

## Dulwich Community Council

Theme: Dulwich Hospital site update and  
Traffic & Transport issues

Wednesday 28 January 2015

7.00 pm

Herne Hill Baptist Church, Half Moon Lane,  
London SE24 9HU

### Membership

Councillor Andy Simmons (Chair)  
Councillor Rosie Shimell (Vice-Chair)  
Councillor James Barber  
Councillor Jon Hartley  
Councillor Helen Hayes  
Councillor Anne Kirby  
Councillor Michael Mitchell  
Councillor Jane Lyons  
Councillor Charlie Smith

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Tuesday 20 January 2015



## Order of Business

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

Item No.	Title	Time
	Members are asked to declare any interest or dispensation and the nature of that interest or dispensation in any of the items under consideration at this meeting.	
<b>4.</b>	<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.	
<b>5.</b>	<b>MINUTES</b> (Pages 1 - 11)	
	To agree the minutes of the meeting held on 3 December 2014 as a correct record of the meeting.	
<b>6.</b>	<b>DEPUTATIONS</b> (Pages 12 - 14)	7.10 PM
	Deputation presentations.	
<b>7.</b>	<b>COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS</b>	7.20 PM
	To receive information on local community events in the Dulwich Community Council area.	
	<ul style="list-style-type: none"> <li>• Licensing Policy Consultation – information stall at the meeting.</li> <li>• The Neighbourhood Fund 2015 – 2016 Launch date: 5 January 2015 and the closing date: 16 February 2015. The neighbourhood fund is the combined cleaner greener safer revenue fund and community council fund.</li> <li>• Welfare Reform update (Sally Causer).</li> <li>• Southwark Carers – to let people know about their service provision in the Dulwich area (William Hervey).</li> <li>• Southwark Quietway Cycling Route proposals.</li> <li>• Police updates.</li> </ul>	
<b>8.</b>	<b>YOUTH COMMUNITY SLOT</b>	7.50 PM
<b>9.</b>	<b>UPDATE ON DULWICH HEALTH CENTRE AND HOSPITAL SITE</b>	7.55 PM
	Presented jointly by NHS Southwark CCG and NHS Property Services. (Rebecca Scott) (15 minutes) presentation and questions.	

Item No.	Title	Time
10.	<b>TOWNLEY ROAD / EAST DULWICH GROVE / GREEN DALE JUNCTION IMPROVEMENTS</b> (Pages 15 - 18)	8.10 PM
	<b>Note:</b> This is an executive function.	
	Members to consider the recommendations in the report.	
11.	<b>OVERHILL ROAD - PROPOSAL CONTRA FLOW AND HIGHWAY IMPROVEMENTS</b> (Pages 19 - 27)	8.20 PM
	<b>Note:</b> This is an executive function.	
	Members to consider the recommendations in the report.	
	<b>BREAK AT 8.30 PM</b>	
12.	<b>CLEANER GREENER SAFER CAPITAL FUNDING - CHANGE CONTROL REPORT</b> (Pages 28 - 33)	8.40 PM
	<b>Note:</b> This is an executive function.	
	Members to consider the recommendations in the report.	
13.	<b>CLEANER GREENER SAFER CAPITAL FUNDING PROGRAMME 2015 - 2016</b> (Pages 34 - 41)	8.50 PM
	<b>Note:</b> This is an executive function.	
	Members to consider the cleaner greener safer schemes from the funding programme for 2015 – 2016.	
14.	<b>GALLERY ROAD ZEBRA CROSSING</b> (Pages 42 - 58)	9.00 PM
	<b>Note:</b> This is an executive function.	
	Members to consider the recommendations in the report.	
15.	<b>CRYSTAL PALACE PARADE JUNCTION IMPROVEMENTS</b> (Pages 59 - 96)	9.10 PM
	<b>Note:</b> This is an executive function.	
	Members to consider the recommendations in the report.	
16.	<b>NORTH CROSS ROAD / LORDSHIP LANE JUNCTION IMPROVEMENTS</b> (Pages 97 - 112)	9.20 PM

Item No.	Title	Time
	<b>Note:</b> This is an executive function.	
	Members to consider the recommendations in the report.	
17.	<b>PUBLIC QUESTION TIME</b> (Page 113)	9.30 PM
18.	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	9.35 PM
	Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.	
	Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.	
	The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly in March 2015.	
	<i>Deadline for questions is <b>midnight on 5 March 2015.</b></i>	
19.	<b>LOCAL PARKING AMENDMENTS</b> (Pages 114 - 181)	9.40 PM
	<b>Note:</b> This is an executive function.	
	Members to consider the local traffic schemes.	

Date: Tuesday 20 January 2015





## DULWICH COMMUNITY COUNCIL

MINUTES of the Dulwich Community Council held on Wednesday 3 December 2014 at 7.00 pm at Christ Church, 263 Barry Road, London SE22 0JT

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**PRESENT:** Councillor Andy Simmons (Chair)  
 Councillor Rosie Shimell (Vice-Chair)  
 Councillor James Barber  
 Councillor Jon Hartley  
 Councillor Helen Hayes  
 Councillor Anne Kirby  
 Councillor Michael Mitchell  
 Councillor Jane Lyons  
 Councillor Charlie Smith

### OTHER MEMBERS

**PRESENT:** Councillor Fiona Colley, cabinet member for Finance, Strategy and Performance

**OFFICER SUPPORT:** Marcus Mayne, Principal Consultant  
 John Kissi, Flood Risk Manager  
 Joseph Okai, Project Manager  
 Barbara Ann Overwater, Senior Planning Policy Officer  
 Helen Laker, Community Involvement Officer  
 Ebony Riddell-Bamber, Community Participation Manager  
 Simon Phillips, Team Leader, Transport Policy  
 Rosemary Watts, NHS Southwark CCG  
 Grace Semakula, Community Council Development Officer  
 Beverley Olamijulo, Constitutional Officer

### 1. INTRODUCTION AND WELCOME

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

### 2. APOLOGIES

Apologies for lateness was received from Councillor Anne Kirby.

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

None were disclosed.

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

There were no urgent items.

### 5. **MINUTES**

#### **RESOLVED:**

That the minutes of the meeting held on 10 September 2014 be agreed as an accurate record of the meeting and signed by the chair.

Note: The "apologies for absence" paragraph should say: None were received.

### 6. **DEPUTATIONS/PETITIONS (IF ANY)**

There were none.

### 7. **COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS**

The following announcements were made:

#### **NHS Southwark Clinical Commissioning Group**

Dr Sian Howell from NHS Southwark Clinical Commissioning Group (CCG) introduced herself to the meeting and announced that, following the changes that were introduced in April 2014, the CCG were responsible for the quality of primary care and had a significant role in health care. The key issue would be to make it easier for patients to see their doctor when they need and where residents should go to for out of hours care.

The CCG took on board comments and feedback from the consultation that was held recently and had introduced the following:

- To improve access to health services
- GP practices to work closely together
- Additional service available at the Lister Health Centre – south of the borough and a new one would shortly open in the north of the borough.
- The additional service would involve a practice (medically trained) receptionist that could speak to patients on the telephone and signpost people on where they need to go.

- The practice receptionist would have access to a patient's notes – to ensure that there would be a continuity of care particularly for the long term ill and those with mental health problems.

In response to questions, Dr Howell explained that the CCG would aim to improve communication between the CCG and the health authority and to look at plans to resource services in Dulwich. Dr Howell also mentioned that the CCG had considered SELDOC but decided to provide this service at the Lister Health Centre.

Members asked questions about access to GP appointments, scale of resources, response time and said that telephone advice might not be the solution to an already bigger problem. Dr Howell said they would endeavour to come up with other solutions and was a big advocate of telephone management. Each receptionist would be trained and arrangements would be in place so that if there were concerns a doctor would call the patient back. The new service would make it easier to access urgent appointments. A patient's notes would be accessible in order to understand the patient's medical history or medication.

Dr Howell said she understood the challenges particularly in regard to those people with disabilities, or those whose first language was not English.

Leaflets were available at the meeting and for more information contact [www.southlondoncsu.nhs.uk](http://www.southlondoncsu.nhs.uk) or email [jennifer.cole4@nhs.net](mailto:jennifer.cole4@nhs.net)

### **Police updates**

Sergeant Stewart Turnbull reported on the fire that occurred at Denmark Hill train station and an arm robbery which took place at a jewellers in Upland Road. Sgt Turnbull said further updates would be given at the ward panel meeting and the next community council.

The following was highlighted:

- The borough's Remembrance Day events went without incident.
- Reported that there was a new contact point in Camberwell. People were told to refer to the Met Police website <http://content.met.police.uk/Home>
- Theft offences: There was a 30% drop in East Dulwich ward and a 20% drop in College ward during the warm weather, around hot spots and during the night time economy.
- Domestic violence – he urged people to report any incidents to the police.
- Police road induction initiative would be taking place in the local area.

The meeting noted that Dulwich councillors met recently with the borough commander and put forward the view of having a touch down base in the Dulwich area. At the time they were told by the borough commander that there were no resources to fund a touch down base.

Robin Crookshank Hilton said she contacted the borough commander about the same issue and was told that a touch down base might be considered. The chair said he would contact the borough commander about the information that Robin relayed to the meeting.

### **East Dulwich Christmas Cracker**

Councillor Charlie Smith announced the East Dulwich Christmas cracker event would take place on Saturday 6 December 2014 at Lordship Lane and North Cross Road between 11 am to 5 pm. The event had successfully been running for 3 years which included entertainment and music which included local community choirs and a bandstand. Many of the local businesses were involved in the event and donations were collected for the food bank. Everyone was encouraged to attend the event and leaflets were available at the meeting.

### **Viapath Phlebotomy blood testing service**

It was noted that a meeting took place between councillors and representatives at Viapath phlebotomy services on the extension of the blood testing appointment system so it included a Saturday phlebotomy service. The Viapath phlebotomy service were uncertain whether to commit to this appointment system following members' decision to award cleaner, greener safer revenue funding to the blood testing appointment system. The ward members suggested that the funding be re-allocated to other East Dulwich projects.

Information on the existing appointment system was available at the meeting:

- Kings College Hospital – Monday to Friday from 7.30am – 6.00pm
- Dulwich Hospital – Monday to Friday from 7.30am – 7.00pm
- Guy's Hospital – Monday to Friday from 8.30am – 1.00pm
- St Thomas Hospital – Monday to Friday from 7.30am – 6.00pm

### **Welfare Reform item**

As the officer was not present the community council would receive an update at the next meeting.

### **Consultation on the cycle contra flow: Overhill Road, London SE22**

The chair announced that the consultation on the cycle contra flow on Overhill Road, London SE22 would run from 1 December until 19 December 2014. A report on the contra cycle flow would be presented at the next community council.

For more information visit the council's website [www.southwark.gov.uk/consultation](http://www.southwark.gov.uk/consultation) or contact Clement Agyei Frempong on 020 7525 2305.

### **Cycling strategy consultation**

Simon Phillips, Team Leader in transport policy gave a presentation on the cycling strategy and its consultation. He talked about the benefits to increase and also encourage the number of people to cycle in the borough. The Southwark spine route runs down to the central part of the borough to the south which is otherwise called the super cycle highway.

Simon said he wanted people's views on proposals for the super cycle highway and junctions in the borough in order to ascertain whether they were safe or not. In response to questions, the new traffic model for the Townley Road /East Dulwich Grove junction was out for consultation. The officer explained that there was a possibility of the consultation date being extended in order to receive comments and views from residents. All the necessary background information on the Townley Road / East Dulwich Grove junction would be available to the public.

Questions were asked about the removal of the no right turn at the junction and the extension of the consultation date. Simon agreed to take these comments back to colleagues in the traffic team.

The residents also highlighted the following:

The scheme particularly with regard to the crossing would be a counter productive arrangement (change /alter layout of junction at Townley Road / East Dulwich Grove /East Dulwich station). It would create a major impact on the area.

A resident from Gilkes Crescent said he spoke to a number of local residents who were not in favour of the right turn proposal especially as this would increase traffic in Red Post Hill. The resident said the model needs to be looked at carefully so as not to make the situation worse.

A resident from Dovercourt Road spoke on behalf of residents that live in Dovercourt Road and also presented a petition which outlined that many had concerns about the right hand turn proposal and the affect this would have on cyclists. It would have a serious knock on effect and residents would like to see additional evidence, and be given more time to review it.

A resident from Townley Road said the proposal would be a disaster and he urged members not to support the "no right turn".

Southwark Friends of the Earth representative expressed concerns about the proposal and explained it was too dangerous for cyclists.

A resident from Woodwarde Road felt that it was imperative the consultation should be extended. He added that residents would like all questions answered satisfactorily, and for officers to meet with local residents, and provide further information about Southwark traffic policy and how stakeholders would be consulted.

Simon Phillips agreed to feedback the above information to colleagues in the department. The officer encouraged people to complete the questionnaire and write that they would like an extension to the consultation date.

The chair said he would welcome the report on this at the next meeting and asked officers to consider the following:

- What background documents were available at the meeting.
- That further consideration should be given on the modelling of the scheme.
- Information on how the stakeholders would be consulted – including local resident associations in Gilkes Crescent, Woodwarde Road, Townley Road and Calton

Avenue.

- Provide detail on the streets that would be consulted (including the distribution of consultation leaflets).

Des Waters, head of public realm said he would check to see if there was scope to extend the consultation date. He announced that a report would be presented to the community council in January 2015 before it is considered by the relevant cabinet member. Residents requested that the process be open and transparent.

## **8. THEME - GREEN DALE FIELDS IMPROVEMENT PROJECT**

Marcus Mayne – Southwark’s principal consultant spoke about the work the council were doing on the Greendale site.

### **Summary of presentation**

The officer advised that the council did not own the stadium – it was owned by Handley Homes who had now acquired the club.

He said the council did own the Greendale site and explained the football club’s 22 year lease was due to end.

The Greendale site was designated as open land, metropolitan open land (MOL), and borough open land (BOL) although the stadium itself was not designated open space.

The astro pitch itself was in a poor state of disrepair and was used mostly by dog walkers. The council sought a section 25 notice to terminate the club’s lease because the pitch was not managed properly.

The council carried out a consultation exercise which was undertaken by the parks section on the future use of the astroturf in order to make it a regulated open space area. Most of the feedback received was about the astroturf and for it to be used for multiple purposes.

The officer mentioned that Handley Homes (property group) went out to consultation and this was separate from the council’s. The proposals from Handley Homes would deliver financial reward to the local area.

The officer mentioned that the planning application from Handley Homes might be considered early in 2015.

Pavitar Mann, (lead speaker) Matt Rimmer and Olly McIvenney from Bellenden public affairs were present at the meeting.

### **Summary of the presentation**

The representatives explained that due to the duplicated state of the club they were trying to resolve a number of issues like the club’s electricity which meant doing some re-wiring.

The club was managed well but as the pitches were in a poor state – football matches would have to be cancelled.

Pavitar provided feedback on the consultation and outlined the main findings:

- There was strong support for the Dulwich Hamlet FC.
- There was a strong desire to retain the club at its present location.
- Improve accessibility particularly for local residents.
- Strong support for additional community facilities alongside the football club.
- Would like to see a new public park.
- Improvements to the site's boundary.
- To have 3G artificial turf pitches.
- The creation of a new open space.
- Provide housing – 35% affordable.

The representatives took questions about the proposed affordable housing whether it was social or private and affordable to local people. They explained that it was still in the early stages of the scheme and currently in discussion with the council's planning authority.

People were encouraged to look at the plans that were displayed at the meeting.

Jonathan Hunt spoke on behalf of Dulwich Hamlet Supporters Trust.

### **Summary of the presentation**

Jonathan explained that Dulwich Hamlet Supporters Trust was independent and separate from the football club. They share the same aim which was for the club to survive and prosper. Due to the neglect and lack of maintenance – supporters were extremely grateful for rescuing the club out of debt and hoped the club would remain sustainable and continue to play there for another century. Jonathan said the supporters club were not committed to any of Handley Homes proposals but would like to share the open space on the site.

The chair thanked the speakers for their representations at the meeting.

## **9. YOUTH COMMUNITY SLOT**

The item was deferred.

## **10. BUDGET CHALLENGE - CONSULTATION**

Councillor Fiona Colley, cabinet member for finance, strategy and performance talked about the budget challenge and the council's spending and proposed cuts.

During the last round of cuts, people said they wanted to retain front line services, and bring some services in house which meant it would be more effective to collect council tax payments. It also meant council tax would remain the same without any increase. Also to keep libraries open and provide free healthy school meals in Southwark.

The council would be adopting 10 new fairer future challenges. This involved looking at

services that could be provided online. This would be more effective joined up work with other government agencies and a review of those services that were duplicated.

Residents were invited during the break to take part in this year's budget consultation exercise. This involved a red and green cheques interactive session that enabled residents to show which areas of council spending they thought should be reduced and which areas should be protected in the future.

## 11. CONSULTATION PLAN FLOOD RISK STRATEGY 2014

The public consultation on the local flood risk strategy started on 3 November 2014 and ends on 6 February 2015. The consultation documents were available on the council's webpage, local libraries and newsletters of tenants and residents' associations and friends of parks. Residents were encouraged to review the documents and provide feedback by the deadline date.

For more information email [FloodRiskManagement@southwark.gov.uk](mailto:FloodRiskManagement@southwark.gov.uk) or Visit: [http://www.southwark.gov.uk/info/200448/flood\\_risk\\_management](http://www.southwark.gov.uk/info/200448/flood_risk_management)

## 12. NEW SOUTHWARK PLAN

Barbara Ann Overwater, an officer from the planning policy team was present to talk about the new Southwark plan. The officer explained the core strategy was adopted in 2007 and the new Southwark plan would contain information about "area visions" for example an area vision for Dulwich. It would also include the new (proposed) planning policies that would be done over a three year period and this would be the first stage of the consultation.

Barbara encouraged people to visit the council website in order to look at the various options. It included a new (reviewed) map of the borough, the area action plan, new planning policies and the supplementary planning documents. The new planning policies for deciding a planning application would involve some of the following:

- Travel
- Home
- Town Centres
- Social Infrastructure
- Sustainability

The consultation would be from 31 October 2014 until 6 March 2015. Officers from the planning policy team would be attending community events and workshops in order to consult as wide as possible.

The 2<sup>nd</sup> stage would be working out the options for the planning policies. The 3<sup>rd</sup> stage would be to submit the final version of the Southwark plan to central government for examination.

For more information visit [www.southwark.gov.uk/newsouthwarkplan](http://www.southwark.gov.uk/newsouthwarkplan) or contact 0207 525 4530



### 13. PUBLIC QUESTION TIME

The following public questions were submitted at the meeting:

Public question 1 – Resident at Dovercourt Road

With reference to the proposed changes to the East Dulwich Grove/Townley Road/Green Dale junction, could Southwark Council please supply us with evidence (traffic surveys, stakeholder questionnaires, analysis of previous works, feasibility studies) to show that they have correctly identified the problems with safety at the junction, and to demonstrate what impact the proposed changes – particularly the blocked right turn from Townley Road – would have on this junction, safety at other local road junctions, the 37 bus route, the volume of traffic on adjoining residential roads, and traffic flow throughout Dulwich Village and East Dulwich?"

Public question 2 – Resident at Woodwarde Road

"We object to the proposal which provides insufficient context and evidence and we put forward two questions."

On our first question, residents in Woodwarde Road have raised a number of queries about what evidence Southwark Council has that its proposed changes to the junction will improve safety, and what work has been done to model the impact of these changes on the local area. These questions are being raised with local councillors and council officers. Some replies were outstanding and so it is simply not possible to gather together all the responses, and to discuss them with neighbourhood groups, before the deadline of December 12.

Public question 3 – Resident at Woodwarde Road

On the second question, residents were asking for more details about Southwark Council's policy on conducting consultations, how stakeholders are identified, and whether this particular consultation has been conducted on those lines.

Public question 4 – Resident at Gilkes Crescent

"Can Southwark suspend its consultation process until it has provided evidence of its strategic planning for the surrounding Dulwich area, including motorized traffic, to support its proposal for the Townley Road - East Dulwich Grove junction? At present, it appears that the slight improvement for bicycles at this junction is greatly outweighed by dangers, particularly to children, resulting from the extra traffic generated to the West of the junction (towards the Dulwich - Red Post Hill junction). The area to the West is already much more heavily congested than the Townley Road - West Dulwich Grove junction."

Public question 5 – Resident at Gilkes Crescent

"Has Southwark considered the route likely to be followed by traffic that cannot turn right as it emerges from Townley Road? Has it made an impact assessment for the various streets, such as Gilkes Crescent, where it might try to loop back towards East Dulwich?"

**Note:**

The above questions were submitted to officers in public realm, environment and leisure department for responses to the community council meeting.

## Public question 6

A local resident raised the issue of the site around Judith Kerr School, as there was a proposal to use it as designated green space. The community council agreed to seek further advice from officers on the matter.

**14. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY**

The following was put forward as a community council question to the council assembly meeting:

"Could the cabinet member please provide an update on progress with Greendale and securing the future of Dulwich Hamlet Football Club?"

A response to the question would be provided at the community council meeting.

**15. ONE HOUR FREE PARKING AT SHOPPING PARADES**

**Note:** This is an executive function.

Members considered the recommendations contained within the report.

**RESOLVED:**

1. That the following locations detailed in the appendices to the report be approved for consultation on the introduction of one hour free parking:

<b>Street</b>	<b>No of locations</b>
Existing free bays: 1 hour	
East Dulwich Grove	1
Grove Vale	1
Half Moon Lane	2
Herne Hill	1
Lordship Lane	2
Melbourne Grove	1
Norwood Road	1
Unrestricted parking	
Dulwich Village (parade of shops opposite the school and by the post office)	2
Gipsy Hill	1
Lordship Lane	1

North Cross Road	1
Park Hall Road	1
Underhill Road	1

2. That further information on the consultation maps and locations be brought to the next Dulwich Community Council meeting in order for further comments to be made.

## 16. COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2014 - 2015

**Note:** This is an executive function.

Members considered the recommendations contained within the report.

### **RESOLVED:**

That the following schemes be approved for capital investment:

#### **College ward**

Bowen Drive Footway	£33,000
Bowen Drive Highway	£39,000

#### **East Dulwich ward**

North Cross Road and Puffin Crossing Footway	£38,095
Eastern side of Lordship Lane from junction with North Cross Road	£14,000

#### **Village ward**

Woodwarde Road Footway	£40,000
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The meeting ended at 10.15 pm.

**CHAIR:**

**DATED:**

<b>Item No.</b> 6.	<b>Classification:</b> Open	<b>Date:</b> 28 January 2015	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Deputation Requests – Dulwich and Herne Hill Safer Routes to Schools Local Residents – Dovercourt Road and neighbouring streets	
<b>Ward(s) or groups affected:</b>		All wards within the Dulwich Community Council area	
<b>From:</b>		Chief Executive	

## RECOMMENDATION

1. That the Dulwich Community Council considers deputation requests from representatives of Dulwich and Herne Hill Safer Routes to School and local residents from Dovercourt Road, Woodward Road and neighbouring streets.

## BACKGROUND INFORMATION

2. Deputation requests have been submitted by representatives of groups mentioned above. 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 first deputation refers to a report on Townley Road / East Dulwich Grove / Green Dale junction improvements.

The first deputation from Dulwich and Herne Hill Safer Routes to Schools states:

“We are in favour of the Townley Road Junction Scheme, highlighting the importance of child safety.”

4. The second deputation also refers to a report on Townley Road / East Dulwich Grove / Green Dale junction improvements.

The deputation from local residents at Woodward and Dovercourt Roads states:

“There is considerable disillusionment in the local community at the way the council has conducted the public consultation for the proposed junction change at Townley Road/Green Dale/East Dulwich Grove. As councillors are aware, hundreds of local residents have strongly objected to the proposal for three main reasons:

1. There has been no study to examine the impact of the right turn ban on the wider area, as recommended by the council’s own AECOM report dated 25 February 2014.
2. Diverting traffic on to residential roads goes against both Southwark Council’s Transport Plan 2011, and Southwark Council’s draft Cycling

Strategy 2014, and will make streets and junctions throughout Dulwich and East Dulwich less safe for cyclists and pedestrians.

3. Residents are of the view that the public consultation is flawed, incomplete and not transparent.

We would like the council to do 3 things:

1. To put forward a revised proposal that is properly modelled, does not divert traffic to other local junctions or on to residential roads, and does not include a right turn ban;
  2. To consult efficiently and transparently on this revised proposal to ensure that users of the junction, including local parents, residents, cyclists and pedestrians, have a chance to express their views and that their opinions have equal weight;
  3. To make a commitment to work with the community to establish a consultation procedure for the future that has a clear process and that seeks broad and representative input from residents.
5. 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
  6. Any relevant resource or community impact issues will be contained in the comments of the strategic director.

#### **KEY ISSUES FOR CONSIDERATION**

7. The deputation shall consist of no more than six persons, including the spokesperson.
8. Only one member of the deputation shall be allowed to address the meeting, her or his speech being limited to five minutes.
9. 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.
10. 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**

11. None.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Written correspondence - received from representatives of Dulwich and Herne Hill Safer Routes to School.  Representatives of Dovercourt Road, Woodwarde Road and other neighbouring streets	160 Tooley Street, London SE1P 5LX	Beverley Olamijulo 020 7525 7234

**AUDIT TRAIL**

<b>Lead Officer</b>	Lesley John, Principal Constitutional Officer	
<b>Report Author</b>	Beverley Olamijulo, Constitutional Officer	
<b>Version</b>	Final	
<b>Dated</b>	19 January 2015	
<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>
Chief Executive	No	No
Strategic Director of Finance and Corporate Services	No	No
Strategic Director of Environment and Leisure	No	No
<b>Date final report sent to the Constitutional Team</b>		19 January 2015

<b>Item No.</b> 10.	<b>Classification:</b> Open	<b>Date:</b> 28 January 2015	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Townley Road / East Dulwich Grove / Green Dale Junction Improvements	
<b>Ward(s) or groups affected:</b>		Village	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATIONS

That the Dulwich Community Council notes:-

1. The response to public consultation on the proposed Townley Road / East Dulwich Grove / Green Dale Junction Improvements
2. That in light of the consultation responses and strong local opposition to the proposed right turn ban from Townley Road officers will investigate alternative options to deliver benefits for pedestrians, school children and cyclists, but with retention of the right hand turn.
3. That a further report will be presented to the next meeting of the Dulwich Community Council in March 2015 on this matter for the Dulwich Community Council to provide views back to the cabinet member for decision.

