. No. H/ND/TMO1617-009

Dear Sir/Madam

**Ref No.: H/ND/TMO1617-009**

My friend and I attend dance classes in the evening at the Grafton Dance Centre. As we are pensioners, and single women, we need to drive and park at the Grafton, as public transport is neither easy, nor particularly safe late at night.

There is now a Controlled Parking Zone in place, which makes parking near the Grafton very difficult indeed, and we are concerned that it will affect our attending evening classes. These classes are important to us, as they provided needed social contact, as well as offering an excellent form of exercise for women of our age.

I, therefore, wish to object to what has now been proposed. I do not think that it will be a working solution to the problem, and in my opinion, the council should consider putting in place a fuller form of controlled parking in Village Way.

## Objection 10

**From:**

**Sent:** Sunday, May 22, 2016 6:20 PM

**To:** traffic orders

**Subject:** Village Way Parking - H/ND/TMO1617-009

Re: H/ND/TMO1617-009 - Village Way - SE21

Dear Sir or Madam,

I object to the proposals suggested by Southwark Council for the following reasons:

The parking in Village Way has become very difficult since the introduction of the CPZ that includes Half Moon Lane. It appears that some cars parked on the road do not move for days so by removing the single yellow line on the north side of the road there will be less and less parking available. By allowing parkinson the South side of the road this will decrease the space available to through traffic, which can be very heavy at certain time. I believe the the outcome of this will be more congestion with no benefit to the Grafton where I teach yoga.

I have taught at Grafton for 4 years now and need to transport yoga mats, speakers etc so need to be able to unload my car close to the venue.

I don't know what the solution would be but the current new parking restrictions have made parking much harder and make working at the venue very difficult.

## Objection 11

**From:**

**Sent:** Sunday, May 22, 2016 10:54 PM

**To:** traffic orders

**Subject:** Village Way changes to waiting restrictions

Dear Sir/Madam,

I am writing with reference to the proposal of parking in Village Way, SE21. I object to the proposal put forward by the council and reasons for this are outlined below.

We have been hiring the studio at Grafton Dance School since 2011. Dulwich Ballet School has over 500 students and it means that many children & their parents use the facilities at Grafton Dance School on a weekly basis.

We have experienced parking problems over the last year with all day commuters that have been using the road to park and this has caused problems for our parents, often with young children, to park and drop off for ballet/dance classes during the week from 3pm.

The last three weeks, since the parking restrictions have been in force in all the surrounding roads, we have found it impossible to park along Village Way. This has caused problems for not only myself, but also my teachers, who have had to bring equipment in & out of Grafton which is heavy & awkward to carry. This has not only been a problem during the week but also on Saturday as the road seems to have become a car park for cars whose owners realise they can park on Village Way without restriction or paying for a parking permit on their own residential roads.

Your proposal doesn't seem to address the parking in Village Way.

I understand that the majority of parking on the road is not from residents as they all have driveways. I am also aware that they may be very unhappy with the current situation, as many of my clients, who cannot park find that for a quick drop off they park over the residents driveway entrances. I have the [REDACTED] [REDACTED] at the Ballet School & I have tried to explain to them the situation which I feel needs to be addressed as soon as possible. I do not want to take my business away from Grafton Dance School as it is a great venue for us which we use on Monday, Tuesday, Thursday, Friday afternoons & early evening & Saturday all day. It is a great community asset to all our students & parents alike.

I also worry that by taking the yellow line away under the bridge on the opposite side to Grafton it will mean that this side of the road will be completely parked up & the road narrows under the bridge and this will cause accidents, I see many close calls on a daily basis. It is always difficult when the cars are parked on both sides of the road & I can see a student or young child being dropped off getting into an accident.

I think the best proposal would be to have no parking under the bridge at least double yellow on one side & then either parking bays along the rest of the road with a restriction from 12pm – 2pm or a single yellow line with a time restriction – time would need to be agreed with residents and the Principal of Grafton Dance Centre. This would hopefully stop the road becoming a car park for drivers who are leaving their cars there for weeks on end without moving them or all day commuter parking.

I hope that you will look at this again & hope to resolve the parking issues for not only the residents of Village Way but also the users of Grafton Dance School.



## Objection 12

**From:**

**Sent:** Monday, May 23, 2016 12:02 AM

**To:** traffic orders

**Subject:** Parking Proposal - Village Way

**Importance:** High

Monday 23<sup>rd</sup> May 2016

**For the attention of: Southwark Council.**

**Re: parking proposal, Village Way - H/ND/TMO1617-009**

To whom it may concern,

I am writing in reference to the proposal of parking in Village Way, SE21. For the reasons, outlined below, I do not feel the proposal will be helpful / effective.

