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|------------------------------------|--------------------------------|--|---|
| Item No. | Classification: Open | Date: 28/10/09 | Meeting Name: Dulwich Community Council |
| Report title: | | Local parking amendments (Q2) | |
| 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

Fellbrigg Road (0910Q2033)

4. 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.
5. The network development team has subsequently carried out a site visit to evaluate the network and ascertain the appropriate location for the disabled bay.
6. It is recommended as proposed in appendix 1, that this disabled bay be installed in Fellbrigg Road outside 79

Woodwarde Road (0910Q2036)

7. 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.
8. The network development team has subsequently carried out a site visit to evaluate the network and ascertain the appropriate location for the disabled bay.
9. While there is a tree within the limits of the proposed bay, the applicant is aware of this and is happy with the proposed location.

10. It is recommended as proposed in appendix 2, that this disabled bay be installed in Woodwarde Road outside 40

Barry Road (0910Q2037)

11. 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.

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

13. It is recommended as proposed in appendix 3, that this disabled bay be installed in Barry Road outside 236

Forest Hill Road (0910Q2063)

14. 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.

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

16. It is recommended as proposed in appendix 4, that this disabled bay be installed in Forest Hill Road outside 82a

Giles Coppice (0910Q2071)

17. The secretary of the Giles Coppice residents committee contacted network development raising concerns about obstructive parking on Kingswood Drive at it's junction with Giles Coppice.

18. The photographic evidence provided by the secretary showed vehicles parked right on the junction reducing the sight lines and making the maneuver from Giles Coppice into Kingswood Drive very difficult and unsighted.

19. To improve sight lines and safety for all road users at this junction it is recommended that "at any time" waiting restrictions be installed as shown in appendix 5 be approved.

Turney Road (0910Q2068)

20. Lambeth and Southwark residents and councilors, Lambeth officers and a representative from Tessa Jowell MP's office carried out a walkabout and the issue of road safety at the junction of Turney Road and Croxted Road was raised.

21. From this walkabout it was determined that there is obstructive parking on the north side of Turney Road outside Nelly's Nursery. This results in vehicles having difficulties exiting the junction with Croxted Road.

22. To improve junction safety and ease traffic flowing eastbound along Turney Road from this junction it is recommended that a minimum length of "at any time" waiting restrictions be approved for installation, as shown in appendix 6.

Etherow Street (0910Q2020)

23. The Achievement and Inclusion Manager, St. Anthony's RC Primary School contacted Southwark Education Welfare officer informing him of a pupil at the school who uses a wheelchair. The Manager enquired to the possibility of installing a disabled persons parking bay.
24. At present the pupil is brought to school by car and they find it very difficult to walk the short distance from the car to the school each day.
25. Network development was asked by the education welfare officer to investigate the options available to the school.
26. It is noted that there is an existing school keep clear road marking (zig-zags) outside the entrance. These zig-zags do not provide exemption for blue badge (disabled) drivers or passengers and as such afford no potential for assisting the pupil into the school.
27. We consider the provision of a very short (5m) length of double yellow line adjacent to the existing school keep clear would be preferable to a disabled bay.
28. The reason for this is that the pupil's parents only require the availability when dropping off and picking up from the school. We do not consider it sensible to install a disabled bay that only operated for a very short time period – it is likely this would be ignored or misinterpreted by other motorists and would lead to enforcement problems and the bay not being available for use when the pupil required it.
29. To improve access into the school for a wheelchair user it is recommended that “at any time” waiting restrictions be installed as shown in appendix 7.

Gilkes Place / Gilkes Crescent (0910_Q3_003)

30. The network development team received a combined petition from a number of residents of Gilkes Crescent regarding road safety and parking issues.
31. The Rt Hon Tessa Jowell MP also wrote on behalf of her constituents to express her concerns, asking that the matter be investigated.
32. One of the concerns raised by residents was the inconsiderate parking which often takes place at the Gilkes Crescent and Gilkes Place junction.
33. Parking on corners, is against the Highway Code, and makes sight lines for pedestrians much reduced. However, the Council does not have any powers to enforce this without the installation of a parking restrictions via a Traffic Management Order. It was noted that many school children walk this way and that their safety was compromised by crossing between parked cars.
34. To improve sight lines and safety for all road users at this junction it is recommended that “At any time” waiting restrictions be installed as shown in appendix 8 be approved.

Kingswood Estate (0910Q2020)

Background

35. Following requests from residents, the council has been considering options with Transport for London (TfL) regarding the re-introduction of bus route 931 onto the Kingswood Estate.
36. The 931 provides a once-a-week (Friday morning) bus service between Crystal Palace and Lewisham and a makes a return journey in the afternoon.
37. A test run was carried out with a 931 bus that identified three locations around the estate where a current lack of parking restrictions meant that the bus was unable to proceed without significant delay or risking damage to vehicles. The locations identified were
 - a. Bowden Drive junction Lyall Avenue
 - b. Seeley Drive (east side, adjacent to existing raised table linking shops to Kingswood House)
 - c. Bowden Drive junction Seeley Drive

Consultation

38. Local consultation on the introduction of parking restrictions was carried out at one of the locations (Bowden Drive / Lyall Avenue) where the impact was considered to have a more significant impact upon residents, due to the relocation of a blue badge (disabled) parking bay.
39. An informal consultation letter was delivered by hand (18 September 2009) to the 48 properties within a 50m radius of this junction. Responses via email or a Freepost address were asked for by 2 October 2009.
40. Five responses were received.
41. Two responses expressed support for the proposals. The general comment was that they welcomed the re-introduction of the bus (one respondent stated that they were disabled and especially looked forward to being able to get out more). Both respondents also identified the junction as already causing problems for large vehicles that resulted in the current behavior of cutting the corner off, driving across the pavement and damaging the footway.
42. Three responses were against the proposal. The consistent comment across all three was that parking was already difficult and that the proposed yellow lines would reduce the capacity further and make it even more problematic. Reasons for the demand for parking were: commuters (Sydenham Hill station and teachers), school run, builders and three-car families.
43. Comment was also made that speed bumps should be larger to prevent someone from getting hurt. This comment has been passed onto the asset management team for consideration when road renewal next takes place in the area.