### BACKGROUND INFORMATION

4. In accordance with Part 3H paragraph 19 and 21 of the Southwark Constitution, community councils are to be consulted on the detail of strategic parking /traffic/safety schemes. In practice this is carried out following public consultation.
5. Full details of all results associated with the study can be found in Appendix A the 'consultation report'.

### KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from the 12 November 2014, with a return deadline of the 12 December 2014, allowing 4 weeks for the consultation period. However the consultation deadline was extended for an additional week to the 19 December 2014 following requests by local residents and ward councillors. A total of 722 responses were received – 377 from within the consultation area and 345 from elsewhere.
7. The following section summarises the consultation outcome given in relation to the questions contained within the consultation document:

*a) Total Response*

- 43% (313) of respondents support the junction improvement measures;
- 56% (403) of respondents were opposed to the implementation of the proposed measures ; and
- 1% (6) of respondents have no opinion.

*b) Response from within the defined consultation area*

- 23% (87) of respondents support the junction improvement measures;
- 76% (286) of respondents were opposed to the implementation of the proposed measures and in particular were opposed to the banning of the right hand turn from Townley Road into East Dulwich Grove ; and
- 1% (4) of respondents have no opinion.

*c) Response from outside the defined the defined consultation area*

- 65.5% (226) of respondents support the junction improvement measures;
- 34% of (117) respondents were opposed to the implementation of the proposed measures ; and
- 0.5% (2) of respondents have no opinion.

**Response to issues raised at Consultation**

8. Although a majority of respondents to the consultation exercise were opposed to the scheme, with the major point of objection relating to displacement of traffic onto other junctions and residential streets in the area during peak traffic flow periods, traffic analysis indicates that the likely volume of traffic displacement onto other routes will not adversely impact these roads or junctions.
9. The benefits of the scheme, as designed, in improved safety to vulnerable road users and in giving priority to sustainable modes of travel are significant. These need to be considered as well as the inconvenience to local car drivers who regularly turn right out of Townley Road to access destinations in the east and north of the borough.
10. Notwithstanding the above the level of community concern is recognised and any traffic scheme requires the general acceptance of the community to be successful. It is clear that banning the right turn does not have the required level of community support and officers will investigate alternative options to deliver benefits for pedestrians, school children and cyclists, but with retention of the right hand turn.

**Policy implications**

11. The proposed measures are also closely aligned with council policy including the borough's Transport Plan, Road User Hierarchy and Cycling Strategy.

**Community impact statement**

12. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall



transport system and access to it. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists and pedestrians will benefit.

13. The proposals are not solely for current cyclists, but also for pedestrians and people are put off cycling by the thought of sharing the road with high volumes of cars, vans, buses and lorries.

#### Resource implications

14. This report is for the purposes of consultation only and there are no resource implications associated with it.
15. It is however noted that this project is funded by the 2014/2015 and 2015/2016 TfL programme which has an allocated budget of £8K for the current financial year and a further £200K in the following financial year.

#### Consultation

16. Informal public consultation was carried out in November 2014 / December 2014, as detailed above.
17. If a viable alternative scheme (as per paragraph 10) can be designed it will be subject to community consultation and a further report made to the DCC in March 2015.

#### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Matthew Hill 020 7525 3541

#### APPENDICES

No.	Title
	None

**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>	16 January 2015	
<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>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	Yes	Yes
<b>Date final report sent to Constitutional Team</b>		16 January 2015

<b>Item No.</b> 11.	<b>Classification:</b> Open	<b>Date:</b> 28 January 2015	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Overhill Road – Proposed contra flow and highway improvements	
<b>Ward(s) or groups affected:</b>		East Dulwich	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

1. That the community council support the recommendation to be made to the cabinet member for Transport, Environment and Recycling, as per paragraph 14, to implement the Overhill Road contra-flow and highway improvements proposal shown in appendix A. It should be noted that there is lack of support for the proposed extension of double yellow lines from the consultation responses (see appendix B)

### BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 of the Southwark constitution community councils are to be consulted on the detail of strategic parking / traffic / safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representation to the cabinet member for Environment, Transport and Recycling as part of the consultation process.
4. The scheme is part of filtered permeability programme, funded by Transport for London as part of the local implementation programme for 2014-2015.
5. The scheme is identified as one which will help achieve the following targets as set out in the Southwark transport plan:
  - increasing proportion of those cycling from 2.9% to 5.5% by 2027
  - Reduce traffic levels by 6% from 2010 to 2016.
  - Increase the walking mode share in southwark to a third (33%) by 2017

### KEY ISSUES FOR CONSIDERATION

6. The section of Overhill Road, between Belvoir Road and Lordship Lane, was made one-way northbound in 1980 with motorised traffic directed away from Lordship Lane. Southbound traffic on Overhill Road access Lordship Lane via Melford Road. Although considered as a local street Overhill Road can be used as a cut-through from Lordship Lane for northbound traffic, towards Peckham and Nunhead.
7. Generally, Overhill Road has an uphill incline from Lordship Lane. The road is traffic calmed with speed cushions. Although some residences have private drives and garages, there is moderate on-street parking. Carriageway surface is in a poor condition. Its junction near Belvoir road has a huge carriageway space, hatched with road marking to align moving traffic.

8. The proposed cycle contra flow will assist southbound traffic from Peckham and Nunhead using Underhill Road to access Dulwich via Lordship Lane. Although a southbound cyclist can use Melford Road, this alignment is less direct and involves negotiating a number of junctions.
9. Out of the 73 consultation leaflets delivered in December 2014, a total of 18 responses were received during the consultation period equating to 24% response rate. A summary of the consultation responses are outlined below:
  - a) 66% of respondents are generally in favour of the scheme
  - b) 61% support replacing speed cushions with sinusoidal humps
  - c) 61% support buildout at the junction of Overhill road and Belvoir Road
  - d) 55% do not support double yellow line extension.
10. Summary of consultation comments received :
  - a) White lines requested to be introduced at driveways to discourage parking
  - b) Retain guardrails at Lordship Lane junction with Overhill Road to prevent pedestrians from slipping into the road due to its slippery nature in winter
  - c) Concerns about loss of parking due to introduction of double yellow lines and footway buildout proposed at junction with Belvoir Road
  - d) Concerns about impact on access for vans / lorries due changes at Overhill Road / Belvoir Road junction.
11. Project officers response to comments made by respondents are outlined below:
  - a) The current streetscape design manual does not encourage use of white bar markings at driveways. However due to the safety benefits of introducing white bar marking its recommended that bar marking are installed in this case.
  - b) Guardrail review will be undertaken as part of the safety review.
  - c) The double yellow lines will improve safety for all road users. Reducing the extent of it will compromise on safety benefits. Allowing kerb side parking near junction with Belvoir road will create safety conflict with cyclists
  - d) Auto-track testing carried out confirm that access for lorries/ HGV's will not be impeded by the proposal.
12. Statutory consultation is scheduled to commence in January 2015

### **Recommendations to the cabinet member for Environment, Transport and Recycling**

13. On the basis of the results of the public consultation the cabinet member is recommended to:
  - Note representations received during public consultation process, including that from the community council.
  - Approve for the proposal to be taken forward for implementation, subject to outcome of statutory consultation. If any objections are received during the statutory period an IDM report will be presented to the cabinet member for a decision.

### **Policy implications**

14. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction

Policy 2.3 – promote and encourage sustainable travel choices in the borough

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

### **Community impact statement**

15. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
16. This scheme was identified as one which would help to deliver Southwark's aim of increasing walking and cycling levels in the borough by improving safe access to local amenities/ shops without any noticeable adverse impact on the vulnerable road users
17. This scheme is intended to encourage the use of sustainable modes of transport.

### **Resource implications**

18. The project is partially funded by transport for London local implementation programme for 2014-2015 filtered permeability scheme. The project is within the scope of permitted uses of the funding. The total allocated budget is £97,000 for 2014-2015. All funding sources have been confirmed and approved by cabinet.
19. Works will be implemented by the council's highways term contractor, Conway Aecom, and are expected to be carried out in March 2015.

### **Consultation**

20. Ward members were consulted prior to commencement of the public consultation.
21. Public consultation was from 1 - 19 December 2014. Responses received afterwards were acknowledged.
22. The report provides an opportunity for the final comment to be made by the community council prior to a non-key decisions scheduled to be made by the cabinet member for Environment, Transport and Recycling in February 2015.
23. If approved for implementation proposal will be subject to statutory consultation required in the making of any permanent traffic management orders.

**BACKGROUND DOCUMENTS**

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/20010/transport_policy/1947/southwark_transport_n_2011">http://www.southwark.gov.uk/info/20010/transport_policy/1947/southwark_transport_n_2011</a>	Clement Agyei-Frempong Tel: 0207 525 2305

**APPENDICES**

No.	Title
Appendix A	Overhill Road –Proposed contra flow and highway improvements consultation document
Appendix B	Summary of consultation responses and summary comments
Appendix C	Consultation area

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Clement Agyei-Frempong, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	19 January 2015	
<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>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Date final report sent to the Constitutional Team</b>		19 January 2015



This document contains information about street improvement works in Southwark.  
If you require help with translation or other formats such as audio or large print, please visit the address below

#### Chinese

这篇文件包含关于在 Southwark 的街道进行信息。  
如果您需要一份关于您自己的语言的翻译文本或  
另外形式的出版例如录音带或大字本, 请查看下  
面的地址。

#### Bengali

এই ডকুমেন্টটি সাউথওয়ার্কের রাস্তা উন্নতির সম্বন্ধে তথ্য ধারণ  
করে। যদি আপনি অন্যান্য অনুবাদ অথবা অন্যান্য বিন্যাস  
যেমন অডিও অথবা বড় লেখা প্রিন্টের সঙ্গে প্রয়োজন বোধ,  
দয়া করে নিচে সম্বোধন করা ঠিকানায় পরিদর্শন করুন।

#### Arabic

تتوفر هذه الوثيقة على معلومات حول تحسين شكل الطرقات في  
سادك، وإذا كنت بحاجة للمساعدة بخصوص

الترجمة أو أي تنسيقات مثل نسخة صوتية أو طباعة بأحرف أكبر  
فالمرجو الا اتصال بالعنوان المذكور أدناه.

#### French

Ce document contient des informations  
concernant des améliorations dans les rues de  
Southwark. Si vous avez besoin d'aide avec la  
traduction ou autre formats tel que audio ou en  
gros caractères, s'il vous plait visitez l'adresse ci-  
dessous.

#### Somali

Dokumiintigaan wuxuu ka hadlayaa macluumaad  
ku saabsan horumarinta waddooyinka  
Southwark. Haddii aad u baahan tahay in lagaa  
caawiyo in lagu tarjumo ama haddii aad u  
baahatid qaabab kale sida cajalad ahaan ama  
nuqul ballaaran, fadlan booqo cinwaanka hoos  
ku qoran.jumoa di

#### Spanish

Este documento contiene información sobre el  
mejoramiento de las calles en Southwark. Si  
desea ayuda con la traducción u otros requiere  
otros formatos como audio o letra mas grande,  
por favor visite la dirección que se indica.

#### Turkish

Bu belge Southwark'taki sokak düzenlemeleri  
hakkında bilgi içermektedir. Tercüme veya  
seslendirme konusunda yardım almak, ya da bu  
yazının büyük harflerle yazılmış biçimini elde  
etmek için lütfen aşağıdaki adresi ziyaret ediniz.

#### Vietnamese

Tài liệu này chứa thông tin về việc cải tiến  
đường phố ở Southwark. Nếu bạn cần giúp đỡ  
về dịch thuật hoặc các định dạng khác như âm  
thanh hay in chữ lớn, xin vui lòng truy cập vào  
địa chỉ dưới đây.

### One Stop Shops

122 Peckham Hill Street,  
London SE15

Wansey Street  
(off Walworth Road)  
London SE17

17 Spa Road,  
London SE16

Customer Centre  
Telephone 020 7525 5000

# Overhill Road - Proposed contra flow and highway improvements

Public consultation

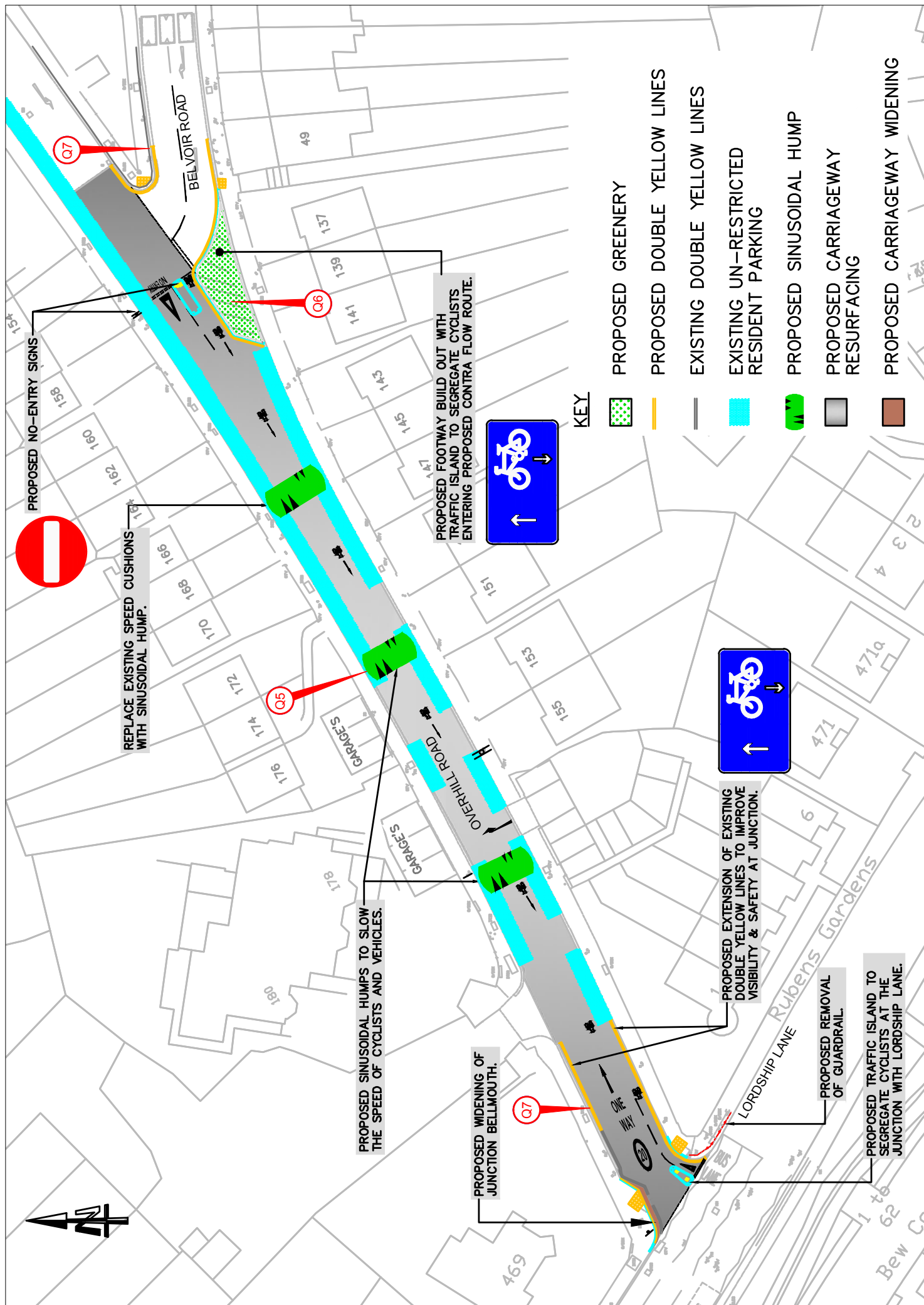
December 2014

[www.southwark.gov.uk](http://www.southwark.gov.uk)



To complete online follow link <http://www.southwark.gov.uk/consultations>

For more information contact: Callum Donald  
on 020 7525 4532 or  
Email: [callum.donald@southwark.gov.uk](mailto:callum.donald@southwark.gov.uk)



## Overhill Road - Proposed contra flow and highway improvements

### What are changes?

- Introduce contra flow cycling to facilitate cycling in both directions on Overhill Road.
- Double yellow lines at junctions with Lordship Lane and Belvoir Road to improve safety & visibility.
- Carriageway renewal.
- Footway buildout with greenery at Belvoir Road junction with Overhill Road. Narrowing the wide carriageway will encourage lane discipline and safety conditions for all road users.
- Existing speed cushions replaced with sinusoidal humps

### Have your say about Overhill Road contra flow proposal

Complete the box below, then tear off this page, fold and post to the FREEPOST address by 19 December 2014

Q1 Please state your name

Q2 Please provide your address

Q3 Postcode

The numbering below corresponds to that on the appended plan.

	Yes	No
Q4 Generally do you support the proposal for a contra flow cycle route along Overhill Road?		
Q5 Do you support the proposal to introduce sinusoidal humps?		
Q6 Do you support the proposed buildout at the junction of Belvoir Road?		
Q7 Do you support the proposal for double yellow lines at the junctions with Lordship Lane and Belvoir Road?		

Please write any comment that you may have on the proposals in the box below:

### What happen next?

The proposals are planned to be discussed at the Dulwich community council meeting on 28/01/2015. Following this a formal decision on the scheme will be taken by the Cabinet Member for Regeneration, Planning and Transport in February 2015. Further information on meeting agendas can be found on our website [www.southwark.gov.uk](http://www.southwark.gov.uk).



## APPENDIX B

### Summary of consultation responses

	YES	NO
Q4 Generally do you support the proposal for a contra flow cycle route along Overhill Road?	12	6
Q5: Do you support the proposal to introduce sinusoidal humps?	11	6
Q6 Do support the proposed buildout at the junction of Belvoir Road	11	7
Q7 Do you support the proposal for double yellow lines at the junctions with Lordship Lane and Belvoir Road	8	10

### Summary of consultation comments

<p>If these proposals take place parking in Overhill Rd may become more problematic. Would it be possible for white lines to be painted in the kerbs in front of private driveways to stop drivers parking their cars and blocking part of the driveway? Also would it be possible to have access only entrance from no entry section of Overhill Road for residents with cars who live in the one way part of Overhill Rd? This would be helpful especially during the busy periods on Lordship Lane.</p>
<p>Just please don't touch the trees opposite my address!</p>
<p>4 - Danger to cyclists turning left on a blind bend into a bus lane. 5 - Not able to make a valid judgement on the relative merits of differing types of speed controls. 6 - Large vehicles, of which there are many, already have difficulty turning into and out of Belvoir Rd. 7 - support for double yellow lines but not removal of guardrail on Lordship Lane. In winter Overhill Rd can be extremely slippery and rain prevents pedestrians from sliding onto the road and into the traffic.</p>
<p>6 - greenery would need constant maintenance better to reline/sign area to define cycle route. 7 - widening of bellmouth will increase speed of vehicles turning into Overhill Rd. This was reconfigured a few years ago. Existing double yellow lines already give good visibility at junctions. No need to change. Need clear no entry signs at junctions. Cheaper to adopt same system as Melford Road which is on a bus route.</p>
<p>My wife and I are strongly opposed to the contra-flow cycle route proposal.</p>
<p>Anything that can help to prevent any accidents and make the roads more safe is fine by me. Thank you/</p>
<p>The proposed yellow lines extend to far into Belvoir Rd. There is no need for them outside number 49 Belvoir or on the opposite side of Belvoir Rd. It is already difficult to park at night.</p>
<p>1) I am a keen cyclist this proposal has a major flaw. With vehicles parked on either side of the road there is NO ROOM for a cycle lane and oncoming traffic. A major accident waiting to happen! 2) Many large vehicles make the left hand turn from Overhill into Belvoir Rd around 3 per hour during the day: delivery vans, scaffolding lorries, garbage lorries, removal vans etc. They are unable to make the turn without 3 or 4 reversals at the moment - with an island in situ the turn would be nigh on impossible - observations at this junction will confirm this - I see it every day. 3) Total vehicles owned by 147,5,3 Overhill and 49 Belvoir is 6,. If their parking spaces are removed by proposed greenery and yellow lines where are they to park? There is NO off road parking available.</p>
<p>Parking is difficult at the best of times to any further restrictions would make life more difficult.</p>
<p>Cannot see how this will help at all. Reduced parking is not a good idea. Greenery maintenance is an issue</p>
<p>Drivers regularly speed on the road and treat it as a bi directional road. For safety I would prefer the guard rail is KEPT as there is very fast traffic on Lordship Lane.</p>
<p>Please see full response on No. 12 also submitted via email.</p>
<p>Southwark Living Streets strongly supports these proposals as being consistent with the Cycling Strategy and Mayor's Vision for Cycling as well as making things better for pedestrians through slower speeds.</p>

Parking is already bad on the street so extending the double yellows will only increase this problem. I also don't agree with the removal of the guardrail at the corner of Lordship Ln. Within my family we have 5 incidents of slipping on this corner. the only thing stopping my buggy rolling into traffic and my daughter going into traffic was the guard rail. If it were to be removed something would have to be done to resurface this corner as its bad in wet/icy conditions

It would be dangerous for bikes turning right at the junction of Lordship Lane/Overhill Road. We park in our drive (as other residents do) and come out blind onto Overhill Rd because of parked cars. We would never be able to stop in time when we spotted a bike and neither would the bike. Why do bikes need this really dangerous option when they have a cycle contraflow in Melford Rd. This would definitely be an accident waiting to happen - resurface it and camera it to keep US safe.

I believe a contra flow cycle route will be more hazardous on this road. We have limited parking available to residents and these proposals would have an even more negative impact.

# APPENDIX C

## Consultation area



<b>Item No.</b> 12.	<b>Classification:</b> Open	<b>Date:</b> 28 January 2015	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Cleaner Greener Safer: Funding Reallocation	
<b>Ward(s) or groups affected:</b>		College, East Dulwich,	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION(S)

That Dulwich Community Council:

1. approves allocation of £1,287 of available funding to existing project 106059 Long Meadow play area.
2. approves allocation of £2,986 of available funding to existing project 106296 ED street trees.
3. approves allocation of £750 of available funding to trial project – Dulwich Village verge greening.
4. Approves allocation of £1,500 of available funding to Lordship Lane Baptist Church – accessibility works.
5. Approves allocation of £34,237 of available funding to 2015-16 Cleaner, Greener Safer funding for Dulwich Community Council.

## BACKGROUND INFORMATION

6. Cleaner Greener Safer (CGS) is part of the London Borough of Southwark's capital programme. Between 2003 and 2014 £3.42m has been made available to local residents to apply for awards to make Dulwich a better place to live. The programme attracts hundreds of proposals ranging from a few hundred pounds for bulb planting to brighten up open spaces to tens of thousands of pounds to create community gardens. These projects often introduce new ideas such as outdoor gyms in public spaces, community gardens, public art and energy saving projects which not only make the borough cleaner, greener and safer but greatly contribute to a sustainable public realm by involving residents in the funding process and in the delivery of projects.
7. At the Dulwich Community Council meeting on 29 January 2014, all available funding from 2014-15 cleaner greener safer capital allocation including funding available from completed and cancelled projects was awarded to new projects. Since that meeting, four projects have been completed with underspends and seven projects were cancelled (Appendix 1). This has resulted in £40,760 funding being available for allocation to existing or new projects.

## KEY ISSUES FOR CONSIDERATION

8. It is recommended that £2,986 be allocated to 106296 ED street trees. This

will pay for additional street trees.

9. It is recommended that £1,287 be allocated to 106059 Long Meadow play area. The proposed play area requires extra funding.
10. It is recommended that £750 be allocated to fund an alternative to grass at one of the verges in Dulwich Village. The grass in the Village verges dies due to tree shade and dog urine. Ivies will replace grass as they are shade tolerant and hardier.
11. It is recommended that £1,500 be allocated to 105973 Lordship Lane Baptist Church – access works. This will mean the church is accessible for those with mobility problems and can be used by a wider section of the community.
12. It is recommended that £34,237 of available funding be added to 2015-16 Cleaner, Greener Safer funding for Dulwich Community Council.

### **Policy implications**

13. None.

### **Community impact statement**

14. The roles and functions of Community Councils include the promotion of involvement of local people in the democratic process. Community Councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
15. An explicit objective within Community Councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The Cleaner Greener Safer programme is an important tool in achieving community participation.
16. In fulfilling the above objectives that Community Councils have of bringing together and involving Southwark's diverse local communities, consideration has also been given to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decision to the need to:
  - a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;
  - b. Advance of equality of opportunity between persons who share a relevant protected characteristics and those who do not share it;
  - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
17. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
18. Having due regard to the need to advance equality of opportunity is further defined in s.149 as having due regard to the need of:
  - a. Remove or minimise disadvantages connected with a relevant protected characteristic;
  - b. Take steps to meet the different needs of persons who share a relevant protected characteristic;

- c. Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under-represented.
19. All ideas for CGS projects come directly from the local community via a simple project nomination form available in electronic and paper format.
  20. North Cross Road and Lordship Lane are popular shopping streets in East Dulwich and the works will improve pedestrian safety at this busy junction.
  21. Consultation has been carried out for the implementation of a new play area at Long Meadow.
  22. Consultation is carried out with nearby residents before new trees are planted.
  23. Consultation has been carried out with Dulwich Society and the Council's green team on trialling planting ivies to replace grass in one verge in Dulwich Village.
  24. Consultation has been carried out with the pastor of Lordship Lane Baptist church and the council's Building Control department to ensure the building works meet DDA compliance standards.

#### **Resource implications**

25. The funding is available within the existing CGS funding. CGS funding is devolved to Community Councils to spend on suitable projects. Management of the reallocation of the funding will be contained within existing budgets.

#### **Policy implications**

26. The Cleaner Green Safer programme is fully aligned with the council's policies around sustainability, regeneration and community engagement.

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

#### **Director of Legal Services**

27. The Local Government Act 2000 [as amended] ('the Act') gives the Leader the power to delegate any executive function to whoever lawfully can undertake the function. The allocation of the Cleaner, Greener, Safer capital fund ('CGS') is an executive function.
28. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the Leader.
29. This report is recommending that the Dulwich Community Council approve the allocation of funds to the individual projects specified at appendix 1. The power for this function is derived from Part 3H paragraph 11 of the Constitution which states that Community Councils have the power of "Approval of the allocation of funds to cleaner, greener, safer capital and revenue schemes of a local nature, using the resources and criteria identified by the cabinet".
30. The Cabinet Member for Transport Environment and Recycling approved the

funding for the 2014/2015 programme in September 2013 by exercising his powers under Part 3D paragraph 2 of the Constitution; and the Community Council approval being sought here is therefore the next constitutional step in the process.

