

Item No.	Classification: Open	Date: 25/03/10	Meeting Name: Dulwich Community Council
Report title:		Local parking amendments (Q4)	
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 two local parking amendments, 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

Lyall Avenue (0910Q40016)

Background

4. A housing officer from the Kingswood estate contacted network development requesting double yellow lines across the entrance to the service road for Buchanan House.
5. Lyall Avenue is not part of a controlled parking zone however much of the highway is protected by "at any time" waiting restrictions (double yellow lines). As the service road entrance has no protection, vehicles park up to and occasionally across the entrance, thus obstructing access.
6. The housing officer explained that refuse vehicles have difficulties exiting the service road on Lyall Avenue and that a number of residents have had near misses with vehicles traveling along Lyall Avenue as the sight lines are poor.

Site investigation

7. An engineer from network development visited this location to ascertain the need for waiting restrictions.
8. The service road is narrow, surrounded by mature trees and adjacent to a high fence the bounds the local school. When vehicles park adjacent to the service road entrance (which appears to be frequently) this severely impacts upon sight lines for drivers.

Recommendation

9. It is recommended as proposed in appendix 1, that 10 metres of “at any time” waiting restrictions (double yellow lines) be installed across the entrance to the service road to Buchanan House, primarily to ensure the entrance is unobstructed but also to assist sight lines.

East Dulwich Grove (0910Q4017)

Background

10. This location has been subject to a previous minor amendment (0910Q1001) to ensure that restrictions complied with the Regulations (ie the white, road markings associated with the loading only were removed to reflect the Order that preventing waiting Mon-Sat 9am – 5pm).
11. At this time a proposal was also made and approved (0910Q1003) to install a short-term free parking bay in Glengarry Road, to assist shoppers to the parade.
12. Clarification of the parking restrictions and what is permitted has been sought by members on a number of occasions over the past year and is outlined in Appendix 2.
13. A ward member has asked that additional short-term parking be provided in front of the shops, instead of the existing yellow line (that provides a ‘loading gap’).
14. At present, outside the shops of Nos. 71 to 77 East Dulwich Grove there is a 25 metre bus stop and a 11 metre single yellow line (operating Mon-Sat 9am-5pm). There are double yellow lines at the junctions with Melbourne Grove and Glengarry Road with the remaining section (approx 23 metres) of unrestricted highway. Opposite the shops is double yellow line.
15. The existing single yellow line allows delivery vehicles to load/unload for up to 40 minutes at a time and is well recognised by delivery companies as providing this facility, country-wide.. When the yellow line is not being used for loading, it allows buses to pull parallel to the bus stop and ensure that those with mobility impairments can reach the footway without a step (via the extendable ramp).
16. East Dulwich Grove is a busy thoroughfare with high volumes of traffic and is a network priority bus route for Route No.37. There is no Controlled Parking Zone in the area to prioritise parking, except where local restrictions apply (as discussed in paragraph 14).
17. Casual observation notes that surrounding uncontrolled streets are at ~90% parking capacity, thus indicating a clear need to provide loading (and/or parking) facilities for the shops. .

Site investigation

18. Senior engineer, network development met with Cllr Crookshank-Hilton and 2 traders on 11 February 2010 to discuss the parking and loading issues outside the local shops.
19. The main point made by traders was that additional customer parking was required
20. A number of options were discussed:

- a. removing the single yellow line and replacing with a time restricted parking bay
 - b. removing the single yellow line, installing a time restricted parking bay and extending it by approximately 3m to accommodate a delivery vehicle and a car
 - c. keeping the status quo
21. The engineer raised concern that by removing the yellow line, the provision for loading was also removed. Whilst it was acknowledged that a time restricted parking bay *does* allow for loading it is anticipated that one car in the bay would prevent a medium sized goods vehicle getting into the bay without overhanging (or parking fully within) the bus stop and potentially causing delay to the service or an inability for the bus to draw parallel (as was observed on the site visit).
22. It is also acknowledged that current arrangements may also cause difficulty to buses drawing parallel (when loading is occurring) however this is not the same as the authority providing a dedicated bay. This would certainly result in complaints from Transport for London about impact upon bus service and would be against current bus/loading design guidance issued by the Freight Unit¹ and Transport for London.
23. As there is existing customer parking in the adjacent side road (Glengarry Road) and in respect of the council's parking hierarchy² it is considered more appropriate to maintain loading provision to the shops at this location.
24. It is noted that the existing bus stop is 3m too short and the entry of buses into this bay is assisted by the presence of the single yellow line.
25. The single yellow line offers the delivery driver flexibility when loading/unloading and reduces the possibility of other vehicles parking and using this space. A time restricted free bay was recently introduced on Glengarry Road to assist with customers using the shops on East Dulwich Road.