Conclusions and recommendations

44. To see the successful re-introduction of the bus route, in an anti-clockwise direction, the test run demonstrated that new restrictions were necessary in some locations in order to remove existing obstructions.

45. Whilst alternatives routes around the estate were considered, the anti-clockwise service requires the least intrusion in terms of parking restrictions.
46. The proposed route also provides opportunity for a hail-and-ride bus service all along the inner kerb-line (Kingswood House side) of the estate due the existing double yellow lines. The alternatives would have required further, dedicated bus stops and build-outs on the uncontrolled outer kerb-line, as buses must be able to pull parallel to the kerb for passengers to alight from the left side of the vehicle.
47. A query was made that the double yellow lines would operate 'at any time' yet the bus would only operate on a Friday, during a relatively short window of time. Officers note that the other respondents identified that vehicles already have difficulty negotiating this corner – this would certainly apply to the fire brigade who may need access at any time.
48. No comments were made in relation to the relocation of the blue badge (disabled) bay. It is noted, however, that the relocation would not result in a greater distance from property to bay due to the presence of a property wall and gateway.
49. In view of all of the above it is recommended that waiting restrictions be installed in the three locations around Kingswood Estate as detailed in Appendix 9.

POLICY IMPLICATIONS

50. The recommendations contained within this report are consistent with the policies of the PEP and associated Local Implementation Plan (LIP)
51. 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 improvements
 - improving sight lines for all road users; and
 - improving junction and pedestrian safety, especially those with limited mobility or visual impairment

COMMUNITY IMPACT STATEMENT

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

RESOURCE IMPLICATIONS

53. 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

54. Where informal consultation has been carried out it is detailed within the body of this report.
55. 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.

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

57. No consultation or comment has been sought from the borough solicitor & secretary or the chief finance officer.

BACKGROUND DOCUMENTS

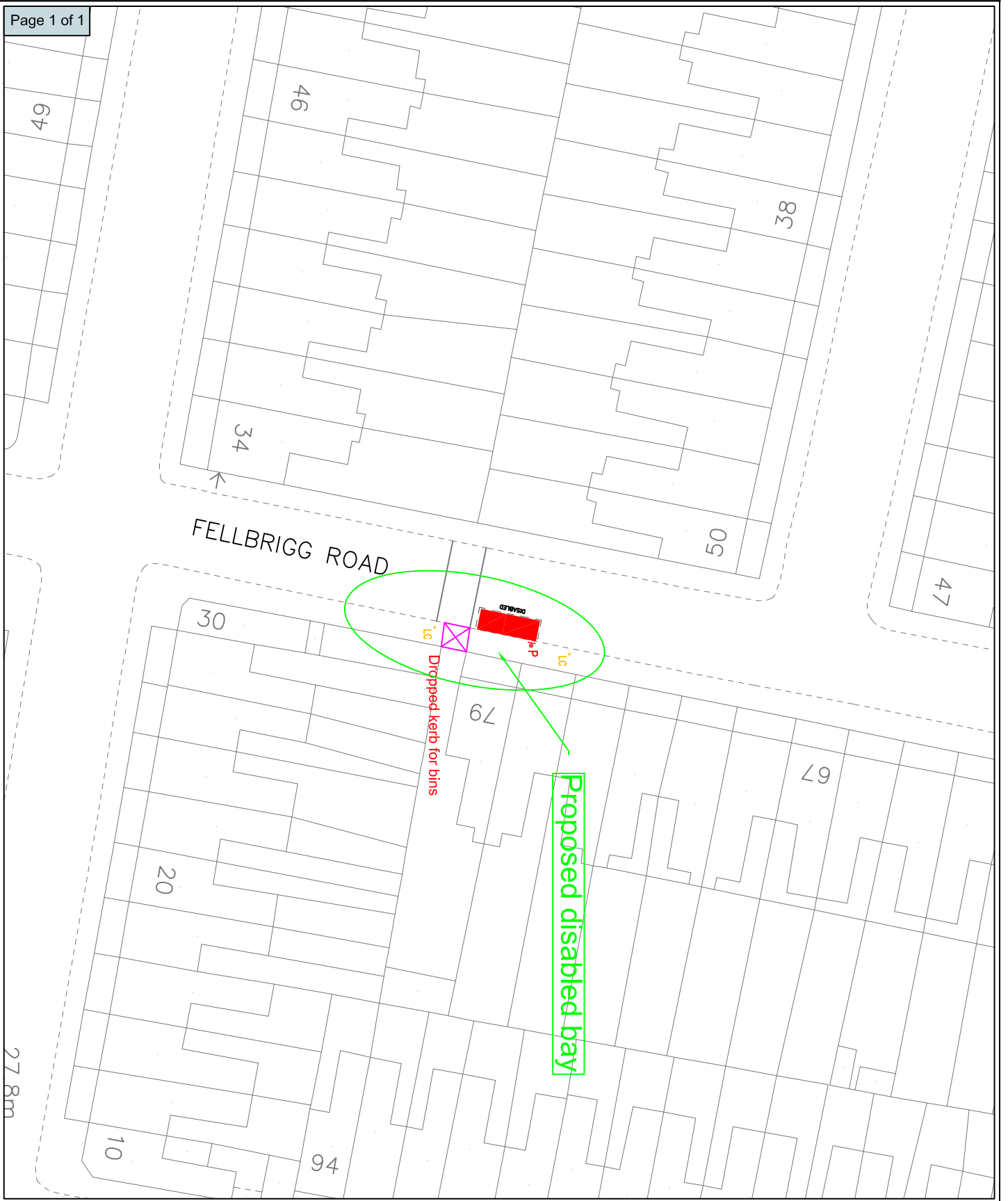
| Background Papers | Held At | Contact |
|------------------------------|---|-----------------------------|
| Parking and Enforcement Plan | Network development, Environment and Housing Department | Tim Walker 020 7525 2021 |