31. Community Council Members have powers under paragraph 12 of Part 3H of the Constitution to oversee and take responsibility for the development and implementation of the local schemes.
32. In allocating funding under the CGS community councils must have regard to the council's equality duty set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties need to be considered in the body of the report at paragraphs 13 to 15 in the Community Impact Statement.

#### **Strategic Director of Finance and Corporate Services (Env/ET/280814)**

The strategic director of finance and corporate services notes that the proposed allocations of £40,760 to current and new projects are within the existing budgets devolved to Dulwich community council. Officer time to effect the recommendation will also be contained within existing budgets.

#### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Dulwich Community Council minutes,	Cleaner Greener Safer, Public Realm, 160 Tooley Street, London, SE1 2TZ  <a href="http://moderngov.southwark.gov.uk/documents/g4721/Printed%20minutes%20Wednesday%2029-Jan-2014%2019.00%20Dulwich%20Community%20Council.pdf?T=1">http://moderngov.southwark.gov.uk/documents/g4721/Printed%20minutes%20Wednesday%2029-Jan-2014%2019.00%20Dulwich%20Community%20Council.pdf?T=1</a>	Andrea Allen 020 7525 0860

#### **APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Project list

## 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>	14 January 2015	
<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>
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		15 January 2015



DULWICH CC AVAILABLE CGS CAPITAL FUNDING						APPENDIX 1
	Ward	College	East Dulwich	Village	Total - all wards	Comments
Cost code	Scheme title					
L-2403-1400.2.97	Henslowe Road scheme		5,000.00			Henslowe Road scheme completed with underspend of £5,000
L-2403-1400.4.64	Peckham Rye Adv Centre - lighting		1,600.00			Peckham Rye Adv Centre lighting completed with underspend of £1,600
L-2403-1400.4.56	Physic garden		364.00			Physic garden - grant cancelled at request of applicant with underspend of £364
L-2403-1400.4.59	Upton Court bike lockers		5,024.00			Upton Court Bike lockers - Housing Association refused permission for installation - underspend of £5,024
L-2403-1400.4.28	2013-14 East Dulwich trees		2,986.00			Scheme completed with underspend
L-2403-1400.5.19	Crystal & Princess Courts signage	1,287.00				Scheme completed with underspend
L-2403-1400.4.95	Lordship Lane shop clean up		4,500.00			Scheme cancelled as could not be implemented
L-2403-1400.4.96	Chesterfield Grove		9,592.00			Scheme cancelled as could not be implemented
L-2403-1400.4.68	Dulwich Village stocks			438.00		Scheme cancelled as could not be implemented
L-2403-1400.4.65	Village police fund			4,969.00		Scheme cancelled as money was not required
L-2403-1400.5.17	Gales post and chains			5,000.00		Scheme cancelled as could not be implemented
	<b>Available underspend by ward</b>	<b>1,287.00</b>	<b>29,066.00</b>	<b>10,407.00</b>	<b>40,760.00</b>	<b>Available funding for reallocation</b>
Cost code	Funds allocated to other schemes	College	East Dulwich	Village		
L-2403-1400.4.52	Long Meadow - additional funding	1,287.00				Original budget amounts to £23,358: CGS and S106 funding. Implementation of scheme requires additional funding. Reallocation of £1,286.50 to Long Meadow play ground
L-2403-1400.4.94	2014-15 ED trees - additional funding		2,986.00			Add available funding from 2013-14 ED trees to 2014-15 ED trees
L-2403-1400.4.65	Village verge greening trial			750.00		Allocate £750 for trial of replacing grass with ivies on verge in Dulwich Village to assess if this is a hardier solution than turf.
L-2403-1400.4.58	Lordship Lane Baptist Church - accessibility works		1,500.00			Building Control department required extra works to be carried out on building a ramp and providing a new entrance door to the church.
	<b>Available funds to reallocate by ward</b>	<b>0.00</b>	<b>24,580.00</b>	<b>9,657.00</b>	<b>34,237.00</b>	These funds total subject to approval, will be added to the 2015-16 Cleaner Greener Safer funding for allocation to new schemes

<b>Item No.</b> 13.	<b>Classification:</b> Open	<b>Date:</b> 28 January 2015	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Cleaner Greener Safer 2015 – 2016: Capital Funding Allocation	
<b>Ward(s) or groups affected:</b>		College, East Dulwich, Village	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

1. To approve the allocation of funds for the 2015-16 cleaner greener safer capital programme in the Dulwich Community Council area from the list of applications set out in appendix 1.

## BACKGROUND INFORMATION

2. The council's cleaner greener safer capital programme has been running since 2003.
3. In the first twelve years of the CGS programme, £30,393,000 has been allocated to community councils leading to 1,973 projects being approved.
4. In the Dulwich Community Council area, £3,417,331 has been allocated to 380 projects, 347 of which have been completed to date.
5. Examples of the types of projects that have been funded include:
  - Parks, community gardens, landscaping, tree planting and wildlife areas
  - Children's playgrounds, youth facilities, ball courts and cycle tracks
  - Lighting, security measures, pavements, streets, and tackling 'grot spots'
  - Grants to local groups to self-deliver projects

## KEY ISSUES FOR CONSIDERATION

6. There is £268,571 plus unallocated funds of £34,237 available for the 2015/16 CGS capital programme for new projects in the Dulwich Community Council area. This gives a total of £302,808 available funding.
7. Unallocated funding from previous years' programmes will also be reallocated subject to approval in a separate report.
8. Eligible proposals must bring about a permanent improvement and make an area cleaner, greener or safer.
9. Proposals with revenue costs, including salaries or computer equipment, feasibility studies, costs for events, festivals, workshops or other one-off events are not eligible for capital funding. CCTV proposals, internal improvements to housing property, works on schools where there is no access to the general

public are also not eligible. Works on private property are not eligible unless there is a long-term guarantee of public access or a demonstrable public benefit.

10. The application form invited expressions of interest for the applicants to deliver projects themselves. A due diligence exercise to ensure that this is both practical and realistic has been undertaken as part of the feasibility process. In such cases, the council would give the funding allocation to the applicant in the form of a capital grant, with appropriate conditions attached.

### **Policy implications**

11. The cleaner green safer programme is fully aligned with the council's policies around sustainability, regeneration and community engagement.

### **Community impact statement**

12. The roles and functions of community councils include the promotion of involvement of local people in the democratic process. Community councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
13. An explicit objective within community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The cleaner greener safer programme is an important tool in achieving community participation.
14. In fulfilling the above objectives that community councils have of bringing together and involving Southwark's diverse local communities, consideration has also been given to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decision to the need to:
  - a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;
  - b. Advance of equality of opportunity between persons who share a relevant protected characteristics and those who do not share it;
  - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
15. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
16. Having due regard to the need to advance equality of opportunity is further defined in s.149 as having due regard to the need of:
  - a. Remove or minimise disadvantages connected with a relevant protected characteristic;
  - b. Take steps to meet the different needs of persons who share a relevant protected characteristic;
  - c. Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under-represented.
17. All ideas for CGS projects come directly from the local community via a simple

project nomination form available in electronic and paper format.

### **Resource implications**

18. The funding for the 2015/16 CGS capital programme was approved by the cabinet and is part of the council's overall capital programme as detailed in the Launch of cleaner greener safer capital programme 2015/16 report dated August 2014.
19. All professional fees related to the project are also treated as the capital costs of the project. Where projects are awarded as a grant to organisations, the community council award letter will not include the professional fees which will be charged direct to project costs.
20. CGS projects must be completed within two years of award of funding. Projects that are unlikely to be completed within two years will be reported to community council and available budgets may be reallocated to other projects. Revenue costs not covered by maintenance or the contractual liability period will fall upon the asset owner. The business unit will be notified of the likely costs before the schemes proceeds, in order to secure permission to implement the scheme.
21. After the defects and liability period, or three year maintenance period in the case of planting works, all future maintenance is assumed by the asset owner, for example Housing, Parks, Highways, or in some cases external asset owners. Therefore, there are no revenue implications to the Public Realm projects business unit as a result of approving the proposed allocation.
22. The total expenditure and sources of funding for the scheme will be monitored and reported on as part of the overall capital programme.
23. Value for money will be ensured when the contract is procured by following the council's contract standing orders.

### **Consultation**

24. All cleaner greener safer projects require consultation with stakeholders, including the project applicant, local residents, tenants and residents associations and local community groups where appropriate.

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

#### **Director of Legal Services**

25. The allocation of the cleaner, greener, safer capital fund ('CGS') is an executive function, delegated by the Leader of the council to community councils.
26. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the Leader.
27. This report is recommending that the Dulwich Community Council approve the allocation of funds to the individual projects specified at appendix 1. The power for this function is derived from Part 3H paragraph 11 of the constitution which states that community councils have the power of "approval of the allocation of funds to cleaner, greener, safer capital and revenue schemes of a local nature, using the resources and criteria identified by the cabinet".

28. The cabinet member for Transport Environment and Recycling approved the funding for the 2015/2016 programme in August 2014 by exercising his powers under Part 3D paragraph 2 of the constitution; and the community council approval being sought here is therefore the next constitutional step in the process.
29. Community council members also have powers under paragraph 12 of Part 3H of the constitution to oversee and take responsibility for the development and implementation of the local schemes.
30. In allocating funding under the CGS community councils must have regard to the council's equality duty set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties need to be considered in the body of the report at paragraphs 14 to 17 in the community impact statement.

### **Strategic Director of Finance and Corporate Resources**

31. This report recommends approval of the allocation of funds for the 2015/16 cleaner greener safer programme in the Dulwich Community Council area from the list of applications set out in appendix 1.
32. The strategic director of finance and corporate resources notes the resource implications contained within the report, and confirms that the capital funding for the CGS programme has been approved as part of the overall council capital programme.
33. Officer time and any other costs connected with this recommendation will be contained within existing budgeted revenue resources.

### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Launch of Cleaner Greener Safer Capital Programme 2015/16 (August 2014)	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH  <a href="http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=4798">http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=4798</a>	Michelle Normanly 020 7525 0862

### **APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Dulwich Community Council Cleaner Greener Safer Capital programme 2015/16: Applications

## AUDIT TRAIL

<b>Lead Officer</b>	Strategic Director of Environment and Leisure	
<b>Report Author</b>	Michelle Normanly, Senior Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	15 January 2015	
<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>
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Resources	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to the Constitutional Team</b>		15 January 2015

**Appendix 1**  
**Dulwich Community Council**  
**Cleaner Greener Safer Capital programme 2015/16: Applications**

Reference	Proposal Name	Ward
377448	Dulwich Library Police CGS Bid 2014	All Dulwich
377861	Expanding Dulwich Library - The Annex	All Dulwich
377937	Safer Neighbourhood Police Base	All Dulwich
378259	Dulwich property marking kits	All Dulwich
354736	Access to Nature 365	College
364368	Kazubaloo toilet for Grange Lane allotments	College
370723	Maintenance repairs to historic wooden bus shelter.	College
371525	Melford Court raised bed	College
372065	Brighter Kingswood	College
372429	Kingswood Estate project	College
375140	Kingswood community shop - eco- furb	College
375155	Crystal and Princess court project	College
375932	Dropped kerbs for wheelchair users in College Ward	College
377711	Croxted Road community garden	College
377801	Secure cycle storage at Dawson's Heights Estate	College
377899	Lordship lane estate going greener and safe	College
378006	Restrictor post in Hunt Slip Road	College
378080	Crystal Court lighting enhancement project	College
378136	Lighting in Little Bornes, SE21	College
378143	Kingswood House light up	College
378252	College community noticeboards	College
378261	Mount Adon Park parking feasibility study	College
378348	Kingswood Drive/Fountain Drive Safety for Cyclists	College
378350	Mount Adon Park mirror	College
378352	Rouse Gardens safety lighting	College
400250	St Peter's / Deeper Life Bible church - Decorative iron railings	College
358665	School gate project	East Dulwich
368486	Ashbourne Grove tree [planting	East Dulwich
368495	Green wall - Ashbourne Grove SE22	East Dulwich
373167	Cycle parking 'bread bin' on Matham Grove SE22	East Dulwich
375113	An upcycled garden for Heber Primary School	East Dulwich
376272	Defining the Physic Garden	East Dulwich
376639	A Village Green on the Dulwich Hospital site.	East Dulwich
377515	Reconfiguration of Police Station bus stop on Lordship Lane	East Dulwich

**Appendix 1**  
**Dulwich Community Council**  
**Cleaner Greener Safer Capital programme 2015/16: Applications**

Reference	Proposal Name	Ward
377675	Norcroft Gardens Police CGS Bid	East Dulwich
377717	East Dulwich Community Centre floor	East Dulwich
377853	East Dulwich indie shop map	East Dulwich
377856	East Dulwich crime prevention fund	East Dulwich
377857	East Dulwich street trees	East Dulwich
377858	Barry Road average speed camera	East Dulwich
400207	Dulwich Feature Tree Planting Fund	East Dulwich
377882	Traffic Calming for Whateley Rd inc Lordship/Melbourne Junction	East Dulwich
377884	Safer Lordship Lane	East Dulwich
377892	Cleaning East Dulwich	East Dulwich
377955	Friern Road children playarea	East Dulwich
377969	Norcroft Gardens Lighting improvement	East Dulwich
400252	North Cross Road junction - additional funding	East Dulwich
400167	Improvements in Deventer	Village
400168	Replacement evergreen bush due to decay	Village
400169	Estate Security	Village
400171	A safe surface	Village
368237	The GT's Cherry Tree Project	Village
368544	The Judith Kerr Primary School all-weather play area.	Village
371562	Improving the paths in the Dulwich vegetable garden to make them safer and disability-friendly.	Village
371564	A disability accessible gate & ornamental arch/signage at entrance to the Dulwich vegetable garden	Village
371572	Village Ward (Herne Hill area) Street Tree Planting Programme.	Village
372884	Village notice boards	Village
372887	Greening Dulwich Village	Village
372889	Historic Dulwich Stocks information signage	Village
372891	New bench in Half Moon Lane	Village
376065	Dig the park	Village
376614	Lighting in Sunray Gardens	Village
377109	Delawyck's Pavement Project	Village
377213	Dulwich feature tree planting fund	Village
400193	Pedestrian, particularly disabled, movement in Village Ward	Village
377650	Dulwich Park playground	Village
377927	Safe crossing of Burbage Road at Half Moon Lane.	Village



**Appendix 1**  
**Dulwich Community Council**  
**Cleaner Greener Safer Capital programme 2015/16: Applications**

<b>Reference</b>	<b>Proposal Name</b>	<b>Ward</b>
378019	Herne Hill Railway Bridge Redesign	Village
378134	North Dulwich tennis courts	Village
378152	76-108 Elmwood Road lighting project	Village
400210	Delft Way Garden	Village
400249	Bird Feeding station Dulwich Park - additional funding	Village

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 28 January 2015	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Gallery Road Zebra Crossing	
<b>Ward(s) or groups affected:</b>		Village	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

1. That the Dulwich Community Council review the results and comments in the attached consultation report (Appendix A), and makes a formal decision regarding progression of the scheme to implementation, subject to the necessary statutory procedures.

## BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 16 of the Southwark Constitution, community councils have the executive function to determine traffic schemes of a non-strategic nature.
3. It is therefore for the Dulwich Community Council to decide on whether the proposed raised zebra crossing in Gallery Road should be implemented.
4. The scheme proposals were developed following an allocation of Cleaner Greener Safer capital funding of £55,000 by Dulwich Community Council. This allocation was in response to concerns raised by local stakeholders including the Dulwich Society relating to the lack of adequate pedestrian crossing provision across Gallery Road linking Lovers Walk with a new pedestrian footway in Belair Park.
5. A public consultation has been completed. Full details of all results associated with the study can be found in Appendix A the 'consultation report'.
6. Village ward councillors were notified of the scheme and consultation documents on the 7 November 2014.
7. The main scheme elements include;
  - A raised zebra crossing on Gallery Road to improve pedestrian accessibility and safety.
  - The eastern kerb line of Gallery Road is to be built out to reduce the crossing distance for pedestrians and to ensure that adequate visibility for traffic approaching the zebra crossing is maintained.
  - To ensure that local parking provision is not reduced as a result of introducing the zebra crossing, the second parking bay to the north of the zebra crossing location (adjacent to the Old College Lawn Tennis Club)

will be extended by 19m. This will compensate for the changes to the parking bay adjacent to Lovers Walk associated with the footway buildout and location of the zebra crossing.

## **KEY ISSUES FOR CONSIDERATION**

8. A new pedestrian pathway and access leading from Lloyds Register Cricket Club Ground and Belair Park to the western footway of Gallery Road has resulted in an increased number of pedestrians crossing Gallery Road from Lovers' Walk. It is anticipated that the proposed new crossing will improve pedestrian safety and accessibility, as well as assisting to reduce traffic speeds.
9. A site meeting was held with ward councillors, project designers and the scheme applicant to discuss the scheme and rationale for the proposals. As there are no residential frontages affected by the proposal, a list of key local stakeholders was agreed with ward councillors that would be consulted directly by email.
10. A key issue identified on site was the requirement to ensure that the existing level of kerbside parking provision is maintained; particularly as the existing parking bays have a high occupancy rate due to the adjacent tennis club, recreational facilities in Belair Park and the Dulwich Picture Gallery.
11. Informal public consultation took place with agreed stakeholders on 7 November 2014, with a reply deadline of 28 November 2014, allowing 3 weeks for the consultation period.
12. Consultation results for the scheme can be summarised as follows:
  - a) All three formal replies received during the consultation period from key stakeholders were in favour of the proposals.
  - b) Replies were received from the Dulwich Society, the Old College Lawn Tennis and Croquet Club and Dulwich and Herne Hill Safer Routes to School.
  - c) No formal reply or correspondence was received from the Dulwich Picture Gallery, Dulwich Estates or Friends of Belair Park.
13. Supportive responses were also received from Southwark Living Streets and Metropolitan Police. Southwark cyclists raised concerns regarding the detailed design of the build-out. These concerns are unfounded since the build-out concerned will not narrow the carriageway any further than the existing inset parking bay at this location.
14. Full details of the consultation strategy, results, conclusions and recommendations can be found in Appendix A.

## **Policy implications**

15. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:
  - Policy 2.3 – promote and encourage sustainable travel choices in the borough
  - 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.

### **Community impact statement**

16. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it. This scheme has particular objectives to improve conditions for pedestrians including those with mobility difficulties.
17. The scheme does not result in any loss of kerbside parking availability, as one of the existing inset parking bays adjacent to the tennis club is being lengthened to offset the introduction of the footway buildout on the eastern footway adjacent to the zebra crossing location, which results in reducing the length of the northern parking bay.

### **Resource implications**

18. This project is funded by the cleaner green safer programme with an allocated budget of £55,000. If the proposals are implemented the costs will be contained within this budget.

### **Consultation**

19. Ward members were consulted prior to commencement of consultation.
20. Informal consultation was carried out with stakeholders in November 2014, as detailed above.
21. A list detailing key stakeholders to consult was agreed by ward councillors prior to the consultation period.
22. The list of stakeholders included The Dulwich Society, Friends of Belair Park, the Old College Lawn Tennis and Croquet Club, Dulwich and Herne Hill Safer Routes to School, The Dulwich Picture Gallery and Dulwich Estates.
23. In addition, the consultation documents and plans were supplied via email to the council's established list of statutory consultees including London Buses, Living Streets, cycle groups and the metropolitan police.
24. If approved for implementation by the community council, this will be subject to statutory consultation required in the making of permanent Traffic Management Orders relating to the provision of the new waiting restrictions. If any objections are received, there will need to be a further report to the community council to consider those objections.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Legal Services**

25. The Dulwich Community Council is being asked to approve the implementation of the Gallery Road pedestrian crossing scheme.
26. Part of the scheme requires a traffic management order. The process for implementing a traffic management order involves a statutory consultation

procedure. If any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision on whether to proceed with that part of the scheme will be subject to determination by the Dulwich Community Council.

27. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not.
28. The Human Rights Act 1998 imposed a duty on the council as a public authority to apply the European Convention on Human Rights; as a result the Council must not act in a way which is incompatible with these rights. The most important rights for planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property).
29. Part 3H paragraph 16 of the Southwark Constitution states that community councils have the executive function to determine traffic schemes of a non-strategic nature. This scheme is categorised as non-strategic and therefore complies with the directives of this paragraph.

### **Strategic Director of Finance and Corporate Services**

30. The report is requesting approval from the Dulwich Community Council for the proposed zebra crossing scheme in Gallery Road, subject to statutory consultation.
31. It is noted that the cost of the proposed scheme is estimated to be £55k and will be contained within the prescribed budget formally approved by members of the Dulwich Community Council, funded through devolved highway budget as part of the council's Cleaner Greener Safer programme.
32. It is also noted that any future maintenance costs arising from this investment will be funded from existing departmental revenue budgets.
33. Staffing and any other costs connected with this recommendation to be contained with existing scheme budgets.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Matthew Hill 020 7525 3541

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix A	Gallery Road Zebra Crossing Consultation Report

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Chris Mascord, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	19 December 2014	
<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>
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
Cabinet Member	No	No
<b>Date final report sent to the Constitutional Team</b>		16 January 2015

# London Borough of Southwark



## Gallery Road Raised Zebra Crossing

### Consultation Summary

December 2014

## Gallery Road Raised Zebra Crossing Facility

### Public Consultation Summary

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	Appendix A: Initial Scheme Design	□
	Appendix B: Consultation Documents	□



## 1 Introduction

### 1.1 Background

- 1.1.1 This document has been produced by Southwark Council Public Realm Projects Group, to provide a summary of the consultation exercise for the proposed raised zebra crossing facility in Gallery Road between Lovers' Walk and new pedestrian access into Belair Park. The measures are being proposed by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord (Senior Engineer).
- 1.1.2 The area under consideration is located within the SE21 district of Southwark (Village Ward) in the south of the borough. See figure 1 below.

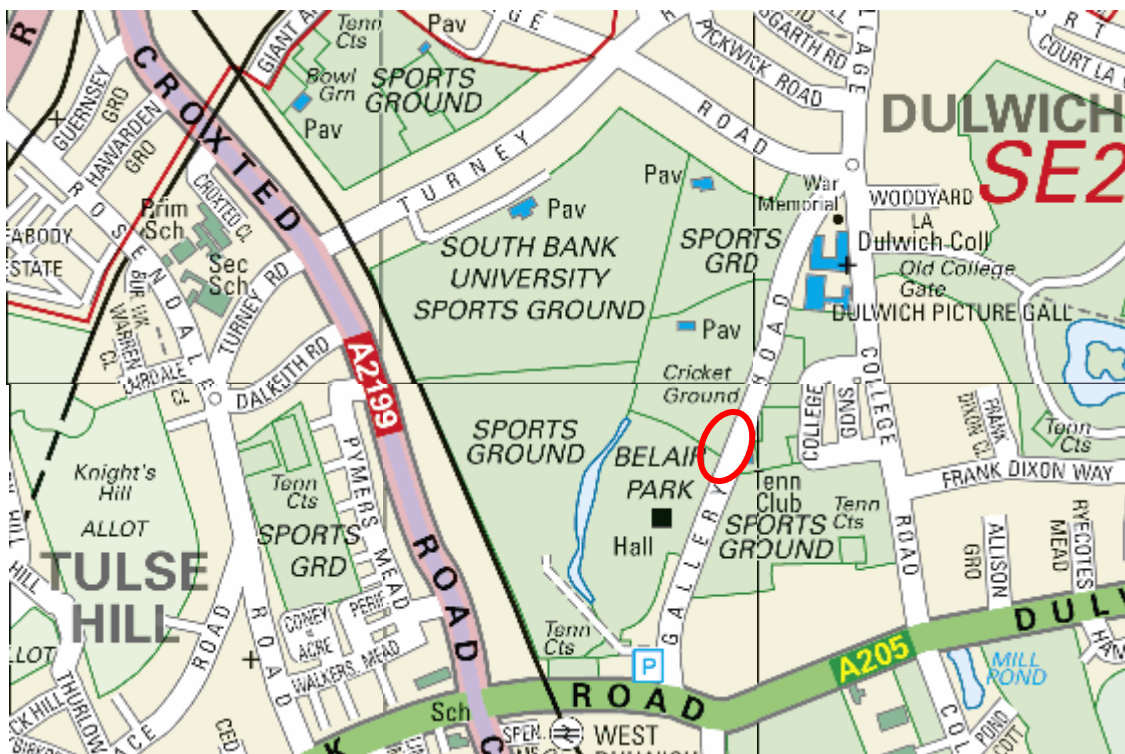


Figure 1 Location of proposed scheme

### 1.2 Project and Objectives

- 1.2.1 A new pedestrian pathway and access leading from Lloyds Register Cricket Club Ground and Belair Park to the western footway of Gallery Road has resulted in an increased number of pedestrians crossing Gallery Road from Lovers' Walk. In response to the increase in pedestrian activity at this location, Dulwich Community Council has allocated funding to investigate installing a raised pedestrian crossing on Gallery Road situated between Lovers' Walk and the new pedestrian pathway into Belair Park. It is anticipated that the crossing will improve pedestrian safety and accessibility, as well as assisting to reduce traffic speeds.

- 1.2.2 The measures proposed in this consultation are part of the Council's ongoing commitment to make Southwark's streets safer and more accessible for all. The proposed measures will enhance the environment for all road users, reducing traffic speeds and improving pedestrian safety.
- 1.2.3 It is proposed that the following measures be implemented:
- A raised zebra crossing on Gallery Road to improve pedestrian accessibility and safety.
  - The eastern kerb line of Gallery Road is to be built out to reduce the crossing distance for pedestrians and to ensure that adequate visibility for traffic approaching the zebra crossing is maintained.
  - To ensure that local parking provision is not reduced as a result of introducing the zebra crossing, the second parking bay to the north of the zebra crossing location (adjacent to the Old College Lawn Tennis Club) will be extended by 19m. This will compensate for the changes to the parking bay adjacent to Lovers' Walk associated with the footway buildout and location of the zebra crossing.

