

Dulwich Community Council

~ Please note ~

A community safety surgery will be held at 6.30pm prior to the meeting, come along and speak to community safety wardens and safer neighbourhood teams

Wednesday 10 November 2010

7.00 pm

Christ Church, 263 Barry Road, London SE22 0JT

Membership

Councillor James Barber (Chair)
Councillor Helen Hayes (Vice-Chair)
Councillor Robin Crookshank Hilton
Councillor Toby Eckersley
Councillor Jonathan Mitchell
Councillor Michael Mitchell
Councillor Lewis Robinson
Councillor Rosie Shimell
Councillor Andy Simmons

Members of the committee are summoned to attend this meeting

Annie Shepperd

Chief Executive

Date: 2 November 2010



Order of Business

Item No.	Title	Time
1.	INTRODUCTION AND WELCOME [CHAIR]	
2.	APOLOGIES	

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

The Chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

Members are asked to declare any interest or dispensation and the nature of that interest or dispensation which they may have in any of the items under consideration at this meeting.

5. MINUTES FROM THE PREVIOUS MEETING (Pages 4 - 15)

To confirm as a correct record the minutes of the meeting held on 16 September 2010.

MAIN BUSINESS

6. COMMUNITY SAFETY UPDATES 7:10

To note the Safer Neighbourhoods teams priorities discussed at the Police ward panel meetings.

7. DEPUTATIONS/PETITIONS (IF ANY) 7:20

The following deputation request has been received concerning traffic issues arising out of the 20mph zone in Red Post Hill SE24 (the upper part).

The deputees overall strongly support taking alternative steps to achieve the objectives of 20mph zone and broadly support the double yellow lines proposed at the top of Red Post Hill, SE24.

8. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS (Page 16) 7:30

- A brief announcement from the chair about the NHS Southwark's consultation last year on Transforming Southwark's NHS (National Health Service). Further information will be available at the meeting.
- Short presentation on Rosebery Lodge (Dulwich Society)

9. A FAIRER FUTURE FOR ALL IN SOUTHWARK 7:35

A cabinet member to brief on the budget consultation process.

- 10. HOLMDENE AVENUE - 2ND STAGE CONTROLLED PARKING ZONE (CPZ) CONSULTATION RESULTS** (Pages 17 - 36) 8.35

- 11. PUBLIC QUESTION TIME** (Page 37) 8:45

Please submit your written questions to the Neighbourhood Co-ordinator or Constitutional Officer.

- 12. LOCAL PARKING AMENDMENT - RED POST HILL** (Pages 38 - 46) 8:55

Executive Function

Members to consider the proposed 'at any time' parking restrictions.

- 13. COMMUNITY COUNCILS HIGHWAYS AND LIGHTING CAPITAL INVESTMENT 2010-11** (Pages 47 - 50) 9:05

Executive Function

To agree the works to be funded from the proposed schemes in the Dulwich community council area as set out in appendix A.

- 14. REALLOCATION OF THE CLEANER GREENER SAFER FUNDING 2010 -2011** 9:10

Executive function

That Dulwich Community Council consider the officer's recommendation to approve the reallocation of available monies within the programme (report to follow).

- 15. EXCLUSION OF PRESS AND PUBLIC**

That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1 and 2, Access to Information Procedure rules of the Constitution.

- 16. LEA SCHOOL GOVERNOR APPOINTMENTS** 9.20

Executive Function

To consider the appointments from the Governor Development as set out in the closed agenda to serve as local authority school governors.

DATE OF DESPATCH: 2 NOVEMBER 2010

Dulwich Community Council

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Bi o ba nfe àlàyé kíkún l'ori awon Ìgbimò Àwùjo ti a se ayipada si ede abíníbí re, jọwọ tẹ wa l'aago si ori nombá yi i : 020 7525 7234 tabi ki o yo ju si awon òṣiṣé òsísé ni ojúlé 160 Tooley Street , London SE1 2TZ .

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INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Beverley Olamijulo, Constitutional Officer, Tel: 020 7525 7234 or email: beverley.olamijulo@southwark.gov.uk
Website: www.southwark.gov.uk

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If you are a resident of the borough and have paid someone to look after your children or an elderly or disabled dependant, so that you can attend this meeting, you may claim an allowance from the council. Please collect a claim form from the Constitutional Officer at the meeting.

DEPUTATIONS

Deputations provide the opportunity for a group of people who are resident or working in the borough to make a formal representation of their views at the meeting. Deputations have to be regarding an issue within the direct responsibility of the Council. For further information on deputations, please contact the Constitutional Officer.

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DULWICH COMMUNITY COUNCIL

MINUTES of the Dulwich Community Council held on Thursday 16 September 2010 at 7.00 pm at East Dulwich United Reformed Church, East Dulwich Grove, London SE22 8RH

PRESENT: Councillor James Barber (Chair)
Councillor Helen Hayes (Vice Chair)
Councillor Robin Crookshank Hilton
Councillor Toby Eckersley
Councillor Jonathan Mitchell
Councillor Michael Mitchell
Councillor Lewis Robinson
Councillor Rosie Shimell
Councillor Andy Simmons

OTHER MEMBERS

PRESENT: Councillor Dora Dixon Fyle

1. INTRODUCTION AND WELCOME

The chair welcomed members of the public, councillors and officers to the community council meeting.

2. APOLOGIES

There were no apologies.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

None were disclosed.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The Chair agreed to accept item 16, Community Councils Highways and Lighting Capital Investment 2010 - 2011 as urgent business in order to consider this item in conjunction with the theme of the meeting which was

transport and road safety issues. The reason for delay in placing it on the agenda was that the engineers were awaiting the results from the borough-wide condition surveys.

5. MINUTES FROM THE PREVIOUS MEETING

The Minutes of the Dulwich Community Council held on 22 June 2010 were approved as an correct record of the meeting and signed by the Chair subject to the following amendment:

That item 6, concerning the deputation request on Croxted Road parking issues should refer to the spokesperson, as a Lambeth resident representing both Southwark and Lambeth residents.

6. DEPUTATIONS

The community council heard the deputation from spokesperson, Halina Ward representing residents of Casino Estate on Red Post Hill to address issues of excessive traffic noise and vibration in the upper part of Red Post Hill.

The spokesperson outlined:

Since the introduction of speed humps as part of the implementation of the 20mph zone there are a number of the traffic calming features situated on Red Post Hill between its junctions with Sunray Avenue and Herne Hill that had been incorrectly positioned.

Members heard that simply moving the relevant traffic calming features to their correct positions in those cases where these were clear would not address residents' concerns to minimise nuisance from noise and vibration whilst achieving overall safety objectives.

The deputation highlighted the following proposals:

1. To ask officers to ensure that, contrary to a report in a local newspaper, none of the incorrectly positioned traffic calming features in Red Post Hill would be moved before the next Dulwich Community Council (DCC) in November 2010, so as to allow time for residents to discuss possible alternative approaches to the current arrangements and for necessary data collection on the impacts and effectiveness of the existing traffic calming features to take place.
2. To receive advice, including insights from residents' own consultations on alternative means of securing effective respect for a 20mph speed limit and for integrating consideration of measures to deal with congestion in the upper part of Red Post Hill (currently under consultation with frontagers and due for report at the next DCC in

November) with those to deal with speeding problems.

3. To request officers to install noise and vibration monitoring equipment in homes adjacent to speed cushions and the raised pedestrian crossing, where requested and/or consented to by residents, so as to clarify noise and vibration levels and to share results with affected residents in a timely manner prior to the next DCC Council so that resident discussion of alternatives could be informed by the data.
4. To request officers to share with Dulwich C Members and with residents existing traffic survey data relating to the part of Red Post Hill between the junction of Sunray Avenue and Herne Hill, including any baseline(s) of traffic volumes, types, and speeds prior to the implementation of the North Dulwich 20mph zone.
5. To order a post traffic calming? survey of speeds, volumes and types of traffic in that same area of Red Post Hill.
6. Request that the data should be disaggregated for different times of the day and night so as to account for Red Post Hill's intermittent congestion problems, and ask officers to carry out the survey with all possible haste so as to allow for proper consideration of the findings in advance of the November Community Council meeting.
7. To write to TfL (Transport for London) to ask that they clarify the timetable for removing double-deckers from the 42 bus route. Also reinstate single-deckers and consider issues raised by the deputation presented at community council on 16 Sep 2010 to the next meeting in Nov 2010.

Following the completion by officers of the post-20mph zone speed and traffic volume survey in the part of Red Post Hill between Sunray Avenue and Herne Hill, the deputation requests that the Chair of Dulwich community council undertake the following:

- a) write to TfL to ask drivers on the P4 and 42 bus routes to respect the 20mph speed limit in the North Dulwich 20mph zone, and
- b) request Village Safer Neighbourhood Team to carry out speed-gun spot-checks on speeding cars in the relevant part of Red Post Hill.

AGREED:

DCC requested a report back from Officers at the next community council in regard to all of the options given above.

7. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS

Dulwich Community Council noted the following community announcements:

1. Dulwich Leisure Centre memories campaign for the re-opening of Dulwich Leisure Centre - September 2010. This was to ask people to highlight any historical and interesting things to say about the swimming baths, contact: Julie Vindis Investing in Leisure Programme at Southwark Council.
<http://www.southwark.gov.uk/InvestingInLeisure>
2. A representative from the Volunteers Centre Southwark gave an announcement about the Active Citizens Awards which took place on 24 September 2010.
3. Dulwich Helpline agreed to give a presentation at a future community council meeting.
4. Officers from the markets and street trading unit intend to commence a consultation regarding North Cross Road Street market. They would be consulting on a) to keep the market the same, b) expand the number of stalls on the market on weekends and c) to open market on the weekends. Officers were available at the meeting to discuss with residents.
5. Representatives from the Dulwich Islamic Centre were present to give feedback on the recent Eid Festival which took place at Dulwich Park.

8. UPDATES ON MATTERS RAISED AT PREVIOUS MEETINGS

Dulwich Community Council notes the updates provided by officers which were raised at the previous meeting:

- Road safety issues along Red Post Hill
- Croxted Road parking issues – initial first stage consultation
- Update on the resurfacing of Gallery Road, including update around parking issues
- Holmdene Avenue – 2nd stage CPZ consultation

A copy of this document is appended to the Minutes.

9. FAIRER FOR ALL IN SOUTHWARK

Councillor Dora Dixon Fyle, Cabinet Member for health and adult social care presented the item a Fairer Future for All in Southwark where she outlined this will be the first of three visits to talk about the framework of the budget, setting out the process, setting out the timescales for consultation and decision.

Councillor Dixon Fyle explained that the council need to engage with members of the community, as there were huge challenges ahead as local government are expected to receive a 25% cut in funding from central government but the council would know more following the announcement of the Comprehensive Spending Review on 20 October 2010. The council has already had to make £5 million worth of cuts in 2010/11.

Councillor Dixon Fyle stated that it was important to note the cuts were likely to be quite significant in the voluntary sector. The council will continue to work together with communities, voluntary sector and other services as well as protecting the most vulnerable residents. Cabinet members have agreed seven budget principles which will underpin the council's next budget.

Comments and questions were taken from the floor about the cuts coming from the coalition government and what the cabinet was doing to keep the community engaged.

It was noted that Members of the cabinet would visit community councils again in November 2010 where residents would be invited to get involved in the process and make suggestions on how to deliver services and where improvements could be made.

There would be other opportunities for residents to get involved via the council website, Southwark Life and by speaking to their local ward councillor.

10. PRESENTATION ON STREET LEADERS FROM OFFICERS IN ENVIRONMENT & HOUSING

Dave Taylor, StreetLeader Co-ordinator was present to talk about the Street Leaders scheme and how residents could get involved. The Street Leaders programme is an active citizen scheme consisting of local volunteers focusing on reporting and helping to resolve local environmental issues. For example, conducting visual audits, reporting issues to the council and removing graffiti. Dave explained that the scheme was initially launched in 2003 but has recently been revived to attract more volunteers to become street leaders.

There is also a junior street leader scheme which was piloted in 2004 which currently has 2000 street leaders across the borough. The junior Street Leader also conduct visual audits and report to a senior Street Leader.

A local street leader who covers Burbage Road was present at the meeting to explain that she has been a street leader for four years. Any concerns are run through the council via the website, email or phone she feels her role is an important one because residents feel they have a voice.

The kind of things that get reported are dead foxes, general street clean, issue with traders and signs that have gone missing. As a result the street is cleaner, greener and safer. The time spent on this is at least two hours a month depending on the number of people reporting

The Chair thanked the representatives for their presentation.

11. COMMUNITY SAFETY UPDATE

Sgt Warran conveyed his apologies to the meeting.

The Community Council noted the safer neighbourhood teams ward priorities for the Dulwich area:

Priorities for Village Ward:

- Robbery youth violence
- Motor vehicle crime
- Anti-social behaviour across the borough.

- 36 offences were reported in July which the SNT consider high and as a result increased patrols around Dulwich Park in conjunction with the wardens during the day and mostly at weekends. Offences dropped drop to six during the month of August.
- Two PCSOs detained a suspect who was identified as committing various robberies in the area
- Other reported offences were twenty two incidents of motor vehicle crime which range from stealing to damaging vehicles.
- There were seven cycle thefts and nine assaults.

The next ward panel meeting was on 22 September 2010 at St Barnabus Church.

Priorities for College

- Anti-social behaviour – Lordship Lane Estate and Croxted Rd Estate
- Illegal raves taking place in the Woods
- Dangerous dogs seized

A local resident asked for a night patrol police car between the hours of 10pm until 11pm as large groups of young people were gathering around

College ward. The Police agreed to relay this to Sgt Warran.

The next ward panel was on the 10 October 2010 on the Croxted Road Estate.