I am a teacher at Dulwich Ballet School and I use the facilities at Grafton Dance School on a weekly basis.

I have had numerous problems parking over the past year and it has got significantly worse in recent months. Due to the nature of my work, I often have very heavy equipment with me that I use for the lessons I teach. These may include, stereo equipment, props and costumes; all of which require me to park outside the premises in order to carry them indoors with ease. In addition to this, I often have a very small amount of time to swap between venues, so loading the car after lessons is also important. If this proposal were to be implemented this would make tasks such as these very difficult indeed.

Having spoken to various other regular users of the studio we think parking bays, in line with the adjacent roads is an option to be considered. This would help us as teachers using the dance studio for our work to be able to park.

We hope that these parking problems can be resolved as soon as possible.

## Objection 13

From:

Sent: Tuesday, May 24, 2016 9:26 AM

To: traffic orders

Subject: parking Re: H/ND/TMO1617 -009 Village Way – changes to waiting restrictions

Re: H/ND/TMO1617 -009 Village Way – changes to waiting restrictions

Dear Sirs

I would like to reject the proposals, as suggested as part of the above order, in the main because they do not address the parking issues we, at this world renowned venue, face on a daily basis. I have worked at the Grafton now for a substantial number of years where historically parking in Village way has never been a problem and certainly one of the big attractions for basing my work here. However, since the implementation of the Controlled Parking Zone in adjoining roads, parking has become impossible in Village Way.

The problem now is that cars are parked bumper to bumper for consecutive days at a time which prevents access for my students, many of whom are from overseas, and who use rental cars to travel between various London studios. Their tight lesson schedules tend to preclude their use of public transport.

From what I have seen I do not believe that by removing one of the yellow lines will allow more access for visitors to the studio to park as I believe the extra space will be absorbed by what is already taking place. By changing the prescribed times of the yellow line on the side of the road adjacent to the Grafton, again I do not think this will assist us much as between 12 and 2pm they will need to park elsewhere.

My concern, in respect of sustaining my business at the studio, is that many of my clientele are finding it difficult to attend the Grafton and have started to make requests that I should consider relocating to another studio, as they are fast becoming frustrated by the access. In truth, and as much as it pains me to say, but relocation may be something that I have to consider if my clients begin to go elsewhere for their tuition.

I would suggest that the whole of the road is looked at with a view that metered parking bays are fitted, similar to what is in place in the local controlled parking zones.

## Objection 14

**From:**

**Sent:** Tuesday, May 24, 2016 11:57 AM

**To:** traffic orders

**Cc:**

**Subject:** H/ND/TMO1617-009 by 26 May 2016

For the attention of: The Traffic Orders Officer

Dear Sir,

In referring to your proposed motion ref: H/ND/TMO1617-009 26 May 2016, I would like to draw your attention to the likely detrimental effects to the business of The Grafton Dance School in Village Way and the resultant loss of business to local cafes, pubs and shops.

As a teacher at the Grafton Dance School for many years, I would like to point out that this dance school provides a wide range of dance classes and private tuition to both members of the local community as well as a large proportion of pupils who travel some considerable distance for the services provided there. These classes and lessons run from the 9am through to 10.30pm and cater for all ability levels and age groups from young children to the elderly, with the vast majority travelling by car and being reliant on the availability of a nearby car parking space.

Many of our pupils and parents of pupils frequent local sandwich shops, restaurants and pubs while in the area and this resultant business would also be lost should our clients not be able to attend the school owing to the parking issue.

Currently the parking situation is most problematic and needs to be addressed. However, in my view this proposal is not workable or effective as a whole and I would strongly urge you to reconsider taking this action. As a suggestion to alleviate the situation I would be in favour of imposing a 12-2pm restriction on both the north and south side of Village Way, thus preventing day long commuters from parking there, free of charge, along with 'weekend driver' residents who park their cars permanently on the north side during week days.

## Objection 15

**From:**

**Sent:** Tuesday, May 24, 2016 2:31 PM

**To:** traffic orders

**Subject:** London Borough of Southwark (2).docx

Dear Sir,

**Reference: H/ND/TMO1617-009**

I write in connection with the recent changes to the parking regulations which have had a deleterious effect on the neighbourhood, specifically the proprietor and patrons of Grafton Hall.

The parking situation in Village Way has been transformed out of all recognition: until the recent changes, customers, staff and others were able to park with reasonable convenience during the day and in the evenings with convenience.