(See Appendix A – Initial Scheme Design)

## 1 **Consultation Procedure**

- 1.3.1 The views of the local stakeholders and those of statutory consultees have been sought, prior to the development of measures to a detailed design stage.
- 1.3.2 As there are no residential frontages affected by the proposal, a list of key local stakeholders was agreed with ward members that would be consulted directly by email.
- 1.3.3 The list of stakeholders was The Dulwich Society, Friends of Belair Park, the Old College Lawn Tennis and Croquet Club, Dulwich and Herne Hill Safer Routes to School, The Dulwich Picture Gallery and Dulwich Estates.
- 1.3.4 In addition, the consultation documents and plans were supplied via email to the Council's established list of statutory/formal consultees including London Buses, Living Streets, cycle groups and the Metropolitan Police.
- 1.3.5 The consultation information that included an A3 PDF plan and email outlining the background and proposed measures of the scheme was sent to key stakeholders on 7<sup>th</sup> November 2014, with a reply deadline of 28<sup>th</sup> November 2014, allowing 3 weeks for the consultation period.

## **Consultation Responses**

### **Response Rate and Distribution**

- 2.1.1 A total of 3 email responses were received from key stakeholders during the consultation period.
- 2.1.2 Three responses were received from statutory/formal consultees (Southwark Living Streets, Southwark Cyclists and the Metropolitan Police Traffic Management Unit).

## □□□ Stakeholder Response Analysis

- 2.2.1 All three formal replies received during the consultation period from key stakeholders were in favour of the proposals.
- 2.2.2 Replies were received from the Dulwich Society, the Old College Lawn Tennis and Croquet Club and Dulwich and Herne Hill Safer Routes to School.
- 2.2.3 No formal replies or correspondence was received from the Dulwich Picture Gallery, Dulwich Estates or Friends of Belair Park.

## □□□ Stakeholder Comments

### 2.3.1 Old College Lawn Tennis and Croquet Club

*'Thank you very much for consulting Old College LT&CC on the proposed crossing on Gallery Road between Lover's Walk and Belair Park. We have considered this and consulted our members. Our two prime concerns are safety, which the crossing will improve, and maintaining the parking spaces available in the two bays adjacent to the Club's grounds. The proposal you make, to reduce the southerly one but to lengthen the northerly one, addresses this concern. Needless to say we would be very concerned if this were to be abandoned, but we trust that will not happen. So, subject to that, we are very content with your proposals.'*

### 2.3.2 The Dulwich Society

*'This seems to be fully in accordance with the plans you showed us recently. It is strongly supported by the Dulwich Society.'*

### 2.3.3 Dulwich and Herne Hill Safer Routes to School

*'Dulwich and Herne Hill Safe Routes to School supports this scheme. We believe it is an important step in improving pedestrian safety for people wishing to cross Gallery Road at the desire line between Belair Park and Lover's Walk, completing an important chain between West Dulwich Station and Dulwich Park, via the Dulwich Picture Gallery. We hope it will raise driver awareness of pedestrians and slow driving speed. We also believe it will improve options for parents wishing to walk, scoot and cycle with their children to local schools. We are grateful to Southwark for undertaking this work and to local councillors for supporting it.'*

## □□□ Statutory Formal Consultee Replies

### 2.5.1 Three statutory/formal consultees replied to the consultation.

- a) **Southwark Living Streets** replied indicating strong support for the scheme and highlighted that it will be of real benefit to the Dulwich area and significantly improve pedestrian safety and accessibility at this location.

Southwark Living Streets also highlighted that traffic speeds on Gallery Road can be excessive and suggested investigation of further traffic calming measures if future funding is made available, in line with the borough's aim of becoming a 20mph borough.

- b) A representative from **Southwark Cyclists** replied expressing concern at the proposed footway buildout on the eastern side of the crossing, highlighting that it may pose a danger to cyclists.

\* In response, a full road safety audit has been carried out on the scheme design and no adverse safety issues were identified resulting from the kerblin extension and footway buildout. In addition, the footway buildout extends no further than the adjacent inset parking bay. The parking bay has a high occupancy rate associated with the adjacent tennis club, Belair Park and the Picture Gallery. Cyclists traversing past vehicles in the parking bay and on approach to the crossing location will not have to deviate from their line in order to negotiate the crossing facility.

- c) The **Metropolitan Police Traffic Management Unit** replied indicating that traffic speeds on Gallery Road are quite high and that although the pedestrian crossing is being raised, which will help with reducing speeds, further consideration should be made to installing additional traffic calming measures either side of the crossing.

\* In response, Gallery Road is shortly to become part of the borough-wide 20mph limit. This initiative will assist with curtailing traffic speeds and improve safety for more vulnerable road users including pedestrians and cyclists. In addition, the scheme will be monitored following implementation to ensure that the design is sufficient to ensure the safe passage of pedestrians across Gallery Road.

- 2.5.2 No objections or formal comments were received from Ward Members throughout the consultation period.

## ☐☐☐ Recommendations

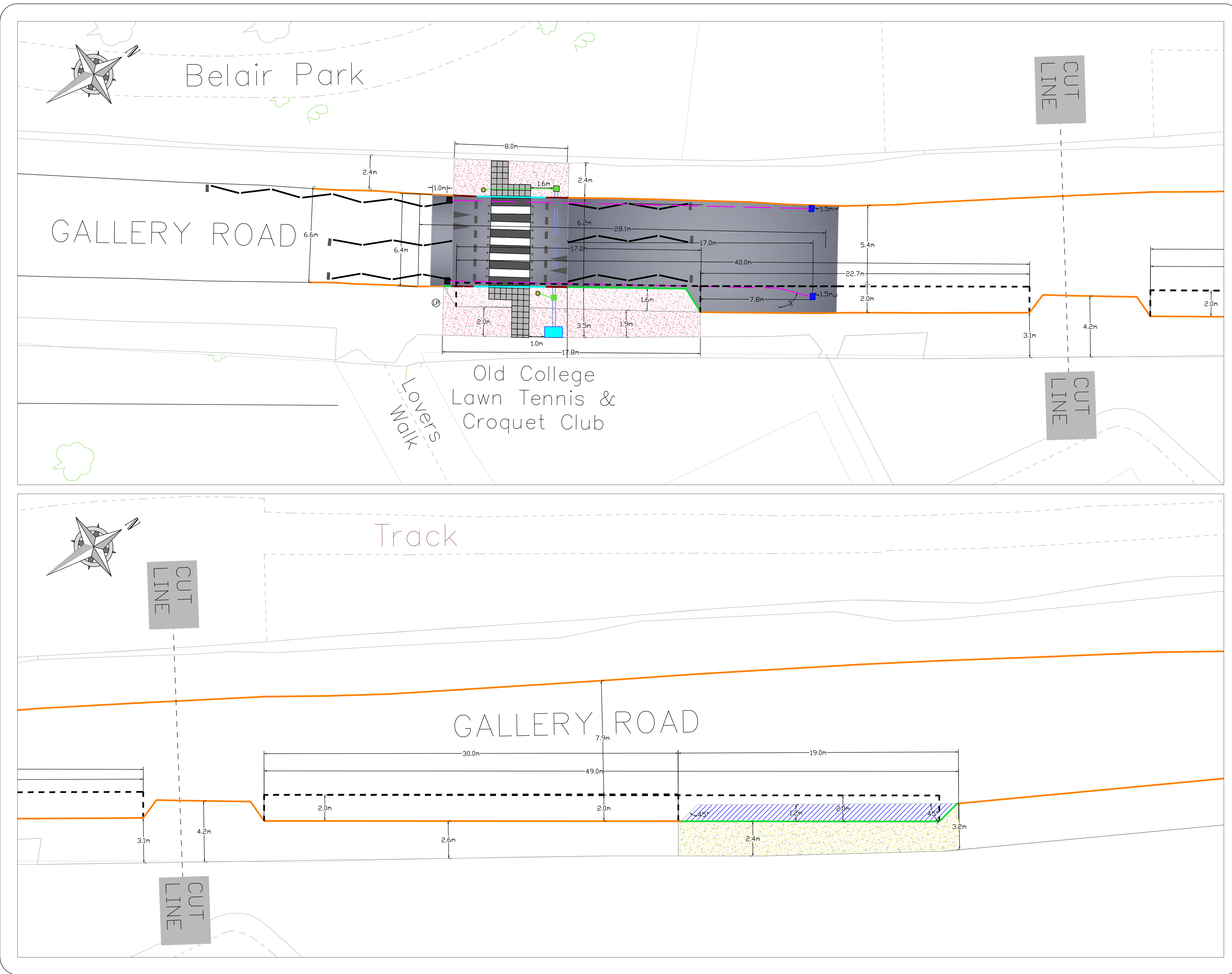
Due to the all of the stakeholders that replied to the consultation supporting the scheme and Southwark's on-going commitment to improve pedestrian safety and accessibility, it is recommended that the scheme is progressed to implementation.

## Appendices

Appendix A:	Initial Scheme Design
Appendix B:	Consultation Documents

## Appendix A Initial Scheme Design





**NOTES/ LEGEND**

- NOTES:**
- All dimensions in meters unless otherwise stated.
  - Do not scale from this drawing.
  - All references are to HAPS Clauses unless otherwise stated.
  - In the event of any conflict between drawings and specification, the specification will predominate.
  - Maximum height of ramp surface/plateau above existing carriageway shall be 100mm.
  - Treatment of layers and vertical joints shall be as CL.903. Tack coat shall be used to the base of regulating binder course unless otherwise instructed.
  - Existing granite kerb layout to be taken up and set aside for re-use unless damaged/ broken.
  - Trench reinstatement shall be in accordance with appendices 7/1 & 7/2.
- CARRIAGEWAY CONSTRUCTION:**
- New surface course: Unless otherwise instructed to be 40mm thick ST10 thin surface course system as appendix 7/1, PSV 65 as required. To be treated after laying with surface grit as clause 942.17.
  - New surface course: Unless otherwise instructed to be 40mm thick ST10 thin surface course system as appendix 7/1, PSV 65 as required. To be treated after laying with surface grit as clause 942.17.
  - Binder course: Unless otherwise instructed to be 60mm B3A as required in Appendix 7/1.
  - Subbase: Unless otherwise instructed to be 150mm thick CBGM B/R-C4 as required in clause 822, shall comply with trafficking requirements as per clause 813.17.
- RAISED PEDESTRIAN CROSSING CONSTRUCTION:**
- As per 14402-05-01/GA/002
- LEGEND:**
- SURFACE TREATMENT:**
- Existing Kerb Alignment
  - New Dropped Granite Kerbs: Unless otherwise instructed to be 150x150mm Type 1 K15-T1(L/S) as HAPS typical arrangement drawing LBS/C/005 kerb and edge restraint types - LBS standard units (sheet 1 of 3). Shall be installed as LBS/C/010 type P kerb and edge restraint foundation details (sheet 2 of 4) on ST4 concrete.
  - New Transition Granite Kerbs: Unless otherwise instructed to be 150x213x275mm Type1 K15-T1(N/S-D2) as HAPS typical arrangement drawing LBS/C/005 kerb and edge restraint types - LBS standard units (sheet 2 of 3). Shall be installed as LBS/C/010 type M1 kerb and edge restraint foundation details (sheet 1 of 4) on ST4 concrete.
  - New Granite Kerbs: 150x300mm - Type 1 K15-T1(N/S) as HAPS typical arrangement drawing LBS/C/005 kerb and edge restraint types - LBS standard units (sheet 1 of 3). Shall be installed as LBS/C/010 type M1 kerb and edge restraint foundation details (sheet 1 of 4) on ST4 concrete.
  - New charcoal grey blister tactile paving: Surface course: T(B) - PC1 as appendix 11/1. 2-4mm jointed with J-MHX or J-MH2 high performance mortar (moist mix) as appendix 11/1. Laying course: 30 thick L-MHX or L-MH2 high performance fine mortar applied as slurry as appendix 11/1. Subbase: 150mm type1 unbound granular mixture as clauses 801SR and 803MA, sub-type 1A as table 8/3, shall not contain crushed gravel, to be laid in accordance with clause 802 - see drawing 14402-05-01/GA/003.
  - Surface Course: 30mm B-SFA AC6 dense surface course asphalt concrete as appendix 11/1. Binder Course: 65mm thick type B2A stone mastic asphalt binder course as appendix 11/1. Subbase: 150mm type1 unbound granular mixture as clauses 801SR and 803MA, sub-type 1A as table 8/3, shall not contain crushed gravel, to be laid in accordance with clause 802 - see drawing No. 14402-05-01/GA/003.
  - Surface Course: 30mm B-SFA AC6 dense surface course asphalt concrete as appendix 11/1.
- DRAINAGE - GULLIES, GULLY COVERS & PIPES:**
- Existing Drainage Gullies
  - Precast concrete gullies - 375mm diameter x 750mm deep
  - 150mm diameter clay drainage pipe(s) connecting proposed gullies to existing
  - 370x430mm cast iron gully covers. 100mm deep. Shall be captive hinged type and have bar pattern and are 'cycle friendly'
- LIGHTING, SURFACE & SUB-SURFACE DUCT ARRANGEMENTS:**
- Existing Lamp Column
  - Proposed SMS 400x400mm cable drawpit
  - Proposed electric feeder pillar
  - Proposed 2x 100mm diameter (Group 1) ducts linking cable drawpit underneath C/Way
  - Proposed 50mm diameter (Group 10) ducts
  - Proposed belisha crossing beacon

Revision	Date	Amendment	Drawn	Design	Checked	Approved

Project: **GALLERY ROAD RAISED ZEBRA CROSSING CGS 2014-2015**

Title: **GENERAL ARRANGEMENT**

Contract No.	HW2013 NEC3	Drawn	LM
Scale	1:150 @ A1 CONSTRUCTION	Designed	LM
Drawing No.	14402-05-001/GA/001	Checked	CM
Date Drawn	NOVEMBER 2014	Approved	DK
Date Issued	NOVEMBER 2014	Rev.	-

## Appendix B □ Consultation Documents



Dear Consultees,

Southwark Council is holding a consultation to receive key stakeholder's comments regarding a proposal to implement a raised pedestrian crossing on Gallery Road, adjacent to Lovers Walk and Belair Park.

A new pedestrian pathway and access leading from Lloyds Register Cricket Club Ground and Belair Park to the western footway of Gallery Road has resulted in an increased number of pedestrians crossing Gallery Road from Lovers' Walk. In response to the increase in pedestrian activity at this location, Southwark Council has allocated funding to investigate installing a raised pedestrian crossing on Gallery Road situated between Lovers Walk and the new pedestrian pathway into Belair Park. It is anticipated that the crossing will improve pedestrian safety and accessibility, as well as assisting to reduce traffic speeds.

It is proposed that the following measures be implemented:

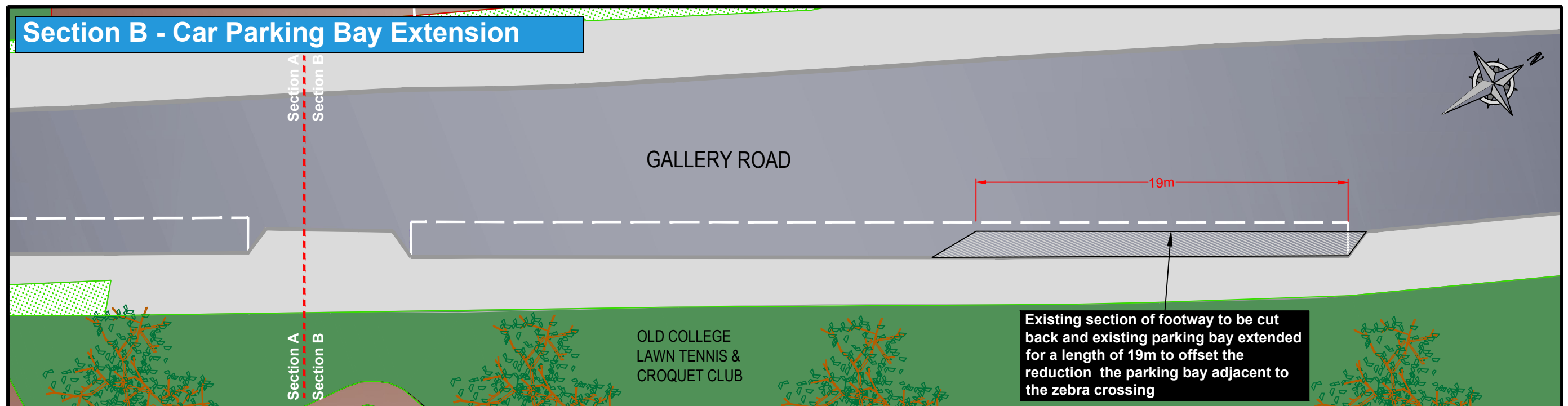
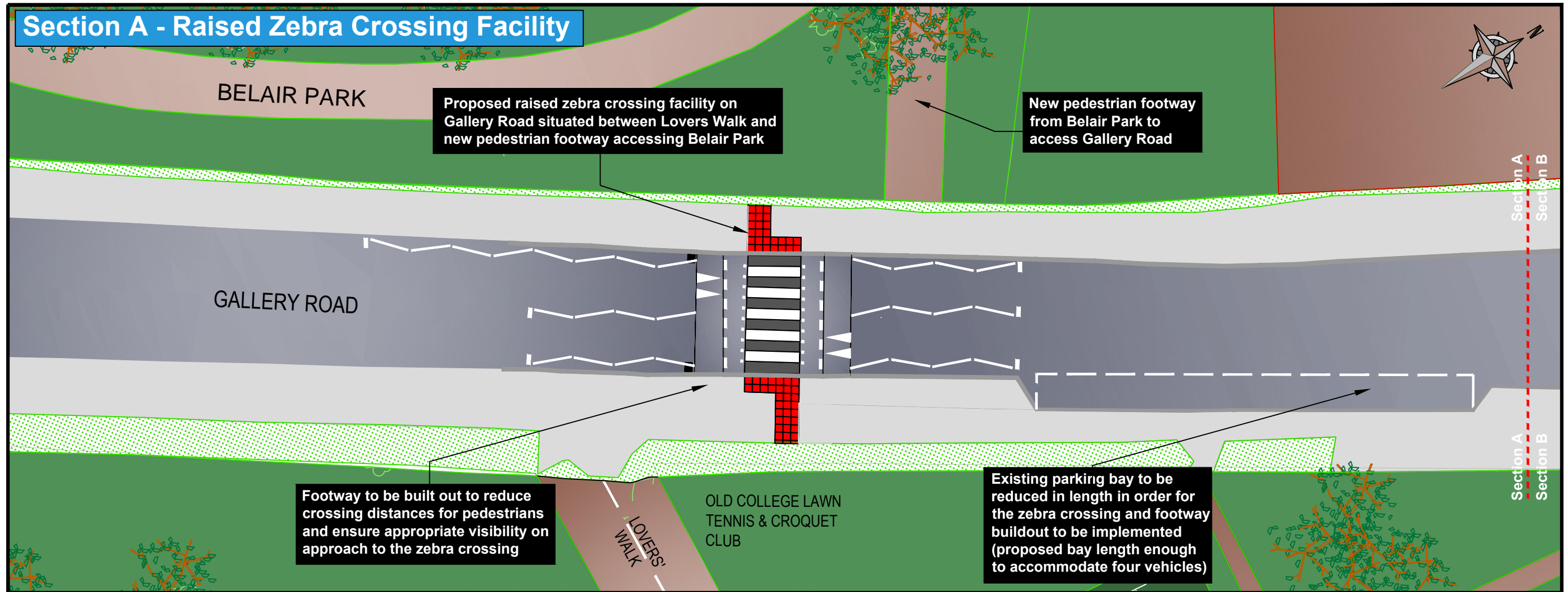
- A raised zebra crossing on Gallery Road to improve pedestrian accessibility and safety.
- The eastern kerb line of Gallery Road is to be built out to reduce the crossing distance for pedestrians and to ensure that adequate visibility for traffic approaching the zebra crossing is maintained.
- To ensure that local parking provision is not reduced as a result of introducing the zebra crossing, the second parking bay to the north of the zebra crossing location (adjacent to the Old College Lawn Tennis Club) will be extended by 19m. This will compensate for the changes to the parking bay adjacent to Lovers Walk associated with the footway buildout and location of the zebra crossing.

Attached is a consultation plan illustrating the proposals. Please note that the deadline for comments relating to this scheme is the **28<sup>th</sup> November 2014**.

The results of the consultation will be reported to ward members at the Dulwich Community Council, where a formal decision will be made regarding implementation.

Kind regards,

Chris Mascord  
Public Realm Projects  
Southwark Council



<b>Item No.</b> 15.	<b>Classification:</b> Open	<b>Date:</b> 28 January 2015	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Crystal Palace Parade Junction Improvements	
<b>Ward(s) or groups affected:</b>		College	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

1. That the Dulwich Community Council comment upon the following recommendations that are due to be made to the cabinet member for Regeneration, Planning and Transport:
  - Due to a significant majority of respondents supporting the scheme (80%) and Southwark's on-going commitment to improve and promote cycling and pedestrian safety in the borough, it is recommended that the scheme proceeds to implementation subject to necessary statutory procedures

### BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 and 21 of the Southwark Constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representations to the cabinet member following public consultation.
4. Full details of all results associated with the study can be found in Appendix A the 'consultation report'.
5. The cabinet member was made aware of the scheme and the associated designs in November 2015.

### KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from the 10 December 2014 until the 5 January 2015.
7. Full details of the consultation strategy, results, conclusions and recommendations can be found in Appendix A.
8. 80% of respondents to the public consultation were in favour of the scheme.

### Recommendations to the cabinet member for regeneration, planning and transport

9. On the basis of the results of the public consultation, the cabinet member is recommended to approve the implementation of the proposed junction improvements on Crystal Palace Parade subject to completion of statutory procedures.

### Policy implications

10. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:
  - Policy 1.1 – pursue overall traffic reduction
  - Policy 2.3 – promote and encourage sustainable travel choices in the borough
  - 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.

### Community impact statement

11. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists and pedestrians will benefit.

### Resource implications

12. This report is for the purposes of consultation only and there are no resource implications associated with it.
13. It is however noted that this project is funded by the 2014/2015 LIP programme which has an allocated budget of £280K for the current financial year.

### Consultation

14. Ward members were consulted prior to commencement of the consultation.
15. Informal public consultation was carried out in December 2014 / January 2015, as detailed above.
16. The borough also formally consulted the London Borough of Bromley and London Borough of Lewisham (due the site forming the borough boundary between the two boroughs) and Transport for London, as Crystal Palace Parade forms part of the Strategic Road Network.
17. No response was received from Lewisham. Bromley is expected to send a formal letter of support shortly following a scheme review meeting with officers that was held on the 14 January 2015. TfL have not formally approved the scheme, however upon reviewing the design, gave the council permission to consult on the proposals.
18. T  
his report provides an opportunity for final comment to be made by the community council prior to a non-key decision scheduled to be taken by the Cabinet Member for Regeneration, Planning and Transport following this community council meeting.
19. If approved for implementation this will be subject to statutory consultation required in the making of any permanent Traffic Management Orders.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Matthew Hill 020 7525 3541

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix A	Crystal Palace Parade Junction Improvements Consultation Report

**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Matthew Hill, Programme Manager	
<b>Version</b>	Final	
<b>Dated</b>	7 January 2015	
<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>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
<b>Date final report sent to the Constitutional Team</b>	16 January 2015	

# London Borough of Southwark



## Crystal Palace Parade Junction Improvement Scheme

### Consultation Summary

January 2015

## London Borough of Southwark

### Crystal Palace Parade Junction Improvement Scheme

#### Public Consultation Summary

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## 1.0 Introduction

### 1.1 Background

1.1.1 This document report has been produced by the London Borough of Southwark Public Realm Projects Group, to provide a summary of the consultation exercise for the junction improvement scheme on Crystal Palace Parade with Westwood Hill, Fountain Drive and Sydenham Hill. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord (Senior Engineer).

1.1.2 The area under consideration is located within the SE23 district of Southwark (College Ward) in the south of the borough. See figure 1 below.

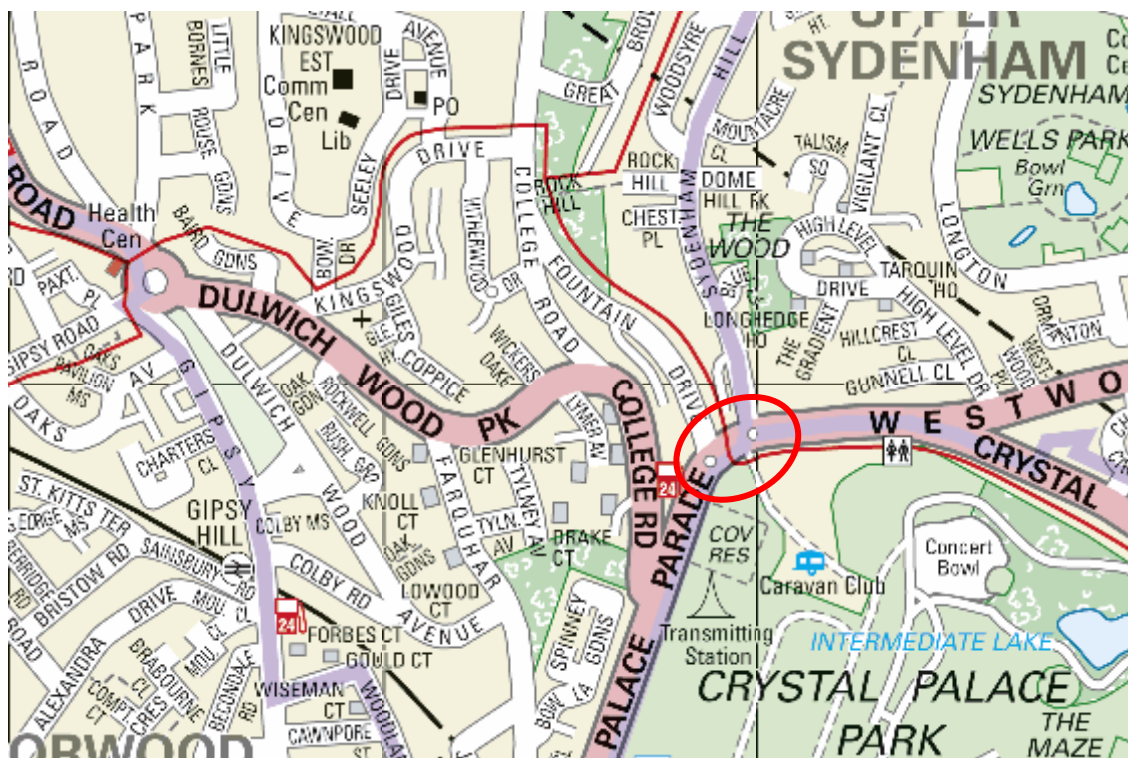


Figure 1: Location of proposed scheme

### 1.2 Project and Objectives

1.2.1 The measures proposed in this consultation are part of the Council's on-going commitment to make Southwark's streets safer and more accessible for all. The proposed measures will enhance the environment for all road users, reducing traffic speeds and improving pedestrian safety. Cycling proposals also have the added health benefits of improving the environment through reducing carbon emissions and getting more people onto bikes which in turn enhances their fitness and health.

