

# Dulwich Community Council Agenda

Thursday 15 September 2011  
7.00 pm

Dulwich Library, 368 Lordship Lane, London SE22 8NB

## Membership

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

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Members of the committee are summoned to attend this meeting

**Annie Shepperd**

Chief Executive

Date: Tuesday 6 September 2011



## Order of Business

- | Item No. | Title  |
|----------|--|
| 1.       | INTRODUCTION AND WELCOME                           |
| 2.       | APOLOGIES  |
| 3.       | DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS |

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.

Item No.	Title	Time
4.	<b>ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT</b>	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	<b>MINUTES OF THE PREVIOUS MEETING</b> (Pages 4 - 13)	
	To confirm as a correct record the minutes of the meeting held on 8 June 2011.	
	<b>MAIN BUSINESS</b>	
6.	<b>DEPUTATION REQUEST</b> (Pages 14 - 15)	7.10 pm
	The chair to advise on any deputations or petitions.	
	<ul style="list-style-type: none"> <li>• To hear a deputation from the South Southwark Business Association (SSBA) about the proposed crossings on Lordship Lane, London SE22, its impact on parking, loss of local business, and the need in relation to public safety.</li> </ul>	
7.	<b>COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS</b>	7.20 pm
	There will be announcements on the following:	
	<ul style="list-style-type: none"> <li>• Cemeteries consultation – Borough wide.</li> <li>• Democracy commission second phase, review of community councils.</li> <li>• Local Implementation Plan – local transport schemes for the area.</li> <li>• Cleaner Greener Safer Scheme, programme funding 2012 – 2021.</li> <li>• Veolia Environmental Services, there will also be an information stall on changes to the refuse and recycling service for kerbside properties and to announce the opening of the new recycling facility at the Old Kent Road in 2012.</li> </ul>	
8.	<b>COMMUNITY SAFETY UPDATES</b>	7.30 pm
	Presentation from the Safer Neighbourhoods Teams.	

Item No.	Title	Time
9.	<b>EAST DULWICH CORRIDOR SCHEME - LORDSHIP LANE</b> (Pages 16 - 39)	7.35 pm
	Members to consider the report on the transport improvements scheme which is to improve pedestrian accessibility particularly around East Dulwich station.	
10.	<b>PUBLIC REALM UPDATE ON HIGHWAYS AND LIGHTING SCHEMES</b>	7.45 pm
	To discuss the highway and lighting schemes from the devolved budget last year.	
11.	<b>PRELIMINARY FLOOD (AND SURFACE WATER) RISK ASSESSMENT</b>	7.50 pm
	A short presentation from officers in Public Realm. Copies of the Preliminary Flood Risk Assessment document will be available at the meeting.	
12.	<b>SOUTHWARK GAS NETWORKS</b>	8.00 pm
	Representatives of Southwark Gas Networks will provide a short presentation.	
13.	<b>LIBRARY REVIEW SERVICE - PRESENTATION</b>	8.10 pm
	To discuss feedback on survey and comments on library provision in the Borough.	
	The community council would like to receive further input from residents, asking for their ideas and information gathering.	
	<b>BREAK AT 8.40 PM</b>	
	Opportunity for residents to talk to Councillors and Officers during the break.	
14.	<b>PUBLIC QUESTION TIME</b> (Page 40)	8.50 pm
	This is an opportunity for public questions addressed to the chair.	
	Residents or persons working in the borough may ask questions on any matter in relation to which the Council has powers or duties.	
	Response may be supplied in writing following the meeting.	

Item No.	Title	Time
15.	<b>GROVE VALE FIRST AND SECOND STAGE PARKING CONSULTATION</b> (Pages 41 - 47)	8.50 pm
	Presentation on Grove Vale controlled parking zone (CPZ) Consultation.	
	Maps on the controlled parking zones will be available at the meeting.	
16.	<b>AFFORDABLE HOUSING SUPPLEMENTARY PLANNING GUIDANCE - CONSULTATION</b>	9.00 pm
	There will be a short officer presentation on the draft SPD and details of the timetable for consultation. People will have an opportunity submit their views.	
17.	<b>LOCAL PARKING AMENDMENTS</b> (Pages 48 - 53)	9.05 pm
	Executive function	
	Members to consider the local parking amendments set out in the agenda.	
18.	<b>CLEANER GREENER SAFER - REALLOCATION OF FUNDS</b> (Pages 54 - 57)	9.15 pm
	Executive function	
	Members to consider the above report.	

Date: Tuesday 6 September 2011

## **INFORMATION FOR MEMBERS OF THE PUBLIC**

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**CONTACT:** Beverley Olamijulo, Constitutional Officer, Tel: 020 7525 7234 or email: [beverley.olamijulo@southwark.gov.uk](mailto:beverley.olamijulo@southwark.gov.uk)  
Website: [www.southwark.gov.uk](http://www.southwark.gov.uk)

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### **BABYSITTING/CARERS' ALLOWANCES**

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### **DEPUTATIONS**

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## Dulwich Community Council

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## **DULWICH COMMUNITY COUNCIL**

MINUTES of the Dulwich Community Council held on Wednesday 8 June 2011 at 7.00 pm at Christ Church, 263 Barry Road, London SE22 0JT

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**PRESENT:** Councillor Lewis Robinson (Chair)  
Councillor Robin Crookshank Hilton (Vice-Chair)  
Councillor Jonathan Mitchell  
Councillor Rosie Shimell  
Councillor Andy Simmons

**OFFICER SUPPORT:** Ray Boyce (Head Of Older People Services)  
Abdullahi Mohamed-Ibrahim (Neighbourhood Co-ordinator - Dulwich)  
David Farnham (Public Realm Design Quality Manager)  
Grace Semakula (Community Council Development Officer- Camberwell & Dulwich)  
Gerald Gohler (Constitutional Officer)

### **1. INTRODUCTION AND WELCOME**

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

### **2. APOLOGIES**

There were apologies for absence from Councillors James Barber, Toby Eckersley, Helen Hayes and Michael Mitchell; and for lateness from Councillors Jonathan Mitchell and Andy Simmons.

### **3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS**

There were none.

### **4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT**

The chair announced that the meeting had received an urgent and late deputation



request by residents of Holmdene Avenue regarding parking charges;

and that late and urgent reports had been received for the following agenda items:

- Item 10 - Dulwich Community Council Fund for 2011
- Item 13 - Remedial works in Red Post Hill, reallocation of CGS funding.

## 5. MINUTES FROM THE PREVIOUS MEETING

### AGREED:

That the minutes of the meeting held on 28 April 2011 be agreed as an accurate record of that meeting, and signed by the chair.

## 6. DEPUTATIONS/PETITIONS (IF ANY)

### AGREED:

That the meeting hear a deputation submitted by residents of Holmdene Avenue regarding the proposed increase in controlled parking zone (CPZ) charges.

The spokesperson for the deputation explained that residents were concerned that Southwark Council was considering increasing the parking fees in Holmdene Avenue for the following year. Parking fees had only been introduced there in January 2011, and it was unfair that the council was proposing an increase already. Furthermore, the council had not sought the views of residents on this proposal. The undersigned residents strongly objected to this proposal and urged Councillor Barrie Hargrove, the cabinet member responsible, to reconsider. They also sought an assurance that they would be consulted and their views would be given due weight before any changes were made to the parking fees in Holmdene Avenue.

Councillors discussed the council's proposed increases in parking charges and the two options which had been consulted on. One of them comprised a flat increase in parking charges for all residents permits, the other proposal was to introduce charges based on vehicle emissions. The chair commented that he felt the CO2 based system of charges was unfair to people on low incomes with old cars, and did not address the fact that some areas in Dulwich Community Council used off-street parking which was free. Councillors reminded residents that putting in place and policing CPZs cost money, and the parking charges were part of paying for them.

**ACTION:** The chair to write to Councillor Barrie Hargrove, cabinet member for transport, environment and recycling, to support the deputation, and to ask for a response on the impact of increased charges on residents who cannot afford a new car, and the insufficient nature of the consultation on the increase.

The meeting heard calls for 20mph zones to be abolished and for free parking to be introduced. Councillors said that the council sometimes gave conflicting environmental

messages. Arguments were heard that in order to deter commuters from parking in the area, parking regulations only needed to be enforced 1 hour a day, and savings could be made by reducing the number of wardens. This should be remembered when the parking contract was up for renewal.

## 7. CHAIR'S ANNOUNCEMENTS AND COMMUNITY PRESENTATIONS

At this point Councillor Jonathan Mitchell joined the meeting.

The chair explained that an agreement had been reached between the parties for the chair to rotate each year. He continued by saying that he had a clear agenda for the community council for the coming year, including:

- No more powerpoint presentations
- Using the community council to give a voice to this part of the borough, in view of the difficult decisions which would be made at Tooley Street

The chair made the following announcements:

- The next themed debate at council assembly on the 6 July 2011 was Sport and Young People. This would provide an opportunity for residents to voice their opinions.
- Review of the library service: There was a consultation about the library service currently being conducted. This would be included on the agenda for the September meeting of the community council. The chair said that residents and councillors would make their views clear that they value the area's three libraries Dulwich, Grove Vale and Kingswood.
- The Democracy Commission was a cross-party group of councillors tasked with bringing the council closer to residents and making it more accountable to them and more connected with their concerns. The second phase of the Democracy Commission, involved a review of the eight community councils and would include: looking at ways to make savings, discussing what community councils currently do and how this could be improved, and identifying what residents particularly value about community councils. The Democracy Commission was seeking the views of local people as part of this review. Residents were encouraged to fill in the questionnaires provided and to return them to officers at their local community councils by Monday 29 August 2011 or to email them to [democracy@southwark.gov.uk](mailto:democracy@southwark.gov.uk)
- Dulwich Leisure Centre: £6.2 million was allocated to completely upgrade the building and facilities whilst preserving and enhancing the historical features. On Saturday 25 June visitors would see the completion of the centre refurbishment, now inclusive to all.

## 8. COMMUNITY SAFETY UPDATES

PS Turnbull from East Dulwich Safer Neighbourhoods Team (SNT) gave feedback about his team's priorities and activities. He also reported back that a colleague in village ward had been run over by a car, and was currently off sick. He reminded the meeting that Superintendent Cheryl Burden had been at the previous meeting to ask for feedback on how the public would like to interact with the police. This consultation had been extended to 12 June 2011. He said that the response rate in the south of the borough had been one of the highest in London.

His team were leading on revisiting neighbourhood watch schemes which had been somewhat overshadowed since the advent of the Safer Neighbourhoods Teams. The other priorities of the team were dealing with burglaries and parking around schools.

The meeting expressed their good wishes for the injured SNT officer in Village ward. Questions were raised about what would happen to East Dulwich police station, as residents had difficulties in getting the police to see them. There was a discussion about an alternative home for East Dulwich SNT. Councillors reminded the meeting that they had asked to work closely with the police, and would be defending services in Dulwich. A resident said that there should be a face-to-face reporting facility, which was what people preferred, especially on Saturdays. The fact that there was a police station in the area deterred crime.

A resident said that the areas in front of schools should get a zig-zag rather than a yellow line, and that this needed to be enforced. PS Turnbull said that road enforcement was necessary as well as communicating with parents. In answer to a question from the floor, PS Turnbull said that there was no mystery shopping, but there was a process of calling people back randomly to check they had received a good service from the police. He went to explain that there was no statutory target for waiting times to speak to the police. At Dulwich, there were currently only two counter staff which meant they were stretched because of other commitments such as 999 calls.

The chair said that councillors would take these comments to future meetings with the police, and that members wanted to be kept in the loop about volunteer programmes and school parking enforcement issue.

PS Turnbull responded that there was a schools officer in his team now, who would be speaking to schools about the vehicle obstructions, and educating parents.

## 9. THE FUTURE OF HOLMHURST DAY CENTRE

Ray Boyce, Head of Older People Services, informed the meeting about the latest developments around Holmhurst Day Centre which provided day care mostly for older people with dementia. He went on to say that closing a centre was always a sad and difficult decision, which had been taken in light of the council's grants having been cut. The attendees at Holmhurst, which had not run at full capacity and was expensive to run, would be transferred to the Fred Francis centre. This was nearby, had spare capacity for the former attendees of Holmhurst, and was able to offer Sunday opening. The closure had been decided after consultation with service users and carers. It ensured that no one was missing out. New arrangements would also include personal

budgets, so some services could be delivered away in people's homes.

The chair expressed his concern that when the budget papers were published, the closure of the centre had been included, while the consultation had still been in progress. This had upset residents. He asked about the capacity of the Fred Francis centre in future years, what would happen to the specialist team and cases from SLAM (South London and Maudsley) Trust, and whether the needs of those attending Holmhurst were matched by the services offered at Fred Francis. He went on to ask whether the money from the sale of Holmhurst would be reinvested in the Fred Francis centre.

Ray Boyce said that the information had been published as part of the budgeting process and had been out of the hands of his team. The council had a very good relationship with SLAM who were considering relocating their specialist services currently housed on the first floor at Holmhurst to Fred Francis. Fred Francis would ideally also be improved, but this would probably not be possible straightaway. He was unable to say what would happen to the capital receipts from the sale of Holmhurst, but said he would like to see more community based services and assisted housing.