The situation is now close to impossible and I cannot be the only one to be affected: I have noticed a decline in the number of patrons at The Dance Centre and am seriously considering whether my continued membership is worth all the aggravation.

I feel terribly sorry for all those less able than myself, and those bringing young children to their classes, who find it impossible to park locally and particularly for the owner of the business premises whose takings must have declined dramatically.

Please would you urgently consider measures to restore the status quo, which was a very happy one.

Thank you for your kind attention and positive action.

## Objection 16

**From:**

**Sent:** Tuesday, May 24, 2016 1:14 PM

**To:** traffic orders

**Cc:**

**Subject:** H/ND/TMO1617-009 Village Way - Changes to Waiting Restrictions

**Village Way – changes to waiting restrictions**

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No.\*) Order 201

**Reference: H/ND/TMO1617-009**

**For the Attention of the Traffic Orders Officer**

Dear Sirs

I object to the changes as proposed.

The Grafton Dance Centre is in a unique but unfortunate position of being the only commercial premises in a road of residential properties, all of which have their own off road parking facilities. It is not surprising therefore that the council have not previously received complaints from residents in respect of commuter parking (unless someone has blocked access to their driveways) as they are reasonably insulated from the search for ever decreasing 'on street' parking spaces.

I raised my concerns in respect of the business sustainability when the implementation of the North Dulwich Triangle (NDT) was undergoing its consultation period. Initially, I do not feel, because we were outside of the consultation area, my misgivings were taken seriously and or that the operation of the dance centre would be that affected. Fortunately members of the community council did recognise my plight and agreed that the pressures on parking in Village Way due to parking displacement would increase as a result of the zone being implemented and that something should be done to assist us.

Following that decision discussions took place between myself and a representative of Southwark Council as to what could be done to alleviate the problem and avoid the need to resort to a full consultation. It was suggested by the Highways – parking design team that they could implement a time restricted single yellow line with a time to be agreed with myself. However, the suggestions I put forward were rejected and instead the council proposed the above, which I do not feel address the issues we face here and in fact could very well make the situation much worse.

Initially, my concerns had been about the commuter parking that was blocking the road during the day but since the implementation of the NDT CPZ we are now inundated with what, I now understand to be parking displacement by people who live within the CPZ but who refuse to pay for a permit, abandoning their cars for days, sometimes weeks at a time, in the first available unrestricted road - Village Way. The outcome being that, what I initially thought would only affect attendees of the studio during the day is actually having a deleterious effect on evening trade too.

The reasons why I consider the proposals put forward to be ineffective are:

- Removal of the single yellow line on the north side of Village Way will inevitably be filled by non-permit holding residents from local CPZ areas.
- A yellow line with a restricted time between 12noon and 2pm on the south side of Village Way would offer limited assistance in respect of sustaining business. However, any gain would be outweighed by the significant risk of increased traffic congestion by narrowing an already narrow section of roadway situated on a bend - I am not at all convinced by the council's assurances that by permitting a continuous line of

parked cars both sides of the carriageway, at busy times, that passing opportunities for heavy goods vehicles who regularly travel through Village Way, will be anything other than impossible.

- Also, those that use the studio all day might as well find an alternative road to park in, as a yellow line operative between 12noon and 2pm does not allow for flexibility and would entirely prohibit their ability to park for the duration of their working hours.

### Going forward

Unrestricted parking in Village Way is no longer an option. The current situation is intolerable for all concerned, not only for myself, teachers and students of the dance studio but also the residents adjacent to us. It is highly unfortunate, but a fact all the same, that due to the lack of available spaces, people (usually parent's dropping/collecting their children to and from dance classes) do sometimes take advantage of a vacant gap that happens to be a local resident's driveway; a frustration that does not foster good relations with my neighbours and a situation I would prefer to avoid.

I would ask the council to reconsider their proposals with a view to implementing a controlled parking zone along the whole of Village Way, similar to what is in operation in the adjacent CPZ.

As an alternative to metered bays, if a yellow line was to be introduced/extended I think it should extend the whole of Village Way, with a time restriction from 8am – 9am or 8am - 10am for example.

Further, I would suggest the current time restricted yellow lines both north and south of the carriageway (8am – 6.30pm) should remain in place, as they appear to work very well.

The Grafton Hall, the building, has been on the site since 1910 and may very well have been there before the houses around it were constructed. It has been a dance centre of some description from circa 1950's. It has provenance in respect of its dance history, visited by many and very much a valuable community asset used by both local and international visitors.