1.2.2 The junctions provide a key pedestrian route and cycle route to nearby train stations, schools, and recreational amenities such as Crystal Palace Park. Both junctions are dominated by multiple traffic lanes, heavy vehicle volumes and high

speeds. There are no formal pedestrian crossings to ensure pedestrians can cross the junction arms safely and there have been numerous recorded accidents involving cyclists, particularly when turning right from Crystal Palace Parade into Fountain Drive. The project aims to improve pedestrian and cyclist accessibility and safety, whilst ensuring minimal delay to traffic flow.

1.2.3 The following measures were consulted upon to improve cycling and pedestrian accessibility and enhance the streetscape:

- Five new parallel priority crossings for pedestrians and cyclists to improve safety and accessibility. The crossings will be provided on the four main arms of the junctions as well as between the two roundabouts to provide a much needed link to Crystal Palace Park.
- The parallel crossings are scheduled to be approved for use by the Department for Transport in April 2015 and allow both cyclists and pedestrians to have priority over traffic which will give way to allow them to cross the carriageway (similar to zebra crossings).
- Fully segregated cycle tracks adjacent to the roundabouts. The cycle tracks will allow cyclists to bypass interaction with general traffic at the roundabouts and will directly access the proposed parallel priority crossings. These measures will ensure that cyclists can negotiate both roundabouts separated from general traffic, which will greatly improve safety and accessibility, particularly for less confident cyclists.
- A segregated westbound traffic lane is to be provided adjacent to the Fountain Drive roundabout so that westbound traffic traversing along Crystal Palace Parade does not have to interact or give way at the roundabout. It is anticipated that this measure will reduce congestion in the morning peak, particularly in Westwood Hill.
- The carriageway width of Sydenham Hill on approach to the mini roundabout will be widened to remove the existing pinch point adjacent to the traffic island and to ensure there is enough width for two lanes to access the give way line at the roundabout. This will improve traffic flow and reduce potential conflict at this location.
- Carriageway overrun areas are to be provided at both roundabouts to ensure that larger vehicles can still undertake turning manoeuvres without obstruction.
- All footways are to be improved with better quality materials and widened in places to ensure adequate widths are maintained.
- Lighting will be upgraded to ensure better visibility at night, partially adjacent to the proposed parallel crossing locations.
- The existing poor carriageway surface will also be renewed to improve safety and allow for high friction surfacing to be installed on approach to the parallel crossing locations.

(See Appendix A – Initial Scheme Design)

## 1.3 Consultation Procedure

- 1.3.1 The views of the local community and those of statutory consultees have been sought, prior to the development of measures to a detailed design stage. Active community participation was encouraged through the use of a consultation document and questionnaire (see Appendix B – Consultation Documents).
- 1.3.2 The consultation document included a covering letter describing the proposals and a request for comments (including information to assist in translation and large print versions of the consultation document), preliminary design drawings (A3 size) and a questionnaire/comment form that could be sent to the Public Realm Projects Group with a pre-paid address reply.
- 1.3.3 The consultation document was delivered to a geographical area centred on the junctions of Crystal Palace Parade / Westwood Hill / Sydenham Hill and Crystal Palace Parade / Fountain Drive, using strategic roads and pedestrian desire lines as defined cut off points (See Appendix C – Location Plan and Extents of Consultation).
- 1.3.4 The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was established for the area by way of the Council's GIS database. In addition, the consultation documents and plans were supplied to the Council's established list of statutory consultees including London Buses, cycle groups and the Metropolitan Police. Please see Appendix D of list of addresses within the distribution area.
- 1.3.5 As the site forms the borough boundary between Southwark, Lewisham and Bromley, the consultation documents were hand delivered to affected frontages in Bromley and Lewisham that were located within the defined consultation area, as the council's GIS database does not have registered addresses outside of the borough boundary.
- 1.3.6 The consultation documents were delivered by Royal Mail to 188 addresses detailed within the distribution list located within the highway boundary of Southwark. As further 155 documents were hand delivered to addresses in Lewisham and Bromley. The documents were delivered on the 10<sup>th</sup> December 2014, with a return deadline of the 5<sup>th</sup> January 2015, allowing 4 weeks for the consultation period
- 1.3.7 The proposals were also available to view online using consultation section of the council's website, with an e-form questionnaire provided in order to capture responses.

## 2.0 Consultation Responses

### 2.1 Response Rate and Distribution

- 2.1.1 A total of 85 responses were received during the consultation period (43 returned questionnaires, 40 online responses and two formal responses by email), equating to a 25% response rate.

2.1.2 Three responses were received from Statutory Consultees (Southwark Living Streets, Southwark Cyclists and the London Borough of Bromley).

## 2.2 Questionnaire Analysis

2.2.1 The questionnaire element of the consultation document contained the following key questions and associated tick box options:

**Q1.** Are you a resident or business?

**Q2.** What do you think of the proposals?

2.2.2 In relation to question one, all responses received during the consultation period were from local residents, with no businesses formally replying to the consultation.

### Question 2 – Do you support the proposals?

	Support	Opposed	No Opinion
Replies	68	15	2
Total	80%	18%	2%

Table 1: Returned questionnaire results for question 2

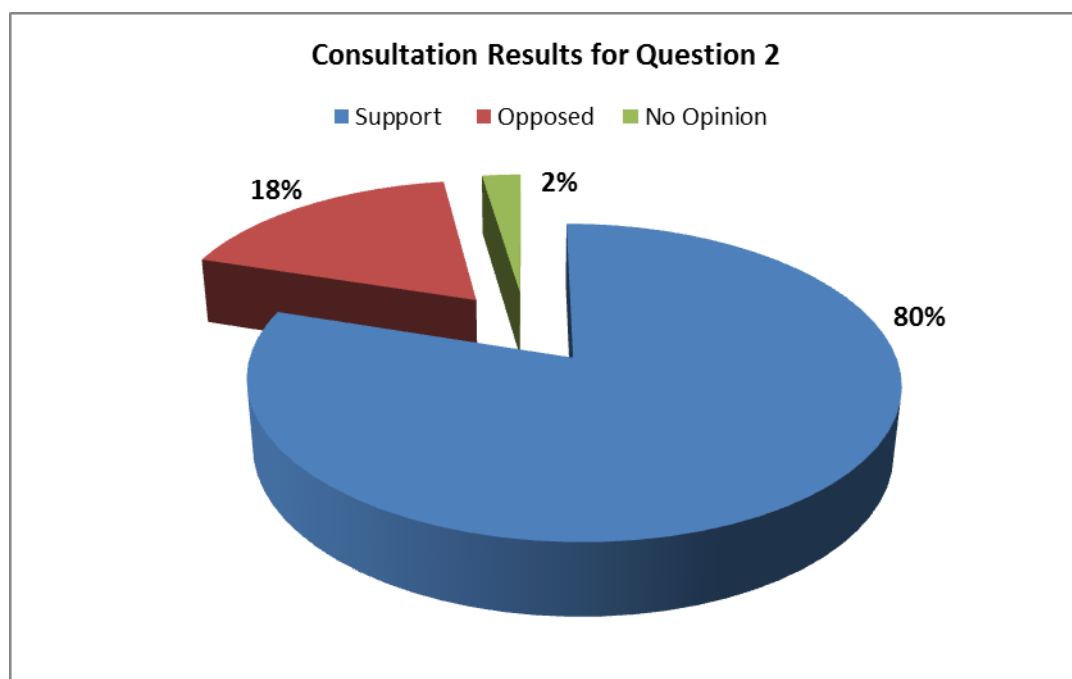


Figure 2: Graphical representation of consultation data for question 2

2.2.4 Table 1 and figure 2 indicate a majority of support for question 2, with 80% welcoming the proposed measures.

### 2.3 Additional Comments

2.3.1 The questionnaire element of the consultation document invited consultees to attach any additional comments they may have on the proposals when returning the reply-paid questionnaire. Consultees were also able to reply to the consultation online using the council's website.

2.3.2 The majority of respondents (80%) indicated support for the proposed measures, indicating that it was about time something was done at these dangerous junctions and that crossings were badly needed.

2.3.3 A respondent commented that they were thankful to the council for designing such as safe junction for walking and cycling. It will encourage more people to walk and cycle instead of driving short journeys.

2.3.4 A local resident discussed that they often run, walk and cycle to Crystal Palace Park or Crystal Palace Town Centre from Fountain Drive and the junctions are horribly dangerous. This looks like a massive improvement.

2.3.5 A number of respondents commented that they regularly cycle through the junctions and the cycle lanes that avoid interaction with traffic are very welcome.

2.3.6 A respondent commented that the scheme is a ground breaking proposal offering an excellent safety standard. Parallel crossings are common in other countries and it is about time they were adopted in the UK.

2.3.7 Number of responses commented that the junction is hazardous and a death trap for pedestrians and is totally dominated by traffic. The proposals redress this balance by making pedestrians and cyclists priority users.

2.3.8 A number of requests were made to raise the proposed crossings on Crystal Palace Parade to improve pedestrian and cycle safety further. \*

\* In response, this option is still being considered as part of the final design of the scheme. Whilst traffic speeds are not excessive, the introduction of a totally new type of controlled crossing facility in addition to heavy traffic volumes, may warrant the additional safety benefits that a raised carriageway table has in reducing vehicle approach speeds to the crossing locations.

2.3.9 A concern was raised by a number of respondents about the use of multiple lane zebra / priority crossings. \*

\* In response, there are many examples of multiple lane zebra crossings in the borough that work effectively. Such examples include Paxton Green roundabout, Goose Green roundabout and Newington Causeway. The final scheme design will be fully safety audited before implementation to ensure that there are no major safety issues associated with the proposed highway layout changes or infrastructure.

2.3.10 A request was made to extend the scheme, including segregated cycle lanes to Crystal Palace Bus Garage and down Fountain Drive and Westwood Hill. \*



\* In response, there is currently no funding to increase the scope of the scheme. It must be noted Crystal Palace Parade to the west of College Road is under the remit of LB Bromley and Westwood Hill is maintained by LB Lewisham. Therefore the borough is unable to propose highway layout changes on these sections of carriageway. However, it is hoped that following the implementation of improvements to the Fountain Drive and Sydenham Hill junctions, other boroughs will take the initiative and introduce further measures on their highway that provide continuity between pedestrian and cycle facilities being introduced by Southwark and other key junctions on their highway.

- 2.3.11 A request was made for a box junction or keep clear marking at the Sydenham Hill roundabout to ensure that vehicles turning right out of Sydenham Hill are able to exit without being blocked by eastbound traffic accessing Westwood Hill. \*

\* In response, this request will be considered as part of the detailed design process to ascertain if the introduction of this measure would be beneficial to assisting vehicles exiting Sydenham Hill. However, it is noted by the modelling results for the scheme that queue lengths in Sydenham Hill in peak periods are manageable, with no major delays or excessive queue lengths.

- 2.3.12 A number of comments highlighted that the cycle track should extend all the way around the Sydenham Hill roundabout to remove the shared area which risk conflicts with pedestrians. \*

\* In response, there are carriageway constraints at the junction that prevent extension of the footway to accommodate a segregated cycle lane. Building out the footway and reducing the corner kerb radius would force larger vehicles turning left from Sydenham Hill into Westwood Drive to potentially conflict with the pedestrian refuge island associated with the parallel crossing facility in Westwood Hill.

It must be noted that this section of shared footway is short in length and still provides opportunity for cyclists to be separated from vehicular traffic, thereby removing the risk of left turn hook collisions, which are the most common type of collision for cyclists at busy junctions. In addition the pedestrian footfall at this location is low and there is still approximately 3m of footway width, which provides enough room for a cyclist to pass a pedestrian without conflict.

- 2.3.13 A comment was received stating that all kerbs in the cycle lanes should be angled to maximise space. \*

\* In response, all cycle lanes will be in accordance with the design requirements set out in the new LCDS, with a minimum width of 1.5m. The height of the kerbs will range between 100mm to 150mm and therefore will not provide an obstruction to cyclists or conflict with foot pedals.

- 2.3.14 A Number of comments were received stating that the angles the cycle lanes meet the carriageway should be less severe. Longer feeder space is required for cyclists to rejoin the road. \*

\* In response, this will be considered as apart of the final design. However it must be noted that best practice in Europe highlights that the angle of cyclists when approaching controlled crossing facilities should be at 90 degrees to the

carriageway in order to slow cyclists down and for them to be able to effectively engage with oncoming vehicles. This principle has been applied to exiting on to the general carriageway as well, which forces cyclists to slow down and check it is safe for them to merge with traffic without conflict.

- 2.3.15 A comment was made that there should only be a single lane each way between the two junctions, as two lanes are not needed and this would allow the junctions to be tightened further to reduce speed. \*

\* In response, this option which mirrored a typical Dutch style roundabout layout with single lane approaches on all arms was designed and modelled during the feasibility stage of scheme development. Unfortunately this option resulted in unacceptable levels of congestion on all arms of the junctions, as stacking capacity between the two roundabouts was reduced from three lanes to one lane. The most problematic delays were evident in Westwood Hill and the western approach of Crystal Palace Parade, which are part of the Strategic Road Network. As a result, a design of this nature would not receive approval from Transport for London who is responsible for maintaining traffic flow on the Strategic Road Network. This proposal would also have adverse effects on local bus routes by significantly increasing journey times and reducing service reliability, which has financial implications for bus operators and consequences for public transport users.

It must be noted that the current scheme is already removing two lanes of traffic in the central section between the roundabouts, thereby reallocating a significant amount of road space to pedestrians and cyclists, as well as reducing the fastest approach on Crystal Place Parade down to one lane before entering the roundabout at Fountain Drive.

- 2.3.16 A number of requests were made to consider giving cyclists priority over motor vehicles at the junction of Old Cople Lane. \*

\* In response, this request will be considered as part of the final design. However it must be noted that there is minimal traffic movement at this side road turning due to it primarily servicing a caravan park and therefore it is anticipated that delays to cyclists having to give-way is insignificant. The low vehicle volumes at this junction set it apart from the other side roads within the scheme extents such as Fountain Drive and Sydenham Hill. These junctions have thousands of vehicle movements a day, therefore justifying the introduction of controlled carriageway crossing facilities for pedestrians and cyclists.

In line with the above, providing a parallel priority crossing at this side road would be overstated and would have to be situated back at least 10m from the junction headway in order to accommodate a waiting vehicle with caravan (so that it would not block the crossing location when waiting to turn out into Crystal Palace Parade). It is also noted that there is not enough room to the rear of the highway boundary to accommodate this facility and setback from the junction headway.

A more appropriate solution would be to potentially install a raised carriageway table across the junction headway, which would provide a level crossing surface for pedestrians and cyclists. Whilst pedestrians and cyclists would still need to give-way to vehicles entering and exiting Old Cople Lane, this facility could be made to look like an extension of the footway, which would make drivers more



aware of cyclists and pedestrians, as well as providing more continuity between the cycle lane facilities either side of the junction.

2.3.16 Analysis of the additional comments from respondents that objected to the scheme highlighted the following concerns:

***A number of objections were received stating that the changes are a waste of money, the junctions work well and keeping the roads clear of potholes would be better. \****

\* In response, the proposed measures align with the council's Cycling Strategy, Mayor's Vision for Cycling and prescribed road user hierarchy. The Mayor has commitment to invest total of £913m over the next 10 years in cycling safety and infrastructure development to significantly increase the modal share in cycling as a safe, healthy and sustainable form of transport in London.

The London boroughs will play a central role in delivering this vision, by helping to develop, fund and deliver better and safer routes for cycling and pedestrians.

The council welcomes significant investment from Transport for London to improve both junctions that are currently traffic dominated with no formal pedestrian facilities and have collision cluster sites involving cyclists. The potential collision savings associated over a three year period as a result of the proposed junction layout and infrastructure changes would far outweigh the initial capital expenditure for implementation.

Whilst the junctions effectively cater for high volumes of vehicle traffic, there are still delays in peak times, particularly in Westwood Hill and the excessive carriageway width of up to three lanes is not required or fully utilised in order for the junctions to operate efficiently. This is particularly evident on the eastbound approach to the Sydenham Hill roundabout where there are three approach lanes to the roundabout and only a single exit lane into Westwood Hill. In addition, pedestrians and cyclists experience difficulty crossing every arm of both junctions due to the lack of appropriate crossing facilities.

The junctions provide a gateway into Southwark, Lewisham and Bromley and therefore are of significant importance, both strategically and visually, providing convergence of main arterial routes for traffic and access to the Crystal Place Park and recreation areas. The proposals will significantly upgrade the street environment at this location, including lighting which will improve safety and security at night, footway and carriageway surfacing and introduction of planting areas to gentrify the streetscape. This is in addition to reducing traffic speeds and significantly improving pedestrian accessibility and cycling safety. Therefore the scheme provides a step change in that will be to the benefit of all road users.

It must be noted that the funding for this scheme provided by Transport for London can only be spent on improvements at this location and it is proposed that the carriageway within the scheme extents will be resurfaced as part of the package of measures to be implemented. In addition, the council has a comprehensive annual road renewal programme for both principal and non-principal roads that is separately funded.

***A respondent objected stating that the council needs to consider traffic volume and speeds and adding zebra crossings at the junctions will force further traffic down Fountain Drive.\****

\* In response, the scheme has been modelled to ascertain the proposed effects to traffic flow and saturation levels. Crystal Palace Parade and Westwood Hill form part of London's Strategic Road Network and therefore maintaining traffic flow, especially in peak periods, is essential. If a scheme results in excessive congestion and delay to this road network, then it is highly likely that it will not be approved for implementation by Transport for London. It is therefore imperative that the design of the proposed measures takes into account the requirement to maintain traffic flow.

In comparison to the existing base model, the morning peak queue in Westwood Hill will be reduced by over 100m in length, which will result in significant journey time savings to general traffic and bus routes that traverse this carriageway. Sydenham Hill and Fountain Drive will operate effectively without any delay. Eastbound traffic on Crystal Palace Parade on approach to Fountain Drive will experience slightly longer queue lengths (mainly associated with the reduction to one lane). This will equate to approximately 5 additional vehicles in the queue. The afternoon peak analysis indicates that there are no major delays or queuing over and above the base model for both junctions. Please refer to Appendix F for further information on the proposed traffic model. Therefore overall the proposals are anticipated to have a net improvement in traffic flow and reduction in delays compared to the current situation.

The proposed road layout changes and reduction in the number of lane approaches, particularly to the Fountain Drive roundabout, will assist with curtailing traffic speeds. Where possible, vehicle overrun areas are being introduced to tighten left turning movements into side roads, which will also reduce vehicle speeds. The implementation of parallel priority crossings on all arms of the junctions will also potentially reduce vehicle speeds, as drivers will be more cautious in case pedestrians or cyclists are using these facilities.

The lane approaches to both roundabouts have designed to maximise the angle of deflection for vehicles so that they are forced to slow down before traversing past the roundabouts. This is a clear improvement of the existing situation where due to there being three lanes on Crystal Palace Parade in both directions; drivers in the offside lanes do not have to interact with the roundabouts.

There is no evidence to suggest that the introduction of parallel priority crossings will result in additional traffic volumes in Fountain Drive. The crossings will not result in any major delays to traffic on Crystal Palace Parade or adjacent side roads and therefore it is expected that traffic volumes on all roads surrounding the junctions will remain unchanged and not be displaced.

***An objection was received stating that implementing more crossings will not improve anything at all and drivers will not obey them.\****

\* In response, there are no existing controlled facilities for cyclists for pedestrians at either junction. There is a number of existing pedestrian desire lines across Crystal Palace Parade and Westwood Hill and between the two junctions. Pedestrians currently are forced to traverse up to six lanes of traffic in order to cross the Crystal Palace Parade and do so by taking refuge on the central

reservation on the middle of the carriageway. Considering that there is a major recreational park adjacent to the junction and the area is in close proximity to Sydenham Hill Station and numerous bus stops, it is essential that measures are introduced to cater for existing and future pedestrian demand at the junction that not only improve accessibility, but also ensure the safety of pedestrians and cyclists crossing the carriageway.

In addition, there are also pedestrian desire lines across Sydenham Hill and Fountain Drive which are currently not catered for. These routes are used by local residents from the surrounding area to access, Crystal Palace town centre, local transport facilities and Crystal Palace Park.

Reviewing recorded accidents at the junctions over the last 3 years highlights an above average number of collisions involving cyclists, particularly when turning right from Crystal Palace Parade into Fountain Drive. Cyclists experience difficulty traversing the junction due to the number of carriageway lanes and volume of vehicles. There is currently no provision for cyclists to undertake turning manoeuvres without interacting with general traffic and as a result, the potential for conflict is quite high; which is quantified by reviewing previous collision data. In fact, it can be argued that the existing layout of the junctions is prohibitive to encouraging cycling, which is of particular concern, as the junctions provide direct access into Crystal Palace Park.

Therefore the implementation of new parallel priority crossings will significantly improve the safety of pedestrians and cyclists as well as enhancing access to local recreation and public transport facilities. The crossings will have the same regulations as normal zebra crossings, whereby drivers give way to pedestrians and the driver / crossing user interaction makes them statistically safer than signalised facilities, such as pelican or toucan crossings.

***A respondent opposed the scheme on the grounds that the roads around the junction do not have cycle lanes. \****

\* In response, this is outside the scope of the current scheme. Westwood Hill is maintained by Lewisham and is therefore the road layout is unable to be revised by Southwark. It must be noted that the western section of Crystal Palace Parade has bus lanes in both directions that can be used by cyclists. The bus lanes allow cyclists to be separated from general traffic which reduces the risk of collision. Cyclists travelling in the eastbound bus lane can enter directly into the proposed segregated cycle lane on approach to the Fountain Drive roundabout and the westbound segregated cycle lane on the southern side of Crystal Palace Parade links directly into the westbound bus lane that heads towards Crystal Palace. Therefore cyclists will be separated from general traffic along Crystal Palace Parade and through both junctions.

Likewise there is a peak time southbound bus lane on Sydenham Hill that can be used by cyclists which assists access to the mini roundabout at Westwood Hill. Due to general carriageway width constraints of Sydenham Hill, it would not be possible to install cycle lanes, particularly northbound, as the width of the general traffic lanes would be reduced below minimum requirements, which would lead to potential for vehicles either overrunning the cycle lanes or result in head on conflict with opposing vehicle flows.

There is an existing mandatory cycle lane leading up the hill in Fountain Drive to assist cyclists with the steep climb from College Road and Sydenham Hill Station. There are no plans to alter this facility as part of these proposals. There is no justification to introduce a cycle lane in the opposite direction as there is no history of collisions involving cyclists and existing traffic calming curtails traffic speeds in line with the 20mph speed limit. Mandatory cycle lanes and segregation is not encouraged for 20mph carriageways unless there is a warranted safety reason for doing so.

***A number of objections were received stating that the reduction to one lane on Crystal Palace Parade on approach to the Fountain Drive roundabout will result in increased congestion. 'Stop trying to make so many drivers' lives more difficult to try and make a few pedestrians around here happier.'***

\*

\* In response, as mentioned previously, the scheme has been modelled with the proposals not resulting in excessive congestion in peak periods on the Crystal Palace Parade approach to Fountain Drive. Whilst there is a slight increase in queue lengths in peak periods, the increase will not result in adverse effects on journey times.

It is evident that the majority of delays to eastbound traffic are the result of the signalised junction located on Westwood Hill within the borough of Lewisham. In peak periods, these signals result in congestion that extends back to the Sydenham Hill junction and results in queuing through the roundabouts into Crystal Palace Parade. As there is only a single lane exit into Westwood Hill from Crystal Palace Parade there is little point having multiple lanes approaching Fountain Drive, as the traffic has to merge into a single lane to enter Westwood Hill. This is the primary reason why revising the Crystal Palace Parade approach to one lane has not resulted in excessive queuing over and above the base model.

***A respondent objected highlighting that it will be more difficult to turn right into Fountain Drive.*** \*

\* In response, it can be argued that the proposed highway layout changes will make turning right into Fountain Drive from Crystal Palace Parade safer and easier. The reduction of Crystal Palace Parade to one lane on approach to the Fountain Drive roundabout will rationalise traffic flow entering the roundabout and reduce the potential for collisions associated with three lanes of traffic entering the roundabout and potentially crossing the path of a right turning vehicle.

Likewise, reducing the exit of Fountain Drive from three lanes to one lane will also potentially improve safety for right turning vehicles into Fountain Drive, as two lanes of traffic will no longer be able to turn right out of Fountain Drive simultaneously. The single lane exit will ensure that right turning vehicles will only have to give way to a single lane of traffic, which considerably simplifies the operation of the roundabout circulatory movements.

In addition, the provision of the westbound roundabout bypass lane will ensure the majority of vehicles accessing the nearside lane after Sydenham Hill are primarily turning right into Fountain Drive. Therefore it is likely that delays to right turning vehicles will be reduced, as they no longer have to share the nearside lane with vehicles wishing to traverse westbound towards Crystal Palace.

Reviewing historic collision data highlights that the right turning movement into Fountain Drive is currently the most problematic, with a cluster of collisions recorded. It is anticipated that the proposed scheme which simplifies the operation of the roundabout, will significantly reduce the number and severity of recorded collisions associated with this turning manoeuvre.

***Various objections were received relating to the effect the scheme will have on traffic flow. \****

\* In response, as mentioned previously, the effects of the scheme on traffic flow and delays have been modelled, with the modelling results concluding that there will potentially be significant improvement to the congestion levels in Westwood Hill, which is the most saturated arm of the junctions in peak periods. All other arms will still operate effectively with any major delay or increase in journey times.