Priorities for East Dulwich SNT

- Burglary – there has been a 44% reduction in burglary. People were urged to display their neighbourhood watch scheme stickers to deter potential burglaries
- Motor vehicle crime – 11 offences of motor vehicle crime were reported however these could be higher as some go unreported
- Robbery – 5 robberies were reported over a 3 month period - none of these were considered violent (i.e. no weapons used)
- Youth engagement – longer term priority

To view full list of priorities for the three neighbourhood teams please go to: <http://www.met.police.uk/teams/southwark>

12. TRANSPORT PROJECTS PROGRAMME 2011 - 2012 (TRANSPORT PLANNING POLICY)

Summary of presentation

Barbara Selby, Head of Transport Planning explained the funding process would be much simpler than the previous local implementation plan (Lip) approved in 2006. The Mayor's Strategy would be a five year transport plan involving various local schemes being put forward for funding. Transport for London (TfL) had provided an indicative sum (costing scheme) so there was no way of knowing what schemes will be funded.

Types of schemes which would receive funding are:

- Simple infrastructure – to use in a more sustainable manner
- Approve traffic flows
- Improving journey times for buses and smarter travel (School Travel plan – school initiative)
- Looking at data – i.e. collisions, improving accessibility for buses /cycling and identifying clusters or hotspots.

The schemes which have been identified as having priority are those roads with the highest number of collisions or improving school travel for children. Other schemes will include:

- Upgrading the existing Pelican crossings
- Goose Green Primary School – improve bus stops and crossing within that locality
- Paxton Green – improve pedestrian crossing facilities, review roundabout, reduce speed etc. (this scheme is going forward to TfL for next year)
- Electric vehicle points, cycle training (part of the Mayor for London's hire scheme)
- 20mph zones, key walking routes and dropped kerbs near local shops.

Cllr Toby Eckersley stressed that high priority should be given to the extension of the 42 bus route which has been a long standing issue in the area.

Cllr Robin Crookshank Hilton asked if it were possible to install a bus terminus within the grounds of Dulwich Community Hospital. Barbara Selby agreed to speak to the planning officers about this.

AGREED:

DCC asked for a written report back at the next community council on the funds allocated for 20mph zones in the DCC area.

13. SOAP BOX SESSION - PUBLIC QUESTION / ANSWER TIME

The community council received two soap box questions/comments from Kenneth Hoole concerning:

1. Further information on Southwark Council's case in the High Court regarding allegations of illegal tipping in a Southwark Cemetery. Also what the Council are doing to prevent future illegal tipping taking place in Camberwell old cemetery and Camberwell new cemetery.

AGREED:

That the above question should be referred to Environment and Housing for a response.

2. The Government's White Paper - proposing fundamental changes to the National Health Service. Ken attended a meeting with the general practitioners committee of the British Medical Association where the above paper was discussed. The consultation period ends on 6 October 2010 which gives little time for Southwark to consult on the proposals.

AGREED:

DCC asks for a delay in the consultation period.

14. LOCAL PARKING AMENDMENTS - DULWICH COMMUNITY COUNCIL

EXECUTIVE FUNCTION

AGREED:

The following local parking schemes were approved as set out in the report subject to the outcome of any necessary statutory procedures:

- Lyall Avenue (1011Q2006)
- Heber Road (1011Q2024)

15. LEA SCHOOL GOVERNOR APPOINTMENTS (CLOSED AGENDA)

RESOLVED:

That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1 and 2, Access to Information Procedure rules of the Constitution.

AGREED:

DCC agreed that Edward Fenton be re-appointed as a LA governor representative at Goose Green Primary School.

16. LATE ITEM - HIGHWAYS AND LIGHTING CAPITAL INVESTMENT

EXECUTIVE FUNCTION

AGREED:

Officers agreed that a revised list of the highways and lighting schemes for Dulwich Community Council be presented to DCC at a future meeting giving particular regard to the roads suggested by local Councillors in order of priority and breakdown of costing for each scheme.

The meeting ended at 10.00pm

CHAIR:

DATED:

Dulwich Community Council
Feedback
16/9/10

1. Road safety issues along Red Post Hill.

- As a result of concerns raised about absence of parking restrictions near junction with Herne Hill and bus delay, proposals have been prepared for local waiting restrictions (double yellow lines). *The issues were raised during the 1st stage CPZ consultation and other correspondence.*
- Normally network issues such as this would not be consulted upon but on this occasion, affected frontages have been written to.
- Consultation ends Friday 24 September 2010.
- Final design to be reported and approved by Dulwich Community Council in November.
- Any approved restrictions subject to statutory consultation.
- Any approved restrictions expected to go-live in January 2011.

2. Croxted Road parking issues - initial first stage consultation.

- The network development team had a two year programme approved at the beginning of the financial year by the cabinet member. The programme is reviewed on an annual basis.
- The programme does not include plans or funding for consultation in Croxted Road on a possible CPZ extension.
- Officers are aware that Lambeth are considering consulting on a CPZ on their side of Croxted Road, although this has not yet been approved with their members.
- Southwark officers have asked in writing to be updated on any development of this zone as it is recognised that should Lambeth residents support the CPZ it is likely to have impact upon Southwark residents.

3. Update on the resurfacing of Gallery Road, including update around parking issues.

Proposed works / comments:

Scheme components have been agreed in discussions with interest groups over the past two years and comprise:

- Carriageway resurfacing and regulating course.
- Footway DBM resurfacing (basically replacing like with like) but with a continuous kerb as opposed to the current intermittent kerb. There have been strong statements in favour of DBM rather than modular paving by Councillors, the Dulwich Society, Dulwich Estates, the Gallery, the Tennis Club. Given the character of Gallery Road we support this view.

- A small lay by near the Gallery as requested by the Gallery. A Traffic Order is required.
- Representations were made by the Dulwich Society for a dedicated cycle lane on the western footway. This was not considered viable due to width restrictions and safety issues at the access to the restaurant. Instead a section of the footway north of the restaurant access (thus avoiding conflict) to a point south of the roundabout with Burbage Road will be converted to a shared / non segregated footway / cycle facility. A Traffic Order is required.
- A raised pedestrian crossing as shown on the plan. A Traffic Order is required.

Implementation Programme:

The start date has been delayed to allow for the completion of the Bel Air car park project. The following programmes of work have been agreed with the Contractor:

- Kerb installation starting 11/10/2010 on the eastern footway at the Dulwich Village. In order to minimise disruption we propose that the kerbs will be installed and footway resurfaced in sections moving progressively along the eastern footway and then returning in the reverse direction on the western footway. It is anticipated that this will require 6 weeks.
- After completion of the footways and the new road profile established the resurfacing will commence. It is anticipated, weather permitting, that this will require 2 weeks but again will be done in sections to maintain traffic movement.

Advance Notification: Advance notification letters will be issued to Councillors on 22/09 and to adjacent land uses on 29/09. Note: there are no residents. Letters will be addressed to interest groups and activities located along Gallery Road, eg Gallery, prep school, etc.

Section 58: In place for scheme.

4. Holmdene Avenue – 2nd stage CPZ consultation.

- Currently at 2nd stage consultation.
- Consultation ends Friday 24 September 2010.
- Results and final design to be reported and approved by DCC in November.
- Expected to go-live in January 2011.

TRANSFORMING DULWICH'S NHS

Come and find out about local health issues

We want to hear your views, so book to attend and find out what's happening in your area:

Transforming Dulwich's NHS

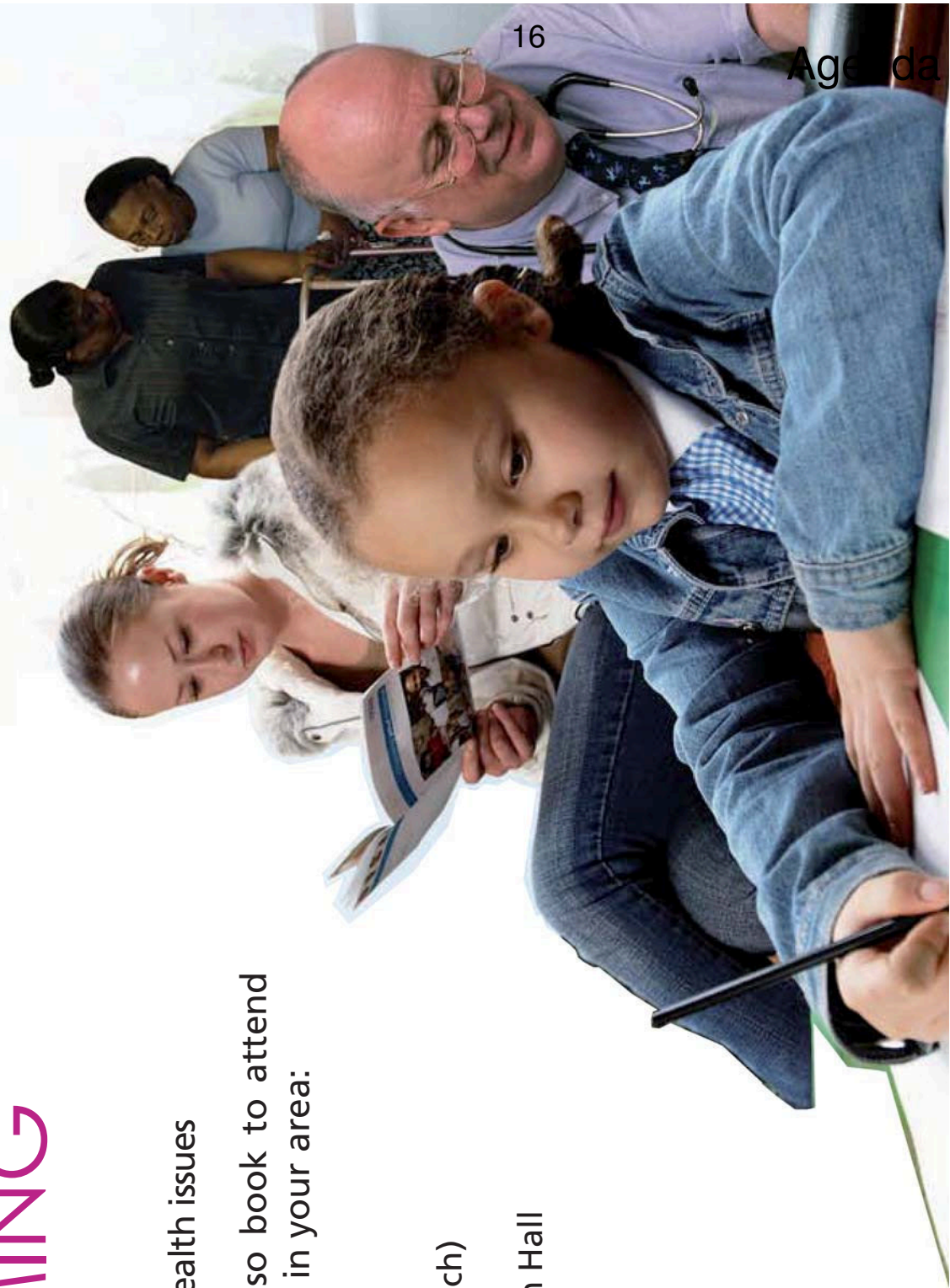
Saturday 27 November 2010
10.30am to 2pm (followed by lunch)

Dulwich United Reformed Church Hall
East Dulwich Grove
East Dulwich
London
SE22 8RH

To book, please contact the
Public Involvement Team

✉ ppi@southwarkpct.nhs.uk

☎ 020 7525 7888



Item No.	Classification: Open	Date: 10/11/10	Meeting Name: Dulwich Community Council
Report title:		Holmdene Avenue – 2 nd stage controlled parking zone consultation	
Ward(s) or groups affected:		Village Ward	
From:		Senior Engineer, Network Development	

RECOMMENDATION(S)

1. Notes the results of the Holmdene Avenue 2nd stage controlled parking zone (CPZ) consultation.
2. Approves the parking layout for Holmdene Avenue (as an extension of Herne Hill CPZ), as detailed in appendix 1, subject to the outcome of any necessary statutory procedures.

BACKGROUND INFORMATION

3. This report draws upon the detailed analysis of the Holmdene Avenue, 2nd stage proposed parking layout consultation, government legislation, parking enforcement experience, good parking practice, financial considerations and upholds the Council's overall policies on parking contained in the Parking and Enforcement Plan (PEP).
4. A first stage (in principal) CPZ consultation and study was carried out in November and December 2009 (see background documents). Residents and businesses were consulted on parking in North Dulwich, primarily if they supported the introduction of a CPZ.
5. A draft report of the first stage CPZ study was presented to the community council on 25 March 2010¹. The final report, incorporating final representations, was approved by way of a key decision in April 2010 by the Strategic Director of Environment and Housing. This decision approved the implementation of a CPZ in Holmdene Avenue subject to a 2nd stage (detailed design) consultation.
6. During August and September 2010, residents and businesses were consulted on a proposed parking layout in Holmdene Avenue, primarily if they supported the proposed type and position of the parking places.
7. A consultation pack (appendix 2) incorporating a background document, initial design and questionnaire was hand delivered, on 27th August 2010, to every property within the consultation area. The total distribution of the document was 223.
8. Additionally, key stakeholders (appendix 3) were written to and given opportunity to comment.

¹ <http://moderngov.southwarksites.com/ieListDocuments.aspx?CId=176&MId=2978&Ver=4>

9. The pack also included a freepost envelope to return completed questionnaires to the council. Recipients of the pack were also given a website address to complete the questionnaire online. It is noted that this was the first time an online CPZ consultation has been carried out in Southwark.
10. Street notices were erected in Holmdene Avenue, Herne Hill and Half Moon Lane on 1 September 2010. The notice provided contact details (telephone and email) for more detail on the consultation and advice of what to do if you had not received a consultation pack.
11. Consultation commenced on August 27 2010. The last date for responses was detailed as 24 September 2010. Officers accepted and inputted late responses up to 30 September 2010.

KEY ISSUES FOR CONSIDERATION

12. The following paragraphs (12 to 33) provide a summary of the key consultation results. Appendix 4 contains the detailed results.

Summary of response rate

13. Figure 1 shows that the consultation yielded 85 returned questionnaires, representing a 38% response rate. This is a much higher response rate than other, similar consultations in Southwark and also across London. Of these, 60 questionnaires were returned by post and 25 questionnaires were completed online.

Street	Delivered	Returned	Response rate	Phone	Email / letter	Total response to consultation
Holmdene Avenue	199	78	39.2%	2		80
Half Moon Lane	11	5	45.5%		1	6
Herne Hill	13	1	7.7%			1
Unknown		1			1	2
TOTAL	223	85	38%	2	2	89

Figure 1

14. Officers noted that six residents submitted their questionnaire by both post and online. These have not been omitted from the overall response but are not considered to have had an effect upon the result.