APPENDICES

| No. | Title |
|------------|------------------------------|
| Appendix 1 | Fellbrigg Road (0910Q2033) |
| Appendix 2 | Woodwarde Road (0910Q2036) |
| Appendix 3 | Barry Road (0910Q2037) |
| Appendix 4 | Forest Hill Road (0910Q2063) |
| Appendix 5 | Giles Coppice (0910Q2071) |
| Appendix 6 | Turney Road (0910Q2068) |
| Appendix 7 | Etherow Street (0910Q2020) |
| Appendix 8 | Gilkes Crescent (0910Q3002) |
| Appendix 9 | Kingswood Estate (0910Q3002) |

AUDIT TRAIL

| | | |
|---|------------------------|--------------------------|
| Lead Officer | Tim Walker | |
| Report Author | Michael Herd | |
| Version | 1.0 | |
| Dated | 16/10/09 | |
| 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 | 20/10/09 | |







NETWORK DEVELOPMENT



Environment & Housing Dept., Public Realm Division
PO Box 64529, London SE1 5LX

LEGEND

-  Proposed disabled bay
-  Post and sign
-  Lamp column
-  Dropped kerb

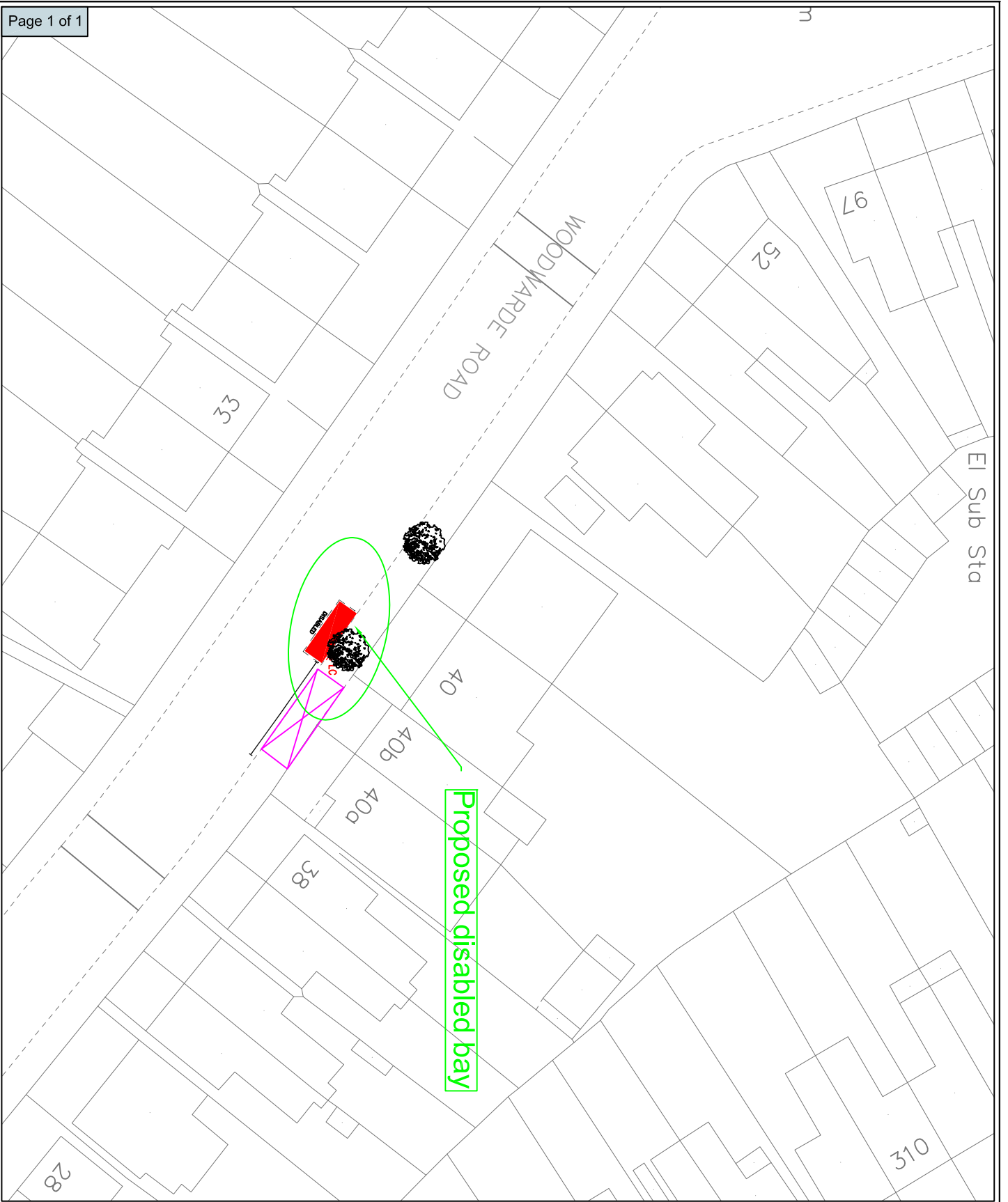
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| Title | 79_FELLBRIGG_ROAD PROPOSED_DPPP Layout |