Residents pointed out that because of the transferees from Holmhurst, there may not be any capacity at Fred Francis in the future, and that many whose care needs were not caused by severe dementia would not receive care. This would be made worse by the fact that many voluntary sector organisations had had their grants cut, and would not be able to pick up any slack.

Ray Boyce responded that the criteria for receiving care were nationally agreed ones. He went on to explain that services had to look at how they were delivered, and cited the example of St Christopher's hospice who had managed to expand their hours of operation by changing their model of service delivery. Creative solutions were needed.

There was a discussion about personal budgets, and concerns were raised about the size of these budgets, the falling levels of service they may produce and the fact that dementia sufferers would need support from someone else in order to manage their budgets. Ray said that personal budgets were an important issue and he offered to come back to a future meeting to talk about them.

An idea was floated to use the revenue from the sale of the centre to create a new hub for older people's services on the site of Dulwich hospital.

The chair summarised that he was disappointed at the way the consultation had been handled and that concerns remained about whether Fred Francis centre was adequate for future demand.

## **10. DULWICH COMMUNITY COUNCIL FUND 2011**

Executive Function

### **AGREED:**

That the following amounts of Dulwich Community Council funding (2011/2012) be

allocated to:

Organisation	Name of activity	Allocation
Goose Green PTA	Making Maths Fun	£500
The Vale Residents Association	The Vale Residents Summer Social Event	£650
Dulwich Milan Association	Eid.& Christmas	£400
East Dulwich Community Centre	Open Day at the Centre	£450
East Dulwich Community Centre	Freedom After 50	£450
Gumboots Community Nursery	Gumboots Community Nursery Improved building relaunch	£300
Christ Church. Bread of Life Project	`Just Jamboree`	£400
Dulwich Helpline	Life on the edge day out and community engagement	£500
Pioneer African Caribbean over 50s Group	Celebrating Diversity Event in East Dulwich	£400
African Education Needs Network	Early understanding of Autism and other spectrum Disorders	£250
Upland Road Neighbours	Upland Road Street Party	£250
Redthread Youth Ltd	Reinventing local youth club	£500
Dulwich Going Greener	Energy Monitor Loan Scheme	£700
Delawyk Residents Management Org. Ltd	Day Trip/Outing	£250
South London Women Artists	Series of development talks and exhibitions	£450
Dulwich Park Friends	Dulwich Park Fair	£900
The Dulwich Society	Restoration of ancient hedgerow in Gallery Road	£500

Burbage Road Residents Association	Communication Initiative	£500
Dulwich General Gymnastics Club	To provide one more term of gymnastics	£250
Millwall Community Scheme	Millwall Street Pro [Summer 2011]	£1,000
Sydenham Hill T&RA	Community Fun Day	£750
Kingswood Network	Kingswood Community Festival	£1,000
Caribb Youth & Community Assoc.	Pynners Close Family Day Fun 2011	£500
Southwark CAB	Making the most of your money	£750
Croxted Road T&RA	Croxted After School Project	£500
Croxted Road T&RA	Coach Trip	£690
New leaf path	Community Planting Day	£500
Dulwich Festival	The Dulwich Festival	£710

## 11. PUBLIC REALM CONSULTATION: ON YOUR STREET, YOUR SAY

David Farnham, Public Realm Design Quality Manager, presented the consultation and conducted a quick poll of attendees about the options included in his presentation.

These were as follows:

### Issue 1: Footway materials in Dulwich

- |                           |     |
|---------------------------|-----|
| 1. Asphalt (blacktop)     | 4   |
| 2. Gravel dressed asphalt | 2   |
| 3. Self-binding gravel    | 1   |
| 4. Concrete slab paving   | 20+ |

### Issue 2: Level surfaces and shared surfaces

#### Q2a Crossings

- |  |    |
|--|----|
| a. pedestrians 'cross where they like' | 0  |
| b. easy crossings, but not everywhere  | 18 |
| c. restricted crossing points          | 6  |

#### Q2b Curbs

- |                 |    |
|-----------------|----|
| a. raised curbs | 17 |
|-----------------|----|

b. no difference in level 4

Q2c Appearance of surfaces

a. different 17

b. the same 1

Q2d Possible mixed use of streets

a. pedestrians at the edge of street 14

b. mixed use of street 0

**Issue 3: Cycle tracks on footways and footpaths**

Q3a Cycling on footways

a. cyclists on the road only 2

b. cyclists generally on road,  
on footways at dangerous points 15

c. general dual use of footways 2

Q3b Cycle tracks

a. adjacent use 15

b. shared use 2

**Issue 4: Providing more seating in streets and other public places**

a. regular intervals 5

b. seating only where appropriate 9

c. only minimal seating 1

The chair asked how viable all these options were given the council's tight financial situation.

**12. PUBLIC QUESTION TIME**

The chair said a public question had been received in writing regarding the number of estate agents in Lordship Lane. The questioner had expressed their fear that the trend of attracting a large number of individually owned and run businesses was being reversed. At one time there had been concern over the number of cafes and restaurants opening on Lordship Lane, and a ruling had been introduced that not more than 50% of premises should be occupied by catering, with 50% for retail. The questioner had also explained that by "retail" the planners had probably meant shops rather than estate agents, and had called for restrictions to be placed on the number of estate agents. There was a discussion about whether a saturation point had been reached with regards to the number of estate agents on Lordship Lane.

**ACTION:** Planning department to address the points raised above and to report back to a future meeting in relation to Lordship Lane, and all shopping parades in the Dulwich Community Council area.

A local trader complained that the traders on Norwood Road had been promised that parking on the pavement would be extended to 1-hour-parking from the current half hour parking. He asked why this had not been done.

**ACTION:** Parking section to report back to the next meeting.

A resident praised the work of the "New Leaf Path" organisation, which had been awarded Community Council funding.

### 13. CLEANER GREENER SAFER PROJECT FOR RED POST HILL

Executive Function

The meeting heard from a local resident who explained the background to the consultation and its outcome from the perspective of many residents in Red Post Hill. She expressed her concern that the consultation report seemed to imply that 50% participation was required for the consultation to be regarded as valid, i.e. any turnout of under 50% would automatically be a vote for the status quo. She criticised that this had not been made clear to residents, and that if it had, the turnout would have been higher.

The chair said that officers should take this criticism on board, and said that the Democracy Commission would be informed of this.

At this point Councillor Andy Simmons joined the meeting.

#### **AGREED:**

- That councillors wish to proceed with the following traffic calming works in Red Post Hill, following public consultation:

#### **Option 3**

To replace three sets of cushions with pedestrian refuge islands, and replace the one set south of the junction with Casino Avenue with a pedestrian island on the existing raised zebra crossing.

- That this to include the changes immediately south of the raised pedestrian crossing at the junction of Casino Avenue and Red Post Hill only if resources allow.
- That the set of cushions outside 82/84 Red Post Hill be removed and not replaced.

#### **AGREED:**

That identified underspend from Village ward Cleaner, Greener, Safer (CGS) funds can be reallocated to the Red Post Hill scheme to meet any underspend where possible.



Meeting ended at 9.40 pm

**CHAIR:**

**DATED:**

<b>Item No.</b> 6.	<b>Classification:</b> Open	<b>Date:</b> 15 September 2011	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Deputation Request – South Southwark Business Association	
<b>Ward(s) or groups affected:</b>		East Dulwich	
<b>From:</b>		Strategic Director of Communities, Law & Governance	

## RECOMMENDATION

1. That the Dulwich Community Council consider a deputation from the South Southwark Business Association in respect of proposed crossings on Lordship Lane, its impact on parking, loss of local business, and the need in relation to public safety.

## BACKGROUND INFORMATION

2. A deputation has been submitted by a representative of the South Southwark Business Association to the Dulwich Community Council. A deputation can be submitted by a person of any age who lives, works or studies in Southwark. Deputations must relate to matters which the council has powers or duties or which affects Southwark.
3. The topic of the deputation will be the proposed crossings on Lordship Lane, its impact on parking, loss of local business, and the need in relation to public safety.
4. At the meeting, the spokesperson for the deputation will be invited to speak up to five minutes on the subject matter. The community council will debate the deputation and at the conclusion of the deputation the chair will seek the consent of councillors to debate the subject. Councillors may move motions and amendments without prior notice if the subject does not relate to a report on the agenda. The meeting can decide to note the deputation or provide support if requested to do so. The community council shall not take any formal decision(s) on the subject raised unless a report is on the agenda
5. Any relevant resource or community impact issues will be contained in the comments of the strategic director.

## KEY ISSUES FOR CONSIDERATION

6. The deputation shall consist of no more than six persons, including the spokesperson.
7. Only one member of the deputation shall be allowed to address the meeting, her or his speech being limited to five minutes.
8. Councillors may ask questions of the deputation, which shall be answered by their spokesperson or any member of the deputation nominated by her

or him for up to five minutes at the conclusion of the spokesperson's address.

9. If more than one deputation is to be heard in respect of one subject there shall be no debate until each deputation has been presented. The monitoring officer shall, in writing, formally communicate the decision of the meeting to the person who submitted the request for the deputation to be received.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Comments of the Strategic Director of Environment and Leisure**

10. A report relating to this subject is contained elsewhere on the agenda.

### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Deputation from South Southwark Business Association	160 Tooley Street, London SE1P 5LX	Beverley Olamijulo 020 7525 7234

### **AUDIT TRAIL**

<b>Lead Officer</b>	Alexa Coates, Principal Constitutional Officer	
<b>Report Author</b>	Beverley Olamijulo, Constitutional Officer	
<b>Version</b>	Final	
<b>Dated</b>	5 September 2011	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic Director of Communities, Law & Governance	No	No
Finance Director	No	No
Strategic Director of Environment and Leisure	No	No
<b>Date final report sent to the Community Councils Team</b>		5 September 2011

<b>Item No.</b> 9.	<b>Classification:</b> Open	<b>Date:</b> 15 September 2011	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		East Dulwich Corridor Scheme – Lordship Lane	
<b>Ward(s) or groups affected:</b>		East Dulwich Ward	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION(S)

1. It is recommended that the Community Council advise the Cabinet member of their preference for the proposed implementation of the Lordship Lane elements of the project.

## BACKGROUND INFORMATION

2. East Dulwich Corridor scheme is part of the Transport for London programme of transport improvements.
3. The scheme objectives were to improve pedestrian accessibility particularly to East Dulwich station, reduce vehicle speeds and improve public realm and pedestrian accessibility and amenity in Grove Vale and northern part of Lordship Lane.
4. The scheme is to be delivered over 2 financial years with approved funding of £100,000 for 2010-11 and £400,000 for 2011-12. Grove Vale works formed the first half of the scheme and Lordship Lane the second half.
5. Grove Vale and Lordship Lane are part of the Strategic Road Network and therefore, approval is required from Transport for London for any proposed changes to the highway.
6. There is an identified need for improved pedestrian crossing facilities in Lordship Lane following a walking audit in 2007 however in previous years proposals for zebra crossings have not been agreed with Transport for London.

## KEY ISSUES FOR CONSIDERATION

7. Initial designs were prepared for Lordship Lane that sought to balance the needs of pedestrians with the desire to retain car parking and support local businesses.
8. A meeting was arranged between South Southwark Business Association (SSBA), ward members and officers to discuss the proposals. The meeting was requested by SSBA. SSBA's principle concern is the loss of parking so the design was further modified to reduce the loss of parking spaces to a minimum and it was agreed that

any parking lost was to be mitigated by providing additional parking in the vicinity.

9. The proposed design includes three main elements:
  - Raised table across East Dulwich Grove at junction with Lordship Lane
  - Signal controlled 'puffin' crossing across Lordship Lane immediately to the south of East Dulwich Grove
  - Raised signal controlled 'puffin' crossing across Lordship Lane outside the Co-operative supermarket
10. The total loss of parking/loading due to the 2 new signalised crossings will be 12 car spaces. 13 replacement facilities in the locality have been identified.
11. 6 car parking spaces will be created by reducing the zigzag marking at the existing crossing between Chesterfield Grove and North Cross Road. The zigzags will be reduced on the downstream side of the crossing.
12. 2 car spaces will be created by reducing the existing double yellow line restrictions outside Barclays south of Ashbourne Grove.
13. 2 new car space will be created in Matham Grove. 1 additional space will be created in North Cross Road and new loading bay for 2 vehicles will be created in Frogley Road.
14. There will be net gain of one vehicle space as a result of installing the 2 new signalised pedestrian crossings.
15. TfL have approved both the proposed signals and completed their design.
16. Consultation documents were sent to 450 residents in the vicinity of the proposed crossing and the statutory consultees eg emergency services. Consultation period was from 14 May 2011 to 6 June 2011. The consultation document and the area of consultation were approved by Cabinet Member for Transport, Environment and Recycling and the ward members.
17. There was over 70% majority in favor of the proposals. The results of the consultation are included in Appendix 1
18. Pedestrian counts covering the EDG junction shows that a controlled crossing there would potentially serve several hundred pedestrians on a typical day. The same survey also showed that approximately 40% of pedestrian crossing movements resulted in significant conflict with motor vehicles on a typical day. It is anticipated that this level of risk is likely to make people less willing to cross Lordship Lane unless it is absolutely necessary for them to do so - particularly those who experience mobility difficulties. The issues would be same for the proposed crossing near Ashbourne Road.
19. TfL have very stringent criteria for any new signals on the SRN and the applications for both the proposed signals have met their criteria and the designs have been completed.
20. Research done for TfL in 2002-4 shows that pedestrians spend as much if not more in town centres as car drivers. This is supported in the recent government white

paper on local transport (Creating Growth, Cutting Carbon – January 2011).