Question 1: Are you a resident or business.

15. Evaluation of question 1 shows that 95% of responses were received from residential properties, 4% of responses were received from businesses (on Half Moon Lane) and 1% replied that they were both a residential and business address.

Question 2: do you agree with the proposed layout of the parking bays?

16. Question 2 aimed to understand if recipients supported the proposed arrangement of parking bays and (because, in a CPZ, all kerb space must be marked with either a bay or a waiting restriction) yellow lines.
17. Figure 2 demonstrates that the majority (70%) of respondents were in favour of the layout.

Do you agree with the proposed layout of the parking bays?




		Response Percent	Response Count
Yes		69.5%	57
No		26.8%	22
Undecided		3.7%	3
		answered question	82
		skipped question	3

Figure 2

Question 3: If you answered no (to the proposed layout) please suggest how we could improve the layout?

18. Question 3 aimed to understand how the proposed arrangement of parking bays and yellow lines could be improved, if respondents were not in favour of the initial, proposed layout.
19. Local residents and businesses' knowledge of the demand for parking provide considerable assistance in finishing the layout for a CPZ.
20. The response field to this question was open-ended and so any comment could be made here. The comments have been categorised and summarised in Figure 3 alongside a response from officers.
21. Only 18 out of the 22 respondents (who were not in favour of the proposed layout) chose to respond to this question.

Comment on layout	Questionnaire	Other method (Email, phone, letter)	Officer response
Detailed design	4	1	All detail design comments have been taken into consideration
Against principal of CPZ	11	2	Whilst not an aspect of this consultation, the 1 st stage consultation indicated that 74% of respondents in Holmdene Avenue were in favour of parking controls.
Other	3	1	Comments noted

Figure 3

22. As can be seen from Figure 3 the majority (61%) of those who did not support the proposed layout used this section to comment that they were against the principal of the CPZ. However, this was not an aspect of this stage 2 consultation.
23. Comments about the layout (categorised as detailed design) have been considered and the final, recommended parking layout (appendix 1) accommodates these (where feasible). This includes agreeing to the "swapping" of the loading and short-stay bays at the southern end of Holmdene Avenue.

Question 4: Do you agree with the proposed type of parking bays? (eg. permit holders, loading, shared-use)?

24. Question 4 aimed to understand if the proposed type of the parking bays was appropriate.
25. The council can install a variety of different types of parking bay (limited only by the regulations prescribed by the Department for Transport). The type of bays initially proposed for Holmdene Avenue and Half Moon Lane reflect those already in operation in Herne Hill CPZ.
26. Figure 4 demonstrates that the majority (66%) of respondents were in favour of proposed type of parking bays. 31% did not agree with the proposed type and their reasons are considered in Question 5.

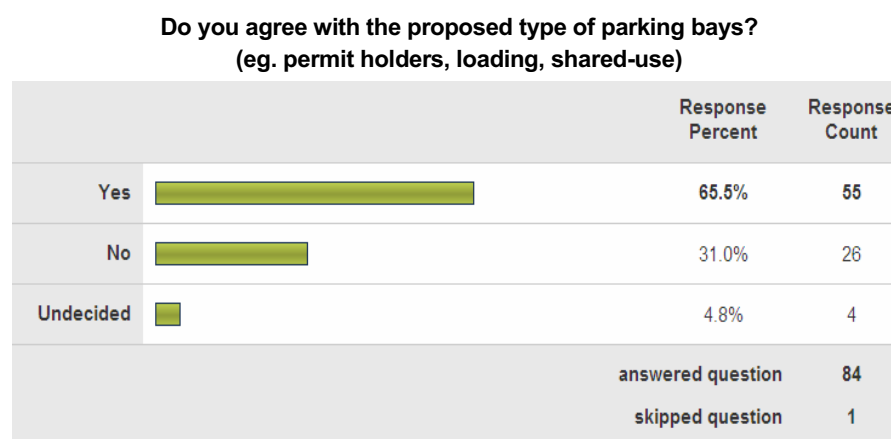


Figure 4

Question 5: If you answered no (to the proposed type) please suggest what type of bay you think there should be more of?

27. Question 5 aimed to understand how the proposed type of parking bays could be improved.
28. As mentioned in paragraph 24, there are a number of different types of parking bay that the council can install. It should be noted that the initial design designated parking bays along all lengths of (safe) available kerb-space, therefore any increase in one type of parking bay would be at the loss of another type.
29. Only 10 responses to this question were received, the largest proportion (50%) of whom thought that more shared-use should be supplied.
30. As with question 3, comments about the type of bay have been considered and the final, recommended parking layout (appendix 1) accommodates these (where feasible).

Question 6: Do you have any further comments regarding the proposed layout? Are there any specific bays that you think necessary?

31. Finally, other comments were sought regarding the proposed layout.
32. The response field to this question was open-ended and so any comment could be made here. The 47 additional comments have been categorised and summarised in Figure 5 alongside a response from officers.

Comment	Number	Officer response
Revenue making scheme / cost of permits	12	<p>Legislation ring-fences the parking account which means that it cannot be subsidised from any other revenue sources. Legal restrictions also limit what parking revenue can be spent upon.</p> <p>Each council is also obliged to publish its parking income and expenditure on an annual basis. In summary, income from CPZs goes into the costs of implementing, enforcing and maintaining parking within Southwark.</p> <p>The cost of a permit reflects the cost of the service and is standard across the borough, set on annual basis by the Council Assembly. This study does not provide opportunity to amend any of the council's parking charges.</p> <p>Any parking surplus is spent on road safety (including school crossing patrols), nuisance/abandoned vehicles, network management and road maintenance.</p>
Supports CPZ / urgency to implement	8	Comments noted.
Against principal of CPZ	8	Whilst not an aspect of this consultation, the 1 st stage consultation indicated that 74% of respondents in Holmdene Avenue were in favour of parking controls.
Detailed design	9	All detailed design comments have been taken into consideration.
Additional street furniture concerns	4	All new signs will be erected on lamp columns, where a new post is required, these will be situated on small posts at the back of the footway and, wherever possible, on property boundary lines.
Suggested different controlled hours	3	As the CPZ is an extension of an existing zone, the hours will be consistent with the Herne Hill (HH) CPZ
Free bay on Half Moon Lane	3	Support for the parking bay is noted.
Parking problem is in the evening	2	Comments noted.
Condition of the footway/carriageway	1	Comment passed to highways maintenance business unit.

Figure 5

Comment by key stakeholders

33. None received.

POLICY IMPLICATIONS

34. The recommendations contained within this report are consistent with the policies of the PEP and the council's overall transport strategy, the Local Implementation Plan (LIP).

COMMUNITY IMPACT STATEMENT

35. The implementation and operation of the CPZ contributes to an improved

environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic levels.

36. The consultation leaflet met communication guidance with a languages page with advice of how to access the council's translation services. Large format leaflets were available for those with visual impairment.
37. The policies within the Parking and Enforcement Plan are upheld within this report and have been subject to an Equality Impact Assessment (EqIA).

RESOURCE IMPLICATIONS

38. The completion of the study and the implementation of recommendations identified in this report will be approximately £18,000 which will be funded through capital provisions already established for this purpose.
39. Cost code for CPZ Reviews is L-5110-0042. Out of the original provision of £506,000, £418,000 remains uncommitted before the spend identified in this report.
40. Parking operational (enforcement and cash collection) costs will be incorporated into the existing parking enforcement contract.
41. Annual permit and pay and display income is expected to be low, due to the CPZ operating only for 2 hours per day.

CONSULTATION

42. Informal consultation is summarised, above, in Background Information.
43. The report will be presented to Dulwich Community Council on November 10 2010.
44. Should the community council approve the layout, statutory consultation will take place as part of the making of the traffic management order. A proposal notice will be erected in proximity to the site location and a press notice will be published in the Southwark News and London Gazette. If there are objections a further report will be re-submitted to the community council for determination.
45. The road network and parking manager has been consulted on the proposals and has no objections.
46. No consultation or comment has been sought from the borough solicitor & secretary or the chief finance officer.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Finance Director (Env/ET)

47. There is sufficient provision in the recently approved capital programme to absorb the proposed costs of implementation and consultation, estimated to be around £18,000. The expenditure against this allocation will be monitored and reported on as part of the overall Capital Programme

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Parking and Enforcement Plan	Network development, Environment and Housing Department	Tim Walker 020 7525 2021
North Dulwich 1 st stage CPZ key decision report	Network development, Environment and Housing Department	Tim Walker 020 7525 2021
North Dulwich 1 st stage CPZ consultation report	Network development, Environment and Housing Department	Tim Walker 020 7525 2021

APPENDICES

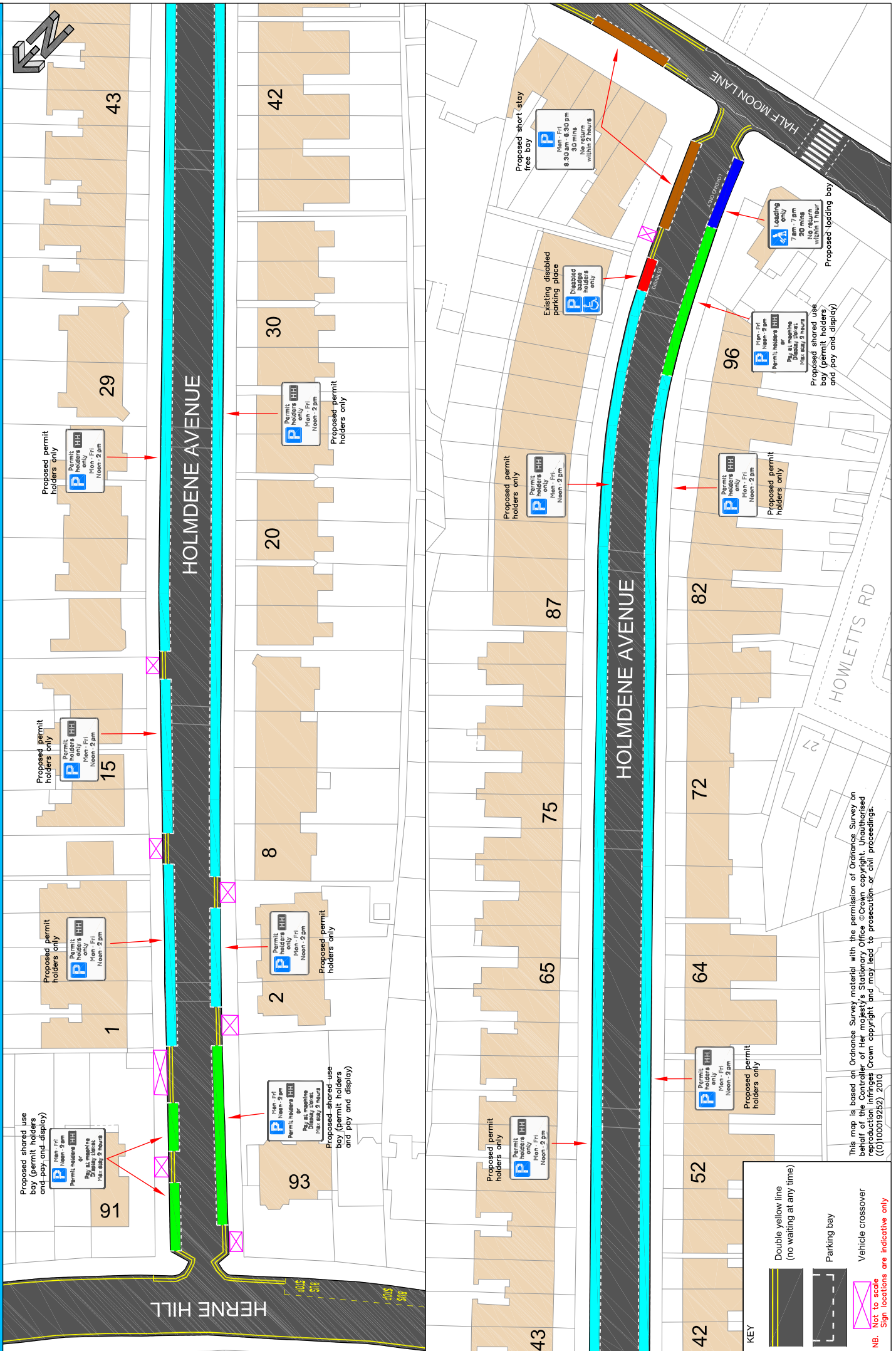
No.	Title
Appendix 1	Recommended detailed design parking layout
Appendix 2	Consultation pack
Appendix 3	List of key stakeholders
Appendix 4	Detail of consultation results

AUDIT TRAIL

Lead Officer	Tim Walker		
Report Author	Paul Gellard		
Version	1.0 Final		
Dated	October 29 2010		
Key Decision?	No	If yes, date appeared on forward plan	n/a
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments Sought	Comments included	
Strategic Director for Legal and Democratic Services	Yes	No	
Finance Director	Yes	No	
Parking operations and development manager	No	No	
Network manager	Yes	No	
Parking and network management business unit manager	Yes	No	
Cabinet Member	No	No	
Date final report sent to Constitutional Support Services			October 29 2010

HOLMDENE AVENUE PROPOSED PARKING LAYOUT

APPENDIX 1



What will parking controls mean for me?

Controls will make it easier for you to find a parking space in your area if you have a permit. As legislation requires CPZ schemes to be self-financing this means that it is not possible to introduce, enforce or maintain a CPZ without making a charge for permits. If there is a surplus, it can only be spent on parking and transport related improvements.

Type of permit	1 month	3 months	6 months	12 months
Resident Permits	£13.60	£33.34	£52.25	£99.30
Business Permits	N/A	£107.88	£206.88	£401.28
There is a 75% discount for residents with an alternative fuel vehicle or a solo motorcycle				
Visitor vouchers	10 all-day vouchers (first book per year) £15			
Pay and display ticket	10 all-day vouchers (additional books per year) £35			
	1 hour £2.40			

How can I have my say?

It is very important that this consultation accurately reflects the views of residents and businesses. We won't know what you think unless you tell us.

