

Item No.	Classification: Open	Date: 07/07/09	Meeting Name: Dulwich Community Council
Report title:		Local parking amendments (Q1)	
Ward(s) or groups affected:		All wards within Dulwich Community Council	
From:		Senior Engineer, Network Development	

RECOMMENDATION(S)

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

BACKGROUND INFORMATION

2. This report presents proposals for a number of local parking amendment schemes, which are matters reserved to Community Council for decision.
3. The origins and reasons for the proposals are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Glengarry Road (0910_Q1_003)

4. The network development team received an email from Cllr Eckersley in March 2009 asking if officers could review the current parking arrangements for short-term parkers outside the parade of shops in Dulwich Grove.
5. An officer carried out a site inspection at the location to identify a possible location for a time restricted free bay to create turnover in parking spaces.
6. It was noted from the site inspection that it would not be possible to install a bay in Dulwich Grove due to the existing 'at any time' waiting restrictions and bus stop. However, it was noted that there is scope to install a bay in Glengarry Road by the junction of Dulwich Grove.
7. It is therefore proposed to install a 10 meter time restricted free bay in Glengarry Road operating Mon – Fri, 8.30am – 6.30pm, with a maximum stay of 30 minutes (appendix 1).

Gilkes Place (0910_Q1_008)

8. The network development team received an email from a resident in March 2009 concerning vehicle and pedestrian safety at the Gilkes Place and Dulwich Village junction. The concern raised was that motorists were parking in Gilkes Place very close or at the junction with Dulwich Village resulting in pedestrians having to negotiate their way around parked cars.

9. Parking adjacent to a dropped kerb (or raised carriageway) that has been installed to assist pedestrians crossing is a parking contravention in its own right and there is no requirement for the highway authority to indicate this with any road markings (yellow lines, etc.)
10. In view of the preceding paragraph it would be usual practice to alert the parking operations team to increase parking enforcement. However, there has also been a request made by the chemist in Dulwich Village for a destination blue badge (disabled) bay to assist those disabled customers wanting to visit.
11. A site inspection was carried out by an engineer to look at both issues.
12. It was noted that vehicles were parking close to the junction, obscuring pedestrian visibility. It was also noted that the current, informal arrangement of echelon parking would prevent a bay being installed directly outside the chemists.
13. Based upon officer observations, it is proposed that a destination disabled bay be installed in Gilkes Place close to its junction with Dulwich Village (but at a sufficient distance so as not to obscure sight lines). This bay would operate 'at any time' but would have a 4 hour maximum stay to encourage turnover of space to assist visitors – this maximum stay period is consistent for destination bays across Southwark (and many other London authorities).
14. It is further recommended that 'at any time' waiting restrictions are installed in Gilkes Place at the junction of Dulwich Village. These are considered necessary, despite the notes in paragraph 9, because of the proposed disabled bay. It is envisaged that the presence of a designated parking bay would otherwise further encourage parking close or at the junction. It would be necessary to install the waiting restriction on both sides of the road (for a distance that did not exceed the length of the entry table) to ensure clarity to the motorist.
15. The proposals are detailed in appendix 2.

Howletts Road (0910_Q1_031)

16. The network development were contacted by Cllr Crookshank Hilton in April 2009, regarding the time restricted free bay located in Howletts Road, by the junction of Half Moon Lane.
17. The bay falls within the Herne Hill (HH) CPZ and operates Mon – Fri, 8.30am – 6.30pm, with a maximum stay of 30 minutes, creating a turnover in parking for the shops located on Half Moon Lane.
18. At present the bay measures approximately 8 meters in length making it difficult to park two vehicles within the bay.
19. It is therefore proposed to extend the bay by 2 meters, as shown in appendix 3, so as to provide sufficient space for two vehicles.

Grove Vale (0910_Q1_062)

20. It was brought to network development's attention by parking operations, that vehicles were parking during the day on the single yellow line in Grove Vale, this was causing obstruction and congestion, particularly buses. A site inspection

noted that upright signage for the single yellow line was missing, therefore making the restriction unenforceable in this non-CPZ area.

21. An initial response would be for one of maintenance to reinstate the missing signs. However, the signs have been reported as missing on a considerable number of occasions and it is believed that this is deliberate vandalism to prevent enforcement taking place. Parking operations also reported that civil enforcement officers (CEOs) have previously reported 'code red' (a report that the CEO is experiencing a verbal or physical threat to their own safety) on a number of occasions.
22. Officers have carried out a review of the existing restrictions and parking layout. It is recommended that three (two on the Dulwich side) small lengths of single yellow lines (that operate 8.30-6.30 Mon-Sat) are upgraded to double yellow lines (that will operate at any time). This is recommended for two reasons: primarily to assist vehicular flow particularly buses on Grove Vale (part of Southwark's strategic road network) but also to allow continued enforcement and prevent future sign theft as the double yellow lines do not need any upright sign.
23. It is therefore proposed to install three sections of double yellow lines in Grove Vale as shown in appendix 4.