21. Funding was approved in previous years for a controlled crossing in Lordship Lane however, due to objections from TfL Buses and Businesses in Lordship Lane the proposed zebra was not installed. If the scheme is not delivered this year TfL may not approve funding for the scheme in the future.

### **Policy implications**

22. The proposals will improve facilities for pedestrians and are in line with the following Policies within the Transport Plan –

Policy 1.8 - Improve the walking environment and ensure that people have the information and confidence to use it.

Policy 2.3 - Promote and encourage sustainable travel choices in the borough

Policy 3.3 - Prioritise investment in our town centres

Policy 4.1 - Promote active lifestyles

Policy 4.2 – Create places that people can enjoy

Policy 5.1- Improve safety on our roads and to help make all modes of transport safer

Policy 6.1 - Make our streets more accessible for pedestrians

Policy 7.1 - Maintain and improve the existing road network making the best use of it through careful management and considered improvements

### **Community impact statement**

23. Any changes to crossing facilities in Lordship Lane will impact the local community and Businesses. Research indicates that improving pedestrian facilities is likely to improve the shopping environment and increase trade.

### **Resource implications**

24. £400,000 of LIP funding was allocated for these works. This is external grant funding from Transport for London and is ringfenced to delivery of transport improvements.

### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Traffic Survey	Dept of Regeneration and Neighborhoods, 160 Tooley Street	Simon Phillips, 020 7525 5542

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Consultation Result Analysis and Report

**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Matthew Hill, Public Realm Programme Manager	
<b>Version</b>	Final	
<b>Dated</b>	26 August 2011	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic Director of Communities, Law & Governance	No	No
Finance Director	No	No
<b>Cabinet Member for</b>	Yes	Yes
<b>Date final report sent to Constitutional Team</b>	5 September 2011	

APPENDIX 1

**Consultation Analysis and Report**

**East Dulwich Public Realm &  
Pedestrian Access Scheme**

**Consultation Report**

**Produced for:**

**South Camberwell Ward Councillors: Peter John, Stephen Govier, Veronica Ward; East Dulwich Ward Councillors: James Barber, Jonathan Mitchell, Rosie Shimell; Cllr Barry Hargrove Cabinet Member for Transport, Environment and Recycling.**

**17<sup>th</sup> June 2011**

**Prepared by  
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Project Engineer**

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**Document Control Sheet****Project Title** East Dulwich Public Realm and Station Access Scheme**Report Title** Consultation Report**Revision Status** Draft**Control Date** 17<sup>th</sup> June 2011**Record of Issue**

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	I	A. Antury		Anil Apte		Anil Apte	

**Distribution**

Organisation	Contact	Copies
London Borough of Southwark	Qassim Kazaz/Anil Apte	

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## **1. Introduction & Methodology**

Southwark Council is proposing to improve pedestrian accessibility, particularly to improve pedestrian crossing facilities in Lordship Lane shopping area.

The proposed measures include the construction of raised entry treatment in East Dulwich Grove at its junction with Lordship Lane, a new signal controlled crossing in Lordship Lane next to its junction with Crawthrew Grove and a raised signal controlled pedestrian crossing in Lordship Lane next to the supermarket Co-operative.

The funding for this project has been made available from TfL funding for 2011/12.

In order to establish levels of public opinion about the scheme, a public consultation has been undertaken, which asked residents, businesses and stakeholders whether they support or oppose the measures. The consultation also gave the public an opportunity to add general comments and communicate their opinions about the proposals; and to contact the design team directly by phone and email.

A consultation letter, questionnaire and the proposed scheme drawings were sent to statutory stakeholders and to 450 local residents and businesses in and around the area for the proposed scheme as shown on the plan below. The consultation period lasted 3 weeks from the 14<sup>th</sup> May to 6<sup>th</sup> June and the resulting feedback and data has now been analysed and interpreted. The analysis and presentation of the consultation is summarised in this report.

A copy of the consultation pack can be found in Appendix A. The tabulated responses and comments received can be found in Appendix B

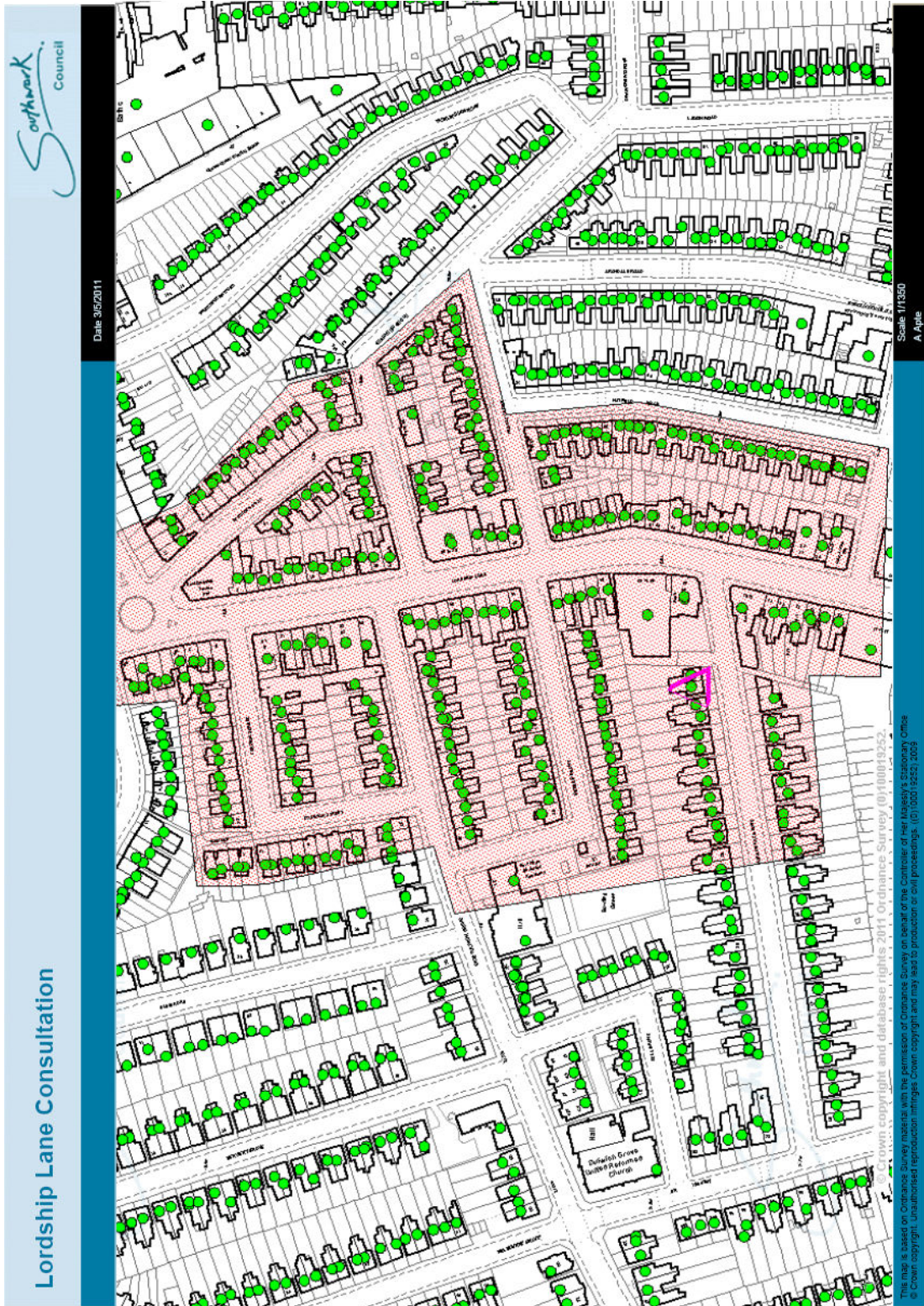


Fig. 1: Consultation Area

**List of statutory consultees and stakeholders:**

Mr Paul Cook  
Ambulance Operations  
Manager  
Deptford Ambulance  
Station  
1 New Cross Road  
London  
SE14 5DS

The District Manager  
Haulage Association Ltd  
35 Monument Hill  
Weybridge  
Surrey  
KT13 8RN

Lenox Davidson  
Bus Priority Team  
Palestra Building – 9th  
Floor  
197 Blackfriars Road  
London  
SE1 8AA

Maria Cole  
London Borough of  
Southwark Traffic Officer  
Southwark Borough Team  
London Fire Brigade  
266B Queens Road  
London  
SE14 5JN

Pc Justin Bennett  
Traffic Management Unit  
Metropolitan Police  
Hampton Traffic Garage  
68 Station Road  
Hampton  
TW12 2AX

Vincent Stops  
Senior Research Officer  
LTUC  
Clements House  
14-18 Gresham Street  
London  
EC2V 7PR

Ashley Rutland  
Metropolitan Police  
Serviceco50 Hq Traffic  
Branch  
Room 1118  
New Scotland Yard  
London  
SE1H 0BG

The Metropolitan Police  
Central Ticket Office  
Po Pox 510  
London  
SW1V 2JP

Government Office For  
London  
Transport Branch  
10Th Floor Riverwalk  
House  
157-161 Millbank  
London  
SW1P 4RR

Ralph Parker  
London Buses  
Infrastructure  
Eltham Bus Station  
Well Hall Road  
Eltham  
London  
SE9 6SL

Ms Knight (Tip)  
Automobile Association  
Routes Data Research  
Fanum House  
Basingstoke  
RG21 4EA

Jeremy Leach  
Living Streets  
28 Sutherland Square  
London  
SE17 3EQ

The Secretary  
Freight Transport  
Association Ltd.  
Hermes House  
157 St. Johns Road  
Tunbridge Wells  
Kent  
TN4 9UZ

Howard Klaasen  
Senior Network  
Development Planner,  
Central  
TLRN Planning Unit,  
Strategy, Surface  
Transport  
Palestra Building – 9th  
Floor  
197 Blackfriars Road  
London  
SE1 8AA

Ray Welsh  
Southwark Cyclists  
20 Redwood Close  
Rotherhithe  
London  
SE16 5NJ

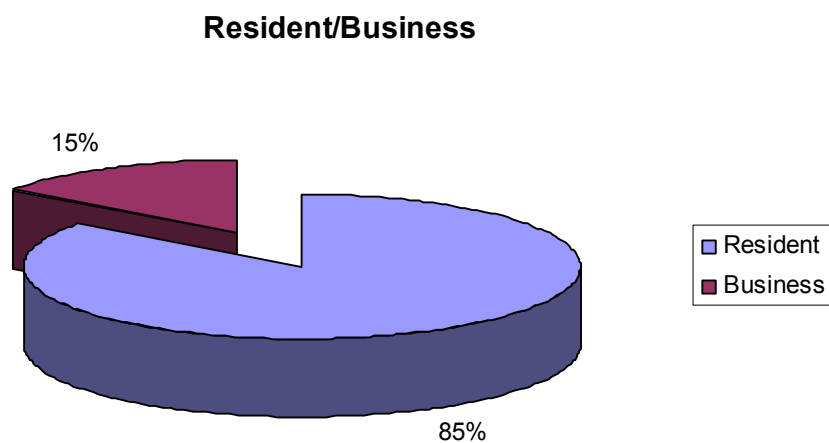
## 2. Results

Full results and comments received can be found in Appendix B.

The table below reports the level of response and the general level of support for the measures outlined in the consultation exercise.

Number of questionnaires returned	72	-
No. of responses from residents	62	<b>(85%)</b>
No. of responses from businesses	11	<b>(15%)</b>
No. in support of Proposal A	52	<b>(72%)</b>
No. in opposition to proposal A	13	<b>(20%)</b>
No opinion on Proposal A	6	<b>(8%)</b>
No. in support of Proposal B	54	<b>(72%)</b>
No. in opposition to proposal B	14	<b>(20%)</b>
No opinion on Proposal B	6	<b>(8%)</b>
No. in support of Proposal C	55	<b>(80%)</b>
No. in opposition to proposal C	11	<b>(16%)</b>
No opinion on Proposal C	3	<b>(4%)</b>

Consultation responses were returned from 72 of the residents and businesses out of 450 (16% response rate), of which 72% supported proposals A and B and 80% Supported proposal C.