## Objection 17

**From:**

**Sent:** Wednesday, May 25, 2016 12:46 AM

**To:** traffic orders

**Subject:** Parking in Village Way reference: H/ND/TMO1617-009

Dear Sir / Madam

I am writing with reference to the proposal for parking in Village Way, SE21 as I do not feel this will work.

I teach for Dulwich Ballet School and so use the Grafton Dance School on a weekly basis. I regularly have a problem parking, an issue which has been occurring for the past year and got significantly worse in the last month or so. It is important that I am able to park close to the Grafton studios as I have lots of equipment, props and occasionally costumes to unload. Recently I have found myself parking even a couple of streets away, making bringing all my equipment in very awkward particularly on occasions when I have my 2 year old with me as well.

Having spoken to various other regular users of the studio I think parking bays, in line with the adjacent roads, is an option worth considering. This would greatly help us as teachers to enable us to park near the dance studios for work.

I hope that these parking problems can be resolved as soon as possible.

## Objection 18

**From:**

**Sent:** Tuesday, May 24, 2016 3:53 PM

**To:** traffic orders

**Subject:** H/ND/TM01617-009

Dear Sirs,

We are 2 of the International Ballroom Dancing Coaches, who at certain periods of the year, when major Championships are held in England, have found it necessary for the last 30-40 years to accommodate International Competitors from all over Europe, China, Japan, Australia and America by coaching in London, as opposed to have them travel to Liverpool to our own Studio from the World Centre of Ballroom Dancing, which is London.

Indeed, we are proud to have been associated with the Grafton Ballroom which at key periods of the year has become famous in our Profession and has brought many, many foreign competitors into Dulwich to both study and reside for short periods using all the attractive facilities it affords.

Obviously over the years with the coming of many more vehicles on the roads we have found parking increasingly difficult, but at one period some 2 years ago

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the Dulwich Council ( in response to local residents, who were finding Village Way being used as an all day parking place for Commuters,) instigated a Parking Ban from 8AM to 10AM which was immensely helpful to the Professionals working at the Grafton Ballroom who could work from soon after 10AM through the day, there being no problem for most of the couples who were residing locally whilst for couples coming from outside Dulwich parking for short periods was made easier.

The situation, as it rests at the moment, is intolerable for people in our position and we foresee that if a parking ban such as above is not put into practice the reputation and prestige of this ,now almost historic building will sadly come to an end, and so we respectfully request that you consider the above suggestion to cure the parking problem. We are

Yours sincerely

Dear Sir,

Re: H/ND/TMO1617-009. Proposed parking scheme at Village Way SE 21.

I am writing to express my concerns regarding the proposed scheme which I believe would not result in any significant improvement to the current situation.

Prior to the implementation of the neighbouring Controlled Parking Zone, I was able generally, to park outside or opposite the Grafton. In order to carry out maintenance and repairs to the building and grounds on a voluntary basis, I often have the need to bring tools, equipment and materials to the premises and the closer that I am able to park to the Grafton, the easier it is to unload and reload the vehicle. As I have to make the journey from north west London, I endeavour to start early and had nearly always been able to park in a favourable position.

Since the local CPZ has come into force it has never been possible to find a nearby parking space which has necessitated double parking or parking across driveways whilst unloading and the subsequent driving around trying to find a parking space for the day. From my observations, it would seem that a number of the vehicles that are now parked in Village Way, never move from one week to the next and it is unlikely that they belong to the residents as they have off-street parking. The present situation has made things so difficult that I would be forced to eventually discontinue my voluntary work.

The proposed scheme would not appear to address the problem of vehicles parked 'long-term' on the north side of the road. The removal of the yellow line would create difficulty for the passage of large vehicles under the railway bridge and at a bend in the road which could have an adverse affect on the road safety of the area.

I would suggest that a scheme incorporating 'permit-holder' parking with a number of permits being allocated to the Grafton, (which is after all, a community asset,) would be more acceptable and would go much further in solving the difficulties caused by long-term parking and would be a help to the many visitors to the Grafton.

Yours faithfully,

## Objection 20

**From:**

**Sent:** Wednesday, May 25, 2016 9:23 PM

**To:** traffic orders

**Cc:**

**Subject:** H/ND/TMO1617-009

To whom it may concern,

I have reviewed and oppose the proposed changes to the parking restrictions on Village Way. As a freelance Dance teacher at the Grafton Dance Centre, I agree that changes need to be made to improve the current parking situation but believe that the proposed changes will not resolve the parking difficulties faced by teachers and pupils at the dance school.