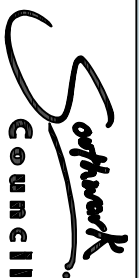
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| 17/07/09 | 22/07/09 | 25/09/09 | 25/09/09 |

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NETWORK DEVELOPMENT



Environment & Housing Dept; Public Realm Division
 PO Box 64529, London SE11 5LX

LEGEND

-  Proposed disabled bay
-  Post and sign
-  Lamp column
-  Dropped kerb
-  Tree

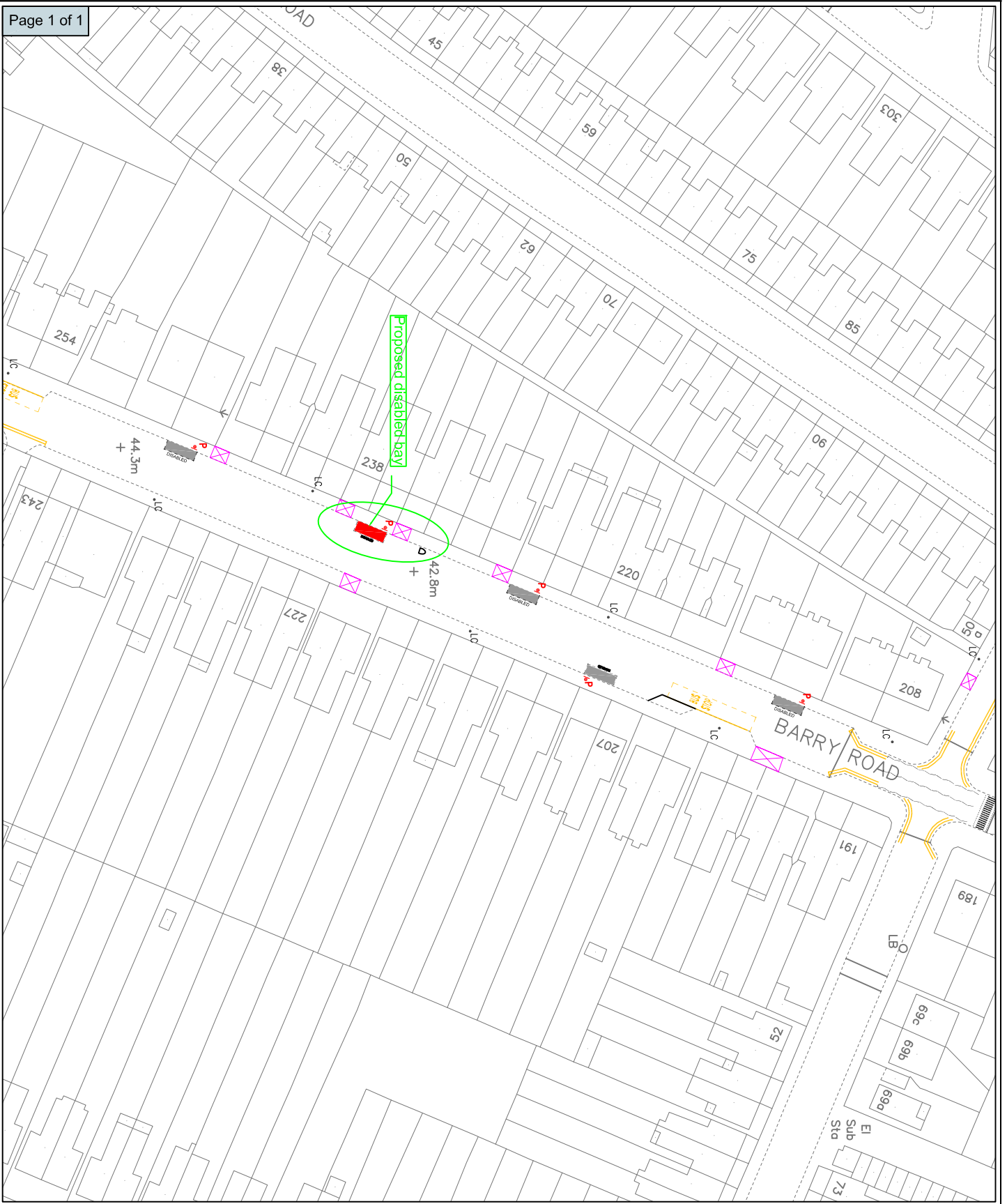
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| Title | 40 WOODWARDE ROAD PROPOSED_DPPP Layout |

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| Scale | 1:500 |
| File Name | 0910Q2_036 |

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






NETWORK DEVELOPMENT



Environment & Housing Dept., Public Realm Division
 PO Box 64528, London SE1 5LX

LEGEND

-  Existing disabled bay
-  Proposed disabled bay
-  Post and sign
-  Lamp column
-  Dropped kerb
-  Tree

| Revision details | By | Date | Sluik |
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Project Number
 0910_Q2_HOTSPOTS