**Fig. 2: Responses from Residents / Businesses**

### Proposal A

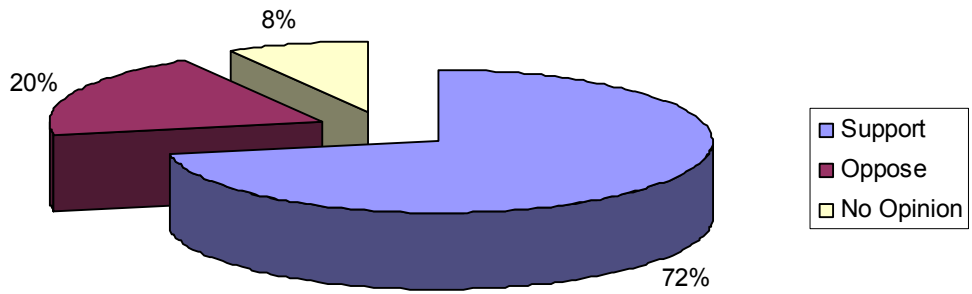


Fig. 3: Proposal A - Responses Support / Opposed / No opinion

### Proposal B

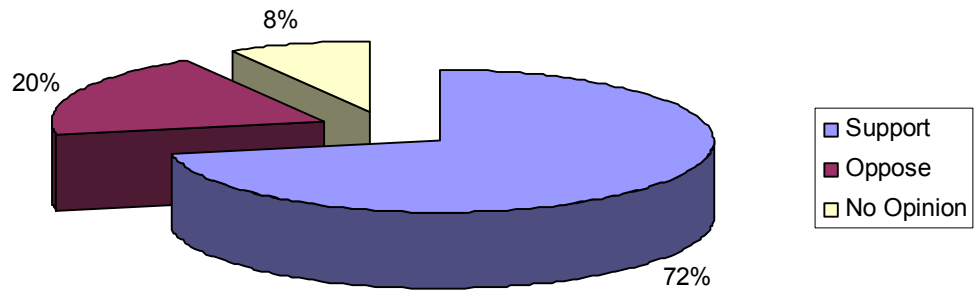
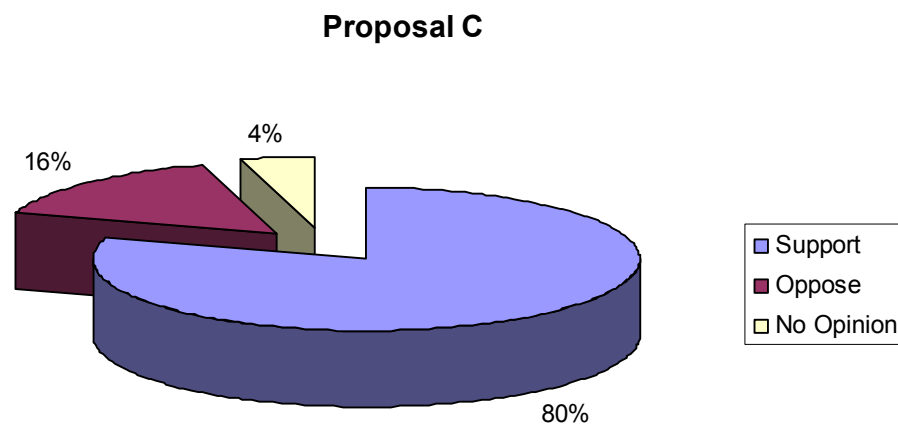


Fig. 4: Proposal B - Responses Support / Opposed / No opinion





**Fig. 5: Proposal C - Responses Support / Opposed / No opinion**

Even though the majority were in favour of the proposals (72% in favour of proposals A and B and 80% in favour of proposal C) and support the idea of improving road safety and accessibility in the area, a number of comments were provided by the respondents. The most prominent of which were:

- Some residents expressed the opinion that the junction of East Dulwich Grove and Lordship Lane should be signalised.

*The modelling for this junction did not pass the minimum parameters and therefore it is not viable to have this junction signalised.*

- There are some concerns with regards to residents parking on adjacent roads.

*The proposal includes the provision of short stay parking during the day which can be used by residents outside the hours of operation.*

- A respondent is stating that proposal C will cause bottleneck congestion and will cause serious delivery issues with the Co-operative supermarket and other nearby shops.

*The crossing operates by demand and it will also help regulating the traffic along Lordship Lane. The loss of parking will be mitigated by the provision of short stay parking on adjacent roads. There will be provisions for loading/unloading at the nearest reasonable locations to the affected shops.*

- There are concerns with regards to the proposed raised entry treatment in East Dulwich Grove at the junction with Lordship Lane. The concerns are related to the effectiveness of the proposal and how it might have an adverse effect.

*It is expected that the raised entry treatment will create more awareness from drivers and in the mean time it will improve the facilities for pedestrians.*

- There are comments regarding the need for the proposed crossings. Some respondents have stated that one crossing is sufficient.

*The location of the crossing by the Co-operative supermarket was selected after a walking audit was carried out. The crossing next to the junction with Crawthrew Grove was selected as it was not possible to signalise the junction of Lordship Lane and East Dulwich Grove, it is expected that the introduction of the signalised pedestrian crossing will improve the conditions at this junction for all road users*

- A business respondent expressed concerns on proposal C regarding the loss of parking outside the shop as it will make it difficult to load/unload goods.

*The loss of parking will be kept to a minimum possible. There will be additional parking on adjacent roads to mitigate any loss as a result of the proposed crossings.*



### **3. Summary**

72% of the respondents were in favour of the proposals A and B and 80% were in favour of proposal C. 15% of the respondents were business and 85% were residents.

In addition, a number of comments were received within the returned questionnaires, which might inform any changes or additions to the scheme in future.

There were some comments and trends expressed regarding some specific issues such as parking provision, traffic and congestion and location of proposed crossings.

Comments suggesting further improvements were expressed regarding some specific locations that are not part of the proposed scheme they will be forwarded to the relevant departments.

**Appendix A**  
**Consultation Letter, Consultation Survey and Scheme Drawing**

### We want your views

It is important for all consultees to respond to the consultation. We would be grateful if you could take the time to review the proposals outlined in this document and provide a response using the questionnaire provided.

Your views are essential for us to understand the Community's view on the proposal and form a fundamental part of the scheme development process, whether you use public transport, cycle, walk or drive a private vehicle.



### East Dulwich Public Realm & Pedestrian Access Improvements



## What happens next?

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

The responses to the questionnaire will be analysed and taken into account in the final design of the proposed works.

Should you require any further information regarding the proposed scheme please do not hesitate to contact Andres Antury on 020 7525 5553. Alternatively you can email to: [andres.antury@southwark.gov.uk](mailto:andres.antury@southwark.gov.uk).

If approved, implementation should take place before summer/autumn 2011.

To arrange a translation of this leaflet and the other consultation documents, or for other assistance, 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.

للتّريب لترجمة هذه الكراسة خذها رجاء إلى أحد العنواين التاليين:

Para obtener una traducción de este folleto, llévelo a:

Bu broşürün tercüme edilmesini düzenlemek için lütfen onu aşağıdaki yerlerden birine götürün:

Để 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 প্রচারপত্রিকাটির (সিক্লেটের) 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：

## Have your say

Southwark Council is holding a consultation to receive residents, businesses and key stakeholder's comments regarding the proposals to improve the Public Realm and Pedestrian access in the East Dulwich Area.

## Background

The aim of the proposed scheme is to improve pedestrian accessibility and safety, particularly to improve pedestrian crossing facilities in Lordship Lane shopping area.

Improvements to public space are beneficial to the residents and businesses and promote healthier living by encouraging walking and recreation. The council seeks to provide accessibility improvements to benefit the entire community whether it is for the elderly, people with dependants, parents with young children, disabled or the mobility impaired.

## What are the proposed changes?

Southwark Council has identified the locations of possible improvements along Lordship Lane as shown on the attached plan.

The proposed improvements include the construction of a raised entry treatment in East Dulwich Grove at its junction with Lordship Lane, a new pedestrian signal controlled crossing in Lordship Lane next to its junction with Crawthorpe Grove, and a raised signal controlled pedestrian crossing in Lordship Lane next to the supermarket Co-operative.

Due to the introduction of the pedestrian crossings there will be some loss of parking on Lordship Lane. We aim to minimise this loss and any loss would be mitigated by providing additional short stay parking on the adjacent side roads.

These measures have been designed for consultation and consideration



## QUESTIONNAIRE

### East Dulwich Public Realm & Pedestrian Access Improvements

#### Help us to help you!

Please complete this questionnaire and tick the boxes as appropriate.

#### Give us your views!

- | 1. Do you support the proposals? | Yes                      | No                       | No Opinion               |
|----------------------------------|--------------------------|--------------------------|--------------------------|
| • Proposal A                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Proposal B                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Proposal C                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

If answer is no, please comment in the space provided below.

2. Are you a resident or business?      Resident       Business

#### 3. Additional comments and suggestions

---



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(PTO)

Please do not forget to fill in your details

Name	<input type="text"/>	Date	<input type="text"/>
Address	<input type="text"/>	Postcode	<input type="text"/>
<input type="text"/>			

Should you require any further information regarding the proposed scheme please do not hesitate to contact Andres Antury on 020 7525 5553. Alternatively you can email to: [andres.antury@southwark.gov.uk](mailto:andres.antury@southwark.gov.uk).



Please fill in questionnaire overleaf.  
 Please tick the boxes as appropriate.  
 You may find the enclosed letter and plan helpful in deciding what answer you provide.  
 When you have completed the questionnaire, please fold as shown and post it back to us **by 6<sup>th</sup> June 2011** at the latest.

Thank you for your assistance

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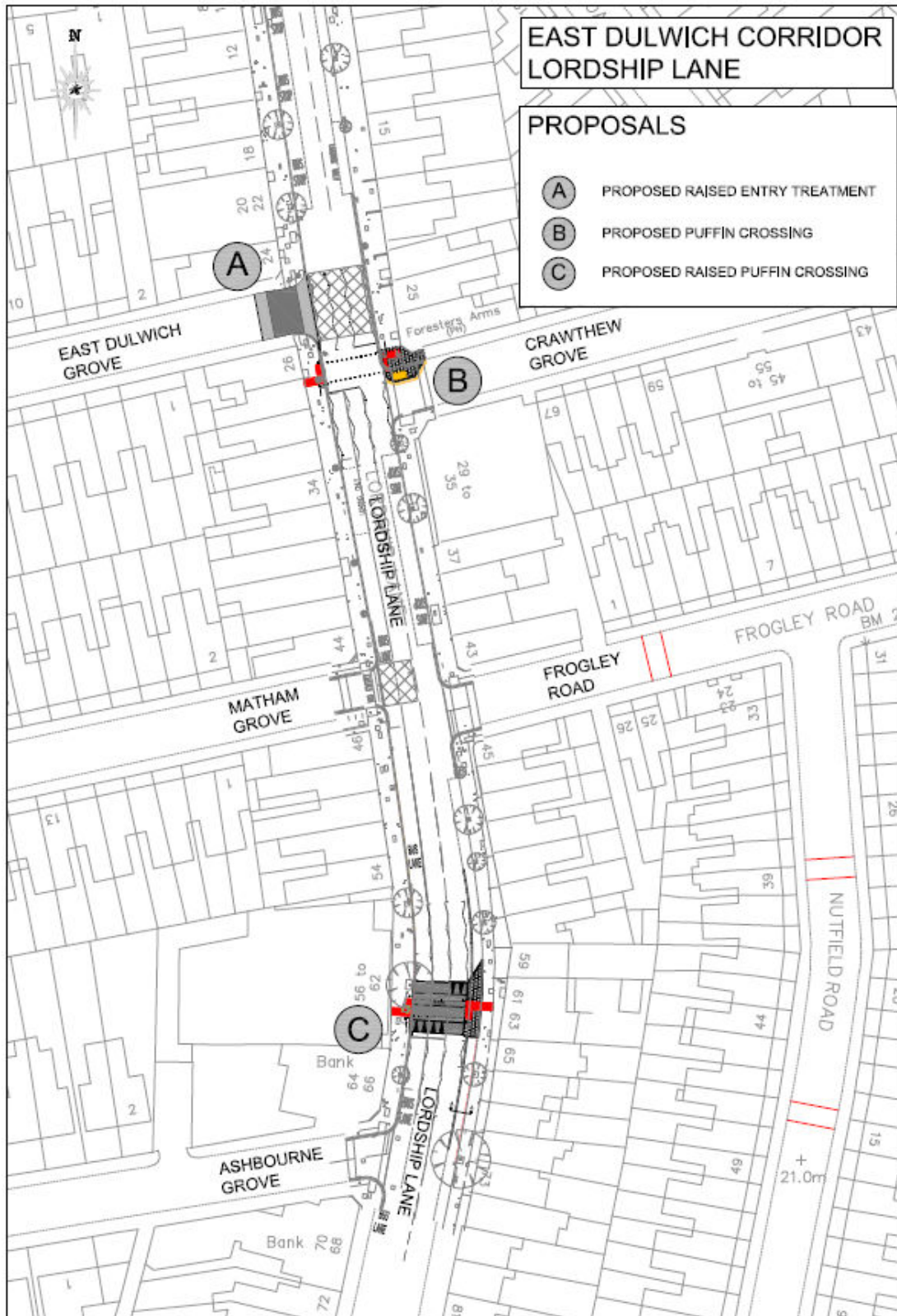
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LONDON BOROUGH OF  
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 Environment Department  
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 PO Box 64529  
 FREEPOST SE1919/14  
 London  
 SE1P 5LX