It is also important that you complete the questionnaire even if you do not own a vehicle, as parking controls may affect your visitors.

You should complete and return the questionnaire in the enclosed Freepost envelope. Alternatively, you can complete the consultation online www.surveymonkey.com/s/holmdene

Consultation closes: Friday 24 September 2010

If you have any questions about the project you can phone us on 020 7525 2021 or email parkingreview@southwark.gov.uk

What happens next?

Once we have taken into consideration the results of the consultation, a final design will be presented to Dulwich Community Council in November before the scheme is implemented in January 2011. We will write to you before the CPZ becomes operational to give further detail of exactly when and what you need to do.

As you will appreciate, Southwark Council receives many comments from consultations and we are therefore unable to respond personally to each returned questionnaire. However all comments and suggestions will be taken into consideration before a final decision is made.

For further information on the background to this project, how and where to park in Southwark or permits please visit www.southwark.gov.uk/parking

To arrange a translation of this leaflet please take it to:

**One Stop Shop – 122 Peckham Hill Street, London SE15, or
One Stop Shop – 151 Walworth Road, London SE17, or
One Stop Shop – 17 Spa Road, London SE16, or
Southwark Town Hall – Peckham Road, London SE5.**

التريب ترجمه هذه الكرسية خذها رجاء الى أحد العنبرين التاليين:
Para obtener una traducción de este folleto, llévelo a:
Bu broşürün tercüme edilmesini düzenlemek için lütfen onu aşağıdaki yerlerden birine götürün:
Đề có bản dịch tiếng Việt, hãy mang tờ rơi này đến cửa hàng:
Pour une traduction de ce dépliant, présentez-le à l'un des guichets uniques suivants :
এই পত্রিকাটির (সিক্সশটের) একটি অন্বাদনের ব্যাচালান করতে যান নানা-করে এটি এখানে নিচে যান:
為獲取此單張的翻譯版本，請將單張帶到以下一站式辦事處。



Holmdene Avenue

2nd stage consultation - proposed parking layout

27 August 2010

Dear resident, business owner/occupier,

Southwark Council is committed to effective on-street parking for residents, businesses and visitors to the borough.

Background

In response to feedback from residents, the council carried out a 1st stage parking consultation in your area in November 2009. We asked if you experienced any parking problems, when they occurred and what you would like the council to do. We also carried out parking occupancy surveys to better understand the parking patterns in the area.

Public consultation with residents, businesses and the community council demonstrated the majority of respondents in Holmdene Avenue were in favour of the introduction of a controlled parking zone (CPZ).

In April 2010, the council approved the extension of the existing Herne Hill (HH) controlled parking zone (CPZ) to Holmdene Avenue, subject to the outcome of this 2nd stage (detailed design) consultation.

What are we consulting upon?

We want to know if you agree with our proposed parking layout (ie the type and position of parking bays).

We have looked at the results of both the consultation and our parking surveys and produced a preliminary design for Holmdene Avenue that we believe will improve parking in your street.

The proposed parking layout is shown overleaf. Please refer to the initial design before completing the enclosed questionnaire.

Type of control

Holmdene Avenue will be an extension of the existing Herne Hill (HH) CPZ and will operate between 12 noon and 2pm, Monday to Friday.

Parking places – during the hours of zone operation only those persons with a valid permit (e.g. resident, visitors, business or pay and display ticket) may park in the designated bays.

Double yellow lines – are 'no waiting' restrictions that operate at any time (24/7). These are usually installed to provide vehicle and pedestrian safety at junctions and to ensure access for emergency services and refuse vehicles.

Permit holders only

The parking place may be used by any vehicle displaying a valid resident, visitor or business permit.

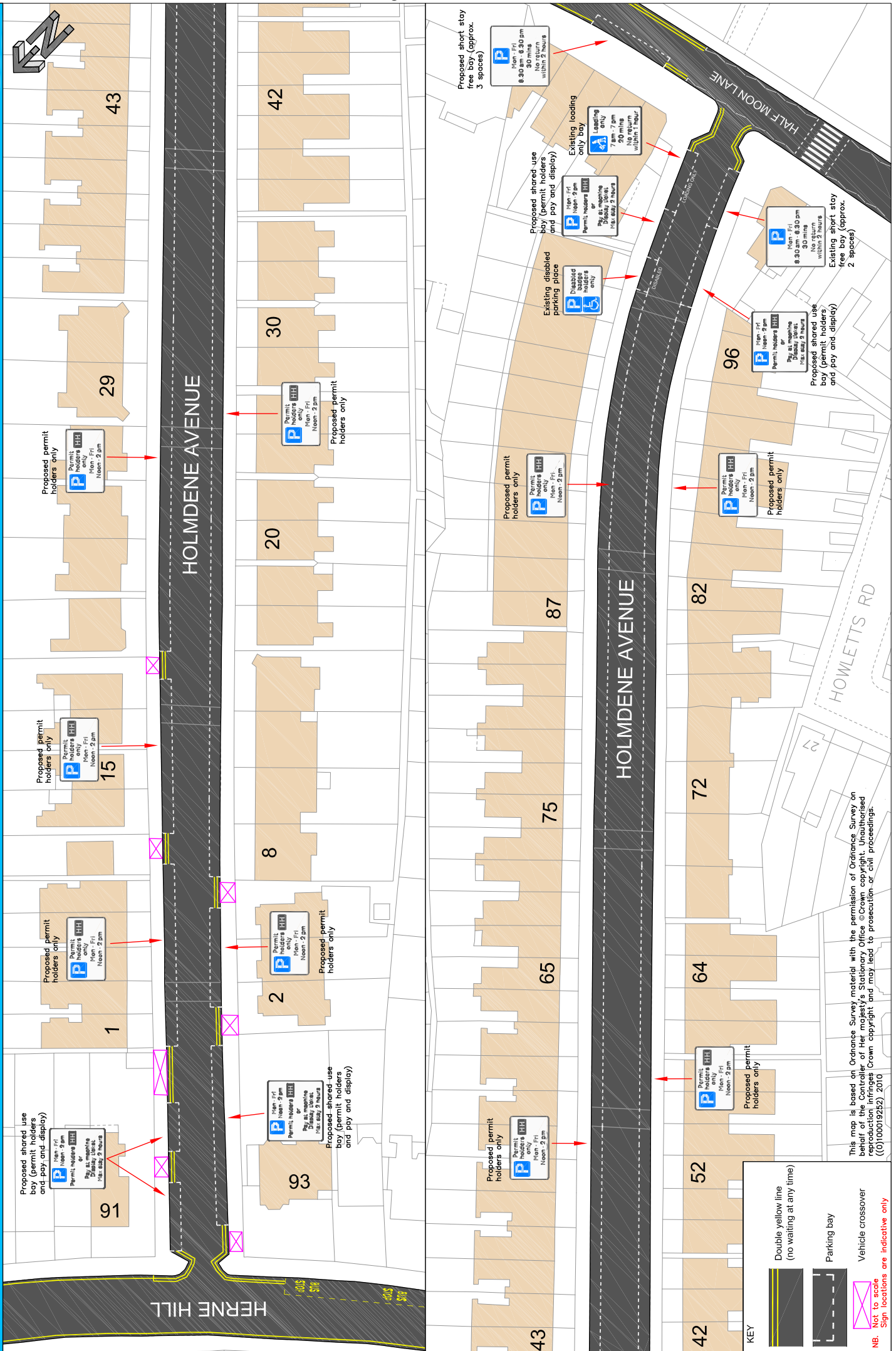


Shared-use

These parking places can be used by any permit holder or visitor with a pay and display ticket or they can pay by mobile phone.



HOLMDENE AVENUE PROPOSED PARKING LAYOUT



KEY

- Double yellow line (no waiting at any time)
- Parking bay
- Vehicle crossover
- Not to scale
- Sign locations are indicative only

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Holmdene Avenue – proposed parking layout Consultation questionnaire

We would like to hear your views on the proposed parking layout for Holmdene Avenue. Please read the background document and consider the plan before completing the questionnaire and return it to us in the supplied Freepost envelope by Friday 24 September 2010

Alternatively, you can complete this consultation online www.surveymonkey.com/s/holmdene

1. Are you a resident or business? Resident Business
2. Do you agree with the proposed *layout* of the parking bays?
 Yes No Undecided
3. If you answered no, please suggest how we could improve the layout?

4. Do you agree with the proposed *type* of parking bays? (eg. permit holders, loading, shared-use)
 Yes No Undecided
5. If you answered no, please suggest what type of bay you think there should be more of?
 Permit holders Shared-use Loading Short-stay
6. Do you have any further comments regarding the proposed layout? Are there specific bays you consider necessary in your street? (destination disabled bays, loading bays, motorcycle bays etc.)
.....
.....

Please do not forget to fill in your address details. We need this information so we can identify where changes to the layout are required.

Name

Address & postcode
(required)

Email

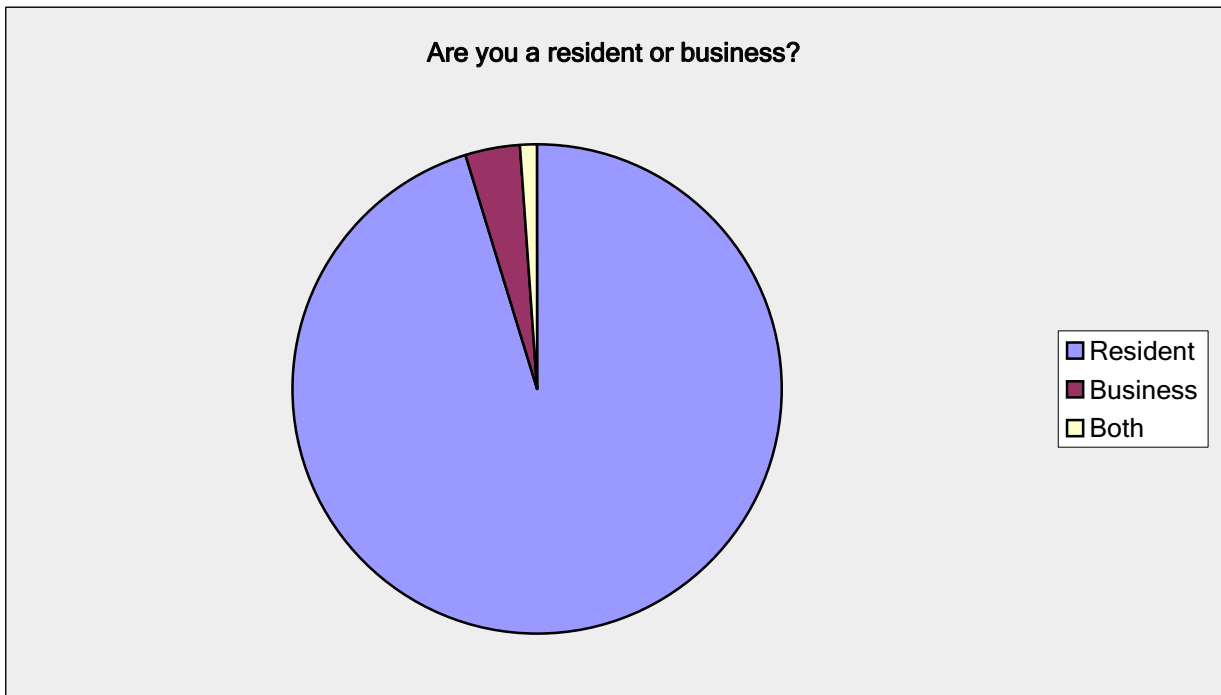
Date

If you require a replacement questionnaire, please contact: parkingreview@southwark.gov.uk