Recommendation

26. It is recommended that the existing bus stop and single yellow line remain with the status quo, as this allows buses entering the bus stop to draw parallel with the kerb (essential for use of the mobility ramp) whilst providing loading availability.
27. It is appreciated that this may not be the desired outcome for traders but having reviewed their loading requirement forms it is apparent that availability of loading is essential to the businesses. Experience shows that any other option (without a dedicated loading bay, min length 10.8m) is likely to impact negatively upon the strategic bus route or result in future complaints from traders that deliveries companies now express difficulty in loading to the shops (or that they regularly get PCNs from being 'forced' to load in the bus stop).
28. Officers consider that a bus-stop build-out would be feasible and that this may provide greater opportunity for a dedicated bay directly adjacent to (but recessed and behind) the bus stop. This would need further survey, impact studies and civil works that are outside the scope of this report and the local parking amendment budget.

¹ Kerbside loading guidance Freight Unit technical advise unit

² Parking and enforcement plan, Chapter 5

POLICY IMPLICATIONS

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

COMMUNITY IMPACT STATEMENT

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

RESOURCE IMPLICATIONS

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

CONSULTATION

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

BACKGROUND DOCUMENTS

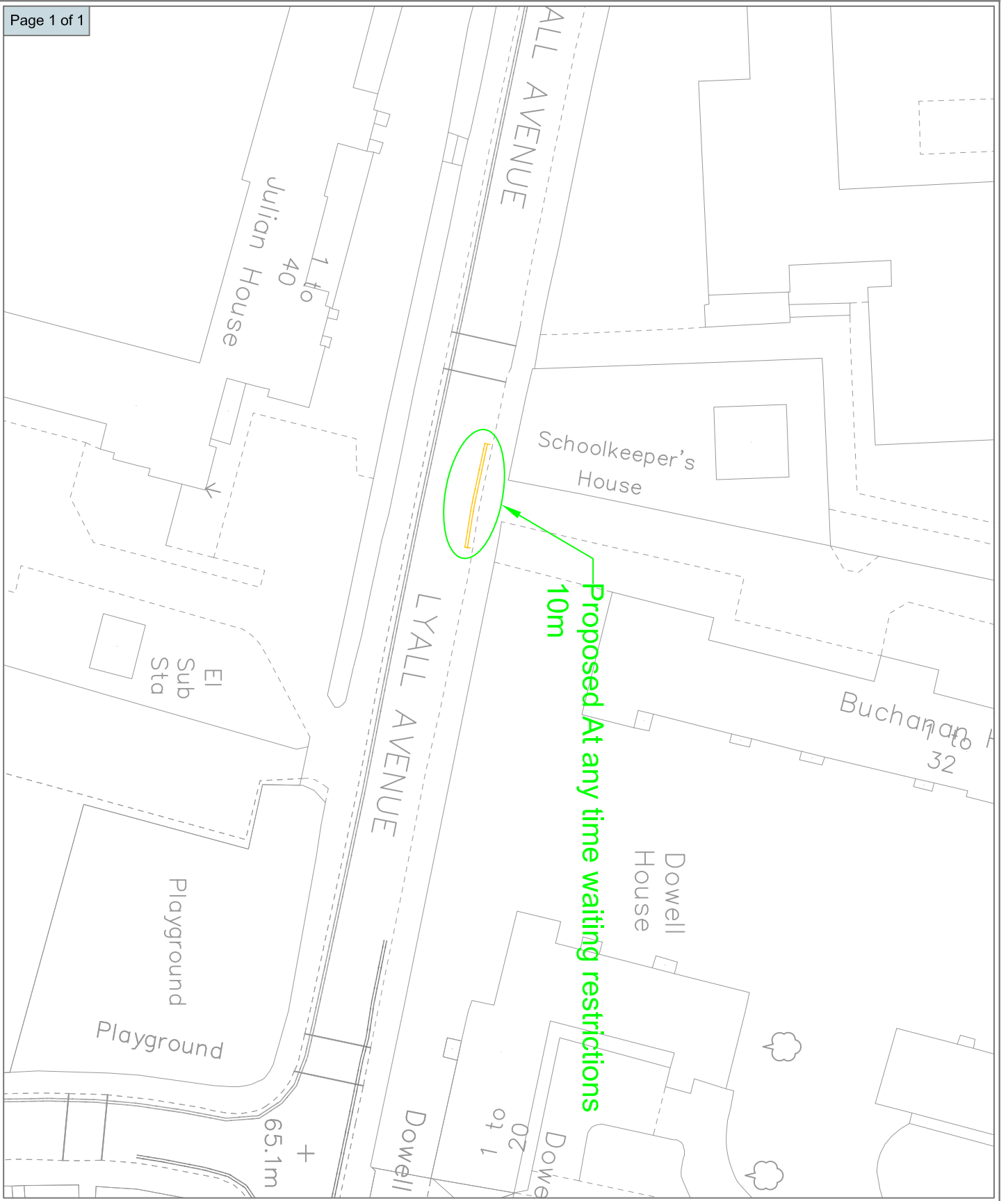
Background Papers	Held At	Contact
Parking and Enforcement Plan	Network development, Environment and Housing Department	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Shard's Square/Livesey Place (0910Q4015)
Appendix 2	East Dwllich Grove / Glengarry Road (0910Q4017)