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## Appendix B Tabulated Responses and Comments

EAST DULWICH PUBLIC REALM & PEDESTRIAN ACCESS IMPROVEMENTS													
Do you support the proposals													
	Road Name	Proposal A			Proposal B			Proposal C			Resident	Business	Comments
		Yes	No	No Opinion	Yes	No	No Opinion	Yes	No	No Opinion			
1	Oxonian Street	1			1			1			1		I feel traffic lights should be on the junction of East Dulwich Grove and Lordship Lane, as I've seen 2 accidents, near misses, also a car pulled into the Bishop Pub rush hour time. A raised entry treatment DOES NOT SLOW TRAFFIC DOWN
2	Crawthw Grove	1			1			1			1		
3	East Dulwich Road		1		1			1			1		Regarding proposal A - due to buses turning out of this junction and cars parked illegally opposite it is already a tight and difficult turn. Installing a raised area will only hinder traffic.
4	Crawthw Grove			1	1			1			1		
5	Nutfield Road	1					1	1			1		
6	Spurling Road	1			1			1			1		The quicker this can be done the better! We have lived here 20 years and this is long overdue
7	Matham Grove	1				1		1			1		Another area which needs improvement is parking. It is very difficult to find parking on our street - with 2 young children it can cause an unnecessary stress. Our street is full of estate agent cars. People who park here head to the ED station. We would greatly welcome residents parking
8	Spurling Road	1			1			1			1		Whereas Lordship Lane is a dangerous place to cross the road, I am concerned that drivers and the aim to create short-term parking in nearby roads by the Council will result in less parking per permanent residents who reside on roads where a permit is necessary and unaffordable for residents on low incomes.
9	Lordship Lane	1			1			1			1		
10	Frogley Road	1			1				1		1		One more crossing at point B would be sufficient
11	Frogley Road	1			1			1	1		1		
12	Nutfield Road			1	1			1			1		I think a pedestrian crossing outside the co-op will be a great improvement, also a means of crossing at Crawthw Grove, otherwise crossing Lordship Lane is very difficult especially for the infirm
13	East Dulwich Grove	1			1			1			1		All paving works to pavements along Lordship Lane are sub-standard and East Dulwich Grove.
14	Grove Vale	1			1			1			1		
15	Frogley Road	1			1			1			1		I have lived on Frogley Road for 28 years and for every single one of those years I have felt the need for more crossings on Lordship Lane. I cross that road repeatedly every day - as it is now it is unsafe! The proposed crossing will save lives and make mine so much easier
16	Lordship Lane	1			1			1			1	1	Would suggest introducing some sort of bollards outside the Bishop Pub. There have been instances in the past where unattended cars have rolled backwards from Grove and almost caused injuries to passers by.
17	East Dulwich Grove		1		1			1			1		Parking provisions must be taken into consideration if the introduction goes ahead with proposal B & C.
18	Lordship Lane	1			1			1			1		It's long overdue to be honest!
19	Lordship Lane			1			1				1		
20	Matham Grove		1			1		1			1		The one-way system in Matham Grove is unclear - I see cars driving up the wrong way everyday. There will soon be an accident, can I propose arrows painted on the road surface to clarify.
21	Lordship Lane	1			1				1		1		Having contacted yourselves on numerous occasions proposal C will cause two problems (2) cause bottleneck traffic congestion as there is already a pedestrian crossing less than 50 yards from proposal C!! (2) will cause serious deliver issues with Co-op Supermarket and also near by shops - leading to delays in deliveries!! Please wake up!!
22	Lordship Lane				1			1			1		
23	Ashbourne Grove		1			1		1			1		Two additional crossings will have an adverse effect on the traffic flow along Lordship Lane which is already poor during rush hour. The raised entry to East Dulwich Grove will give pedestrians a false sense of security at what is a major junction and requires their full attention.
24	Grove Vale	1			1			1			1	1	Please install a puffin signal controlled crossing for (a) this road has heavy traffic and many mums and children need to cross here. This is dangerous - cars rarely slow down especially when turning into East Dulwich Grove from the High Street.
25	Nutfield Road	1					1				1		
26	East Dulwich Road	1				1		1			1		Provide residents parking only to save some of the side roads. It is impossible for me to visit home during the day due to absolutely no parking!!
27	Lordship Lane	1			1						1		There are already 2 crossings on this stretch, another at proposal B would be enough in my opinion



EAST DULWICH PUBLIC REALM & PEDESTRIAN ACCESS IMPROVEMENTS

Do you support the proposals

	Road Name	Proposal A			Proposal B			Proposal C			Resident	Business	Comments
		Yes	No	No Opinion	Yes	No	No Opinion	Yes	No	No Opinion			
28	Tintagel Gardens Zenora Street		1			1		1			1		A) Money could be better spent filling potholes/no advantage many motorists still turn right in spite of signs. B) No real advantage generally outbacks in services, money can be better used.
29	Lordship Lane	1			1			1			1		
30	Ashbourne Grove	1			1			1			1		The street Ashbourne Grove must be done on both sides re parking and to do this properly.
31	Ashbourne Grove		1			1			1		1		Stop wasting money on schemes that are no required and concentrate on front line services rather than grandiose schemes
32	Oxonian Street	1			1			1			1		
33	Zenoria Street		1				1			1	1		The proposal is grossly irresponsible, the hazard is pedestrian crossing. East Dulwich Grove at the junction with Lordship Lane NOT Crawthw Grove it is a busy crossing used by school children, senior citizens and other pedestrians and No. 37 bus, cars etc. The pedestrian signal controlled crossing should be at the above junction and the proposed one at Crawthw Grove would not be required.
34	Frogley Road	1			1			1			1		
35	East Dulwich Road	1			1			1			1		Sue drivers who ignore zebra crossings!
36	Spurling Road	1			1			1			1		Great idea! Much better for pedestrians and it should stop people dashing across the road between cars which should help the motorists.
37	Matham Grove	1			1					1	1		Proposal b is the most important, as a lot of people cross here and the traffic is often heavy and fast moving.
38	Spurling Road		1			1		1			1		Two lots of puffin controlled crossings will be ample without another as proposal (b) - already traffic is tailed back entering Lordship Lane from Goose Green roundabout - proposal (B) would cause more problems.
39	Ashbourne Grove	1					1	1			1		Still think Ashbourne Grove should be a no entry
40	Matham Grove		1			1			1		1		Will cost lots and might make drivers MORE careless around areas where there is no crossing. At the moment pedestrians cross at any point and car drivers know this and consequently drive more carefully and safely.
41	Matham Grove	1			1			1			1		We fully support the proposal for speed bumps on Matham Grove and 20mph speed restrictions
42	Southwark Living Streets 28 Sutherland Square	1			1			1			1		At proposal (A) it is important that the raised table is at the pavement height and not lower than it. The slope should be as steep as possible (allowed) to slow vehicles down as much as possible. At proposal (B) the height of the raised crossing should be at least 75mm above the carriageway and if possible close to 100mm. The slope should not be too gentle.
43	Zenoria Street	1			1			1			1		As a retired person and as a grandmother of 3 in this area, I am acutely aware of the need for more help crossing Lordship Lane. Thank you.
44	East Dulwich Grove	1			1			1			1		Better for our safety as well as letting traffic flow out of East Dulwich Grove. Also this place of B is where many people cross for the bus - so for our safety it should happen!
45	Matham Grove	1				1		1			1		One crossing is sufficient. As a resident of 28 years I'm tired of our street being used for additional parking - there isn't NO ROOM!! We've lost our parking to a) the bus lane in Lordship Lane b) the re-routing of the 37 bus along East Dulwich Grove, c) the overdevelopment of flats along Lordship Lane
46	Zenoria Street		1		1			1			1		
47	Zenoria Street	1			1			1			1		Very good idea much needed. Still heard no response on improvements to pavement on ED Warehouse side of Zenora Street (i.e. the odd numbers).
48	Tintagel Gardens	1			1			1			1		Install signals "on demand" only - so at night when there are no pedestrians the traffic can flow freely. Great work Southwark Council!!!
49	East Dulwich Grove	1			1			1			1		
50	Frogley Road	1											
51	Crawthw Grove	1			1			1			1		Vital for improving road safety on increasingly congested streets of East Dulwich
52	Lordship Lane	1				1		1			1		
53	Frogley Road			1	1			1			1		
54	Ashbourne Grove	1			1			1			1		

EAST DULWICH PUBLIC REALM & PEDESTRIAN ACCESS IMPROVEMENTS

Do you support the proposals

	Road Name	Proposal A			Proposal B			Proposal C			Resident	Business	Comments
		Yes	No	No Opinion	Yes	No	No Opinion	Yes	No	No Opinion			
56	Zenoria Street	1				1			1			By adding a crossing at point B it will cause huge traffic congestion on Lordship Lane as with the existing crossing and the proposed ones traffic will stop every 20 yards	
56	Lordship Lane	1			1			1				I do not want a crossing outside my front door	
57		1			1			1				A) The junction of East Dulwich Grove and Lordship Lane is hazardous for pedestrians, and although your proposals go some way to addressing this, there is, in my opinion, a need for a controlled pedestrian crossing across East Dulwich Grove (to assist people walking in both directions). B) Presume when this is in use, cars travelling south from Goose Green up Lordship Lane will wait outside the junction box? (i.e. north of East Dulwich Grove junction).	
58	Frogley Road			1		1		1				We already have a puffin controlled signal crossing by Northcross Road and a regular zebra - Goose Green - crossing within two minutes of each other (approx 200 meters) and there is no need for more. The road is not busy at all times of day, more crossings would clog up traffic (creating noise and pollution) and discourage walking - all contrary to the Council's aims. the parking proposals would be a NIGHTMARE for residents, blocking already busy side roads such as Frogley Road., We already suffer terrible noise pollution from deliveries, late night revellers etc and any more would be unbearable. I would oppose this in the strongest possible terms.	
59	Matham Grove	1			1			1					
60	Zenoria Street	1			1			1			1	Proposal C means that there will be 5 crossings on Lordship Lane. This is considered too much	
61	Spurling Road		1		1			1			1	Traffic movement down Lordship Lane is never particularly fast. Raised entries are a waste of money - if drivers want to go fast - they will - humps or not. There is too much pressure on residential parking already. We have six plus estate agents all 'jostling' to park outside our homes (and other traders and shoppers). Proposal 'B' is a good idea at a busy junction with three? (free) flows of traffic (unlike proposal C) where it is not too difficult to cross.	
62	Lordship Lane	1			1			1			1	The junction at East Dulwich Grove is very difficult to cross. Proposal C would take away valuable parking from outside my business, thus making it impossible for me to unload and load my goods that I have to do daily. There is a crossing very close by so another seems pointless. How can this be safer?	
63	Lordship Lane		1				1	1			1		
64	Ashbourne Grove			1	1			1			1	I agree in principle with B & C. However I am very worried about the parking situation in Ashbourne Grove. ?? have made less available space; sometimes impossible to park in the road. What has happened to issue raised about that?	
65	Nutfield Road	1			1			1			1	Additional cross / access points for pedestrians are very much needed and welcomed along this part of Lordship Lane. I fully support the proposals.	
66		1			1			1			1		
67	Ashbourne Grove	1			1			1			1	Please can Ashbourne Grove be re-surfaced and have road bumps installed. If there will be more short stay parking the rest of the road needs to be residents only parking (incl weekends)	
68	Matham Grove	1			1			1			1	Crossing Lordship Lane is difficult and dangerous. The two crossings near Matham Grove involve a lengthy walk and we are therefore more likely to risk crossing the road at a dangerous point. I strongly support the new proposals and believe they will make Lordship Lane much safer	
69	Crawthw Grove	1			1			1			1	Two crossings so close together unnecessary and would considerably slow traffic and cause bottlenecks; traffic has been encouraged onto Lordship Lane because of various traffic measures	
70	East Dulwich Grove	1				1		1			1	A) is fine, to give the opportunity for people to cross the road and slow down traffic turning right. B&C ) There is a problem too many crossings close together, will cause a back log of traffic bringing congestion at the roundabout, at E D Grove you have buses turning left and right and bus parking within 150 yards.	
71	Frogley Road		1			1		1			1	I'm in favour of pedestrian crossing near the coop shop but I'm not sure why it has to be raised rather than it being an ordinary pedestrian crossing. I'm not in favour of options AW and B because I think there is already adequate pedestrian crossing facility by the roundabout and the changes at the 2 suggested points were only made a couple of years ago. I think there should be disabled parking on Lordship Lane, but not appears to have been considered. On the diagram there are red lines at certain points on Frogley Road and Nutfield Road. What does this signify? If they are where the short stay parking would be placed I would like to point out that these roads are already groaning in terms of the use of them for parking. On Frogley Road there is also already a dedicated space for the hire care scheme.	
72	Frogley Road	1			1			1			1		



## Agenda Item 14


**COMMUNITY COUNCILS**  
A voice for your community



## Dulwich Community Council

### Soap box session question form

Your name:

Your mailing address:

What is your question?