Title
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 PROPOSED_DPPP

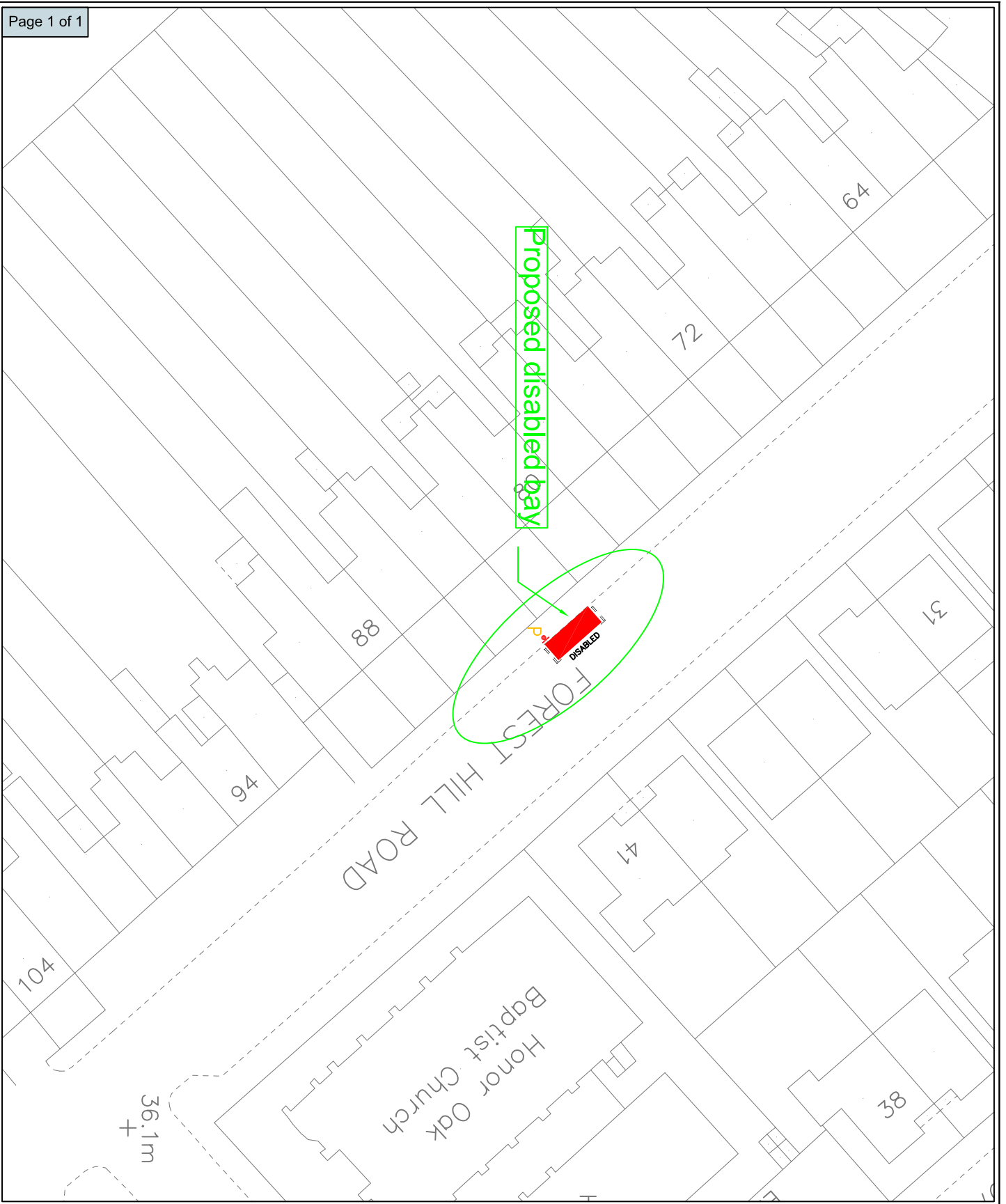
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File Name
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NETWORK DEVELOPMENT

Southwark Council
 Environment & Housing Dept, Public Realm Division
 PO Box 64529, London SE1 5LX

LEGEND

 Proposed disabled bay

| Revision details | | |
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| Project Number | |
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| 0910_Q2_HOTSPOTS | |