***A number of respondents objected stating that the zebra crossings are far too close to the roundabout and five are not necessary and cutting back vegetation to allow for cycle paths is unacceptable. \****

\* In response, the parallel priority crossings are located on pedestrian desire lines to ensure that they effectively cater for present and future pedestrian demand at both junctions. Placing the crossings further away from the junctions would potentially result in pedestrians crossing in the 'shadow' of the crossings, unprotected. Previous studies on zebra crossings have shown that zebra crossings placed away from pedestrian desire lines are poorly used and have higher than average recorded collisions located away from the pedestrian crossing location.

It must be noted that whilst the crossings are located close to the junctions, they have been set back from the give way lines at the roundabouts to ensure that there is room for at least one vehicle to stand between the give way line and the crossing location, which will reduce the likelihood of the crossing area being obstructed by waiting vehicles.

As started earlier, five crossing facilities are required to cater for pedestrian movements across the four main arms of the junction and to cater for the pedestrian desire line from the northern side of Crystal Palace Parade to the entrance into Crystal Palace Park.

In order to create adequate footway width for pedestrians and to install 1.5m wide segregated cycle lanes, a small section of a planted retaining wall on the northern side of Crystal Palace Parade and a number of exiting shrubs and bushes on the southern side of Crystal Palace Parade need to be removed. It must be noted that no existing mature trees are proposed to be removed as part of the current design and the majority of additional footway and cycle lane width is being created from removing the offside carriageway lanes on Crystal Palace Parade. In addition, there are a number of new proposed planting areas that will offset any loss of existing vegetation, which will improve the visual amenity of the streetscape and new junction layouts.



***A number of objections were received indicating that the sites are too busy to test currently unapproved priority crossings and the junctions should be signalised. \****

\* In response, the council has attended numerous site meetings with various stakeholders including TfL's London Cycle Design Unit and consulted the Department for Transport during the scheme development stage, and following an internal review by Transport for London, agreement was forthcoming to consult on the proposed junction improvements.

Whilst Crystal Palace Parade and Westwood Hill have heavy traffic flow, being part of the Strategic Road Network, recorded speeds through the junctions are not excessive. The fastest approach has been redesigned from three lanes into one lane, which will assist with curtailing traffic speeds and improve safety and crossing distance for pedestrians. Lane rationalisation on other junction approaches has also reduced crossing distances for pedestrians and legible lane discipline markings will be installed to improve traffic flow and separate / remove existing conflicting movements, which will also assist safety for all road users.

The final design will also undergo a full road safety audit to ensure that there are no major safety implications associated with the proposed highway layout or design of the infrastructure.

The formal use of the parallel priority crossings is due to be approved by the Department of Transport in April 2015 and therefore the measures can be implemented after this approval date.

Signalisation of both junctions was investigated as part of the feasibility stage of the project. This included looking at signalising both Sydenham Hill and Fountain Drive junctions together and signalising the Sydenham Hill / Westwood Hill junction and keeping the roundabout configuration at Fountain Drive.

When modelled using the existing traffic volumes, queue lengths and degree of saturation, it was evident that the first option was simply not feasible due to the closure proximity of both junctions. There is not enough stacking space between the junctions in order for them to operate individually and thus signals would have to operate in tandem which would result in long inter-green times to allow traffic to clear the sections of carriageway between the junctions. This ultimately resulted in fully saturating the network with large queues in Westwood Hill and Crystal Palace Parade extending back to the preceding signalised junctions and beyond.

Signalising Sydenham Hill junction and retaining the Fountain Drive roundabout also resulted in significant delay over and above the existing situation. Using an optimal cycle time of 90 seconds and a three phase junction operation still resulted in large queues and journey time delay in peak periods on the Strategic Road Network and side roads.

In accordance with the above modelling results and estimated delay to vehicles on the Strategic Road Network, both signalisation options were discounted. It must be noted that Transport for London would also object to these options if they were presented for consultation, primarily due to journey time delays and associated costs to local bus routes. Therefore the best option for all road users that ensures traffic congestion is not adversely affected and creates significant

improvements safety and accessibility for cyclists and pedestrians is the current option that involves retaining the two roundabouts and installing parallel priority crossings.

***An respondent objected stating that they do not want to have pathways shared with cyclists as they are unruly and have no regard for pedestrians.\****

\* In response, all proposed cycle lanes will be segregated from adjacent pedestrian footways. The cycle lanes will be at carriageway level with an adjacent 150mm up-stand to ensure cycles will not encroach onto pedestrian areas. There is only a short section of shared footway located on the corner of Sydenham Hill and Westwood Hill, as there is not enough carriageway space or footway width to install a fully segregated cycle track. However there is good visibility and pedestrian flows on this section of footway are minimal.

2.3.17 16% respondents did not submit a further comment.

## 2.4 Levels of Consensus

2.4.1 The following majority levels of agreement have been given in relation to the questions contained within the consultation document:

- 80% of respondents support the implementation of the junction improvement scheme;
- 18% of respondents are opposed to the proposals; and
- 2% of respondents had no opinion.

## 2.5 Statutory Consultee Replies

2.5.1 Three statutory consultees provided a reply to the consultation.

- a) **Southwark Living Streets** replied indicating strong support for the scheme
- b) **Southwark Cyclists** replied indicating support for the scheme indicating that it is a huge improvement on what's there at present and represents for the most part a well balanced allocation of road space between competing modes.

They highlighted a number of issues they would like to be considered further as part of the final design which include;

- Fountain Drive entrance geometry.
- Installation of additional traffic splitter islands on crossings that have multiple lane approaches.
- Possible two way operation of sections of cycle track to assist accessibility too and from Crystal Place Park.
- Remove the shared space on the corner of Sydenham Hill and Westwood Hill.
- Cycle priority over Old Cople Lane.

*\* It must be noted that these issues have already been discussed previously in the report and will be investigated as part of the final design process.*

- c) **London Borough of Bromley** replied requesting further meetings to discuss elements of the design further, particularly measures proposed on Bromley maintained highway.

Officers are in a dialogue with LB Bromley and anticipate getting its support. Scheme implementation will only commence with LB Bromley's approval.

- 2.5.2 No objections were received from Ward Members throughout the consultation period.

### **3.0 Recommendations**

- 3.1 Due to a significant majority of respondents supporting the scheme and Southwark's on-going commitment to improve and promote cycling and pedestrian safety in the borough, it is recommended that the scheme proceeds to implementation.

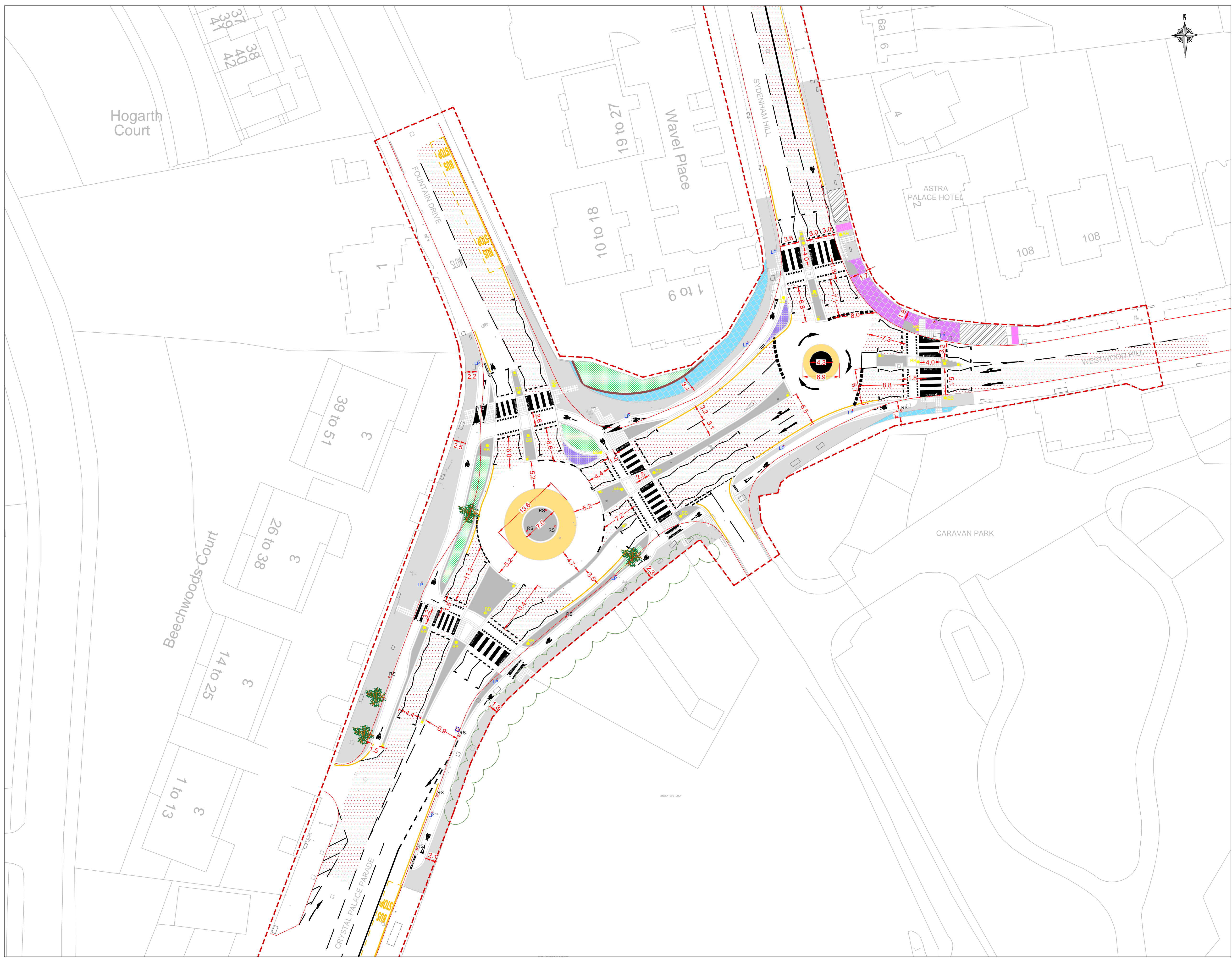


## Appendices

Appendix A:	Initial Scheme Design
Appendix B:	Consultation Documents
Appendix C:	Location Plan and Extents of Consultation
Appendix D:	List of Addresses within the Distribution Area
Appendix E:	Modelling Results
























## Appendix A: Initial Scheme Design





LEGEND / NOTES.

LEGEND

-  Existing driveway
-  Existing hedges and tree branches to be trimmed back
-  Proposed footway paving
-  Proposed shared footway
-  Proposed footway widening into existing verge
-  Proposed vehicle overrun area (Buff HFS)
-  Proposed raised table
-  Proposed vehicle overrun area (Setts)
-  Proposed tactile paving
-  Proposed corduroy paving
-  Proposed high friction surfacing (Grey)
-  Proposed retaining wall
-  Proposed tree
-  Proposed realignment of existing kerbed roundabout
-  Proposed kerb line
-  Existing kerb line
-  Proposed white marking
-  Proposed yellow marking
-  Proposed Belisha Beacon
-  Lamp column location
-  Road signs location
-  Proposed non-illuminated traffic bollard
-  Proposed gully

No.	Date	Revision
2	30/10/14	Amendments to shared-use pedestrian/cyclist crossings
1	30/06/14	Raise tables removed and cycle ways amended
0	27/03/14	Initial Issue



Project		CRYSTAL PALACE PARADE	
Title		PROPOSED MEASURES OPTION 3	
Contract No.	-	Drawn	KA
Scale	NTS	Designed	KA
Drawing No.	13109-PR-GA-001	Checked	CM
Date Drawn	06/14	Approved	-
		Rev.	2
		Date Issued	30/10/14

## Appendix B: Consultation Documents



- Carriageway overrun areas are to be provided at both roundabouts to ensure that larger vehicles can still undertake turning manoeuvres without obstruction.
- All footways are to be improved with better quality materials and widened in places to ensure adequate widths are maintained.
- Lighting will be upgraded to ensure better visibility at night, partially adjacent to the proposed parallel crossing locations.
- The existing poor carriageway surface will also be renewed to improve safety and allow for high friction surfacing to be installed on approach to the parallel crossing locations.

## Crystal Palace Parade / Westwood Hill / Sydenham Hill / Fountain Drive

### *Junction Improvements*

#### **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 pre-paid envelope and questionnaire provided by the **Monday 5<sup>th</sup> January 2015**.

Alternatively, you can view the proposals at [www.southwark.gov.uk/consultations](http://www.southwark.gov.uk/consultations) and complete the online questionnaire.

#### **What happens next?**

The responses to the questionnaire will be analysed and taken into account in the final design of the proposed works. As you will appreciate Southwark Council receives many comments from consultations and therefore is unable to respond personally to specific issues raised. However all comments and suggestions will be taken into consideration before a decision is made. The consultation results and recommendations are planned to be presented at Dulwich community council meeting on the 28<sup>th</sup> January 2015.

It must be noted that a number of proposed measures have yet to receive formal authorisation for use on the public highway. However, it is anticipated that governing bodies will issue formal authorisation for the use of facilities such as parallel priority crossings in April 2015.

Crystal Palace Parade and Westwood Hill also form part of London's Strategic Road Network and further modelling assessments may be required by Transport for London to quantify impacts on traffic flow and bus journey times, which may result in design revisions and delays to implementation.

The final decision on implementation of the scheme will be taken by the Cabinet Member for Regeneration, Planning, and Transport. This decision is planned for March 2015.

Should you require any further information regarding the proposed scheme please do not hesitate to contact Chris Mascord [chris.mascord@southwark.gov.uk](mailto:chris.mascord@southwark.gov.uk)

#### **Have your say**

Southwark Council is holding a consultation to receive residents' and key stakeholders' comments regarding proposals to significantly improve the Crystal Palace Parade / Westwood Hill / Sydenham Hill and Fountain Drive road junctions.

#### **Background**

The junctions provide a key pedestrian route and cycle route to nearby train stations, schools, and recreational amenities such as Crystal Place Park. Both junctions are dominated by multiple traffic lanes, heavy vehicle volumes and high speeds. There are no formal pedestrian crossings to ensure pedestrians can cross the junction arms safely and there have been numerous recorded accidents involving cyclists, particularly when turning right from Crystal Palace Parade into Fountain Drive. The measures proposed as part of this consultation exercise aim to improve pedestrian and cyclist accessibility and safety, whilst ensuring minimal delay to traffic flow.

#### **What are the proposed changes?**

- Five new parallel priority crossings for pedestrians and cyclists to improve safety and accessibility. The crossings will be provided on the four main arms of the junctions as well as between the two roundabouts to provide a much needed link to Crystal Palace Park.
- The parallel crossings are scheduled to be approved for use by the Department for Transport in April 2015 and allow both cyclists and pedestrians to have priority over traffic which will give way to allow them to cross the carriageway (similar to zebra crossings).
- Fully segregated cycle tracks adjacent to the roundabouts. The cycle tracks will allow cyclists to bypass interaction with general traffic at the roundabouts and will directly access the proposed parallel priority crossings. These measures will ensure that cyclists can negotiate both roundabouts separated from general traffic, which will greatly improve safety and accessibility, particularly for less confident cyclists.
- A segregated westbound traffic lane is to be provided adjacent to the Fountain Drive roundabout so that westbound traffic traversing along Crystal Place Parade does not have to interact or give way at the roundabout. It is anticipated that this measure will reduce congestion in the morning peak, particularly in Westwood Hill.
- The carriageway width of Sydenham Hill on approach to the mini roundabout will be widened to remove the existing pinch point adjacent to the traffic island and to ensure there is enough width for two lanes to access the give way line at the roundabout. This will improve traffic flow and reduce potential conflict at this location.





Proposed parallel priority crossings proposed on all arms of the Fountain Drive / Crystal Palace Parade junction to improve safety and accessibility for pedestrians and cyclists

Footway surfaces to be renewed using better quality materials to improve the streetscape

Areas of planting proposed to improve the streetscape

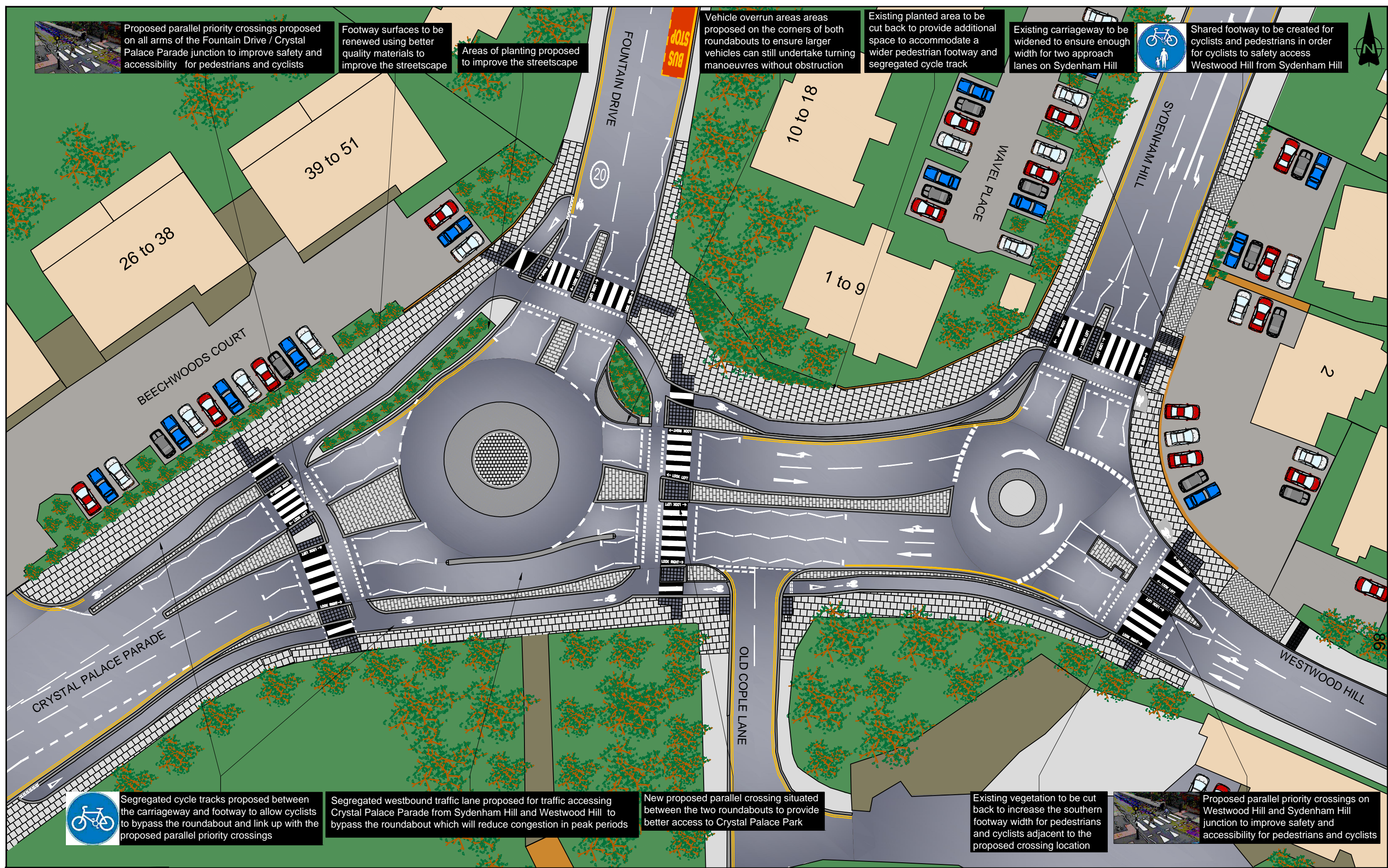
Vehicle overrun areas areas proposed on the corners of both roundabouts to ensure larger vehicles can still undertake turning manoeuvres without obstruction

Existing planted area to be cut back to provide additional space to accommodate a wider pedestrian footway and segregated cycle track

Existing carriageway to be widened to ensure enough width for two approach lanes on Sydenham Hill



Shared footway to be created for cyclists and pedestrians in order for cyclists to safety access Westwood Hill from Sydenham Hill



Segregated cycle tracks proposed between the carriageway and footway to allow cyclists to bypass the roundabout and link up with the proposed parallel priority crossings

Segregated westbound traffic lane proposed for traffic accessing Crystal Palace Parade from Sydenham Hill and Westwood Hill to bypass the roundabout which will reduce congestion in peak periods

New proposed parallel crossing situated between the two roundabouts to provide better access to Crystal Palace Park

Existing vegetation to be cut back to increase the southern footway width for pedestrians and cyclists adjacent to the proposed crossing location



Proposed parallel priority crossings on Westwood Hill and Sydenham Hill junction to improve safety and accessibility for pedestrians and cyclists



# Junction Improvement Scheme

## Consultation questionnaire

The council would like to receive your views on the proposed junction improvement scheme at Crystal Palace Parade / Westwood Hill / Sydenham Hill / Fountain Drive

We would be grateful if you could answer some general questions so that we can find out what your views are towards the proposals. Please return completed questionnaires by the **5<sup>th</sup> January 2015**

### Residents and Businesses:

1. Are you a resident or business?      Resident       Business

2. What do you think of the proposals?      Support       Opposed       No opinion

Please use the space below for comments:

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Continue overleaf if necessary.....

Please don't forget to fill in your personal details

Name

Address (essential)

Postcode  Date



# Junction Improvement Scheme

## Consultation questionnaire

### Additional comments and suggestions:

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If you require a large print version of this document please  
**Ring 020 7525 0513**

### HELP WITH TRANSLATION

這份傳單說明有關在你的地區的交通管制。如果你需要翻譯，請與翻譯服務部門聯絡，電話 020 7525 7457。

Qoraal yarahani waxa uu ku saabsanyahay sida taraafiga loo maamulo xaafadaada. Haddii aad u baahantahay tii af soomaali ku qoran fadlan la xidhiidh 020 7525 7452

Tập tài liệu này trình bày về điều khiển lưu thông xe cộ tại khu vực của quý vị, nếu quý vị muốn được bản phiên dịch, hãy liên lạc với ban dịch vụ phiên dịch số 020 7525 7457.

Bu broşür bölgedeki trafik idare işlemlerini açıklar. Türkçe çeviri için 020 7525 7449 nolu telefonu arayınız.

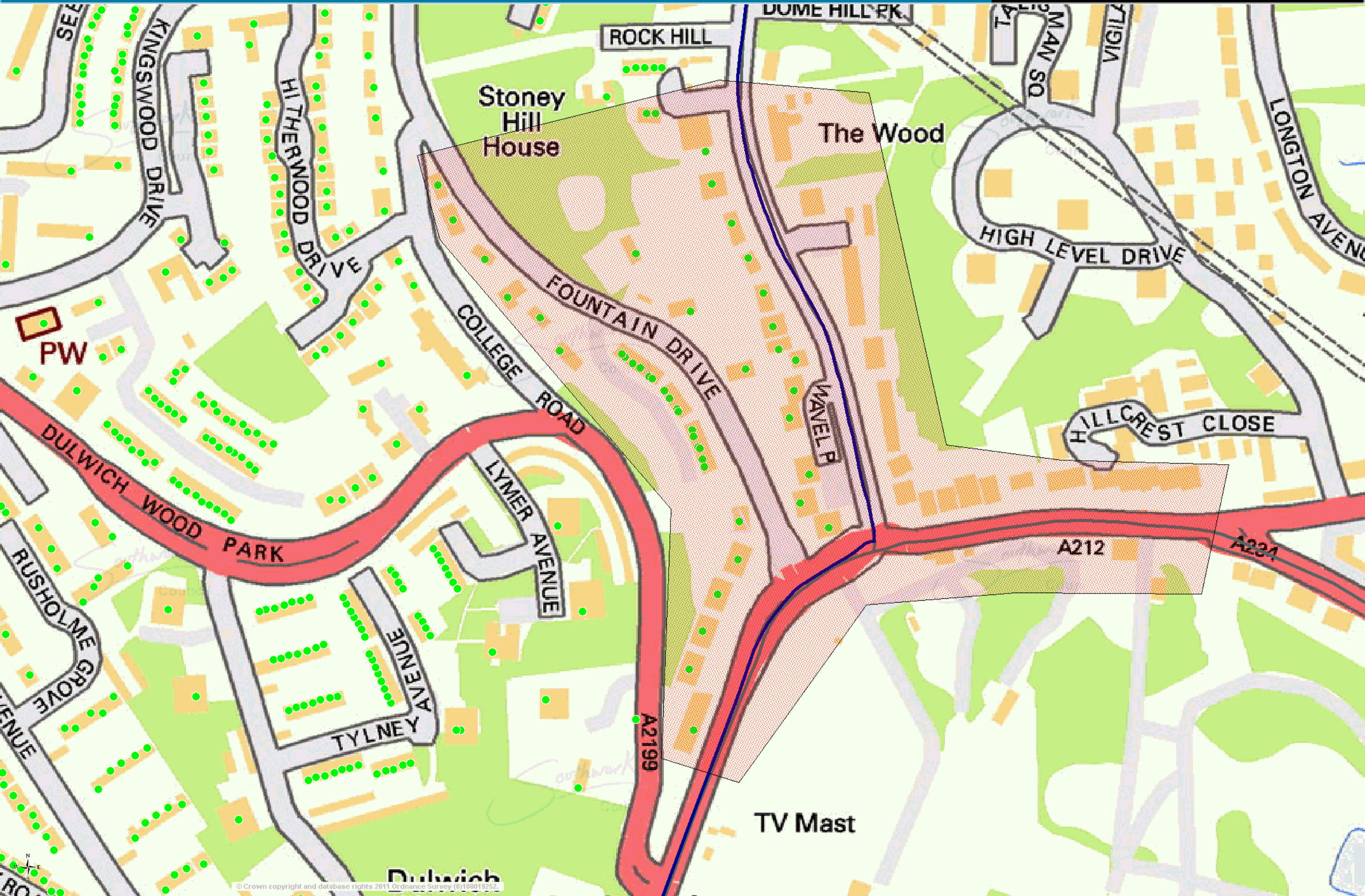
આ પત્રિકા તમારા એરીયામાં 'ટ્રાફિક મેનેજમેન્ટ' એટલે કે વાહનચલણની અવસ્થા વિષેની છે. જો તમને ભાષાંતરની જરૂર હોય તો મહેરબાની કરી ટ્રાન્સલેશન યુનિટને ફોન કરશો. ટેલિફોન નંબર: 0207 525 7464

এই পুস্তিকাটি হলো আপনার অঞ্চলের ট্রাফিক চলাচলের ম্যানেজমেন্ট (প্রশাসন) সম্বন্ধে। আপনি যদি এর অনুবাদ করা কপি চান তাহলে অনুগ্রহ করে ট্রান্সলেশন ইউনিটের সাথে 020 7525 7454 নম্বরে যোগাযোগ করুন।