Please give questions to Beverley Olamijulo, Constitutional Officer, or Abdi Mohamed Ibrahim, Neighbourhood Coordinator or the Community Council Development Officer.

<b>Item No.</b> 15	<b>Classification:</b> Open	<b>Date:</b> 15 September 2011	<b>Committee:</b> Dulwich Community Council
<b>Report title:</b>		Grove Vale parking consultation	
<b>Ward(s) or groups affected:</b>		East Dulwich, South Camberwell	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATIONS

That the Dulwich Community Council:

1. Notes and approves commencement of a joint 1<sup>st</sup> and 2<sup>nd</sup> stage parking consultation within the boundary area, defined in Appendix 1.
2. Notes and approves the project's consultation process.

### BACKGROUND INFORMATION

3. This report presents a recommendation for the boundary and method of a 1<sup>st</sup> and 2<sup>nd</sup> stage controlled parking zone (CPZ) consultation, which is a matter reserved to community council for decision under Part 3H of the council's constitution.
4. The council's 2010-12 network development programme was approved in June 2010 by the cabinet member for environment and transport. Pertinently, this included a parking consultation of residents and businesses in some uncontrolled (non CPZ) streets in East Dulwich and South Camberwell wards.
5. The consultation area concentrates on streets around Grove Vale, which are a short walking distance from East Dulwich railway station. The streets were last consulted in 2002/03 as part of a Dulwich wide parking study.
6. The 2002/03 study did not result in the installation of a CPZ. However, since the last parking consultation parking patterns and stress may have changed, this evidence is based on continued correspondence received from residents, requesting a CPZ consultation, particularly from those roads close to East Dulwich railway station.
7. It should be noted that the boundary of Dulwich and Camberwell runs along the centre line of Grove Vale and therefore agreement is being sought with both community councils

### Parking background

8. The Parking and Enforcement Plan refers generally to this area as East Dulwich. It suggests the area "may justify consideration of new zone" on the basis that it is close to a rail station with a mix of residential area (with a high density of car ownership per km<sup>2</sup>) as well as "employers or other attractions to visit the area"

9. Residents have made numerous complaints to the council about parking congestion in the East Dulwich area.
10. It is also clear from Appendix 2 that the area offers commuters and long-stay visitors a convenient set of uncontrolled streets within Southwark, adjacent to public transport links into central London.

### Parking beat surveys

11. Parking occupancy and duration surveys have been completed for the area which establish a very high demand for parking, as well as high levels of commuter and non-resident parking. Full details of this survey will be published with the final reports.

### KEY ISSUES FOR CONSIDERATION

#### Consultation area

12. The area recommended for consultation is identified by way of a map contained within the appendix to this report and also summarised in table 1, below.

Road	No. of properties	Ward
Adys Road	4	South Camberwell
Besant Place	23	South Camberwell
Copleston Road	73	South Camberwell
Derwent Grove	82	East Dulwich
Dog Kennel Hill	3	South Camberwell
East Dulwich Grove	86	East Dulwich
East Dulwich Road	112	East Dulwich
Elsie Road	41	East Dulwich
Grove Vale	300	East Dulwich / South Camberwell
Hayes Grove	66	South Camberwell
Jarvis Road	3	East Dulwich
Lordship Lane	24	East Dulwich
Melbourne Grove	86	East Dulwich
Oglander Road	1	South Camberwell
Ondine Road	114	South Camberwell
Oxonian Street	10	East Dulwich
Railway Rise	4	East Dulwich
St Francis Road	57	South Camberwell
Tintagel Crescent	35	East Dulwich
Tintagel Gardens	4	East Dulwich
Vale End	2	South Camberwell
Zenoria Street	29	East Dulwich
<b>TOTAL</b>	<b>1159</b>	

**Table 1**

13. All residents, businesses and stakeholders will be included in the consultation, however, any decision to progress a CPZ will only apply on the public highway (ie. not on housing estate or private parking areas).
14. The streets within the consultation area are situated within East Dulwich and South Camberwell ward.

15. The area recommended reflects:
- the council's commitment to manage parking
  - areas as well as high levels of correspondence
  - known pressure areas
  - as logical a boundary as is possible for such a tight network of streets
16. It is noted that, unlike the area to the south-west of Grove Vale, the area to the north-east has a more complicated network of interconnecting streets and that determining a logical boundary is difficult (without consulting a much larger area that funding does not allow for).
17. In regard to paragraph 16, and on the basis that parking occupancy is high in Copleston Road and leads from Grove Vale, it is recommended that it is included within the consultation (to its junction with Oxenford Street). However, Oglander Road has not been recommended for inclusion because it cannot be accessed (by car) from Grove Vale (the funding source) due to the one-way working and that should it be included it would have also required Everthorpe Road and possibly Oxenford Street.

### Consultation methods

18. Parking policy sets out the CPZ consultation process. It is summarised and published on the [council's website](#).
19. This CPZ consultation method follows a joint 1<sup>st</sup> and 2<sup>nd</sup> stage process. The consultation will determine if residents and businesses support a CPZ 'in-principal' and also seek comment on a proposed design for the parking layout. Two public exhibitions will also be held locally during the consultation period. This will give residents and businesses the opportunity to meet and discuss with officers.
20. Consultation will be way of a questionnaire delivered to all properties, a freepost return envelope or the option to respond online.
21. Street notices will be erected to advise of the consultation and details will be available on the council's website.
22. The draft programme is outlined in table 2, below.

Stage	Expected dates
Consultation pack and questionnaire to all residents, businesses and stakeholders (~1200)	October 2011
Draft report to Dulwich and Camberwell Community Council	January 2012
Final report to cabinet member for transport, environment and recycling	February 2012
Traffic management orders and statutory consultation	Spring 2011
Installation of CPZ (subject to support from consultation)	Spring 2011

Table 2 – Draft programme

### POLICY IMPLICATIONS

23. 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).

24. The introduction of CPZs provide a critical tool in prioritising space in favour of certain groups (eg. blue badge holders, residents or loading) as well as assisting in keeping the traffic flowing and improving road safety, a duty under the Traffic Management Act, 2004.

### **COMMUNITY IMPACT STATEMENT**

25. The implementation and operation of a 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.
26. The consultation leaflets will meet communication guidance with a languages page with advice of how to access the council's translation services. Large format leaflets will be available for those with visual impairment.
27. The policies within the Parking and Enforcement Plan are upheld within this report which has been subject to an Equality Impact Assessment (EqIA).

### **RESOURCE IMPLICATIONS**

28. The consultation and implementation (if supported) of the CPZ will be approximately £80,000 which will be funded through LIP funding already established for this purpose.
29. A better estimate of the costs will be reported at the end of the consultation.

### **CONSULTATION**

30. The consultation strategy and boundary has been discussed with ward members and the cabinet member for environment, transport and recycling.
31. Previous and planned parking consultation is discussed within the body of this report.

### **APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Map of recommended CPZ consultation area
Appendix 2	Map of existing Southwark and London CPZs

### **BACKGROUND PAPERS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Parking and Enforcement Plan	Public Realm Environment & Leisure 160 Tooley Street London SE1P 5LX	Tim Walker (020 7525 2021)



**AUDIT TRAIL**

<b>Lead Officer</b>	Tim Walker, Senior Engineer	
<b>Report Author</b>	Paul Gellard, Transport and Projects Officer	
<b>Version</b>	Final	
<b>Dated</b>	5 September 2011	
<b>Key Decision</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Road network and parking business unit manager	Yes	No
Strategic Director of Communities, Law & Governance	No	No
Finance Director	No	No
<b>Date final report sent to Community Councils Team</b>	5 September 2011	