Type	Name	Title	Sub Building	Building	Street No	Street	City	PostCode	Email
Statutory	Justin Bennett	Metropolitan Police Service	South East Traffic Management Unit	South East Traffic Unit	34	Aitken Road	London	SE6 3BG	
Statutory	Station Administrator	Ambulance Operations Manager	London Ambulance Service NHS Trust	Depford Sector Administrator	1	New Cross Road	London	SE14 5DS	
Statutory	Terry Vialls	London Fire Brigade	Southwark Borough Team		266b	Queens Road	London	SE14 5JN	
Statutory	The District Manager	Road Haulage Association Ltd	Road Haulage Association Ltd		35	Monument Hill	Weybridge	KT13 8RN	
Statutory	The Secretary	The Secretary	Freight Transport Association Ltd.	Hermes House	157	St. Johns Road	Tunbridge Wells	TN4 9UZ	
Internal	Nicky Costin	Road network and parking manager	Road network and parking	Environment and Housing	160	Tooley Street	London	SE1 2TZ	nick.costin@southwark.gov.uk
Internal	David Sole	Parking service and development manager	Road network and parking	Environment and Housing	160	Tooley Street	London	SE1 2TZ	david.sole@southwark.gov.uk
Internal	Louise Nagle	Network manager	Road network and parking	Environment and Housing	160	Tooley Street	London	SE1 2TZ	louise.nagle@southwark.gov.uk
Internal	Matt Hill	Public Realm Programme Manager	Public realm projects	Environment and Housing	160	Tooley Street	London	SE1 2TZ	matt.hill@southwark.gov.uk
Internal	Mick Lucas	Public Realm Asset Manager	Asset management	Copeland Road Depot	160	Blackpool Road	London	SE1 2TZ	mick.lucas@southwark.gov.uk
Internal	David Farnham	Public Realm Design Quality Manager	Public realm projects	Environment and Housing	160	Tooley Street	London	SE1 2TZ	david.farnham@southwark.gov.uk
Internal	Richard Herbert	TMO Manager	Road network and parking	Environment and Housing	160	Tooley Street	London	SE1 2TZ	richard.herbert@southwark.gov.uk
Internal	Barbara Selby	Head of Transport Planning	Transport planning	Regeneration and Neighbourhoods	160	Tooley Street	London	SE1 2TZ	barbara.selby@southwark.gov.uk
Internal	Sir/Madam	Waste Collection Manager	Manor Place Depot	Environment and Housing	30-34	Penrose Street	London	SE17 4RY	
Buses	Ralph Parker	Operations Manager	London Buses Infrastructure	Etham Bus station		Well Hall Road	London	SE9 6SL	
Buses	Stuart Colley	Operations Director	Arriva London	Brixton Bus Garage		Streattham Hill	London	SW2 4TB	
Buses	David Cutts		The Go Ahead Group	London General Transport Services Limited	18	Merton High Street	London	SW19 1DN	
Buses	Paul McGowan	Managing Director	Travel London	Sycamore House	301	Camdenwell Road	London	SE5 0TF	
Buses	Mick Hayes	Area Traffic Controller - SouthEast London	LT Buses Operating Services		799	London Road	Thornton Heath	CR7 6AW	
TfL	David Smith	Street Management	Transport for London	South Central Area Team	15	Dacre Street	London	SW1H 0NR	
TfL	Rachel Bain	Bus Priority & Traffic Unit	Transport for London	Windsor House	42-50	Victoria Street	London	SW4H 0NL	
Others	Graham Messenger	Confederation of Passenger Transport UK	Imperial House		15-19	Kings Way	London	WC2B 6UN	
Others	Government Office for London	Transport Branch	10th Floor	Riverwalk House	157-161	Millbank	London	SW1P 4RR	
Others	Barry Mason	Southwark Cyclists	Flat G		3	Dunnage Crescent	London	SE16 7FJ	
Others	Kristian Turner	London Cycle Network	Camden Consultancy Service	4th Floor Bedford House	125	Bedford High Street	London	NW1 7JR	
Others	Jeremy Leach	Living Streets	c/o Community Involvement and Development Unit	East House, Southwark	28	Sutherland Square	London	SE17 3EQ	
Others	Julie Timbrell	Southwark Disability Forum		Town Hall		Peckham Road	London	SE5 8UB	
Others	Biddy Smith	NAVTEQ	First Floor	St. Albans House		Potriand Street	Leamington Spa	CV32 5EZ	
Others	The District Manager	Automobile Association	Touring Information (RR)	RAC Motoring Services		PO BOX 700	Bristol	BS99 1RB	
Others	Ms Knight (TIP)	Public transport user representative	Routes Data Research	Fanham House	6	Middle Street	Basingstoke	RG21 4EA	
Others	Vincent Stops		London Travel Watch				London	EC1A 7JA	
Stakeholder	Ian McInnes MA RIBA	The Chairman		Dulwich Society	11	Ferrings	London	SE21 7LU	
Stakeholder	Cllr Michael Mitchell	Village Ward Councillor	c/o Members' Room	Town Hall		Peckham Road	London	SE5 8UB	
Stakeholder	Cllr Toby Eckersley	Village Ward Councillor	c/o Members' Room	Town Hall		Peckham Road	London	SE5 8UB	
Stakeholder	Cllr Robin Crookshank-Hilton	Village Ward Councillor	c/o Members' Room	Town Hall		Peckham Road	London	SE5 8UB	
Stakeholder	Cllr Barrie Hargrove	Cabinet member for transport, env/c/o	Members' Room	Town Hall		Peckham Road	London	SE5 8UB	

Holmdene Avenue 2nd stage CPZ (parking) consultation

Are you a resident or business?		
Answer Options	Response Percent	Response Count
Resident	95.2%	79
Business	3.6%	3
Both	1.2%	1
<i>answered question</i>		83
<i>skipped question</i>		2

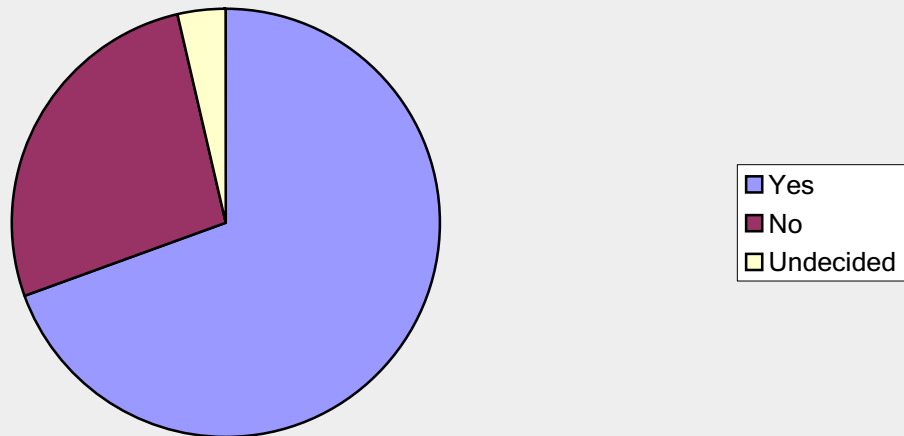


Holmdene Avenue 2nd stage CPZ (parking) consultation

Do you agree with the proposed layout of the parking bays? (Please refer to the background document sent in the post)

Answer Options	Response Percent	Response Count
Yes	69.5%	57
No	26.8%	22
Undecided	3.7%	3
<i>answered question</i>		82
<i>skipped question</i>		3

Do you agree with the proposed layout of the parking bays? (Please refer to the background document sent in the post)



Holmdene Avenue 2nd stage CPZ (parking) consultation
 if you answered no, please suggest how we could improve the layout?

Answer Options

Response Count

18

18

answered question
 skipped question

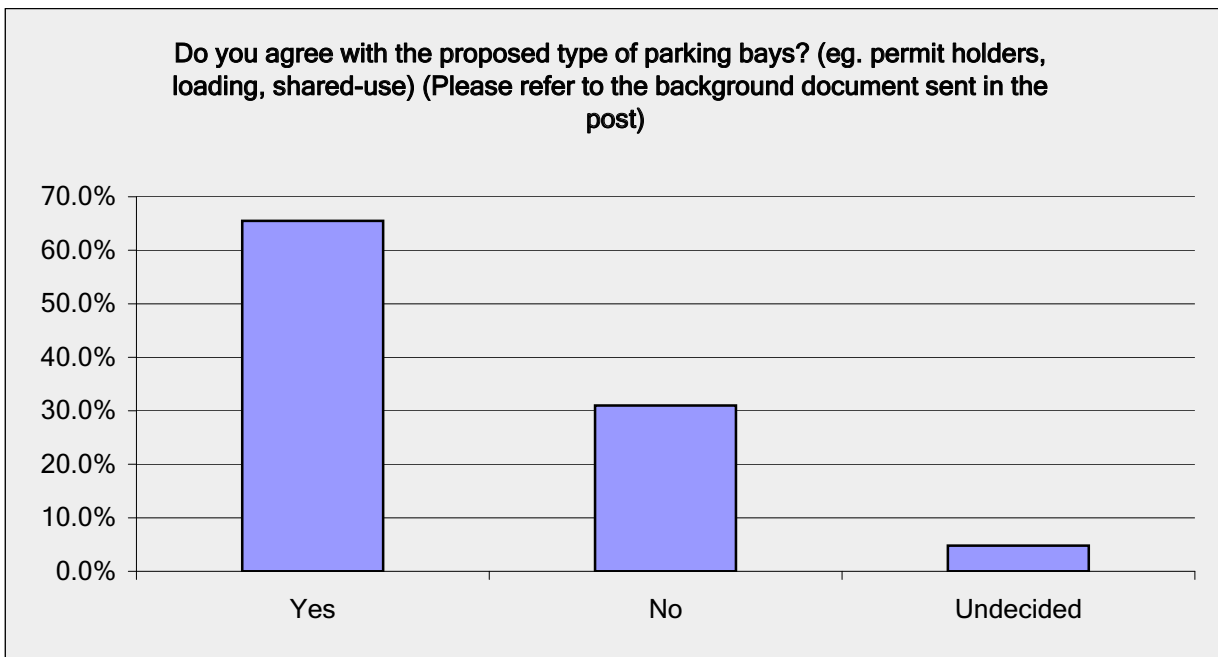
67

Number	Response Text	Response Date
1	I do not think you should have a "layout" at all, there is no problem with parking down this road and I do not see why I should have to pay £100 to park my car where I have always parked it. This is over the top bureaucracy and is completely unnecessary. You should have to prove this is the case before implementing it, because I have spoken to at least 50% of the residents on this road and not one of them is in favour of this, so I do not believe the research you are publishing. You should concentrate resources on roads that actually have a parking problem.	Aug 31, 2010 1:31 PM
2	N/A	Aug 31, 2010 6:40 PM
3	I do not agree with the introduction of a fee for parking on my road and am hence against the introduction of the Parking Scheme. I do not believe there is a need to introduce this scheme.	Aug 31, 2010 9:03 PM
4	I do not agree with the CPZ, full stop.	Sep 15, 2010 10:16 AM
5	3 Bay on Half Moon Lane a good idea	Sep 15, 2010 10:22 AM
6	I do not want any bays. Leave the road alone.	Sep 15, 2010 10:43 AM
7	I am not in favour of introducing a Controlled Parking Zone in our street.	Sep 15, 2010 11:14 AM
8	I am against CPZ	Sep 15, 2010 11:16 AM
9	We are against permits - we have recently moved in and do not find parking a problem	Sep 15, 2010 12:38 PM
10	Adjacent to No.1 there are 3 garages, if you place a parking bay by them they will be unusable	Sep 15, 2010 12:41 PM
11	We think diagonal parking on one side of this wide street would be better.	Sep 15, 2010 1:01 PM
12	I completely disagree with the proposed parking layout BUT MORE importantly i'm completely against the parking plan itself because A) it will destroy local business trade -and stop passing trade whihc most local business rely heavily on. B) there isnt a parking problem in Holmdene Av during the day, you can ALWAYS find parking. C) regarding the layout there are hardly any disabled bays(one from your plans. D) this is just another way for the council to increase their income from residents for absolutely no clear reason.	Sep 15, 2010 1:06 PM
13	As someone who lives in the middle of the street I would like to see more visitor bays in the middle of the street rather than simply at the ends of the street.	Sep 21, 2010 9:01 PM
14	Please see comments below	Sep 27, 2010 12:07 PM
15	No need for CPZ!!	Sep 27, 2010 1:11 PM
16	It is unnecessary to have so many CPZ bays	Sep 27, 2010 2:06 PM
17	There isnt an issue with parking in Holmdene Avenue in my opinion and to introduce parking bays is a waste of time and money	Sep 28, 2010 2:39 PM
18	One side parallel park and the other diagonal	Sep 30, 2010 1:43 PM

Holmdene Avenue 2nd stage CPZ (parking) consultation

Do you agree with the proposed type of parking bays? (eg. permit holders, loading, shared-use) (Please refer to the background document sent in the post)

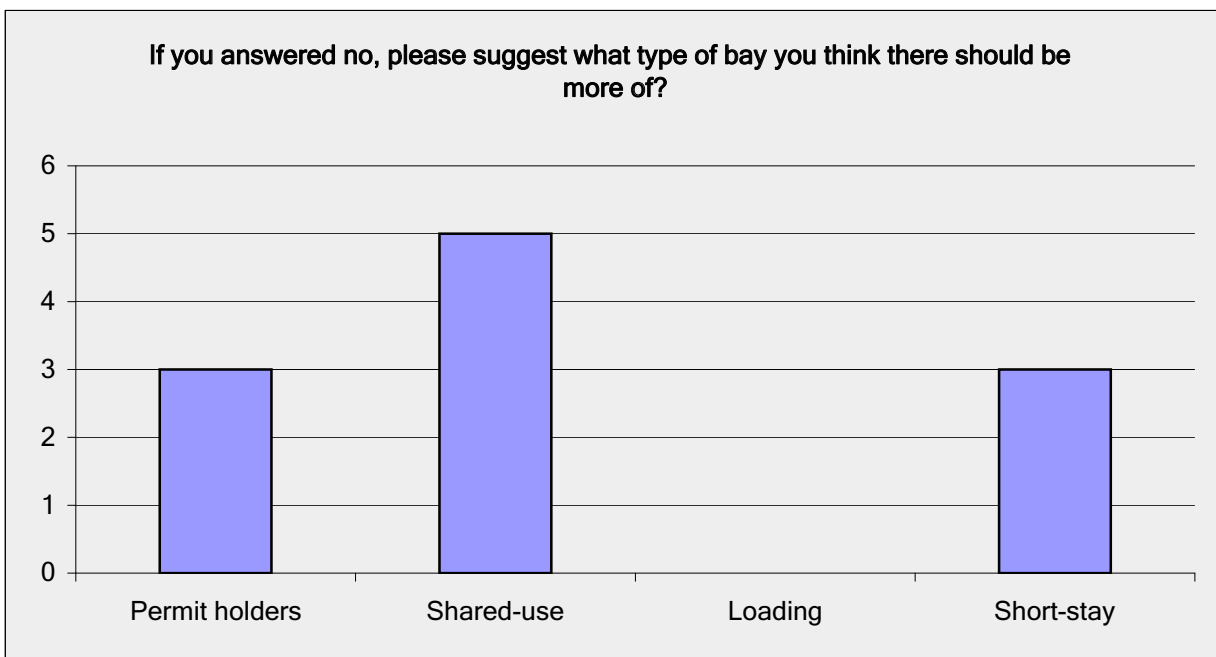
Answer Options	Response Percent	Response Count
Yes	65.5%	55
No	31.0%	26
Undecided	4.8%	4
<i>answered question</i>		84
<i>skipped question</i>		1



Holmdene Avenue 2nd stage CPZ (parking) consultation

If you answered no, please suggest what type of bay you think there should be more of?