Glengarry Road (0910_Q1_023)

24. An application has been received by the network operations team for the installation of a disabled persons (blue badge) parking bay. The applicant met the necessary criteria for an origin, disabled persons parking bay.
25. The network development team has subsequently carried out a site visit to evaluate the network and ascertain the appropriate location for the disabled bay.
26. It is recommended that this disabled bay be installed in Glengarry Road outside No.7 (appendix 5).

Upland Road (0910_Q1_045)

27. An application has been received by the network operations team for the installation of a disabled persons (blue badge) parking bay. The applicant met the necessary criteria for an origin, disabled persons parking bay.
28. The network development team has subsequently carried out a site visit to evaluate the network and ascertain the appropriate location for the disabled bay.
29. It is recommended that this disabled bay be installed in Upland Road outside No.291 (appendix 6).

Nutfield Road (0910_Q1_051)

30. An application has been received by the network operations team for the installation of a disabled persons (blue badge) parking bay. The applicant met the necessary criteria for an origin, disabled persons parking bay.
31. The network development team has subsequently carried out a site visit to evaluate the network and ascertain the appropriate location for the disabled bay.

32. It is recommended that this disabled bay be installed in Nutfield Road outside No.6 (appendix 7).

Seeley Drive (0910_Q1_054)

33. An application has been received by the network operations team for the installation of a disabled persons (blue badge) parking bay. The applicant met the necessary criteria for an origin, disabled persons parking bay.

34. The network development team has subsequently carried out a site visit to evaluate the network and ascertain the appropriate location for the disabled bay.

35. It is recommended that this disabled bay be installed in Seeley Drive Road outside Sawyer House (appendix 8).

Lordship Lane No. 429 (previously referred as 430) (0809_Q4_021)

36. A previous report to Dulwich community council (3 June 2009) sought approval for a bay to be installed outside No. 431 Lordship Lane.

37. At that meeting members deferred their decision asking that officers write explaining their rationale for this disabled bay.

38. Unfortunately a typographic error was made in the report's title and should have read as "Lordship Lane No.429 (0809Q4021)" not "Lordship Lane No.430 (0809Q4021)". This report conflicted with the appended drawing that was issued at that meeting.

39. It is noted that there is already a disabled bay outside the applicant's property, No.429 (see appendix 9), this is in use by the neighboring property.

40. Network development propose to install the new disabled bay adjacent to the existing disabled bay, outside No.431, as this the closest location to the applicants address.

41. Please accept our apologies for any confusion on this issue and we recommend that you approve the bay for No. 429 Lordship Lane to be installed outside No. 431 Lordship Lane, subject to statutory consultation.

Lordship Lane No.473 (0809_Q4_019)

42. A previous report to Dulwich community council (3 June 2009) sought approval for a bay to be installed on Lordship Lane opposite Sunderland Court.

43. At that meeting members deferred their decision asking that officers investigate if the bay could be installed in Sunderland Court (a private road) and whether further negotiations could take place with the landowner.

44. Discussions are still ongoing between the council, applicant and landowner in regard to this matter and further details will be provided to a future community council meeting.

POLICY IMPLICATIONS

45. The recommendations contained within this report are consistent with the policies of the PEP and associated Local Implementation Plan (LIP)
46. 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; and
 - improving junction and pedestrian safety, especially those with limited mobility or visual impairment
 - provide origin and destination disabled bays to assist residents with mobility impairments

COMMUNITY IMPACT STATEMENT

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

RESOURCE IMPLICATIONS

48. 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

49. No informal consultation has been carried out.
50. 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.
51. The road network and parking manager has been consulted on the proposals and has no objections.
52. No consultation or comment has been sought from the borough solicitor & secretary or the chief finance officer.

BACKGROUND DOCUMENTS

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

APPENDICES

No.	Title
Appendix 1	Glengarry Road – Proposed time restricted free bay
Appendix 2	Gilkes Place – Proposed “At Any Time” waiting restrictions and destination disabled bay
Appendix 3	Howletts Road – Extension of time restricted free bay
Appendix 4	Grove Vale – Proposed “At Any Time” waiting restrictions
Appendix 5	Glengarry Road – Proposed disabled persons parking place
Appendix 6	Upland Road - Proposed disabled persons parking place
Appendix 7	Nutfield Road - Proposed disabled persons parking place
Appendix 8	Seeley Drive - Proposed disabled persons parking place
Appendix 9	Lordship Lane – Proposed disabled persons parking place

AUDIT TRAIL

Lead Officer	Tim Walker	
Report Author	Paul Gellard	
Version	1.1	
Dated	17/6/09	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director for Legal and Democratic Services	No	No
Finance Director	No	No
Parking operations and development manager	No	No
Network manager	Yes	No
Parking and network management business unit manager	Yes	No
Executive Member	No	No
Date final report sent to Constitutional/Community Council/Scrutiny Team	17/6/09	