# Grove Vale (GV)

## Appendix 1

### Proposed Controlled Parking Zone (CPZ) consultation boundary

September 2011



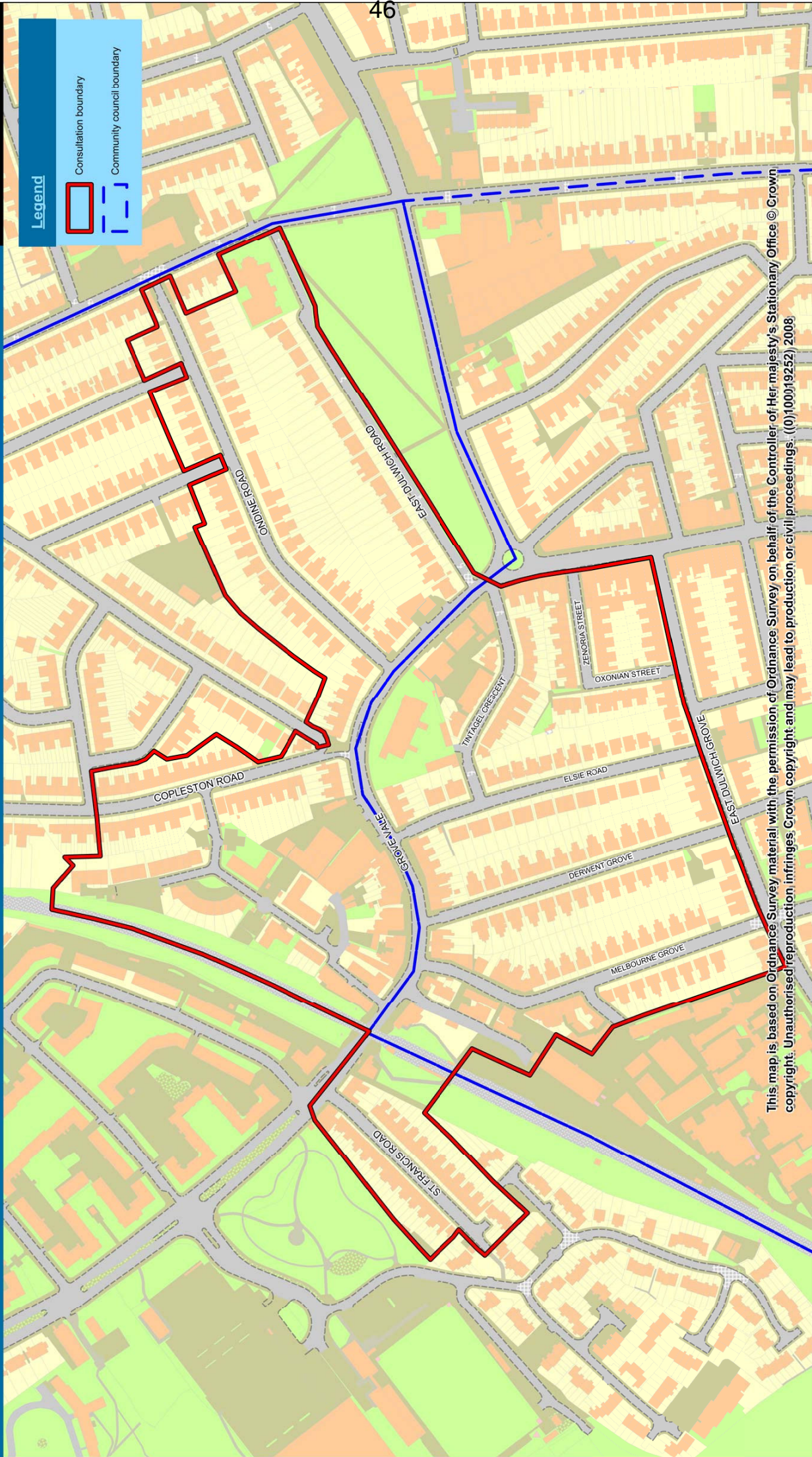
#### Legend



Consultation boundary



Community council boundary



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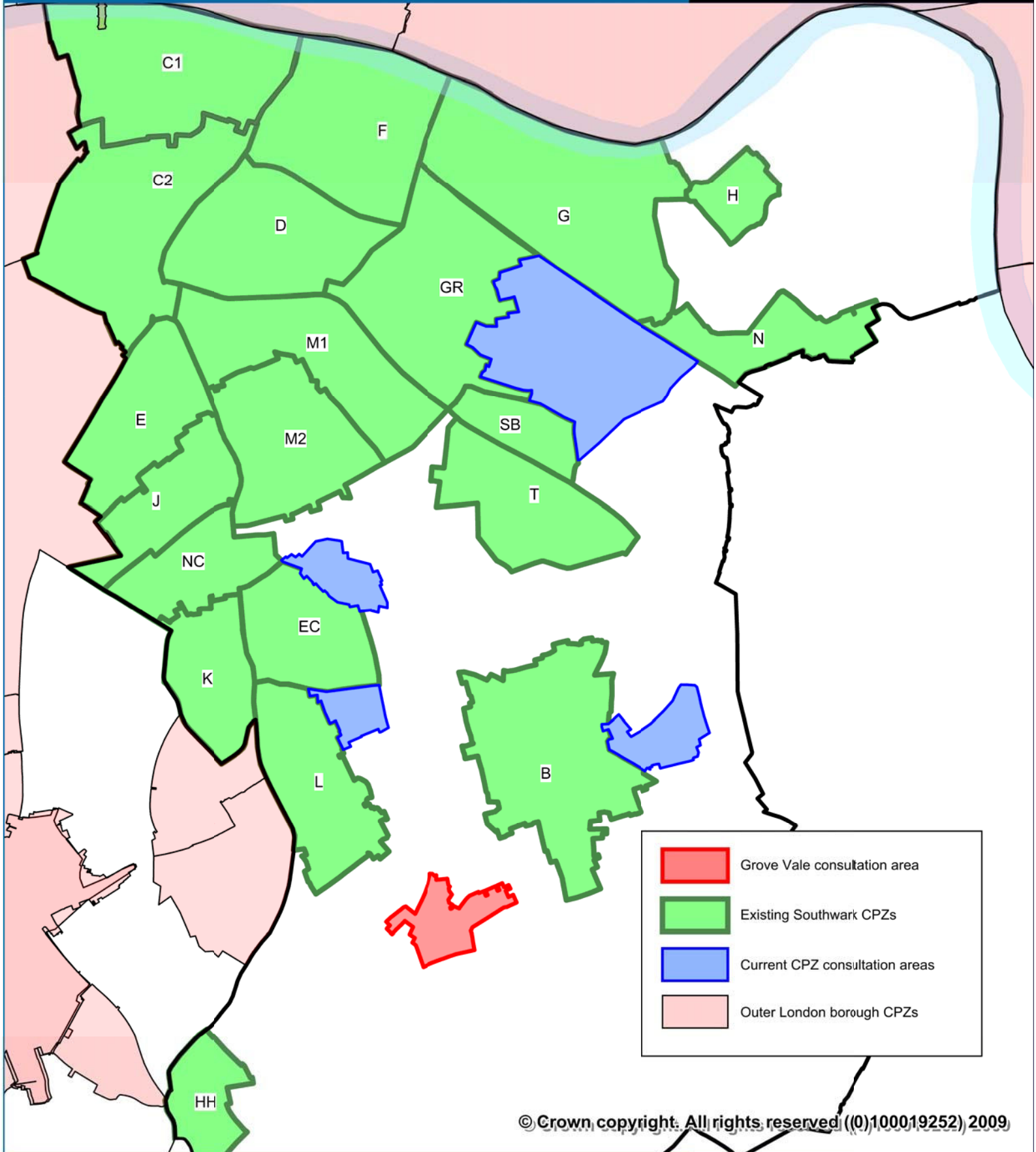
# Grove Vale Parking consultation

## Appendix 2



Network development

September 2011



<b>Item No.</b> 17	<b>Classification:</b> Open	<b>Date:</b> 15 September 2011	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Dulwich Community Council	
<b>From:</b>		Senior Engineer, Public Realm Projects (Parking Design)	

## RECOMMENDATION(S)

1. It is recommended that the following local parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - East Dulwich Grove – Install one disabled persons (blue badge) parking bay
  - Hansler Road – Install one disabled persons (blue badge) parking bay
  - Landells Road – Install one disabled persons (blue badge) parking bay

## BACKGROUND INFORMATION

2. This report presents proposals for a number of local parking amendments, which are reserved to the Community Council for decision under Part 3H of the constitution.
3. The origins and reasons for the proposals are discussed in the main body of the report.

## KEY ISSUES FOR CONSIDERATION

### Origin disabled bays – East Dulwich Grove / Hansler Road / Landells Road

4. Three applications have been received by the network operations team for the installation of a disabled persons (blue badge) parking bay. In each case, the applicant met the necessary criteria for an origin, disabled persons parking bay.
5. The network development team has subsequently carried out a site visit to evaluate the road network and carried out consultation with each applicant to ascertain the appropriate location for each disabled bay.
6. It is therefore recommended that the disabled bay is installed at the following location, see appendices for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1112Q1023	East Dulwich Grove – adjacent to pedestrian entrance to Arnhem Way	Appendix 1
1112Q1020	Hansler Road – outside No.13	Appendix 2
1112Q1019	Landells Road – outside No.36	Appendix 3

### **POLICY IMPLICATIONS**

7. The recommendations contained within this report are consistent with the policies of the Parking Enforcement Plan and associated Local Implementation Plan (LIP)
8. The proposals will support the council's equalities and human rights policies and will promote social inclusion by:
  - Provide origin disabled bays to assist residents with mobility impairments

### **COMMUNITY IMPACT STATEMENT**

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

### **RESOURCE IMPLICATIONS**

10. 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**

11. No informal consultation has been carried out.
12. 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.
13. The road network and parking manager has been consulted on the proposals and has no objections.
14. No consultation or comment has been sought from the borough solicitor & secretary or the chief finance officer.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Parking and Enforcement Plan	Public Realm Environment & Leisure 160 Tooley Street	Tim Walker 020 7525 2021

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	East Dulwich Grove - Proposed disabled bay
Appendix 2	Hansler Road - Proposed disabled bay
Appendix 3	Landells Road - Proposed disabled bay

**AUDIT TRAIL**

<b>Lead Officer</b>	Tim Walker, Senior Engineer	
<b>Report Author</b>	Paul Gellard, Transport and Projects Officer	
<b>Version</b>	Final	
<b>Dated</b>	5 September 2011	
<b>Key Decision</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic Director for Communities, Law and Governance	No	No
Finance Director	No	No
Parking operations and development manager	No	No
Network manager	Yes	No
Parking and network management business unit manager	Yes	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Community Councils Team</b>	5 September 2011	

NETWORK DEVELOPMENT



Environment, Public Realm  
PO Box 64523, London SE1 6LX

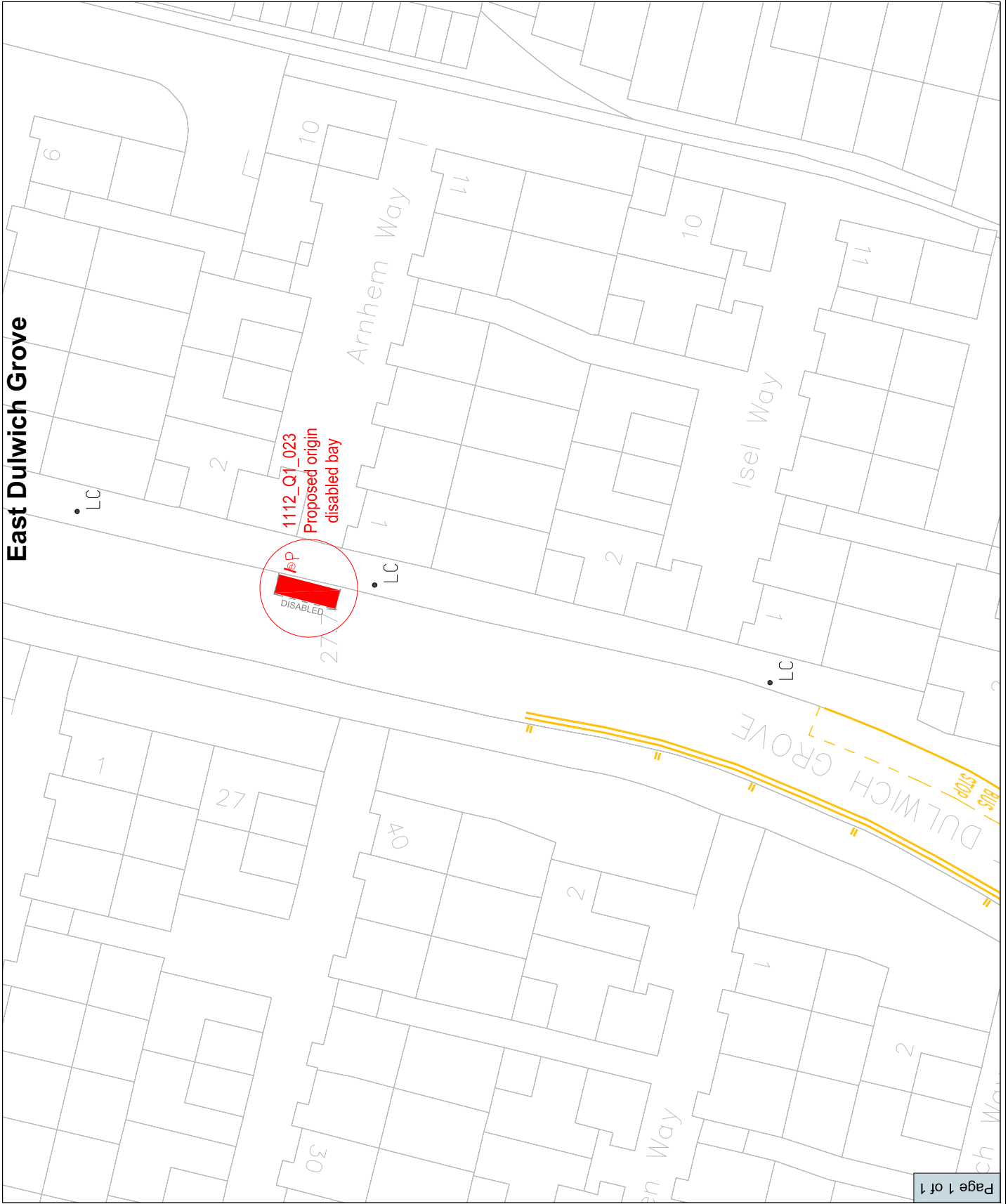
LEGEND

Revision details	By	Date	Suffix
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			B

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Drawing title
EAST_DULWICH_GROVE PROPOSED_DISABLED_BAY
Layout
INITIAL_DESIGN
Scale
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File name
1033_ID_V1.dwg

Drawn	Designed	Checked	Approved
PG JUNE11	PG JUNE11	TW JUNE11	TW JUNE11

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NETWORK DEVELOPMENT



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LEGEND

Revision details	By	Date	Suffix
			A
			B

Project ID / name

112Q1\_LOCAL\_PARKING\_AMENDMENTS

Drawing title

HANSLER ROAD  
PROPOSED\_DISABLED\_BAY

Layout

INITIAL DESIGN

Scale

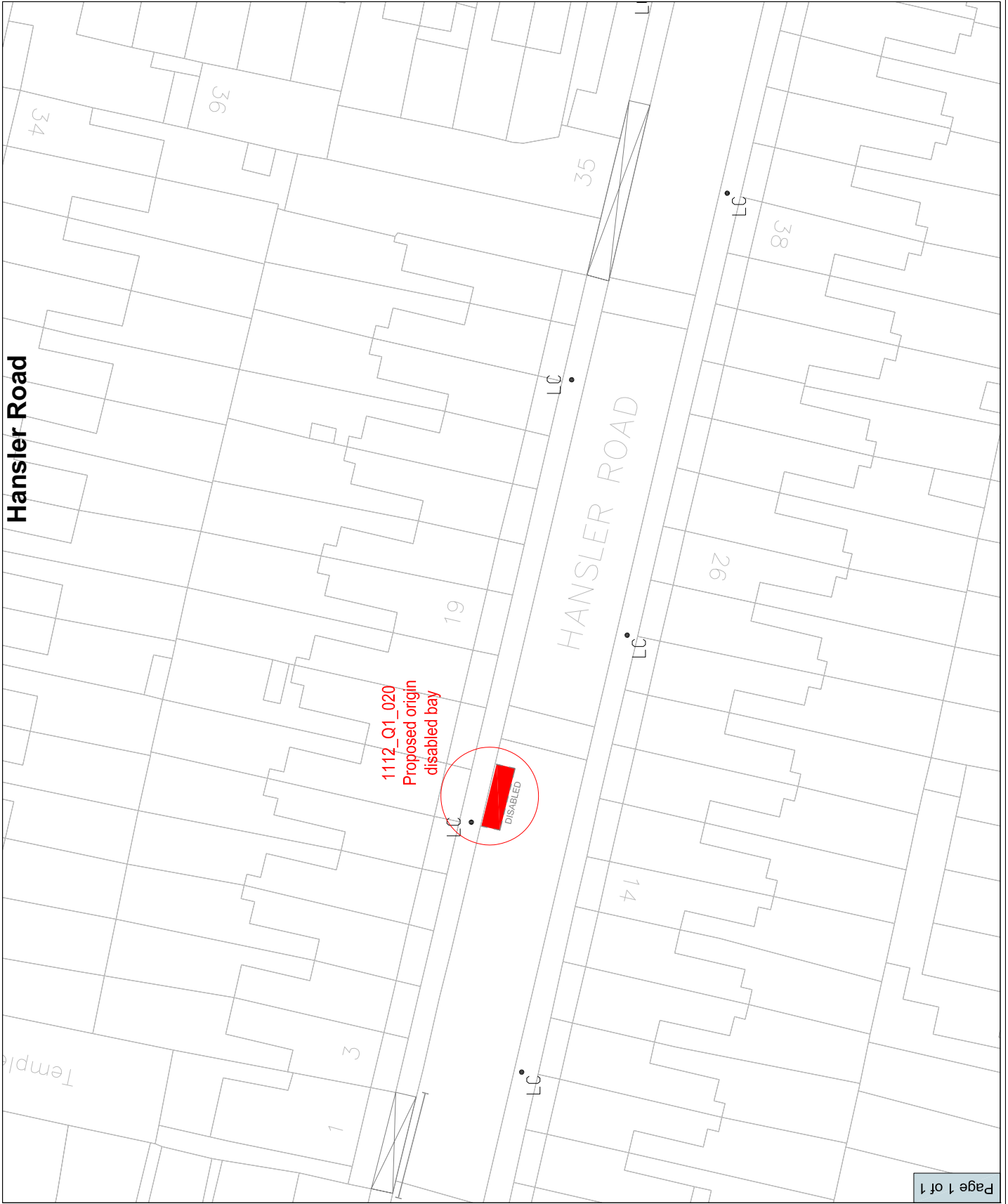
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File name