Answer Options	Response Percent	Response Count
Permit holders	30.0%	3
Shared-use	50.0%	5
Loading	0.0%	0
Short-stay	30.0%	3
<i>answered question</i>		10
<i>skipped question</i>		75



Holmdene Avenue 2nd stage CPZ (parking) consultation

Do you have any further comments regarding the proposed layout? Are there specific bays you consider necessary in your street? (destination disabled bays, loading bays, Answer Options

Response Count

47

47

38

answered question

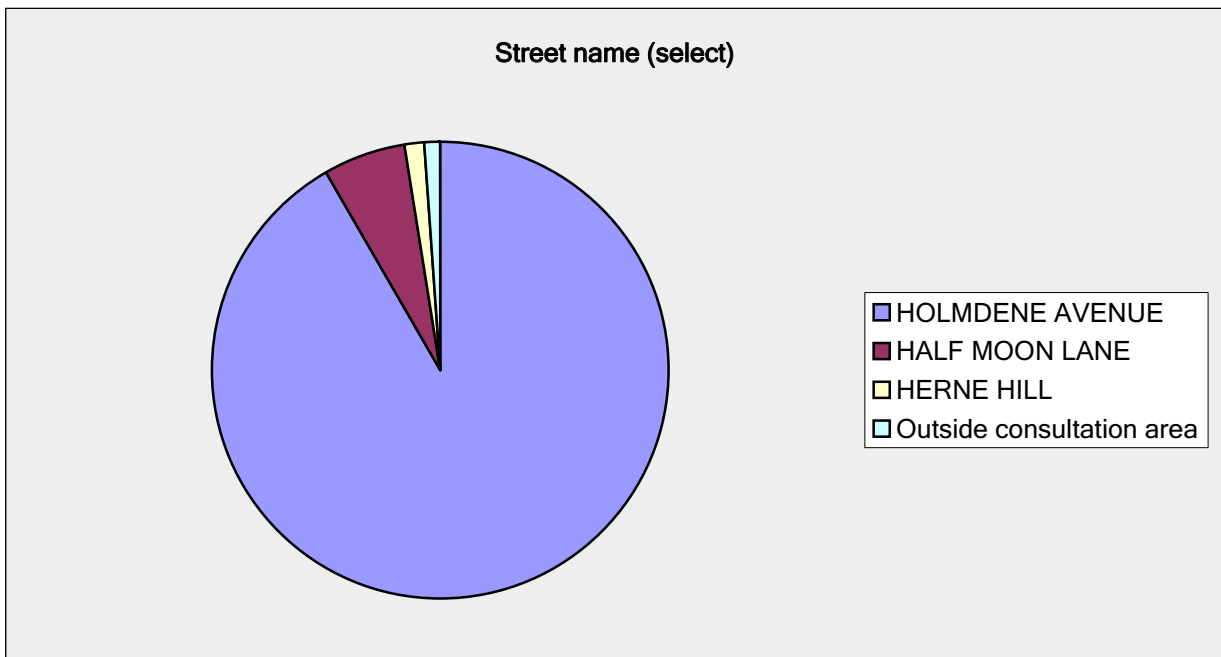
skipped question

Number	Response Text	Response Date
1	none, see above.	Aug 31, 2010 1:31 PM
2	I dont want to pay the £100 per year	Aug 31, 2010 6:40 PM
3	WE SUPPORT CPZ, ASAP PLEASE!	Sep 12, 2010 8:55 AM
4	I would hope that with controlled parking, that I would now be able to find a place to park in the road. However when coming home late at night the only place to park is the loading bay/short stay bay and this come into action at 7 am. I would propose that all areas should be shared use for residents. The existing disabled bay at the Halfmoon lane end of Holmdene avenue, has been there for over 20 years, but there is nobody with a disabled sticker in the road!	Sep 12, 2010 11:04 AM
5	Is the disabled bay at the bottom of Holmdene Ave still required?	Sep 13, 2010 8:29 AM
6	Please do not put resident parking on the street I have lived in for 12 years. It is not needed and most people I have spoken with on the street agree and were not asked for a response to your consultation! A fix. Please start again.	Sep 15, 2010 10:16 AM
7	This is a complete waste of money, fills the street with more ugly furniture is an unnecessary expense for resident and only serves to raise revenue for the council (if any is left after the work!)	Sep 15, 2010 10:22 AM
8	More shared use in middle of street would be useful for visitors	Sep 15, 2010 10:24 AM
9	Please get this done ASAP. We are waiting and waiting	Sep 15, 2010 10:28 AM
10	I don't agree with the residential parking as it is not needed. I will loose custom from my business. The parking bays on Half Moon Lane are needed.	Sep 15, 2010 10:31 AM
11	There are no need for many permit holders only signs on the street as new pieces of street furniture. Existing lamp posts or telegraph poles should be used (for example between 27 and 29)	Sep 15, 2010 10:33 AM
12	Strongly support this proposal as it stands	Sep 15, 2010 10:35 AM
13	Bays should be arranged to deter long term parking in the road, but more short stay bays should be available for quick shopping and school drop offs. Not pay and display as people can leave cars all day and pay for 2 hours by phone.	Sep 15, 2010 10:37 AM
14	The proposed permit holder signs should be appropriately placed i.e in between houses and not at the front of the house!	Sep 15, 2010 10:39 AM
15	As above I would like the loading bays and short stay free bays removed and replaced with permit bays at the end of Holmdene Avenue.	Sep 15, 2010 10:41 AM
16	To my knowledge the majority voted against parkin restrictions. Can you please inform me of your results	Sep 15, 2010 10:43 AM
17	We believe like most other resident that this is unnecessary and oppose the motion	Sep 15, 2010 10:47 AM
18	I believe the parking for permit holders should be extended further. 12-2pm is too short. I suggest 9am - 6pm	Sep 15, 2010 10:57 AM
19	I would just like to comment that I am very pleased that at long last the bays in Half Moon Lane looks as though they will be active very soon making it possible for business customers to park for a short time.	Sep 15, 2010 11:10 AM
20	If this is going ahead (which it is) there should be more disabled bays. I think the charges for resident bays should be lower of free. We pay enough in rates already.	Sep 15, 2010 11:14 AM
21	CPZ should be taken off our council tax we pay so much already for this to pay to park where you live is wrong.	Sep 15, 2010 11:16 AM
22	Destination disabled bays would be essential. How many permits would be allocated per household? who sets the price of permits - surely if you could prove that you live in a household, permit could be issued free, prices suggested too expensive	Sep 15, 2010 12:38 PM
23	I own the middle of the 3 garages next to no.1 and already without a parking bay I have problem with vehicles parked across the entry to my garage. I have marked the problem on the layout.	Sep 15, 2010 12:41 PM
24	The scheme is pointless, and purely to generate money. During the day, Holmdene Avenue is half empty. The problem is parking in the evening, and then it is all resident's cars, so this scheme will not help.	Sep 15, 2010 12:43 PM
25	I don't see the point if it's only from Noon - 2pm when people from the next street park thier cars in Holmdene Avenue. It is expensive for residents on top of council tax we have to pay. Another £99.50 a year. I don't want it.	Sep 15, 2010 12:47 PM

26	<p>The cost to individuals and business annually will be far greater than the initial work and admin put in by the council. Rates are hard for many to pay and this will be an added charge which only a few can afford. We have more cars in the road than current parking spaces and builders come with their vans and skips to add to the situation. In the evening when people come home it is difficult to park. CPZ zones will not solve this. Diagonal parking would give more parking spaces. In recent years requirements have changed as some families have more than one car and some houses have turned into flats. diagonal parking would not cost much to set up or administer. PLEASE CONSIDER THIS!</p>	Sep 15, 2010 1:01 PM
27	None	Sep 15, 2010 1:05 PM
28	<p>I will again reiterate my earlier point that this is a completely unnecessary as there is NO, i repeat NO issue with parking during the day. This is just an extra way to gain money from residents - for no reason. This will destroy local business, and provide unnecessary cash-flow problems to residents. Holmdene Avenue is NO where near the station and therefore is NOT affected by commuters. NO real evidence has been given to this parking layout, and NO real evidence to suggest residents are in favour. Most people I speak with in the street, and opposed to the idea!! Which leads to me to believe that proper survey's of residents were not carried out!! Perhaps Residents instead of paying to have a residents holder should all be given a sticker of proof living in Holmdene - those without the sticker would be commuted s then they should be charge NOT us who live there. You are completely discriminating against people who live in Holmdene. I think the entire thinking is awful. Evenings are the only time I can park. It does not need to be 12-2, why not 11am - 12 as in Wandsworth, same effect, less nuisance for those of us who don't want it at all.</p>	Sep 15, 2010 1:06 PM
29		Sep 15, 2010 1:11 PM
30	<p>Proposed shared use bays 9.30am - 5.30pm Loading only bays 8.30am - 6.30pm, Mon - Fri No sign posts outside 89 Holmdene Ave No ticket machines outside 89 Holmdene Ave</p>	Sep 15, 2010 1:15 PM
31	Please consider the need to improve the kerb levels outside no.6 Holmdene. The kerb is not aligned to the drive entry.	Sep 15, 2010 1:16 PM
32	Cannot wait for CPZ to be in place. Massively in favour!	Sep 16, 2010 2:34 PM
33	Layout is fine. I assume that families with two cars will be paying for 2 permits ie one for each car. Am interested to see if it makes a difference.	Sep 20, 2010 8:57 AM
34	None	Sep 21, 2010 9:01 PM
35	Cars already park on the pavement in front of the shops at 141-145 Half Moon Lane. Unless this is stopped the short stay bay proposed in that location will just add to the numbers.	Sep 27, 2010 12:07 PM
36	I do not support the parking scheme. I signed a petition against it. I have never had a problem parking near to my home since i moved here 5 and a half years ago.	Sep 27, 2010 1:05 PM
37	I cannot tell you how pleased I am we will finally get the CPZI The layout of the bays look great - you have proposed permit holders only outside the houses - excellent!	Sep 27, 2010 1:07 PM
38	I feel there is no need for controlled parking in this street as there is no excess need for parking	Sep 27, 2010 1:11 PM
39	No further comments	Sep 27, 2010 1:12 PM
40	All looks fine	Sep 27, 2010 1:13 PM
41	I no longer have a car but would need the visitor vouchers	Sep 27, 2010 1:14 PM
42	We think all permit holders should be allocated a free set of visitor vouchers included within the (fairly pricey) permits!	Sep 27, 2010 1:16 PM
43	I was not part of the original survey. Parking is not a problem on Holmdene Avenue and it is just an unnecessary and unwelcome extra expense to pay for a permit	Sep 27, 2010 2:06 PM
44	I pay enough in council tax, and to have to pay a future £100 per year to park a private vehicle and £35 per year for guests is disgusting.	Sep 28, 2010 2:39 PM
45	It is important to keep maximum parking available for residents. This seems fair considering very limited time that parking is charged, so generally parking is not restricted.	Sep 30, 2010 1:40 PM
46	All parking on this street should be free	Sep 30, 2010 1:43 PM
47	Swap the loading bay and short stay parking bay from one side to the other. Adjacent to Half Moon Lane, enlarge short stay parking length by 2m. Adjust location of shared use bay so as not to extinguish the crossover to the old bakery. Business use permits to be reduced by 50%	Sep 30, 2010 1:49 PM

Holmdene Avenue 2nd stage CPZ (parking) consultation

Street name (select)		
Answer Options	Response Percent	Response Count
HOLMDENE AVENUE	91.8%	78
HALF MOON LANE	5.9%	5
HERNE HILL	1.2%	1
Outside consultation area	1.2%	1
<i>answered question</i>		85
<i>skipped question</i>		0



Agenda Item 11

COMMUNITY COUNCILS
A voice for your community



Dulwich Community Council

Soap box session **question/comment form**

Your name:

Your mailing address:

What is your question or comment?

Please give this to Beverley Olamijulo, Constitutional Officer

Item No.	Classification: Open	Date: 10/11/10	Meeting Name: Dulwich Community Council
Report title:		Local parking amendments - Red Post Hill and Half Moon Lane	
Ward(s) or groups affected:		Village ward	
From:		Senior Engineer, Network Development	

RECOMMENDATION(S)

1. It is recommended that the local parking amendment detailed in the appendix 1 to this report is approved for implementation subject to the outcome of any necessary statutory procedures.

BACKGROUND INFORMATION

2. This report presents a local parking amendment proposal, which is a matter reserved to community council for decision.
3. The origins and reasons for the proposals are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Red Post Hill (between Herne Hill and approx No. 81 Red Post Hill) – Proposed ‘at any time’ parking restrictions

4. This report draws upon the analysis of a local, informal consultation carried out with directly affected residents in Red Post Hill on proposed “at any time” waiting restrictions.
5. A first stage (in principal) CPZ consultation and study was carried out in November and December 2009 (see background documents). Residents and businesses were consulted on parking in North Dulwich, primarily if they supported the introduction of a CPZ.
6. The first stage consultation did not identify clear support for a CPZ in Red Post Hill, however, feedback from the consultation identified concerns about parking, with reported difficulties to traffic flow, including to the 42 and P4 bus routes.
7. Additionally, in May 2009 a petition (17 signatures) was received (0910Q2029) from a resident in Red Post Hill requesting parking restrictions and to improve the existing traffic congestion near the junction with Herne Hill.. Furthermore, the matter of congestion and impact upon the P4, caused by parked cars, at the top of Red Post Hill was raised at the Dulwich Community Council meeting on 7 July 2009.
8. During August and September 2010, residents in the section of Red Post Hill adjacent to the junction with Herne Hill were consulted on proposed ‘at any time’ waiting restrictions.

9. A consultation leaflet (appendix 2) incorporating an initial design was hand delivered, on 27th August 2010, to all properties directly affected by the proposal in Red Post Hill. The total distribution of the document was 39.
10. Residents were asked to consider the proposals and make any comments and suggestions by 24th September 2010 by email or writing to a freepost address.
11. Additionally, key stakeholders were written to and given opportunity to comment.

Summary of responses

12. Figure 1 shows that the consultation yielded 6 responses with 5 respondents being in support of the proposal and 1 against.