AUDIT TRAIL

Lead Officer	Tim Walker	
Report Author	Michael Herd	
Version	1.0	
Dated	15/03/10	
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	15/03/10	






NETWORK DEVELOPMENT



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

LEGEND

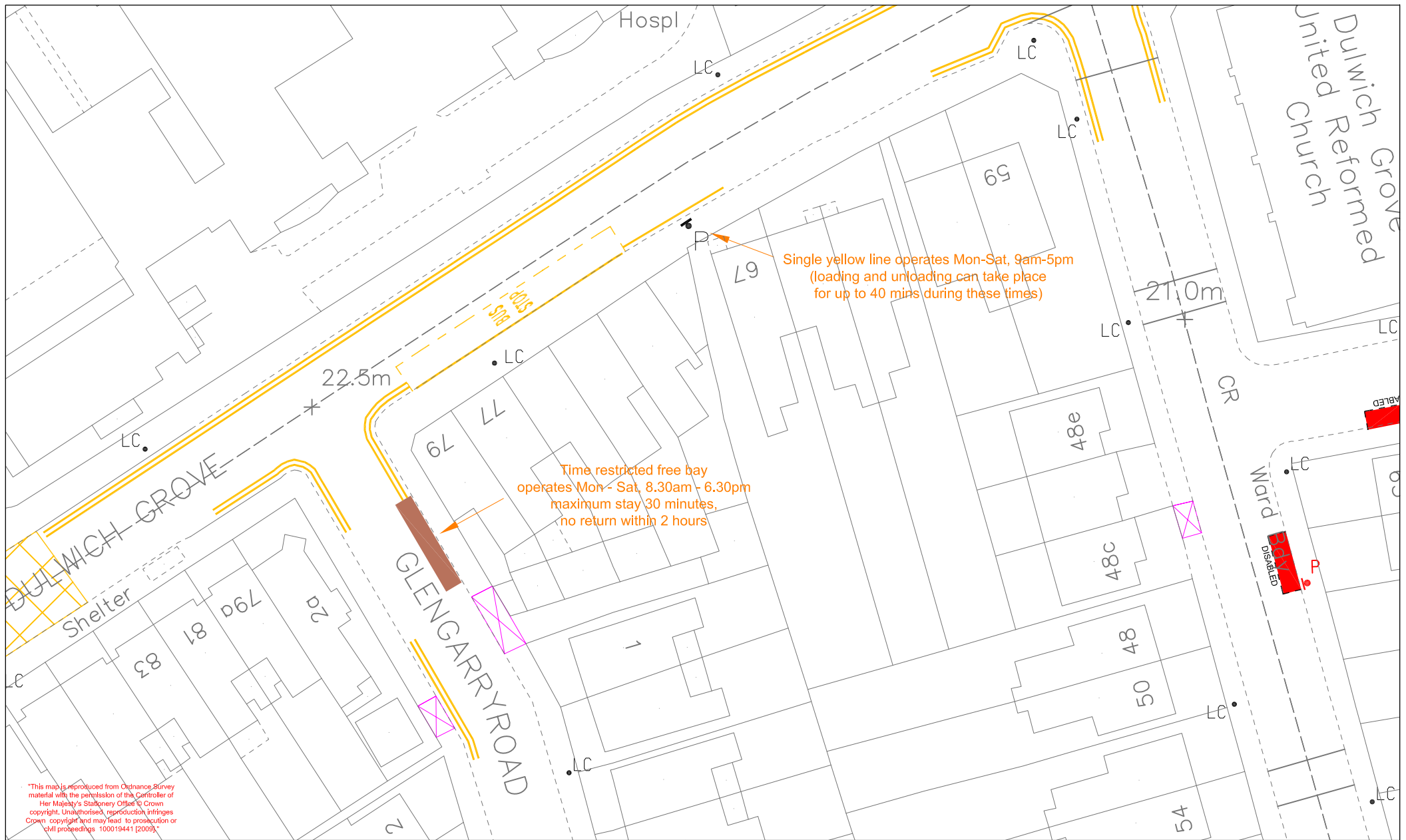
-  Existing At any time waiting restriction
-  Proposed At any time waiting restriction
-  Existing disabled bay

Revision details	By	Date	Suffix
			A
			B

Project Number	0910_Q4_HOTSPOTS		
Title	LYALL AVENUE PROPOSED_AAT_WAITING_RESTRICTIONS Layout		
Scale	DETAILED_DESIGN		
File Name	0910Q4_016		

Drawn	Designed	Checked	Approved
MH	MH	TW	TW
11/02/10	11/02/10	11/02/10	11/02/10

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KEY		
	Bus stop	
	time restricted free bay	
	Doctors bay	
	Disabled bay	

DESIGNED BY PG MAY 09	CHECKED BY TW MAY 09	APPROVED BY TW MAY 09
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Network Development Parking and Network Management Public Realm Environment and Housing 151-153 Walworth Road London, SE17 1RY		Draft	
		Issue	<input checked="" type="checkbox"/>



PROJECT	EXISTING
TITLE	Glengarry Road
DRAWING NUMBER	0910Q4017
SCALE	1:500