

COVID-19 Post-Lockdown Highway Schemes

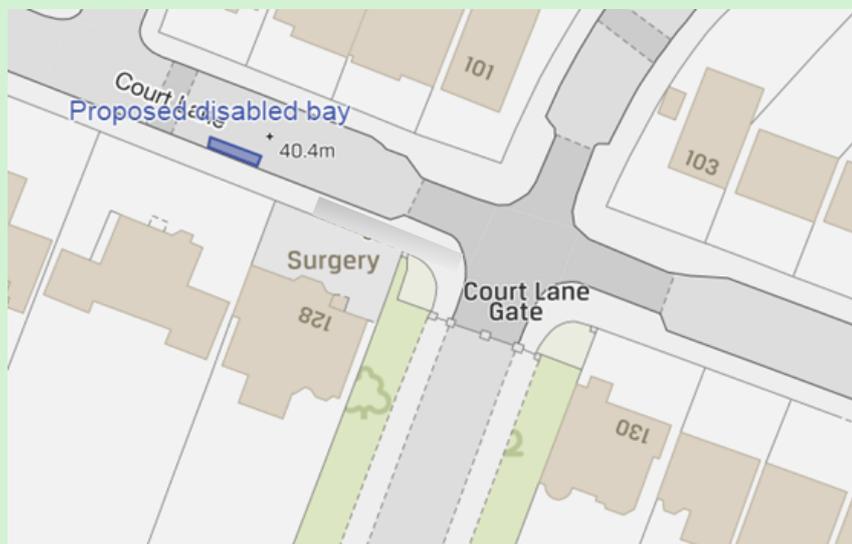
Appendix	5
Location	Dulwich Streetspace – Court Lane
Proposal	Introduce a disabled bay on Court Lane.
Ward(s) affected	Dulwich Village

Background

- Covid-19 has drastically changed the way people are travelling. Reduced public transport capacity means more people are likely to use cars, but also more walking and cycling.
- Dulwich Streetspace programme aims to create healthier streets for walking and cycling and embed behaviour change seen during the lockdown restrictions.
- The measures also propose to safeguard the community from the potential increase in traffic
- Improve localised pollution exposure particularly around schools
- Proposed as a wider set of measures to prevent through-traffic in the area
- Repurpose the streets for the local community and businesses
- To support essential journeys made by car, particularly those for the disabled and elderly

Location

- Court Lane, Dulwich Village
- Court Lane is not situated in a parking zone
- Court Lane is primarily residential but does also include a main park entrance for Dulwich Park



Investigation and conclusions

- Officers met with Ward Cllrs on 30th July 2020 to determine proposals.
- The measure has been proposed with consideration to the permeable road closure on Court Lane and Calton Avenue at the junction with Dulwich Village.

Feedback from Stakeholders

Comments	Local councillors have requested for disabled bays to be introduced in the area to improve access to Dulwich Park and local shops
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Recommendation

It is recommended that a disabled bay is introduced on Court Lane to improve disabled access to Dulwich Park.

We will be exploring other opportunities in this area to increase disabled bay parking capacity and improve access to Dulwich Park.

This proposal is subject to Experimental Traffic Management Order (ETMO). As such consultation and feedback will be considered during the period of the order and a decision made on whether the order is to be made permanent, amended or rescinded after a period, normally six to twelve months. The maximum time an experimental order can be in place is eighteen months

A detailed design drawing of the proposal is provided within this document.

Audit trail

Reference	5
Report author	RG
Ward members notified	30/07/2020