Street	Delivered	Responses	Supports proposal	Against proposal
Red Post Hill (Consultation area only)	39	3	2	1
Key stakeholder	36	1	1	
Unknown / outside consultation area		2	2	
TOTAL		6	5	1

Figure 1

Summary of comments made during consultation

13. Comments from the consultation have been categorised and summarised in Figure 2 alongside a response from officers.

Comment	Number	Officer response
Supports restrictions	5	Noted
Against restrictions	1	Noted
Concerned about the impact the restrictions will have on Funerals and Weddings outside the church	1	Discussed with Church and explanation given on council's practise that CEOs will disregard parking contraventions if it is reported in advance and safe to do so.
Detailed design	2	Noted
Condition of carriageway	1	Comment passed to highways maintenance business unit.
Shorten bus stop to create more parking	1	

Figure 2

Additional comments made post consultation

14. Since the consultation, an application has been received by the network operations team for the installation of a disabled persons (blue badge) parking bay in the section of Red Post Hill where 'at any time' waiting restrictions are proposed. The applicant met the necessary criteria for an origin, disabled persons parking bay.
15. The network development team has subsequently discussed the proposed disabled bay with the applicant and agreed an appropriate location on the west side of Red Post Hill. It is noted that the applicant informs us that they have, in the past, been parking on the west side so the proposed location is reasonable.
16. Since the consultation commenced, officers understand that residents of Red Post Hill are due to meet to discuss a number of traffic, speed and parking matters. The resident meetings are scheduled for 21 and 28 October, after the deadline for dispatch of the report. Therefore further representation may be expected at the Dulwich community council meeting and may be considered, however, at the time of this report's dispatch it is considered that the issues arising from the residents meeting are compatible with the waiting restriction recommendations

Recommendation

17. Based on comments made from the consultation, it is recommended that “at any time” waiting restriction (double yellow lines) and an origin disabled bay are installed as shown in Appendix 1.
18. It is considered that the recommendation will meet the objective of reducing congestion on and at the approach and exit of a signalised junction, reduce delay to buses, provide increased opportunity for to vehicles to pass one another and improve sight lines for vehicles (particularly those exiting the multi-property driveways on the east side of Red Post Hill)..

Half Moon Lane – Proposed amendments to length of ‘at any time’ parking restrictions

19. During and prior to the first stage 2009 ND CPZ consultation, see paragraphs 5 and 6, residents raised concern (through members) that sight lines were very poor for vehicles exiting the multi-occupancy property of Nos. 181 to 199 Half Moon Lane, particularly when looking for vehicles proceeding eastbound along Half Moon Lane.
20. Site visits have identified that the absence of parking restrictions mean that motorists do park very close to the driveway. The bend in the road exasperates the inability to see oncoming vehicles.
21. The site visit also identified that the existing double yellow lines on the south side, adjacent to the junction with Red Post Hill, are unnecessarily long and could be reduced in length to accommodate more parking.

Recommendation

22. Based upon comments made and officers observations it is recommended that approximately 5m of double yellow lines are installed to the west of the driveway leading to Nos. 181 to 199 Half Moon Lane (see appendix 3).
23. Additionally, it is recommended that the existing double yellow lines on the south side are reduced in length by approximately 20 metres (see appendix 3).

Red Post Hill (near junctions with Half Moon Lane and Village Way) – proposed amendments to existing parking restrictions

24. Site visits evaluating issues that were raised above identified opportunity to de-clutter non-compliant loading ban signage in Red Post Hill, south of it’s junction with Half Moon Lane.
25. It was also observed that much of the existing single yellow lines do not have the appropriate signs and therefore motorists are likely to be unsure whether or not they should park there. The clear intention is that they should not as the road is too narrow for parking, is a bus route and there is a pedestrian island. Despite the lack of parking sign clarity, it would appear that motorists are choosing not park here because it is self evident that they would obstruct the highway.
26. Additionally, there is a length of single yellow line outside the driveways to Nos. 30-32 Red Post Hill that has no signage (which is required) and is inconsistent with other driveways close by. It is recommended that this single yellow line is upgraded to a double yellow line.

Recommendation

27. Based upon site observations and the need to keep this narrow stretch of Red Post Hill clear, it is recommended that the existing (partially signed) single yellow lines are upgraded to double yellow lines (see appendix 3).
28. The recommendations will allow de-cluttering of waiting/loading signs as well as ensuring that the road is not obstructed by parked cars who may be confused by the existing situation, the lack of clarity about when restrictions operate and the inconsistency of road markings.

POLICY IMPLICATIONS

29. The recommendations contained within this report are consistent with the policies of the PEP and associated Local Implementation Plan (LIP).
30. The proposals will support the council's equalities and human rights policies and will promote social inclusion by:
- improving junction and pedestrian safety, especially those with limited mobility or visual impairment.

COMMUNITY IMPACT STATEMENT

31. The policies within the Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

RESOURCE IMPLICATIONS

32. All costs arising from implementing the proposals, as set out in the report, will be fully contained within the existing local parking amendment budget.

CONSULTATION

33. Informal consultation has been carried out as detailed in the body of this report.
34. Should the community council approve the item, statutory consultation will take place as part of the making of the traffic management order. A proposal notice will be erected in proximity to the site location and a press notice will be published in the Southwark News and London Gazette. If there are objections a further report will be re-submitted to the community council for determination.
35. The road network and parking manager has been consulted on the proposals and has no objections.
36. No consultation or comment has been sought from the borough solicitor & secretary or the chief finance officer.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Parking and Enforcement Plan	Network development, Environment and Housing Department	Tim Walker 020 7525 2021

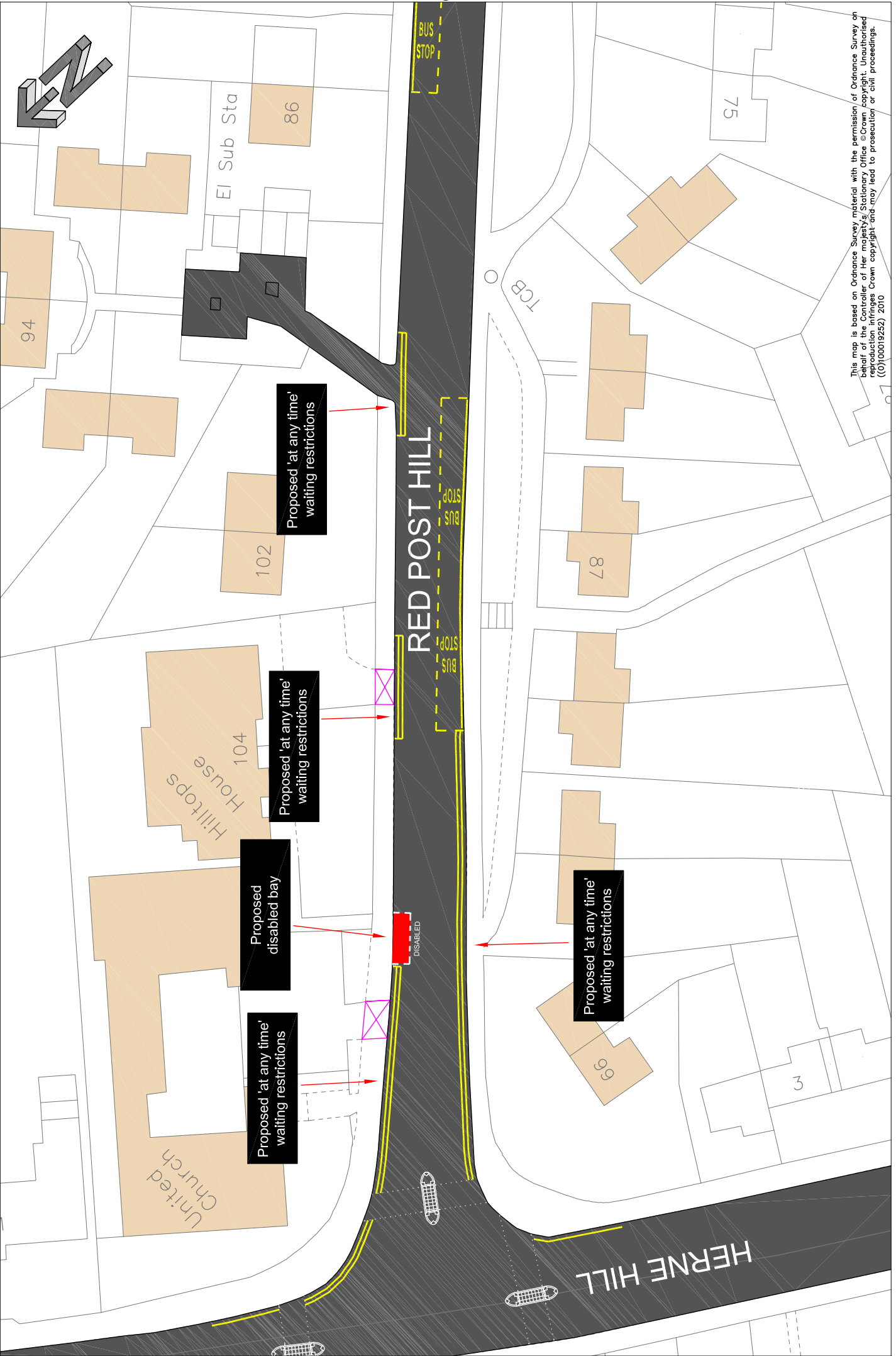
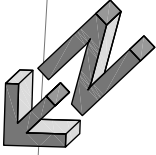
APPENDICES

No.	Title
Appendix 1	Red Post Hill (nr Herne Hill) – recommended waiting restrictions
Appendix 2	Red Post Hill – consultation document
Appendix 3	Half Moon Lane / Red Post Hill (nr Village Way) – recommended waiting restriction amendments

AUDIT TRAIL

Lead Officer	Tim Walker	
Report Author	Paul Gellard	
Version	1.0	
Dated	19/10/10	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director for Legal and Democratic Services	No	No
Finance Director	No	No
Parking operations and development manager	No	No
Network manager	No	No
Parking and network management business unit manager	Yes	No
Cabinet Member	No	No
Date final report sent to Constitutional/Community Council/Scrutiny Team		

RED POST HILL - PROPOSED AT ANY TIME WAITING RESTRICTIONS



How can I have my say?

The consultation will be analysed according to comments made, not purely on 'Yes/No' responses. Interested parties from outside the immediate area will also be free to make representations.

We hope you will take the time to give us your views, as the decision on whether or not to proceed with the scheme will be based on the feedback we receive at this stage.

Please consider our proposals and make any comments and suggestions by Friday 24 September 2010 by emailing parkingreview@southwark.gov.uk or by writing to: FREEPOST RRAH-BSJR-BJLS, Southwark Council, Public Realm Division, Network development, PO Box 64529, London SE1 5LX. (No Stamp Required)

What happens next?

Once we have taken into consideration the results of the consultation, a final design will be presented to Dulwich Community Council in November before the restrictions are implemented in January 2011.

As you will appreciate, Southwark Council receives many comments from consultations and we are therefore unable to respond personally to each returned questionnaire. However all comments and suggestions will be taken into consideration before a final decision is made.

For further information on parking restrictions, please visit www.southwark.gov.uk/parking

To arrange a translation of this leaflet please take it to:

**One Stop Shop – 122 Peckham Hill Street, London SE15, or
One Stop Shop – 151 Waiworth Road, London SE17, or
One Stop Shop – 17 Spa Road, London SE16, or
Southwark Town Hall – Peckham Road, London SE5.**

الترتيب الترجمة هذه الكرامة رجاء إلى أحد العنوين التاليين:
Para obtener una traducción de este folleto. llévelo a:
Bu broşurün tercüme edlimesini düzenlemek için lütfen onu aşağıdaki yerlerden birine götürün:
Đề có bản dịch tiếng Việt, hãy mang tờ rơi này đến cửa hàng:
Pour une traduction de ce dépliant, présentez-le à l'un des guichets uniques suivants :
এই পত্রিকাটির (সিফল্ডেট) একটি অনুবাদের আয়োজন করতে হলে দয়া করে এটি এখানে নিয়ে যান:
為獲取此單張的翻譯版本，請將單張帶到以下一站式辦事處：



Red Post Hill Proposed 'at any time' parking restrictions

September 2010

Background

In November 2009, the council carried out a 1st stage parking study in North Dulwich. Feedback to the consultation identified concerns about parking in Red Post Hill with reported difficulties to traffic flow, including to the 42 and P4 bus routes.

What are we consulting upon?

We are seeking your views on our proposal to install double yellow lines at the northern end of Red Post Hill near it's junction with Herne Hill (see enclosed drawing).

We are proposing short lengths of double yellow lines to improve traffic flow and road safety. The proposals aim to assist vehicles travelling in both directions along Red Post Hill by creating passing spaces and improving sightlines for all road users.

We want to know if you agree with the proposed at any time waiting restrictions (ie the extent of the double yellow lines).

The proposed restrictions are shown overleaf. We would appreciate it if you referred to the initial design before making comments on the proposal.

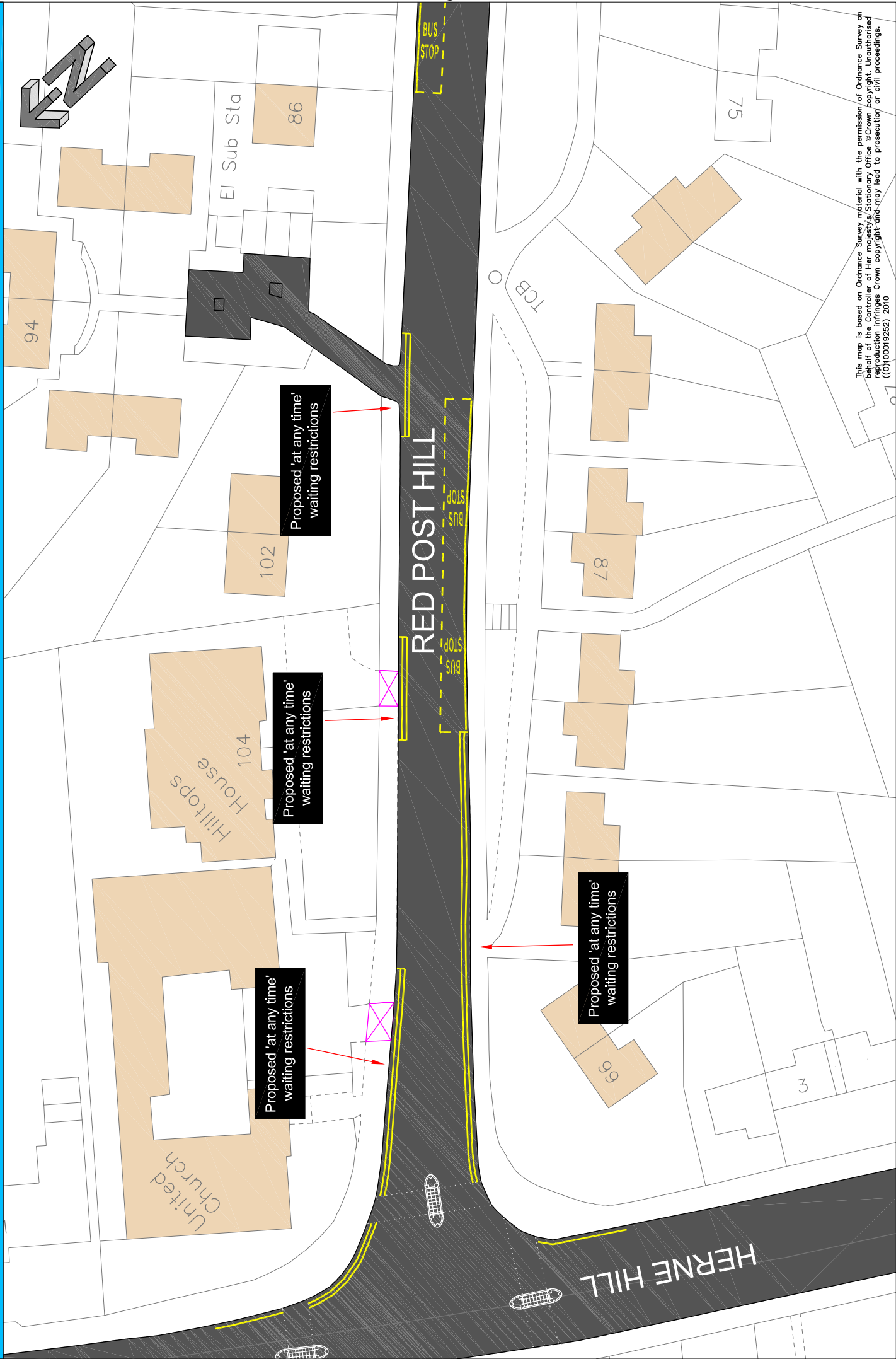
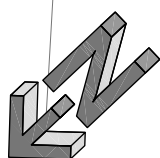
'At any time' waiting restrictions