| Title | |
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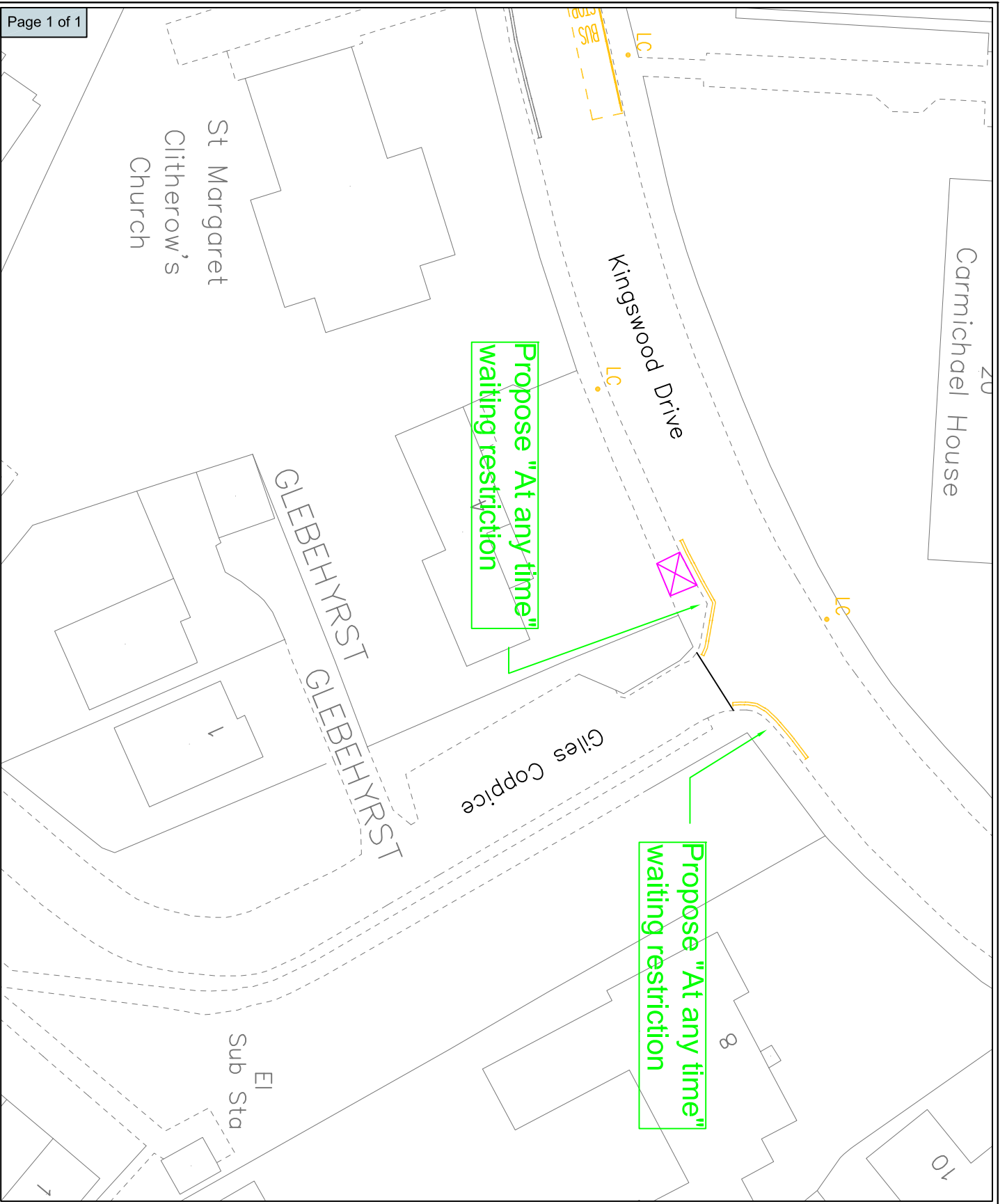
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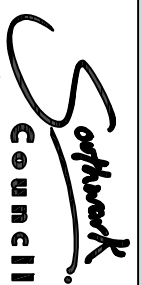
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| 0910Q2_063 | |

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


NETWORK DEVELOPMENT



Environment & Housing Dept., Public Realm Division
 PO Box 64529, London SE1 5LX

LEGEND

-  Existing 'At any time waiting restrictions
-  Proposed 'At any time waiting restrictions

Revision details

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Project Number

0910_Q2_HOTSPOTS

Title
 GILES_COPPICE
 PROPOSED_AAT_WAITING_RESTRICTIONS

Layout

APPENDIX_5

Scale

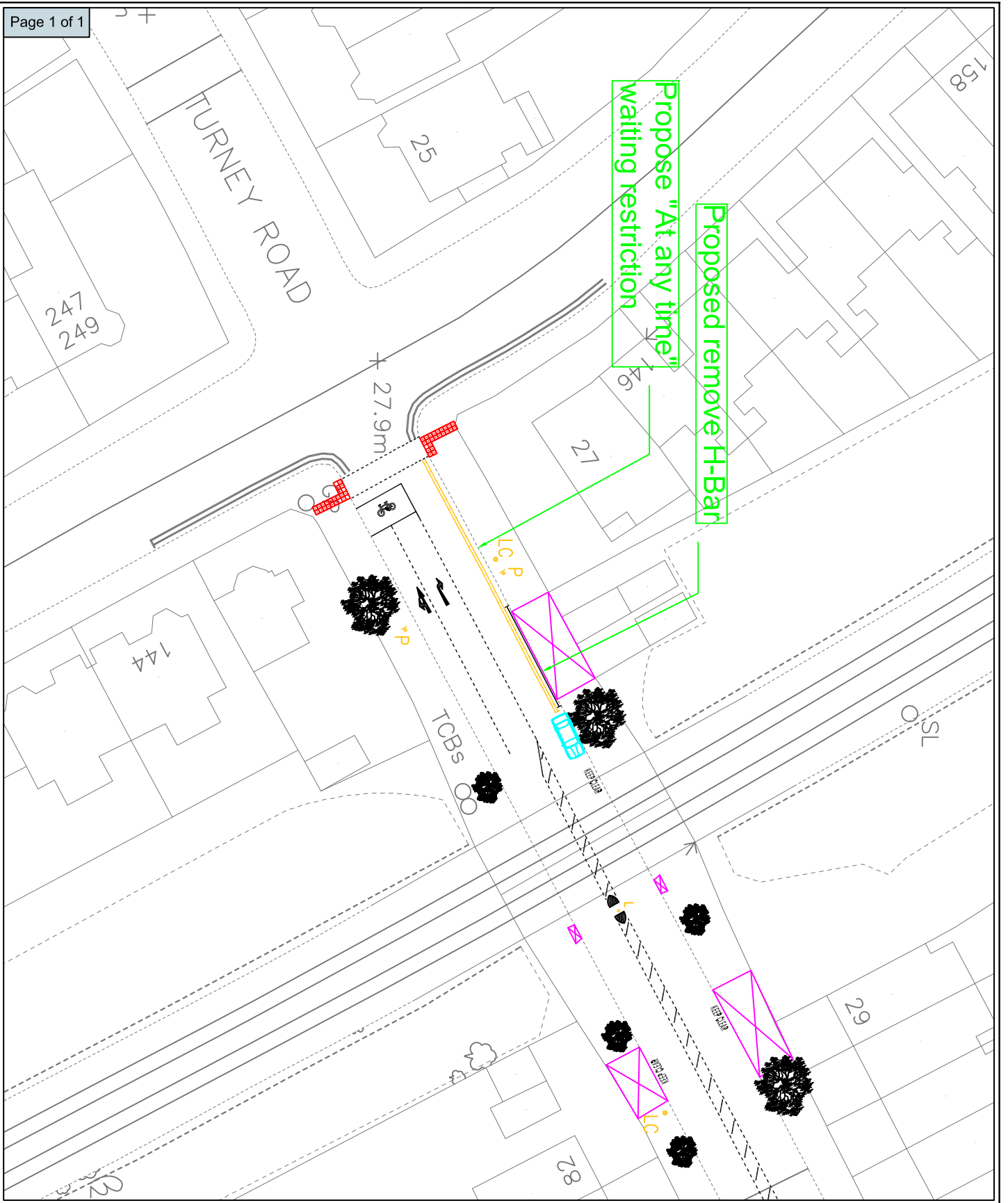
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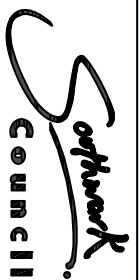
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NETWORK DEVELOPMENT