Parking has become almost impossible since the controlled parking zones have been set up in the roads around the Grafton. No matter what time of day I arrive at the dance centre it is a challenge to park with cars parked bumper to bumper for a week or more. If I am unable to park, I am unable to teach and will need to look for an alternative location. The same goes for the clients, if parking continues to be a challenge they have no choice but to look for another dance school.

Many of the dancers who attend the evening social classes at the Grafton are elderly and not able to travel via public transport. The recent parking difficulties are deterring many of the from attending as they travel considerable distances to attend and there is a risk that they won't be able to park close to the studio.

The Grafton Dance Centre is an asset to the local community and held in extremely high esteem in the dance world, the parking challenges must be resolved to allow both teachers and pupils safe and easy access. The current proposal will not resolve the issues of cars from residents in adjacent streets being parked on Village Way for days at a time. Parking bays along the whole of Village Way with restrictions from 12-14.00 will prevent this and resolve this issues faced by users of the dance centre.

## Objection 21

**From:**

**Sent:** Thursday, May 26, 2016 3:36 PM

**To:** traffic orders

**Subject:** Ref: H/ND/TMO1617-009

Dear Sirs

Village Way - changes to parking restrictions

As a regular user of The Grafton Dance Centre in Village Way I write to register my objection to the proposed changes to parking restrictions.

Since the introduction of the CPZ in the local area I have noticed a significant reduction in the availability of on street parking outside the dance centre. Previously I had always been able to park within eyesight of the centre but this is no longer the case.

The excellent classes and social dances on offer at the studio attract students from a wide area with most, myself included, travelling by car. I fear that without adequate parking provision I may no longer be able to attend.

I can not see how the proposed changes will improve the situation so urge you to reconsider and find a solution to allow my continued patronage of the Centre.



24 May 2016

**Reference: H/ND/TMO1617-009 – Village Way – Changes to Waiting Restrictions.**

For the Attention of the Traffic Orders Officer

Dear Sir

Due to the recent implementation of the local Controlled Parking Zone, parking in Village Way has become almost impossible 24/7 by cars that appear not to move for days at a time. It short the situation has stagnated.

The proposals as suggested by Southwark Council I do not feel will address this problem as I cannot see how by removing a yellow line will do anything other than free up space for what is very likely to be filled by much of the same.

I would add, that due to the bend in the road at the bridge, there is somewhat a restricted view for drivers travelling from Half Moon Lane towards Dulwich Village, which a continuous row of parked cars will only hinder; the road also narrows. The proposed prescribed hours of (12-2pm) on the other side of the road will only exacerbate the situation for passing traffic, particularly larger commercial vehicles.

I am called upon by [REDACTED] to carry out maintenance on the premises which has a fully repairing lease and when considering the age of the building is a very onerous one. The transportation of materials, tools and equipment to and from the Grafton is a regular and necessary process, as is my accessibility to the vehicle whilst I am on site. The current situation prevents that taking place. As for the future and sustainability of being able to offer my services, I do not know how the future I will be able to continue?

I would request that Southwark Council reconsider what has been put forward and respectfully ask that with their experience they investigate the feasibility of offering a more substantive solution to the current and wholly unacceptable situation in Village Way.

DEAR SIR

I AM WRITING TO OBJECT TO THE AMENDMENT THE REASON BEING I HAVE BEEN GOING TO THE GRAPON DANCE CENTRE SINCE THE EARLY 80'S. RECENTLY PARKING HAS BECOME AN INCREASING PROBLEM EVEN IN THE EVENINGS.

I HAVE TRIED PUBLIC TRANSPORT BUT FOUND THIS TO BE VERY DIFFICULT I AM NOW THINKING I MAY HAVE TO TRY SOMEWHERE MORE LOCAL WHICH WOULD BE GOOD AS THE GRAPON HAS BEEN A BIG PART OF MY SOCIAL LIFE

Village Way – changes to waiting restrictions

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No.\*) Order 201

Dear Sirs

With reference to the above amendment I am writing to register my objection as I do not feel it addresses the underlying issues and would not alleviate the ongoing problems.

As a regular user of The Grafton Dance Studios I have noticed a dramatic deterioration in the availability of parking outside the premises since the introduction of the CPZ in the adjacent roads. This has led to both commuters and local residents using Village Way for long term parking. It is usually impossible for me to find any parking anywhere near the Studio when I attend for classes, to the extent that I have considered attending classes elsewhere. Whilst I would be sorry to do this as the classes are of high quality and the studio itself is historically special in the dancing world.

A possible solution would be to consider parking bays with a restricted time, possibly 12 – 2pm. This would prevent long term parking and allow users like myself access to an important local amenity.