A double yellow line means that no parking is allowed at any time. Please remember that:

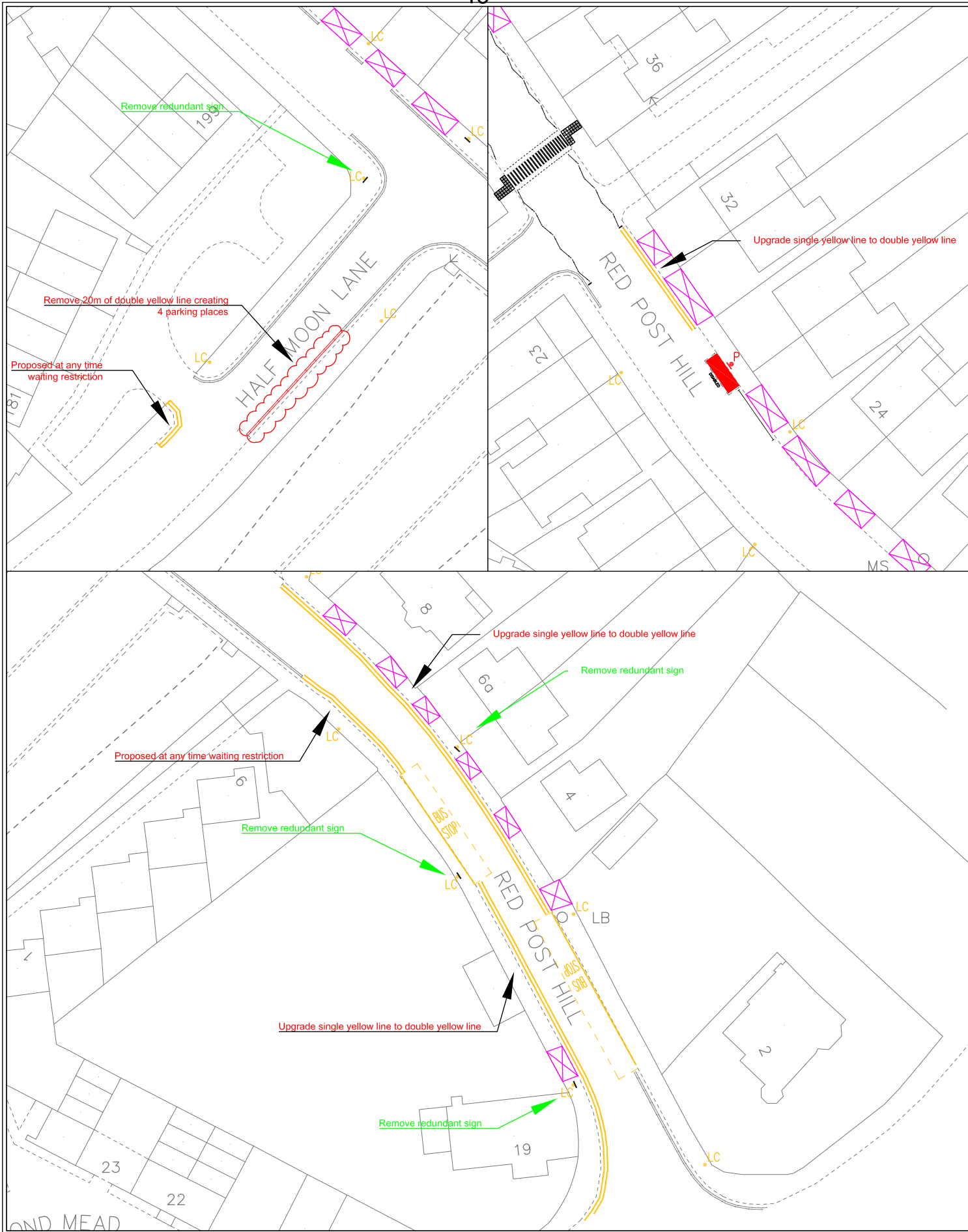
- all double yellow line restrictions in Southwark operate 24 hours a day, seven days a week, including bank holidays
- double yellow lines do not require a time plate next to them stating that no parking is allowed
- vehicles may be removed if they are found to be contravening the restriction
- double yellow lines are sited for safety reasons, in areas where parking could pose a serious obstruction to other road users (including emergency services)
- you may stop to load or unload for up to 20 minutes on yellow lines, provided you are not causing an obstruction
- if you are a Blue Badge holder you are entitled to park for 3 hours on any yellow lines provided that you are not causing a hazard or obstruction and the clock card is displayed and set to your time of arrival.




RED POST HILL - PROPOSED AT ANY TIME WAITING RESTRICTIONS



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NETWORK DEVELOPMENT	Project Number	Scale			
	1031_RED_POST_HILL	1:500			
 Environment & Housing Dept., Public Realm Division PO Box 64529, London SE1 5LX	Title	File Name			
	RED_POST_HILL PROPOSED_PARKING_AMENDMENTS	APPENDIX 3			
	Layout	Drawn	Designed	Checked	Approved
	DETAILED_DESIGN	PG NOV 10	PG NOV 10	TW NOV 10	TW NOV 10

Existing waiting restrictions

Proposed waiting restrictions

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Item No. 13	Classification: Open	Date: 10 November 2010	Meeting Name: Dulwich Community Council
Report title:		Community Councils Highways and Lighting Capital Investment 2010-11	
Ward(s) or groups affected:		Those in the Dulwich Community Council Area	
From:		Gill Davies, Director Environment and Housing	

RECOMMENDATIONS

1. To agree the works to be funded from the proposed schemes in the Dulwich community council area as set out in appendix A.
2. To note budget breakdown including underspend by ward from last year 2009-10 as set out in appendix B.

BACKGROUND INFORMATION

3. The declining quality of public highway coupled with extreme weather events has led to further deterioration – with some non principal, unclassified roads being particularly affected. Given the nature of these roads and the lower level of traffic flows it is unlikely that such locations will feature in any major resurfacing programme. Without the necessary capital allocation to attend to such locations, complaints of poor road surfaces can only be dealt with through the reactive maintenance programme.
4. As part of the approved Highways capital investment programme for 2010 -2011 a significant proportion has been devolved to each community council area
5. Each Community Council will receive £100,000 for highways surface improvements and £75,000 for Lighting improvements of their choice
6. At the last Dulwich Community Council on 16 September 2010, Members agreed that a revised list of the lighting and highways schemes should be presented to the next meeting on 10 November 2010 giving particular regard to the roads suggested by local ward councillors in order of priority and breakdown of costing for each scheme.
7. Dulwich Community Council also requested a budget breakdown including underspend by ward from last year's highways and lighting capital investment which is attached to this report.
8. There is an current underspend of £66,666.66 across the Dulwich Community Council area and this can be brought forward into the project schemes for 2010 – 2011.

KEY ISSUES FOR CONSIDERATION

Engineers Selections

5. As an aid to the selection process relevant engineers have provided a range of required works and indicative costs for their implementation.
6. In addition to the resurfacing selections provided it has been agreed and authorised that it could appropriate to spend the surfacing money on minor patching and pothole repairs should a Community Council wish to do so.

Community Council Selections

7. This money can be spent on any asset renewal or replacement project selected by the Community Council with the caveats that it cannot be spent on traffic safety or parking schemes, non functional or decorative installations and / or non-essential works.

Delivery

8. Once the Community Council has made their selections by the method of their choice the Asset Management BU will design and deliver the works as soon as possible.

Community Impact Statement

9. There are no specific community impact issues arising from the recommendations.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Highways Capital Investment Programme Decision 29/03/2010	160 Tooley Street PO Box 64529 2nd Floor, Hub 4 Southwark Council London SE1P 5LX	Alexa Coates, Principal Constitutional Officer 020 7525 7385

APPENDICES

No.	Title
Appendix 1	Dulwich Candidate Schemes
Appendix 2	Budget breakdown of Lighting and Highways Projects, 2009 - 2010

AUDIT TRAIL

Lead Officer	Gill Davies, Director Environment and Housing	
Report Author	Des Waters, Head of Public Realm	
Version	Final	
Dated	26 October 2010	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES		
Officer Title	Comments Sought	Comments included
Strategic Director of Communities, Law & Governance	No	No
Finance Director	No	No
Date final report sent to Constitutional Support Services	29 October 2010	

Dulwich Lighting Projects - 2009-2010													
Location	Programme	TMO/TMA	Brief Description of Project	Community Councils	Allocation	Invoice 1 Intrm	Invoice 2 Intrm	Invoice 3 Intrm	Invoice 4 Intrm	Invoice 5 Intrm	Invoice paid	Status	Allocation balance
Ward - Village Gallery Road (Ward - Village) Unallocated	Lighting		Embellishment Kit (purchase only)	Dulwich	£24,000.00 £1,000.00	£23,510.00					23,510	Complete Unallocated in 09-10 Underspend in 09-10 Total Under spend 2009/2010 2010/2011 Allocation Total	£490.00 £1,000.00 £490.00 £1,490.00 £25,000.00 £26,490.00
Ward - College Itersly Grove (Ward - College) Unallocated	Lighting		Complete new White Lighting, lighting scheme installed	Dulwich	£20,000.00 £5,000.00	£4,924.00	£6,217.33	£1,110.00			12,251.33	Complete Unallocated in 09-10 Underspend in 09-10 Total Under spend 2009/2010 2010/2011 Allocation Total	£7,748.67 £5,000.00 £7,748.67 £12,748.67 £25,000.00 £37,748.67
Ward - East Dulwich No Scheme Put Forward Unallocated	Lighting				£25,000.00							Unallocated in 09-10 Underspend in 09-10 Total Under spend 2009/2010 2010/2011 Allocation Total	£0.00 £25,000.00 £0.00 £25,000.00 £50,000.00
Dulwich Highways Projects - 2009-2010													
Location	Programme	TMO/TMA	Brief Description of Project	Community Councils	Allocation	Invoice 1 Intrm	Invoice 2 Intrm	Invoice 3 Intrm	Invoice 4 Intrm	Invoice 5 Intrm	Invoice paid	Status	Allocation balance
Ward - Village Unallocated				Dulwich	£33,333.33 £33,333.33							Complete Unallocated in 09-10 Underspend in 09-10 Total Under spend 2009/2010 2010/2011 Allocation Total	£0.00 £33,333.33 £0.00 £33,333.33 £33,333.33 £66,666.66
Ward - College Unallocated				Dulwich	£33,333.33 £33,333.33							Complete Unallocated in 09-10 Underspend in 09-10 Total Under spend 2009/2010 2010/2011 Allocation Total	£0.00 £33,333.33 £0.00 £33,333.33 £33,333.33 £66,666.66
Ward - East Dulwich Lennets Road Pellatt Road Unallocated	Highway				£33,333.33	£27,906.69 £13,219.22						Complete Unallocated in 09-10 Underspend in 09-10 Total Under spend 2009/2010 2010/2011 Allocation Total	£41,204.11 £0.00 £41,204.11 -£7,870.78 £33,333.33 £23,462.55

DISTRIBUTION LISTMUNICIPAL YEAR 2010/11**COUNCIL: DULWICH COMMUNITY COUNCIL**NOTE: Original held by Constitutional Support Unit; amendments to Beverley Olamijulo
(Tel: 020 7525 7234)

OPEN	COPIES	OPEN	COPIES
To all Members of the Dulwich Community Council:		External:	
Cllr James Barber (Chair)		Valerie Shawcross	1
Cllr Helen Hayes (Vice Chair)	1	GLA Building	
Cllr Robin Crookshank Hilton	1	City Hall	
Cllr Toby Eckersley	1	Queen's Walk	
Cllr Rosie Shimell	1	London SE17 2AA	
Cllr Jonathan Mitchell	1		
Cllr Michael Mitchell	1	<u>TRADE UNIONS</u>	
Cllr Lewis Robinson	1	UNISON Southwark Branch	1
Cllr Andy Simmons	1	Roy Fielding, GMB/APEX	1
		Mike Young TGWU/ACTS	1
Cllr Lisa Rajan	1	Tony O'Brien, UCATT	1
Libraries: (Newington & Dulwich)	2	TOTAL DISTRIBUTION	111
Local Studies Library	1		
Press:			
Southwark News	1		
South London Press	1		
		Dated: 2 November 2010	
MEMBERS OF PARLIAMENT			
Tessa Jowell M.P	1		
Constitutional Support Officer	90		
OTHERS			
Geoffrey Bannister			
LBS Audit Manager			
Ground Floor			
Tooley Street			
SE1	1		