1033\_ID\_V1.dwg

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PG	PG	TW	TW
JUNE11	JUNE11	JUNE11	JUNE11

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NETWORK DEVELOPMENT



Environment, Public Realm  
PO Box 64523, London SE1 6LX

LEGEND

Revision details	By	Date	Suffix
			A
			B

Project ID / name

1112Q1\_LOCAL\_PARKING\_AMENDMENTS

Drawing title

LANDELLS ROAD

PROPOSED\_DISABLED\_BAY

Layout

INITIAL DESIGN

Scale

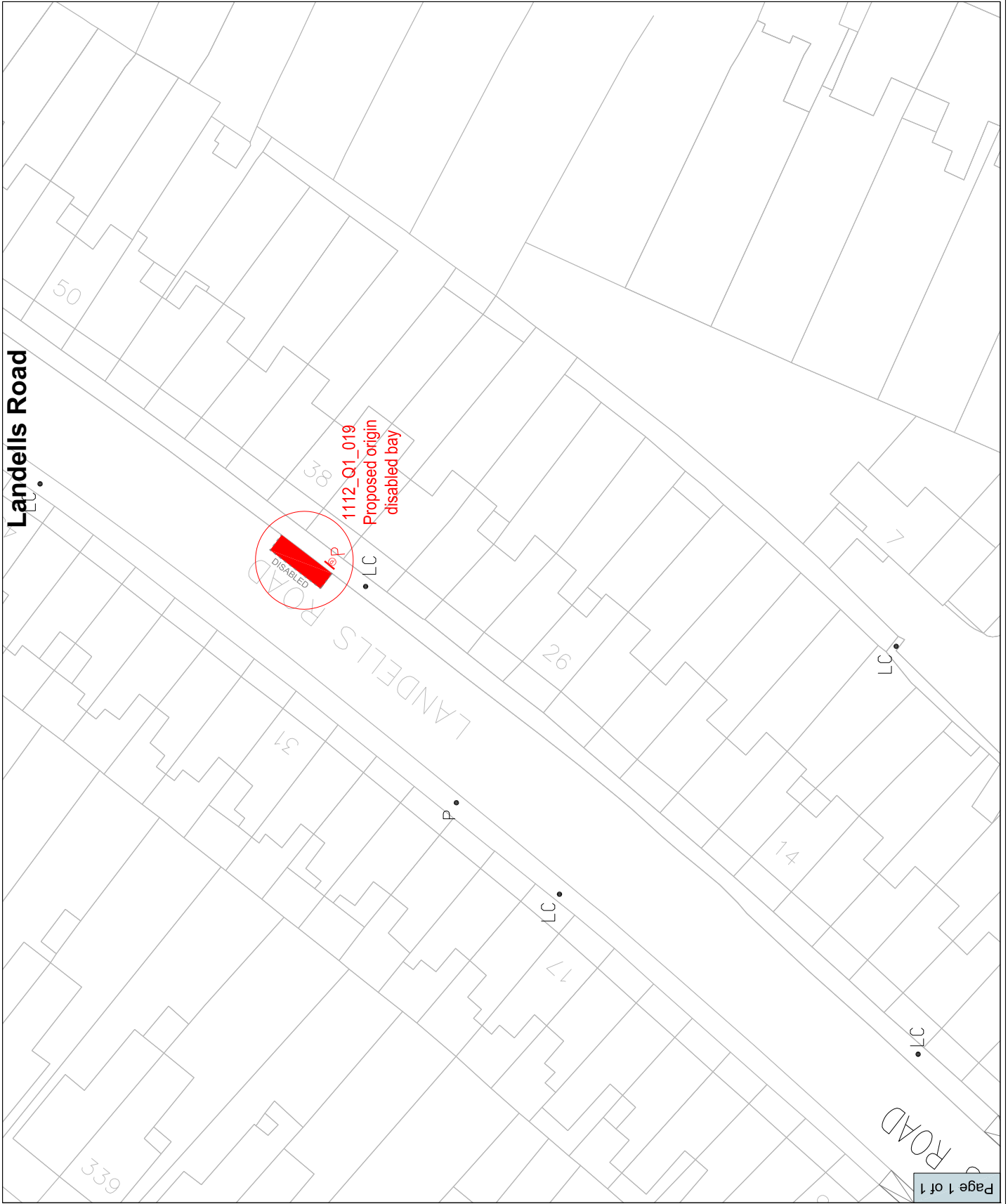
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Drawn	Designed	Checked	Approved
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JUNE11	JUNE11	JUNE11	JUNE11

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Landells Road

<b>Item No.</b> 18	<b>Classification:</b> Open	<b>Date:</b> 15 September 2011	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Cleaner, Greener, Safer funding update	
<b>Ward(s) or groups affected:</b>		College, East Dulwich and Village	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATIONS

1. That Dulwich Community Council notes there are under spends available in College and Village wards to allocate to other schemes.

## BACKGROUND INFORMATION

2. A number of schemes funded through Cleaner Greener Safer programme have recently completed and some of these have under spent. All schemes that were live on 1 April 2011 are listed in Appendix 1.
3. When schemes are cancelled or are completed for less than the allocated sum, Members are asked to consider how the funding can be reallocated.

## KEY ISSUES FOR CONSIDERATION

4. Members are asked to consider the available funds for reallocation. These total £12,100 in College ward and £13,800 in Village ward.
5. At present there are two CGS schemes in College ward that cannot be progressed due to insufficient funds.
6. Scheme 02801 – Roundabout Garden at Paxton Green was unable to progress due to uncertainty about a TfL funded scheme which could include the roundabout. There was some discussion about using the CGS funding of £5,000 to replace the posts and chains in front of the Paxton Green GP surgery. These works would cost of £8,000 and require additional funding of £3,000.
7. Scheme 02824 – Ildersly Grove street lights is unable to progress due to the award of £16,700 being inadequate to replace the lighting columns with heritage style columns.
8. At the time of the application, the costing for the scheme was based on cost of installation of embellishment kits rather than complete replacement of the columns. A local pilot to install embellishment kits demonstrated this was not a feasible option. The more expensive option of replacement of existing columns, requires an additional £9,000.

9. Scheme 05442 Kingswood signage and safety works completed with an under spend of £6,200. There was a discussion about using £4,000 of the under spend to modify the new speed humps. If this modification work did not proceed there would be sufficient funding to add £3,000 to Paxton Green award and £9,000 to Ildersly Grove lighting scheme.
10. The available under spends in Village ward amount to £13,800 and Members are asked to consider how this money could be spent.
11. 02755 Half Moon Lane Shopping Parade Regeneration Project - Phase 2 was awarded £20,000. This was reduced to £14,000 to allow Dulwich Park boat house works to be fully funded. To complete the footpath resurfacing works will require additional funding of either £700 or £6,700 and members may wish to add extra funding to this scheme. The final cost will not be known for some weeks.

### **COMMUNITY IMPACT STATEMENT**

12. Applications for CGS funding are invited from local residents.
13. There were two applications to improve the roundabout garden at Paxton Green. The project did not progress as there was likelihood of a TfL-funded scheme to make improvements to the highway. This funding has now been awarded and the scheme is at feasibility stage. The CGS funded scheme is on hold until the larger scheme has been designed.
14. In the meantime, the nearby green in front of the GP surgery would benefit from replacement of rotten wooden posts and chains, with recycled plastic posts which are maintenance-free. This would be a visual improvement to the area.
15. The application to replace the lighting columns in Ildersly Grove was made by a local resident.
16. The application to carry out further improvements at Half Moon Lane shopping parade (127 – 149 Half Moon Lane) was made by the Herne Hill Society.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

None.

**BACKGROUND DOCUMENTS**

<b>Background papers</b>	<b>Held at</b>	<b>Contact</b>
Cleaner Greener Safer reports	Environment and Leisure 160 Tooley Street London SE1P 5LX	Andrea Allen Cleaner Greener Safer Projects 020 7525 0680

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Cleaner Greener Safer schemes

**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Andrea Allen, Senior Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	6 September 2011	
<b>Key Decision</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic Director of Communities, Law & Governance	No	No
Finance Director	No	No
<b>Cabinet Member for</b>	No	No
<b>Date final report sent to Constitutional Team</b>	6 September 2011	

## DULWICH CLEANER GREENER SAFER UPDATE SEPTEMBER 2011

Project Title	Year Ending	Ward	Description	Amount Approved	Carryforward budget	Underspend	Comments
01967 - Sydenham Hill estate greening	2010	College	Signage and play equipment	20,000.00	15,000.00	2,200	Most of signage installed; hand rails installed in August. Fully paid, leaving underspend of £2200.
02801 - [103985] Roundabout Garden at Paxton Green	2011	College	Green areas in front of GP surgery	5,000.00	5,000.00		Requires another £3K so scheme can be delivered
02045 - Croxted Road estate secure gates	2010	College	Adjustment of gates on estate.	6,000.00	6,000.00	600	Work completed leaving underspend of £600
02824 - [104136] Ildersley Grove street lights	2011	College	To replace standard columns with heritage style lighting, retaining this residential road's character and distinguishing it from principal routes.	16,700.00	16,700.00		The scheme requires an additional £9000 and this extra money has not been identified.
04662 Croxted Road community hall	2011	College	Remaining funds	7,000.00	5,250.00		Housing has taken on this scheme and will charge later in year.
05442 Kingswood signage and safety works	2011	College	Signage installed and road bumps installed	20,000.00	6,200.00	6,200	Members to decide if funds are required to adjust speed humps or money can be added to Paxton Green or Ildersley Grove street lighting.
02848 - [104085] Footpath lighting to improve security in Little Borne	2011	College	Installing bollard lights to illuminate the primary public pedestrian access route	26,000.00		3,100	Work completed
02779 - [103796] East Dulwich Crime Prevention Fund	2011	East Dulwich	Fund preventative measures to reduce the incidence of crime.	10,000.00	10,000.00		All budget allocated to signs, Shawbury Court gate and other items
02771 - [103505] Traffic Calming in East Dulwich	2011	East Dulwich	Traffic calming in roads in ED ward	37,000.00	52,000.00		The speed humps have been installed; street signs to be installed in September 2011.
02830 - [104180] Dig the park	2011	Village	Planting in Dulwich park	3,000.00	2,000.00		Work completed
02893 - [104242] The East Dulwich Grove Estate Community Allotments	2011	Village	EDGE Allotment group	2,500.00	1,000.00		Waiting for final invoice from the Allotment group to complete scheme
01348 - Dulwich Park Boat House	2009	Village	Building of boat house. The foundations in the lake have already been constructed.	23,500.00			The boat house should be constructed in September (add. Funding of £30K from Bluebird Boats received)
03000 - [104381] Pensioner and Youth Club Top up Fund	2011	Village	To supplement existing supplies for village Pensioners Club and Youth Club at the Hut as needed.	1,000.00	1,000.00		Final items to be purchased to complete scheme - underspend of £800 is expected.
02840 - [104127] Belair Park Lake Natural Reedbed Bio-System	2011	Village	Natural long term solution to eutrophication by weir under "smelly bridge"	20,000.00	20,000.00		Works agreed, quotes to be sought for works
01167 - EDGE TRA meeting room	2009	Village	Conversion of old laundry to a meeting room for EDGE Compact and residents.	41,600.00	41,600.00		Contractor about to be appointed - start on site has been delayed due to gas reconnection works will begin in September 2011
03034 - [104637] Rosebery Lodge	2011	Village	Returb part of lodge	25,000.00	20,500.00		Contractor on site - there will be a delay in the electricity meter being installed.
01320 - Red Post Hill / Sunray Avenue road safety	2011	Village	Works to ameliorate problems experienced by residents following installation of speed bumps.	40,000.00	40,000.00		Works to begin after gas mains works completed
02755 - [103215] Half Moon Lane Shopping Parade Regeneration Project - Phase 2	2011	Village	Phase 2 of the regeneration of this shopping parade	20,000.00	14,000.00		Street furniture works will be carried out in September and resurfacing of the public footpaths will follow on.
02033 - Norwood Road parade improvements	2010	Village	Enlarging and raising tree pits for planting at the shopping parade on Norwood Road.	3,000.00		2,000	Work completed
00553 - Calton Avenue speed restrictions	2010	Village	Calton Avenue highway works and new posts and chains	40,000.00	11,800.00	11,800	Work completed and fully paid
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NOTE: Original held by Constitutional Support Unit; amendments to Beverley Olamijulo  
(Tel: 020 7525 7234)

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