Environment & Housing Dept., Public Realm Division
 PO Box 64529, London SE1 5LX

LEGEND

- Existing "At any time" waiting restrictions
- Proposed "At any time" waiting restrictions
- Tree
- Dropped kerb
- Lamp Column
- Post

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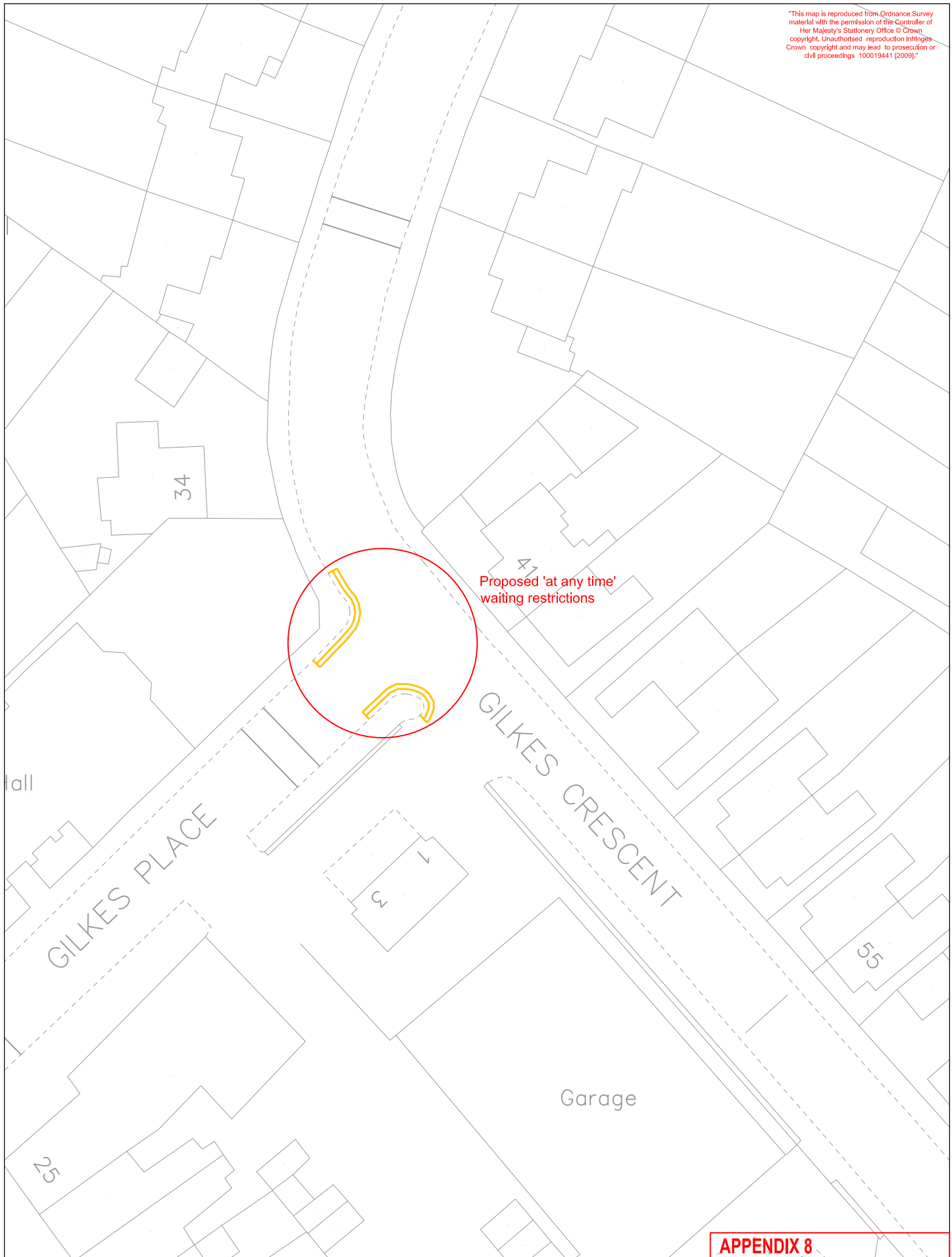
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| Title | TURNNEY ROAD PROPOSED AAT WAITING RESTRICTIONS Layout |