## **Appendix C: Location Plan and Extents of Consultation**



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## **Appendix D: List of Addresses within Distribution Area**

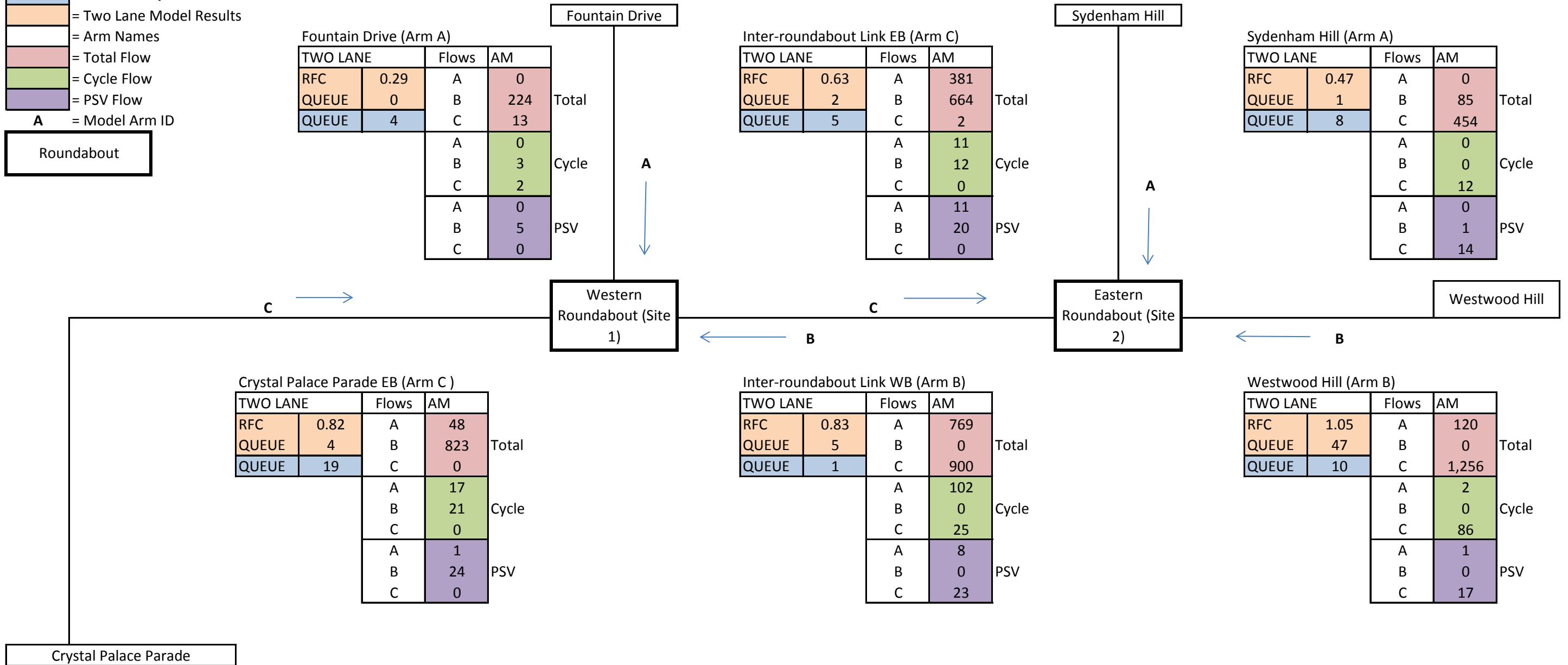


# Crystal Palace Parade Roundabouts Results: AM

(AM: 07:30-08:30)

**KEY:**

- = Observed Queue
  - = Two Lane Model Results
  - = Arm Names
  - = Total Flow
  - = Cycle Flow
  - = PSV Flow
  - A** = Model Arm ID
- Roundabout

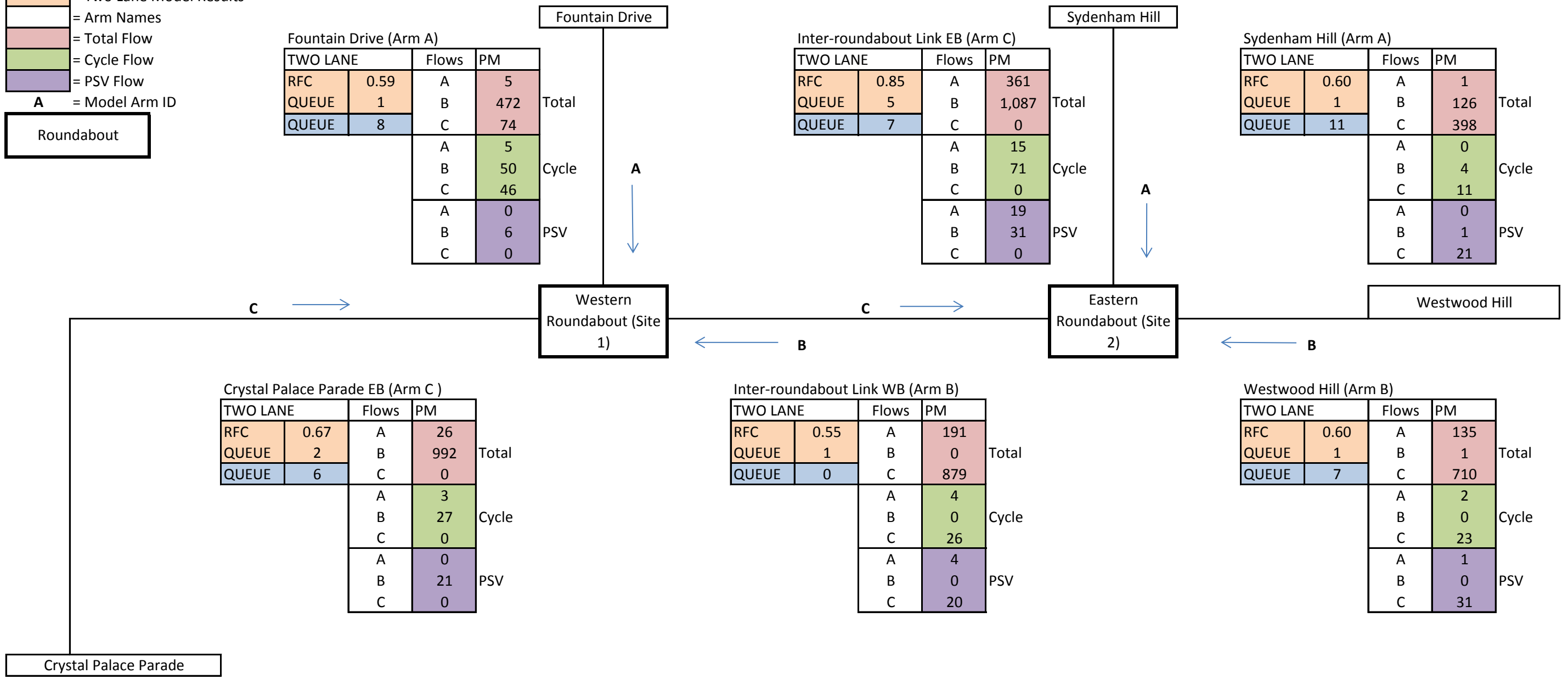


# Crystal Palace Parade Roundabouts Results: PM

(PM: 17:30-18:30)

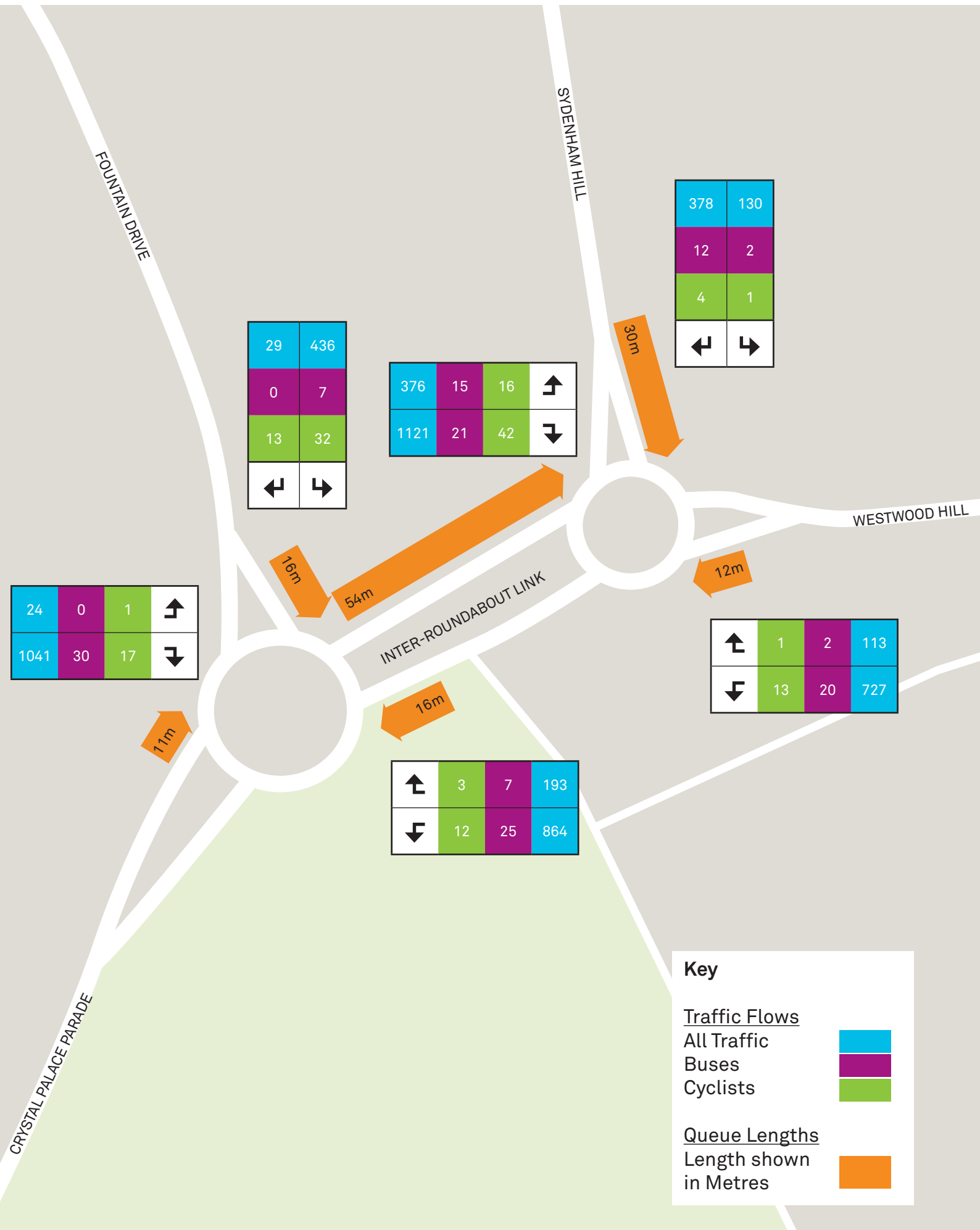
## KEY:

- = Observed Queue
  - = Two Lane Model Results
  - = Arm Names
  - = Total Flow
  - = Cycle Flow
  - = PSV Flow
  - A** = Model Arm ID
- Roundabout



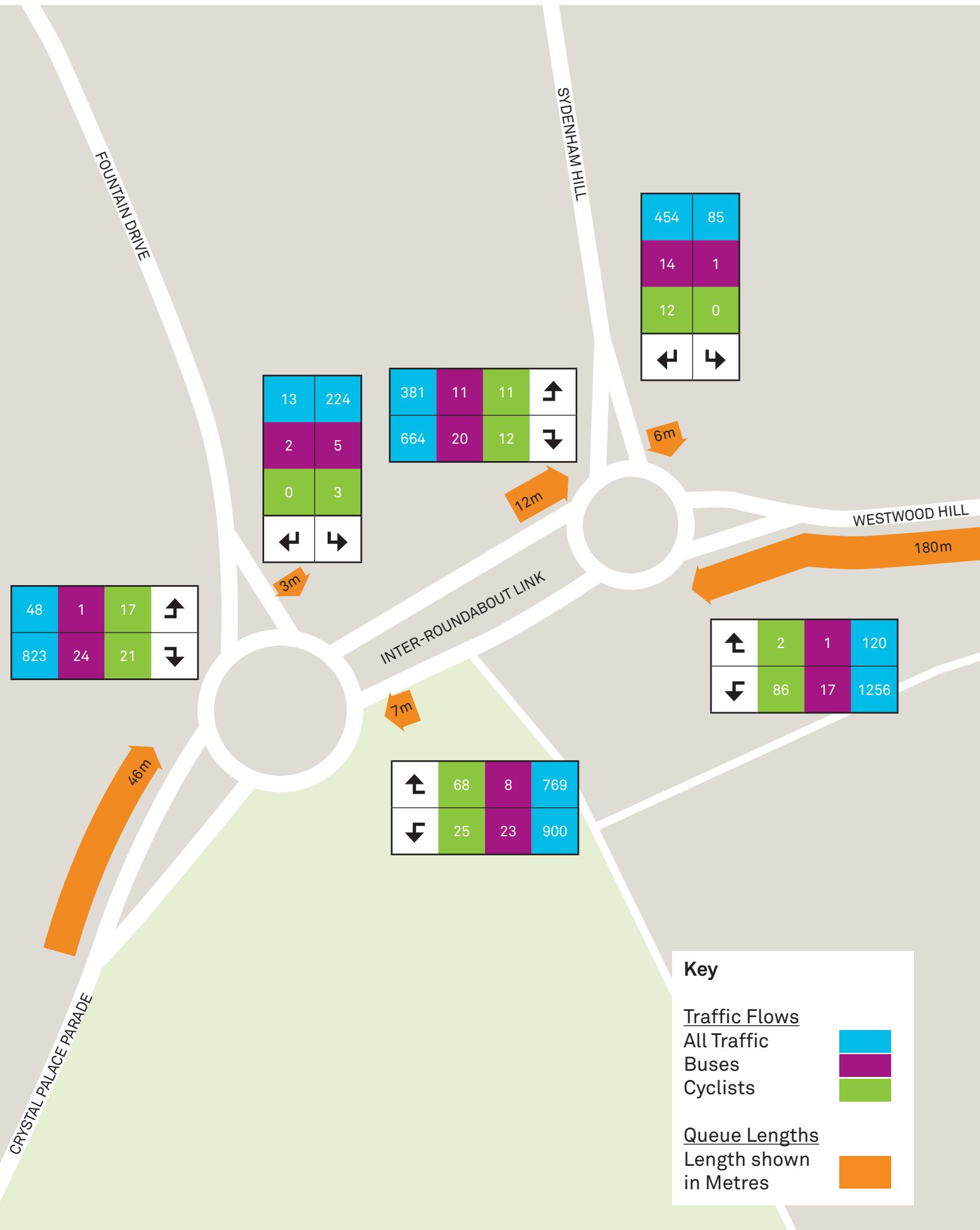
# Crystal Palace Parade

## PM Peak Proposed Scenario 3



# Crystal Palace Parade

## AM Peak Proposed Scenario 3



## Appendix E: Modelling Results



<b>Item No.</b> 16.	<b>Classification:</b> Open	<b>Date:</b> 28 January 2015	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		North Cross Road / Lordship Lane Junction Improvement	
<b>Ward(s) or groups affected:</b>		East Dulwich	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATIONS

1. That the Dulwich Community Council reviews the results and comments in the attached consultation report (Appendix A), and approves implementation of the scheme, subject to the necessary statutory procedures.
2. That the community council notes the requirement for additional cleaner greener safer (CGS) funding of £25,000 to implement the scheme which is the subject of a separate report

### BACKGROUND INFORMATION

3. In accordance with Part 3H paragraph 16 of the Southwark Constitution, community councils have the executive function to determine traffic schemes of a non-strategic nature.
4. It is therefore for the community council to decide on whether the proposed improvements at the North Cross Road/Lordship Lane junction should be implemented.
5. A public consultation has been completed. Full details of all results associated with the study can be found in Appendix A the 'consultation report'.
6. East Dulwich ward councillors were notified of the scheme and consultation documents on the 3 November 2014.
7. The main scheme elements include;
  - Raised table at the entry of North Cross Road to help reduce entry and exit speeds of vehicles and provide a level crossing for pedestrians. Tactile paving is proposed to be installed at the crossing point to help the visually impaired to cross safely.
  - Footway build outs on Lordship Lane to extend across the existing Pelican crossing outside of the Iceland shop and into North Cross road within the extents of the raised crossing to improve visibility at the side road crossing. The crossing width at the Pelican crossing will be reduced ensuring more pedestrians cross at the green man.

- Installation of a countdown timer to the Pelican crossing signals to help pedestrians cross more safely.
- Removal of the short stay parking bay at the entry to the southbound bus stop south of the Pelican crossing to improve accessibility of the bus stop by buses. The kerb heights within the bus stop boarding area is also proposed to be raised to be within the acceptable thresholds as recommended in Transport for London's (TfL) Bus Stop Accessibility Guidance.
- Carriageway resurfacing on Lordship Lane approximately 60m each side of the Pelican crossing to improve carriageway surface condition

## **KEY ISSUES FOR CONSIDERATION**

8. The scheme proposals were developed following an allocation of cleaner greener safer capital funding of £55,000 by Dulwich Community Council with the understanding that design work could commence and additional funding added when the total cost of the works was determined. This allocation was in response to funding application by Cllr James Barber to improve safety at the North Cross Road/ Lordship Lane junction. Officer initial estimate of the work indicates that an additional £25,000 will be required to implement the scheme.
9. The dropped crossing at the neck of North Cross Road is off the pedestrian desired line and only has tactile paving installed on one side of the crossing. The visibility splay at the junction is also compromised due to parking close to the junction.
10. The carriageway on Lordship Lane is in a poor condition with a poorly re-instated trench across the carriageway causing vibration to be felt within the flats on top of the shops adjacent to the Pelican crossing whenever a bus or lorry goes by.
11. The southbound bus stop about 25m south of the Pelican crossing is also rendered inaccessible whenever there is a vehicle parked within the short stay parking bay at the entry to the bus stop cage. Thus bus drivers unable to stop close to the kerbside hold up traffic whenever buses stop in the middle of the carriageway to pick up or drop off passengers.
12. Informal public consultation took place with all residents and businesses within the consultation area from the 10 November 2014, with a return deadline of the 5 December 2014.
13. Full details of the consultation strategy, results, conclusions and recommendations can be found in the consultation report in Appendix A of this report.

## **Policy implications**

14. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 2.3 – promote and encourage sustainable travel choices in the borough

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.

### Community impact statement

15. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it. This scheme particularly aims to improve safety at the junction for all road users as well as improve pedestrian accessibility and access to bus stop by buses.
16. The scheme will result in the loss of 1 time-restricted car parking space.

### Resource implications

17. This project is funded by cleaner green safer programme with an allocated budget of £55,000 under the agreement that design work will commence and additional funding added once total cost of the works is confirmed. Officer initial estimate of the work indicates that an additional £25,000 will be required to implement the scheme.
18. Resurfacing of the carriageway will be funded under the Council's Principal Road Renewal Programme for 2015/16 whilst the bus stop improvement work is to be funded from a TfL allocated funding for bus stop improvements for the 2014/15 financial year.
19. Works will not commence until all funding is confirmed. Works costs will be kept within confirmed budgets. Allocation of additional £25,000 of CGS funding is the subject of a separate report.

### Consultation

20. Ward members were consulted prior to commencement of the public consultation.
21. Informal public consultation was carried out in November / December 2014, as detailed above.
22. Public consultation results for the scheme can be summarized as follows:

Question	Response		
	Yes	No	No Opinion
Q1. Do you support the raised entry table on North Cross Road?	6	0	1
	85.7%	0%	14.3%
Q2. Do you support the proposed footway buildout and proposed cycle parking?	7	0	0
	100%	0%	0%
Q3. Do you support the proposed improvements to the Pelican Crossing?	7	0	0
	100%	0%	0%
Q4. Do you support the improvement to the bus stop to make it accessible to	7	0	0
	100%	0%	0%

buses?			
Q5. Do you broadly support the proposals?	6	0	1
	85.7%	0%	14.3%

23. If approved for implementation by the community council, this will be subject to statutory consultation required in the making of permanent traffic management orders relating to the provision of a new raised table, removal of existing short stay parking bay and the amendment of existing waiting/loading restrictions. If any objections are received, this will need to be the subject of a further report to the community council to consider those objections.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Legal Services**

24. The Dulwich Community Council is being requested to approve and also note the requirement for additional CGS funding of £25,000 to implement the North Cross Road/ Lordship Lane Junction Improvement scheme
25. Part of the scheme requires a traffic management order. The process for implementing a traffic management order involves a statutory consultation procedure. If any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision on whether to proceed with that part of the scheme will be subject to determination by the Dulwich Community Council.
26. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not.
27. The Human Rights Act 1998 imposed a duty on the council as a public authority to apply the European Convention on Human Rights; as a result the council must not act in a way which is incompatible with these rights. The most important rights for planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property).
28. Part 3H paragraph 16 of the Southwark Constitution states that community councils have the executive function to determine traffic schemes of a non-strategic nature. This scheme is categorised as non-strategic and therefore complies with the directives of this paragraph.

### **Strategic Director of Finance and Corporate Services**

29. The report is requesting approval from the Dulwich Community Council for the proposed improvements at the North Cross Road / Lordship Lane junction.

30. This report is also requesting the Dulwich Community Council to note the requirement for additional CGS funding of £25000.00 to implement the scheme. A budget of £55,000.00 was allocated through the devolved highway budget as part of the council's cleaner greener safer programme with the understanding that design work could commence and additional funding added when the total cost of the works was determined.
31. It is also noted that any future maintenance costs arising from this investment will be funded from existing departmental revenue budgets.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Matthew Hill 020 7525 3541

## APPENDICES

No.	Title
Appendix A	North Cross Road/ Lordship Lane Consultation Report

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Razak Mahama, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	16 January 2015	
<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>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
<b>Date final report sent to Constitutional Team</b>	16 January 2015	

## APPENDIX A

# North Cross Road/ Lordship Lane Junction Improvement Public Consultation Report

CGS 2014 / 2015

[www.southwark.gov.uk](http://www.southwark.gov.uk)



# Public Consultation Report

Project Title            North Cross Road/Lordship Lane Junction Improvement

Report Title            Public Consultation Report

Revision

Status                    Initial Draft

Control Date            05th January 2015

Produced for: Dulwich Community Council

## Document Control Sheet

Record of Issue:

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Draft	R. Mahama		M Hill/ Q Kazaz			

Distribution:

Organisation	Contact	Copies
	Cabinet Member Cllr	1(e)
	East Dulwich Ward Councillors	1(e)

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1.1	Project Objectives and Proposals.....	5
2.0	Consultation Process .....	7
2.1	Consultation Responses .....	8
3.0	Recommendations .....	11

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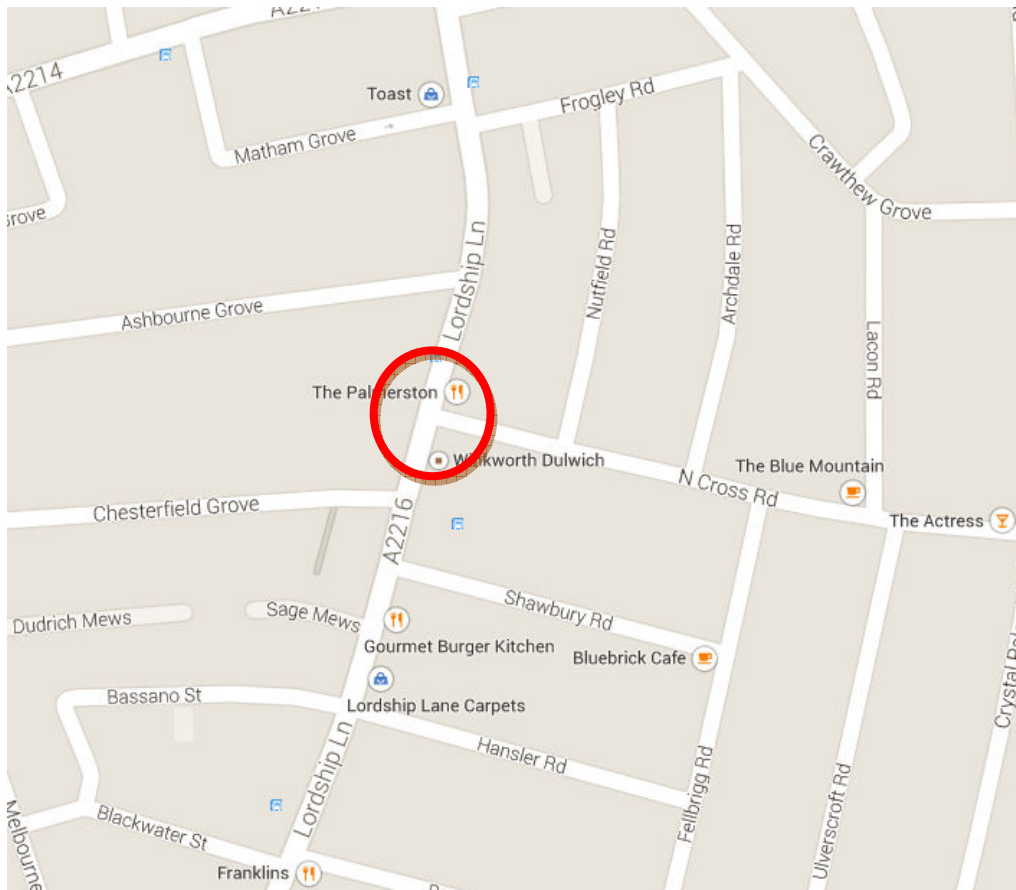
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## 1.0 Background

This consultation report has been produced by the London Borough of Southwark Public Realm Projects Team, to provide a summary of the consultation exercise for the North Cross Road/ Lordship Lane junction improvement scheme.

The area under consideration is located within the SE22 district of Southwark (East Dulwich Ward) in the south of the borough. Refer to figure 1 below for scheme location.



**Figure.1 – Location of proposed scheme**

## 1.1 Project Objectives and Proposals

The project objectives are:

1. To create a safer and pleasant environment for all road users through the improvement of existing crossing facilities and road surface conditions.

