

Item No. 13	Classification: Open	Date: 28 April 2011	Meeting Name: Dulwich Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Dulwich Community Council	
From:		Senior Engineer, Network Development	

RECOMMENDATION

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:
 - Holmdene Avenue – Install one disabled persons (blue badge) parking bay
 - Heber Road – Install one disabled persons (blue badge) parking bay
 - Green Dale - Install at any time waiting restrictions
 - Allyen Park – Install waiting restriction (Mon-Fri 8-10am 3-5pm)

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 – Holmdene Avenue and Heber Road

4. Two 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 disabled bays be installed at the following locations, see appendices for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1011Q4016	Outside 72 Holmdene Avenue	Appendix 1
1011Q4017	Outside 8 Heber Road	Appendix 2

Green Dale – 1011Q4010

7. On 10 February 2011a network development engineer along with two officers from the parking operations team were invited by Councilor Crookshank Hilton to a site meeting in Green Dale to discuss concerns raised about dangerous and inconsiderate parking during the school run.
8. Whilst at this site meeting it was noted that parents were parking and waiting for their children, this commenced approximately 30 minutes before the children leave the school.
9. The significant number of vehicles picking up or dropping off children results in some motorists using the junction entrance to the housing estate to park. Other vehicles were observed parked in a dangerous or, at least, inconsiderate manner.
10. During the site visit the council's enforcement contractor (APCOA) had sent two civil enforcement officers (CEO's) to enforce the area outside the school.
11. At the north-western end of Green Dale, where it joins with the housing estate road, there are a considerable number of existing road markings: double yellow lines, a hatched yellow box and the wording 'keep clear' some of which are on the public highway and some on housing estate land. The mix of road markings all construe the same message (no parking) but the absence of a consistent delivery means that motorists may not get a clear message; as well as being an intrusive amount of road paint.
12. It is proposed that the yellow box junction markings and keep clear wording are removed from the estate road and double yellow lines are installed. These will be tied into the double yellow lines on the public highway.
13. It is noted that the removal of the yellow, hatched box on the estate could lead to some motorists thinking it is now acceptable to park in the middle of the junction such is the width of the road at this point (adjacent to the estate road) and this may well be the reason the yellow box was initially installed. However, it would still be a civil parking offence to park in that location (due to the presence of the yellow lines along the kerb). Additionally, yellow box markings would no longer be permitted to be installed in such locations.
14. Network development have discussed this issue with the estates parking contract manager, who agrees that the restrictions on both the estate road and the public highway should match and has agreed that once this is completed that dual enforcement can take place.
15. It is recommended that, as shown in Appendix 3, that at any time waiting restriction are installed to protect the entrance to the estate and to provide a turning head for vehicles to exit from the cul-de-sac of Green Dale.

Allyen Park – 1011Q4003

16. Network development were invited to a site meeting held on Allyen Park along with

officers from parking operations, transport planning, Transport for London, local ward member and local residents to discuss parking and junction safety issues.

17. The main purpose of the meeting was to discuss issues relating to the Transport for London Road Network (TLRN) also known as the red route, which are not matters for this report.
18. However, local residents did raise concern about property access/egress and traffic flow in Allyn Park. The area of particular concern was in Allyn Park between its junction with Dulwich Common and the existing width restriction, approximately adjacent to No.107 Allyn Park.
19. It can be observed that this area correlates with a marginal reduction in the width of the carriageway.
20. All residential properties in this stretch have off-street parking and are situated opposite Dulwich College playing fields.
21. Allyn Park is uncontrolled and vehicles park along the eastern side during the day, however when this kerbspace is exceeded, vehicles park on the western side which reduces the highway width preventing two vehicles to pass one another.
22. The residents state that when vehicles are parking both sides of the road the obstruction results in drivers sounding their vehicle horns and arguing with each other.
23. The proposal favored by those at the site meeting was the introduction of split waiting restriction preventing parking in the morning and afternoon. This is proposed to discourage commuters, improve traffic flow and access to residential properties.
24. It is recommended that, as shown in Appendix 4, that a split waiting restriction, operating Monday to Friday 8 to 10am and 3 to 5pm, is installed to improve traffic flow, protect access to residential properties and prevent commuter parking.

POLICY IMPLICATIONS

25. The recommendations contained within this report are consistent with the policies of the Parking Enforcement Plan and associated Local Implementation Plan (LIP)
26. The proposals will support the council's equalities and human rights policies and will promote social inclusion by:
 - Providing improved access for emergency vehicles, refuge vehicles, residents and visitors
 - Improving sight lines for all road users
 - Improving junction and pedestrian safety, especially those with limited mobility or visual impairment; and
 - Provide origin disabled bays to assist residents with mobility impairments

COMMUNITY IMPACT STATEMENT

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

RESOURCE IMPLICATIONS

28. 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

29. No informal (public) consultation has been carried out. Where consultation with stakeholders has been completed, this is described within the main body of the report.

30. Should the community council approve the item(s), 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.

31. The road network and parking manager has been consulted on the proposals and has no objections.

32. No consultation or comment has been sought from the Strategic Director of Communities Law and Governance.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Parking and Enforcement Plan	Network development Public realm Environment 160 Tooley Street	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Holmedene Avenue - Proposed disabled bay
Appendix 2	Heber Road - Proposed disabled bay
Appendix 3	Green Dale - Proposed at any time waiting restrictions
Appendix 4	Allyen Park - Proposed waiting restrictions Mon-Fri 8-10am 3-5pm

AUDIT TRAIL

Lead Officer	Tim Walker, Senior Engineer	
Report Author	Michael Herd, Engineer	
Version	Final	
Dated	13 April 2011	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
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
Cabinet Member	No	No
Date final report sent to Constitutional Team	13 April 2011	