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| Scale | 1:500 |
| File Name | 0910Q2_068 |

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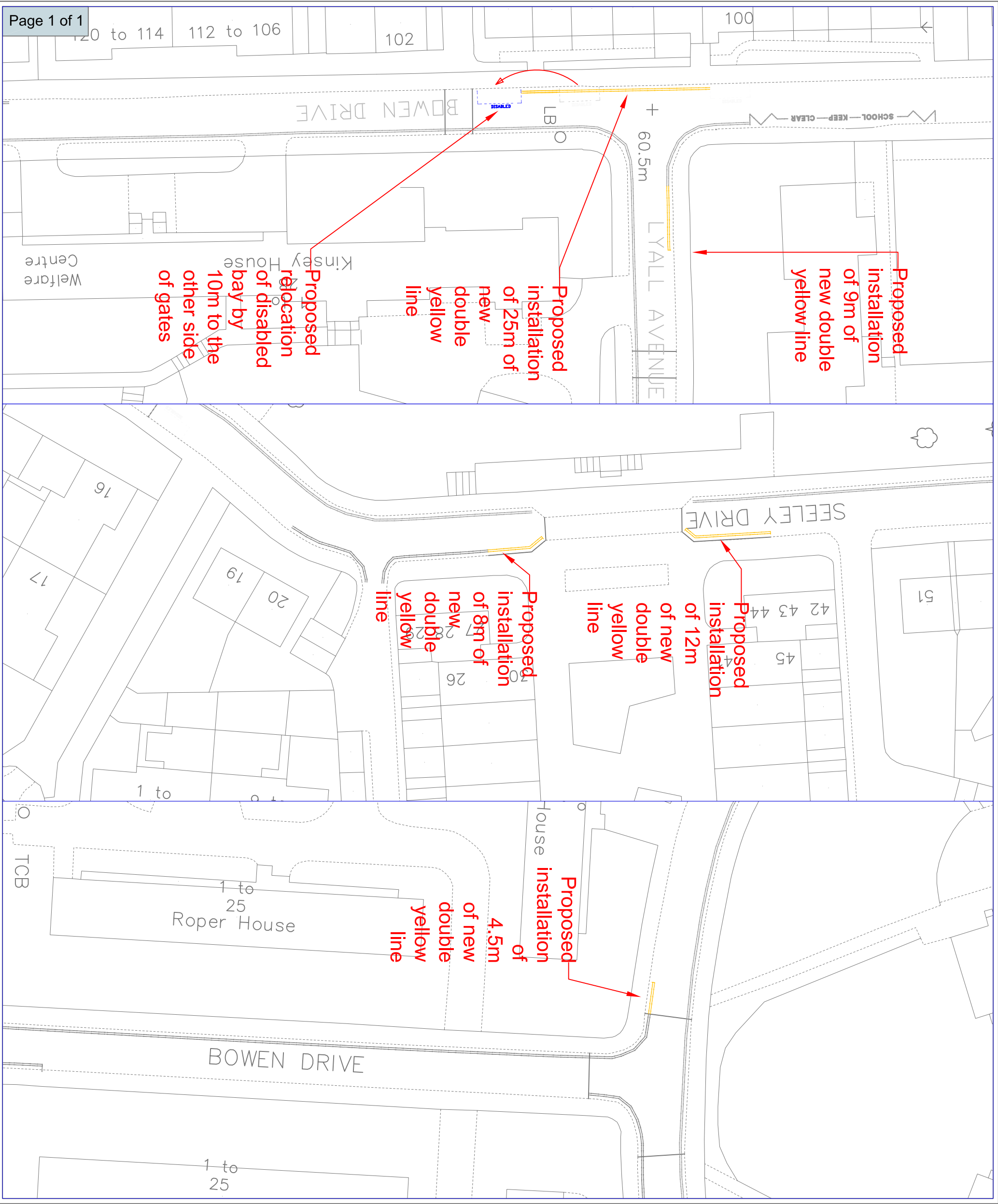
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Proposed 'at any time' waiting restrictions

APPENDIX 8

| | | | | | |
|---|----------------------------|-----------------------------|--|--|--|
| DESIGNED BY PG OCT 09 | CHECKED BY TW OCT 09 | APPROVED BY TW OCT 09 |  <i>working in partnership with</i>  | PROJECT 0910Q3_Hotspots | KEY  Proposed at any time waiting restriction |
| Network Development Parking and Network Management Public Realm Environment and Housing 151-153 Walworth Road London, SE17 1RY | | | | TITLE Gilkes Place / Gilkes Crescent | |
| Draft | Issue | ✓ | DRAWING NUMBER 0910_Q3_002 | | |
| | | | SCALE 1:500 | | |



NETWORK DEVELOPMENT



LEGEND

- Existing At any time waiting restriction
- Proposed At any time waiting restriction
- Existing disabled bay
- Relocated disable bay

| Revision details | By | Date | Suffix |
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Project Number
0910_Q2_HOTSPOTS

Title
KINGSWOOD_ESTATE
PROPOSED_AT_ANY_TIME_WAITING_RESTRICTIONS

Layout
APPENDIX_9

Scale
1:500

File Name
0910Q2_066

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| 20/10/09 | 20/10/09 | 20/10/09 | 20/10/09 |

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