2. To encourage local residents to make walking and cycling a preferred mode of transport when making local trips
3. To improve accessibility of bus stops within scheme extents.

The objectives listed above are proposed to be achieved through the implementation of the following measures:

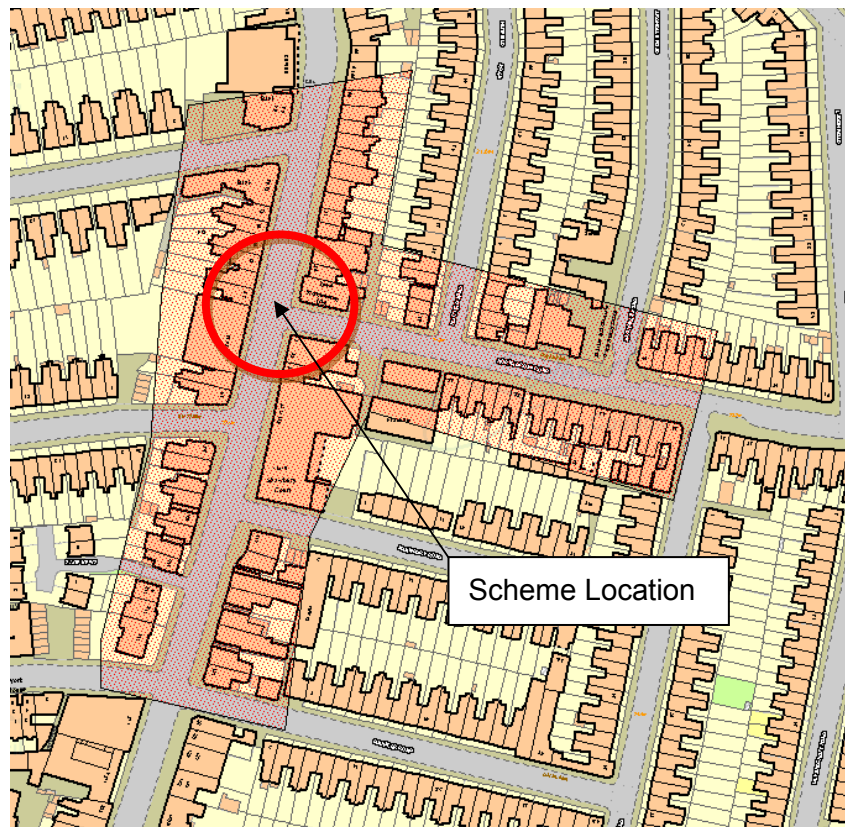
1. Raised table at the entry of North Cross Road to help reduce entry and exit speeds of vehicles and provide a level crossing for pedestrians. Tactile paving is proposed to be installed at the crossing point to help the visually impaired to cross safely.
2. Footway build outs on Lordship Lane to extend across the existing Pelican crossing outside of the Iceland shop and into North Cross road within the extents of the raised crossing to improve visibility at the side road crossing. The crossing width at the Pelican crossing will be reduced ensuring more pedestrians cross at the green man.
3. Installation of a countdown timer to the Pelican crossing signals to help pedestrians cross more safely.
4. Removal of the short stay parking bay at the entry to the southbound bus stop south of the Pelican crossing to improve accessibility of the bus stop by buses. The kerb heights within the bus stop boarding area is also proposed to be raised to be within the acceptable thresholds as recommended in Transport for London's (TfL) Bus Stop Accessibility Guidance.
5. Carriageway resurfacing on Lordship Lane approximately 60m each side of the Pelican crossing to improve carriageway surface condition

## 2.0 Consultation Process

The draft consultation document explaining the proposed improvements at the junction was reviewed and approved by Ward Councillors for the East Dulwich Ward and the Cabinet Member for Regeneration, Planning & Transport prior to the public consultation. The consultation document included a preliminary design drawing (A4 size) and a questionnaire/ comment form that would be sent to the Public Realm Projects Team with a pre-paid address reply. The document also included information to assist in translation and provision of large print versions of the consultation document.

The consultation documents were posted to approximately 182 residents/ businesses within the geographical area shown in Figure 2 below in mid-November 2014 with a return deadline of 5<sup>th</sup> December 2014. The consultation document was also made available on the Council's website. An electronic copy of the leaflet was also emailed to South Southwark Traders Associations ([southsouthwarktraders@yahoo.co.uk](mailto:southsouthwarktraders@yahoo.co.uk)) for their response especially on the removal of the short stay parking bay.

A copy of the consultation document can be found in Appendix A of this report.



**Figure.2 – Consultation area.**

## 2.1 Consultation Responses

A total of 9 responses were received during the consultation period (4 returned questionnaires, 3 online responses and 2 email responses) equating to a **4.9% response rate**. A formal response was also received from Southwark Cyclists and Living Streets.

### Questionnaire Analysis

An analysis of the questionnaire element of the consultation document is presented below:

Are you a resident or do you work for a local business?

	Resident	Local Business Employee
Replies	4	3
Percentage Response	57%	43%

**Table 1 – Analysis of questionnaire responses**

Question	Response		
	Yes	No	No Opinion
Q1. Do you support the raised entry table on North Cross Road?	6	0	1
	85.7%	0%	14.3%
Q2. Do you support the proposed footway buildout and proposed cycle parking?	7	0	0
	100%	0%	0%
Q3. Do you support the proposed improvements to the Pelican Crossing?	7	0	0
	100%	0%	0%
Q4. Do you support the improvement to the bus stop to make it accessible to buses?	7	0	0
	100%	0%	0%
Q5. Do you broadly support the proposals?	6	0	1
	85.7%	0%	14.3%

## Additional Comments

The questionnaire section of the consultation document also gave consultees the opportunity to comment on the proposals. Consultees were also able to reply to the consultation online using the council's website. Comments received and the Council's responses are presented in table 2 below.

**Table 2 – Consultation Comments & Responses**

Comment	Council's response
<p>East Dulwich is a wonderful place to live. We have lived on Lordship Lane for 10 years and believe that these improvements will be an asset to the local community and make the roads safer for our children.</p>	<p>Thank you for your support. The Council does agree that the proposed improvements will ensure a safer environment for all road users.</p>
<p>Please learn that abrupt build outs for cyclists cause the less confident who hug the kerb to swerve out into traffic and get squashed. Please make the build outs gradually build from the kerb NOT come out at 90 degrees</p>	<p>The proposed footway build outs are to the extent of the existing parking bays which are occupied most times of the day. The proposed 90 degree angle of the build out is as per the council's design requirements.</p>
<p>The addition of a countdown timer to the traffic signals will add to the noise pollution currently being experienced by residents living in the flats above the shops.</p>	<p>The proposed countdown timer will just have a visual display with no noise element to it.</p>
<p>The dip in the carriageway causes severe vibrations whenever a bus or lorry approaches at speed.</p>	<p>The carriageway within 60m each side of the Pelican crossing is proposed to be resurfaced as part of the Councils Principal road Programme for the 2015-16 financial year. This encapsulates the dip within the carriageway.</p>

**Statutory Consultee Replies**

**Southwark Cyclists and Living Streets** replied indicating their strong support for the proposals and commented on the clever way the footway has been built out without removing parking.

### **3.0 Recommendations**

Responses received indicate a majority support by residents/ businesses of the Council's proposals to improve road safety at the North Cross Road/ Lordship Lane Junction. In view of this and also Southwark Council's unflinching support to improve safety on the borough roads, it is recommended that the scheme be progressed to detailed design and implementation.

**Appendix A-** Consultation Document





## Dulwich Community Council

### Public Question form

**Your name:**

**Your mailing address:**

**What is your question?**

Please give this form to Beverley Olamijulo, Constitutional Officer or Grace Semakula, Community Council Development Officer

<b>Item No.</b> 19.	<b>Classification:</b> Open	<b>Date:</b> 28 January 2015	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Local traffic and parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Dulwich Community Council	
<b>From:</b>		Head of Public Realm	

**RECOMMENDATION**

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures.
  - Dulwich Village – install double yellow lines adjacent to a proposed vehicle crossover that will provide access to No. 60
  - Friern Road – install double yellow lines adjacent to a proposed vehicle crossover that will provide access to No. 143.
  - Overhill Road – install double yellow lines adjacent to a proposed vehicle crossover that will provide access to No. 83.
  - Upland Road – install double yellow lines adjacent to a proposed vehicle crossover that will provide access to No. 377.
  - Shawbury Road – convert existing single yellow line to loading only bay and install two destination blue badge disabled parking bays outside and opposite the Gurdwara (Temple).
  - North Dulwich Triangle – install double yellow lines to improve inter-visibility and safety at junctions on Elmwood Road, Danecroft Road, Frankfurt Road, Elfindale Road, Wyneham Road, Beckwith Road and Ardbeg Road.

**BACKGROUND INFORMATION**

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
3. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
  - the introduction of single traffic signs
  - the introduction of short lengths of waiting and loading restrictions
  - the introduction of road markings
  - the setting of consultation boundaries for consultation on traffic schemes
  - the introduction of destination disabled parking bays
  - statutory objections to origin disabled parking bays.

4. This report gives recommendations for six local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

## **KEY ISSUES FOR CONSIDERATION**

### **Dulwich Village, Friern Road, Overhill Road and Upland Road**

6. The council's adopted streetscape design manual (SSDM) provides the policy framework for the appearance and design of streets where the council acts as Local Highway Authority.
7. The SSDM contains design standards that set out the detailed requirements for construction of highway features. Design standard DS.132 (Appendix 1) explains how any new vehicle crossover must be designed.
8. It is a requirement of that standard that any new crossover must provide no waiting at any time restrictions (double yellow lines) for at least 2 metres on either side of the crossover. This is to ensure a degree of visibility to motorists exiting from the driveway.
9. Double yellow lines prohibit waiting (generally referred to as parking) "at any time" however loading and unloading is permitted.
10. The council's asset management team have received, considered and approved in principle (subject to this decision and statutory consultation) the construction of a dropped kerb and vehicle crossover in the following locations:
  - leading to No.60 Dulwich Village
  - leading to No.143 Friern Road
  - leading to No.83 Overhill Road
  - leading to No.377 Upland Road
11. It is recommended, as shown in Appendices 2, 3, 4 and 5, that double yellow lines are installed so that the above vehicle crossings may be approved for construction.

### **Shawbury Road**

12. The General Secretary of the Gurdwara Baba Buddha Sahib Ji Temple contacted the parking design team to request that disabled parking bays be provided near their Temple on Shawbury Road.
13. Shawbury Road is primarily a residential street however it is situated very close to the popular shopping street of Lordship Lane which leads to a high level of demand for parking.
14. The existing layout of parking in Shawbury Road is shown in Appendix 6 but in summary provides:
  - double yellow lines at its junctions with Lordship Lane and Fellbrigg Road
  - two short-stay (30 minute) free parking spaces

- opportunity for loading on a 12 metre length of single yellow line
  - unrestricted, free parking in the remainder of the street
15. The Temple has no off-street parking and has asked that two disabled bays be installed to assist those members who arrive by car with mobility difficulties and hold a blue badge.
  16. The Temple advised that they have disabled visitors and who attend the Temple for services and events on Monday to Sunday between 7am to 7pm. They advised that between one and three blue badge holders visit the temple at various times on each day.
  17. In view of the above it is recommended, as shown in Appendix 6, that:
    - a) two destination disabled bays (max stay 4 hours) are installed. It is intended that these bays will improve the parking situation for those with mobility difficulties who are arriving to visit Lordship Lane as well as the Temple
    - b) on the north side, the existing free parking bay is slightly extended (1.5 metres) and a double yellow line is installed across the crossover leading to the car park to the rear of Shawbury Court
    - c) on the south side, the existing single yellow line is removed and replaced with a loading only bay to assist deliveries to Lordship Lane. New double yellow lines are also recommended across the crossover leading to the three garages.

### **North Dulwich Triangle**

18. The parking design team was contacted by Cllr Mitchell on behalf of a local resident who raised concern that “people regularly park up to and over the ends of the roads making it impossible to cross the roads safely with small children as you have to take them right out into Elmwood Road to get past the parked cars and vans”. The team was asked to investigate the parking situation at the junctions within the “North Dulwich triangle”.
19. The area is predominantly residential. However, there are parking generators in the area such as North Dulwich Station and Charter School on Red Post Hill and Judith Kerr School on Half Moon Lane.
20. As can be seen in Appendix 7, many of the junctions in the area have existing yellow line restrictions however there is a core of streets, listed below, in the centre of the triangle that do not. It was agreed that a parking junction assessment should be carried out at each of the following junctions:
  - Ardbeg Road and Half Moon Lane
  - Ardbeg Road and Red Post Hill
  - Beckwith Road and Wyneham Road
  - Beckwith Road and Red Post Hill
  - Danecroft Road and Elmwood Road
  - Danecroft Road and Herne Hill
  - Elfindale Road and Elmwood Road
  - Elmwood Road and Wyneham Road
  - Frankfurt Road and Elmwood Road
21. An officer carried out two assessments on 25 September and 9 October 2014 to observe the existing parking patterns. The results of the assessments are

detailed in Appendix 8 but can be summarised as:

- Car parking was occurring within 5 metres of every junction within the survey area and on both survey days. This severely restricts the ability for pedestrians (and especially children) to see oncoming or turning traffic (and visa versa) before stepping off the pavement to cross a road.
  - Demand for parking space in the area was very high (>90%). This may have the effect that motorists feel that they have no other choice but to park close to a junction.
22. During the site visits it was also noted that the main routes within the study area used by children and parents to the schools was via Elmwood Road and Ardbeg Road.
  23. Ensuring adequate visibility between road users is important for safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop.
  24. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD). This is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, eg pedestrian, cyclist or a stopped vehicle.
  25. It is noted that almost two thirds of cyclists killed or seriously injured in 2013 were involved in collisions at, or near, a road junction, with 'T' junctions being the most commonly involved.
  26. Children and those in wheelchairs (whose eye level is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.
  27. The Highway Code makes it clear that motorists must not park within 10 metres of a junction, unless in a designated parking bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
  28. The proposal to install yellow lines at these junctions is in accordance with the council's adopted Southwark Streetscape Design Manual (SSDM) design standard on Highway Visibility (DS114 - Highway Visibility) see appendix 9.
  29. In view of the above it is recommended that double yellow lines are installed, as detailed in Appendix 10, on all junctions within the study area that currently do not have them, as listed below:
    - Ardbeg Road
    - Beckwith Road
    - Danecroft Road
    - Elmwood Road
    - Elfindale Road

- Frankfurt Road
  - Wyneham Road
30. These recommendations are made to prevent obstructive and dangerous parking and to improve intervisibility at the junctions for all road users.

### **Policy implications**

31. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly
- Policy 1.1 – pursue overall traffic reduction
  - Policy 4.2 – create places that people can enjoy.
  - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

### **Community impact statement**

32. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
33. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
34. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
35. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
36. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
37. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved access for key services such as emergency and refuge vehicles.
  - Improving road safety, in particular for vulnerable road users, on the public highway.

### **Resource implications**

38. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets.

### **Legal implications**

39. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.

40. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
41. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
42. Should any objections be received they must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
43. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
44. These powers must be exercised so far as practicable having regard to the following matters
  - a) the desirability of securing and maintaining reasonable access to premises
  - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
  - c) the national air quality strategy
  - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
  - e) any other matters appearing to the Council to be relevant.

### **Consultation**

45. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
46. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations which include statutory consultation and the consideration of any arising objections.
47. Should the recommendations be approved the council must follow the procedures contained within Part II and III of the Regulations which are supplemented by the council's own processes. This process is summarised as:
  - a) publication of a proposal notice in a local newspaper (Southwark News)
  - b) publication of a proposal notice in the London Gazette
  - c) display of notices in roads affected by the orders
  - d) consultation with statutory authorities
  - e) making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1
  - f) a 21 day consultation period during which time any person may comment upon or object to the proposed order
48. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send it to the address specified on the notice.

49. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposals, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

### Programme timeline

50. If these items are approved by the community council they will progressed in line with the below, approximate timeframe:

- Traffic orders (statutory consultation) – March to April 2015
- Implementation – May to June 2015

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker 020 7525 2021

### APPENDICES

No.	Title
Appendix 1	Vehicle Crossings design standard DS.132
Appendix 2	Dulwich Village – install double yellow lines
Appendix 3	Friern Road – install double yellow lines
Appendix 4	Overhill Road – install double yellow lines
Appendix 5	Upland Road – install double yellow lines
Appendix 6	Shawbury Road – install destination disabled bays, Loading only bay and double yellow lines
Appendix 7	North Dulwich Triangle – existing double yellow lines
Appendix 8	North Dulwich Triangle – junction assessments
Appendix 9	Highway visibility DS.114
Appendix 10	North Dulwich Triangle – install double yellow lines



**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	16 January 2015	
<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>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
List other officers here	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to the Constitutional Team</b>	16 January 2015	

## DS.132

### Vehicle Crossings

Rev.	Status	Created by	Date	Approved by	Date
A	Final	D.Farnham/R.Mahama	07.02.12	D.Waters	08.02.12
B	Final	D.Farnham	28.09.12	D.Waters	02.10.12
C	Final	D.Farnham	29.01.13	D.Waters	08.02.13
D	Final	D.Farnham	08.12.13	M.Hill	12.12.13

## 1 Introduction

### 1.1 Notes

- a. This standard explains requirements about the use and the design of crossings over footways and Cycle Tracks to allow motorised vehicles to reach private land from the carriageway (Vehicle Crossings). It does not apply to crossings to allow pedal cyclists access over footways, for which see standard DS.205.
- b. See standard DS.900 for definitions of terms used in this design standard. Note in particular the definitions for 'should', 'will', 'may', 'level 1 departure', 'level 2 departure' and 'approving officer' as used to describe requirements.
- c. See SSDM/TDR drawing LBS/G/010 for typical details for Vehicle Crossings.
- d. See SSDM/PR procedure PC.082 about the status of any revised version of this standard that may be issued during the active life of a project.
- e. See the SSDM webpages at [www.southwark.gov.uk/ssdm](http://www.southwark.gov.uk/ssdm) for a list of frequently asked questions about the design of streets and spaces.

### 1.2 Discussion

- a. Vehicle Crossings are features that allow vehicles access over footways so that they can reach driveways or other hard standing areas on private land. They have to be appropriately located and designed so that, amongst other things
  - i. the footway is not damaged as vehicles pass over it
  - ii. vehicles do not overhang the Highway when parked on private land or dwell on the Highway when entering/exiting it, so causing an obstruction
  - iii. the visual impact of the Crossing is minimised and, wherever possible, sense of continuity of the footway and pedestrian priority along it is maintained
  - iv. potential conflict with pedestrians (and in the case of emerging vehicles) other vehicles in the carriageway is safely managed

## 2 Use requirements

### 2.1 Authorisation

- a. New Vehicle Crossings must be designed and approved in accordance with SSDM requirements, including those found in other standards and procedures.

- b. See the 'Sustainable Transport' (Southwark Council, 2010) Supplementary Planning Document for details of the council acting as Local Planning Authority's requirements for the assessment of Applications to create private accesses when this would require a change in land use.

*NOTE: In the event of any difference between SSDM design requirements and those of the Sustainable Transport SPD, the Highway Authority will give precedence to those in the SSDM. The opposite is likely to apply for the council acting as Local Planning Authority.*

- c. Due to the requirement as section 3.7 to introduce No Waiting At Any Time restrictions through and in the vicinity of Vehicle Crossings (and the possible need in some circumstances to make other adjustments to existing parking bays etc....), Authorisation of new Vehicle Crossings will almost always be subject to confirmation of Traffic Management Orders as per statutory and constitutional order making procedures.
- d. See 'b' about the need for legal agreements with the Borough Solicitor. New Vehicle Crossings will not be Authorised by the Highway Authority until these have been concluded.

## **2.2 Vehicle Crossing or road junction**

- a. If combined vehicle movements in and out of an access to private land in any hour are estimated to be
  - i.  $\leq 6$  commercial vehicles movements and/or
  - ii.  $\leq 12$  vehicles movements of any kind

then the access should be designed as a Vehicle Crossing in accordance with the requirements in this standard.
- b. If combined vehicle movements in and out of an access to private land in any hour exceed the values in 'a' then a road junction should be provided instead. The access from private land should be designed and treated as a carriageway, with a Raised Table as standard DS.111 applied at the junction.

## **2.3 Locating Vehicle Crossings**

- a. New Vehicle Crossings should not be located where they will conflict with any of the instances in Table 1.

Instance		New streets and spaces
A	Zig-zag lines	New Vehicle Crossings should not be located within the confines of existing zig-zag lines associated with controlled crossings. Any adjustment of lines is subject to the requirements of standard DS.308
B	Bus stop cages	New Vehicle Crossings should not be located within any bus cage or closer than 10m (on the same side of the road) to one. Any proposal to relocate an existing bus cage is subject to level 1 departure
C	Raised Tables, Speed cushions, Speed humps	New Vehicle Crossings should not be located adjacent to any of these features. The Highway Authority will consider reasonable proposals to relocate existing features at the proponent's expense. However, the requirements of relevant SSDM design standards must be met
D	Existing prescribed parking spaces	New Vehicle Crossings should not be located where they will conflict with existing prescribed parking spaces for waiting or loading (either in respect to the physical location of the proposed access or by obstructing related visibility splays). The Highway Authority will consider reasonable proposals to relocate such bays or, exceptionally, remove them without replacement. However, as this will require existing Traffic Management Orders (TMO) to be adjusted it is subject to statutory and constitutional Traffic Management Order making procedures (see note 1). In order to avoid potential waste of time a level 1 departure is required before such proposals will be considered. Approving officers must be satisfied that the proposals stand a reasonable chance of being approved via those order making processes
E	Close proximity to side roads	On streets that are within a 20mph zone or that have a 20 mph speed limit, new Vehicle Crossings should not be located within 10m of a side road junction to the same side of the road. This should be measured from the projected edge of the nearest kerb of the interfacing road (prior to any corner radii) to the nearest edge of the private access. On Classified Road (A and B roads) and any streets with 30mph speed limits, then the distance should be 20m
F	Locations with poor visibility for road users	New Vehicle Crossings should not be introduced on the inside of bends if the radius of curvature at the centre line of the carriageway is less than 90 metres.
G	Street trees	New Vehicle Crossings should not be introduced where it will require removal of any existing tree or otherwise impact unacceptably upon any existing tree (see note 2). Any proposal to remove a tree is subject to the requirements of standard DS.501.
H	Green verges	New Vehicle Crossings should not be introduced where it will require an existing grassed or planted verge or other area of landscaping to be broken. Any departure request to do so will normally be subject to the provision of compensatory landscaped areas. See also note 3
I	Land Ownership	Private hard standings (and associated visibility splays for vehicle emerging from these onto the Highway – see section 3.6) should normally be within the Applicant's freehold ownership. If this is not the case then the Applicant will need to obtain the consent of the freeholder. See also section 3.1
<p><b>NOTES</b></p> <p>1) These Order making procedures require the public to be consulted. If objections are received then proposals will normally be referred to the members of the relevant Community Council for the final decision, which will be taken at one of their programmed meetings.</p> <p>2) Examples of unacceptable impact include risk of collision with trunks due to the width of the access or damage to the rooting zone of trees due to vehicle overrun. It is unlikely to be permitted to construct Vehicle Crossings over previously soft landscaped areas of a tree's Root Protection Zone. See also note 3.</p> <p>3) As per standard DS.601, the Highway Authority will not normally permit the use of 'no-dig' constructions as a means of allowing <u>existing</u> soft landscaped areas within the Highway to be paved over whilst avoiding impact drainage or root protection areas.</p>		

Table 1 - Location constraints on new Vehicle Crossings

### 3 Design requirements

#### 3.1 Private land owner's responsibilities

- a. When they apply for new Vehicle Crossings, private land owners are responsible for
  - i. covering all costs associated with both
    - works within the Highway to design, build, construct and approve the Vehicle Crossing
    - any necessary legal agreements with the Borough Solicitor (for which see 'b')
  - ii. re-grading their land at the interface with the Highway to accommodate nominated Vehicle Crossing details and prevent risk of vehicle grounding (see section 3.2)
  - iii. providing a hard standing on their land of the dimensions required as 3.2
  - iv. putting in place suitable drainage measures at the limits of the Highway to prevent surface water from their land shedding onto the Highway (see section 3.4)
  - v. (If the Applicant is not the owner of the property) obtaining the written consent of the owner to necessary legal agreements. See 'b' for further information
  - vi. carrying out any other works necessary on private land to make the Vehicle Crossing acceptable (e.g. amending walls or hedge lines to provide adequate visibility, widening accesses)
- b. In addition to the above, private land owners are required to enter into one or more legal agreements with the Borough Solicitor agreeing and undertaking
  - i. not to allow any vehicle parked on their land to overhang the footway. See section 3.2 for further information
  - ii. not to construct any gates over the private drive unless they are set back by  $\geq 6\text{m}$ . See section 3.3 for further information
  - iii. to exit (and in most instances) enter the Vehicle Crossing in forward gear. See section 3.6 for further information
  - iv. not to obstruct visibility splays on their land at the interface between the private hard standing and Highway for vehicle users emerging onto the Highway. See section 3.6 for further information

These agreements will be lodged with local land charges and will form part of the deeds of the property to be transferred if the property is ever sold. If the Applicant is not the land owner then (as discussed above) they will need to obtain their consent. As discussed in section 2.1, the Highway Authority will not Authorisation construction of Vehicle Crossings until these agreements are concluded.

#### 3.2 Hard standings on private land

- a. Vehicle Crossings must lead directly to a hard standing on private land. These must large enough to allow vehicles to park without overhanging the Highway and causing an obstruction in breach of Section 137 of the Highways Act 1980 (in relation to which see also '3.1b') . The size of the area will be considered on a case specific base. Details of the vehicle that will be using the access must be provided. However, the minimum dimensions should be as follows.
  - i. Hard standing for vehicles positioned parallel to street  
2.4m deep by 6m along the street

- ii. Hard standing for vehicles positioned perpendicular to the street
  - For single vehicles - 3m along the street by 5.5m deep
  - For two vehicles - 5m along the street by 5.5m deep for two vehicles
- b. As discussed in 3.1, Applicants are responsible for profiling/grading their private hard standing to interface with the plateaus of Vehicle Crossings. This is an important point of detail as the Highway Authority will not normally lower footways to meet existing private land grades.

### 3.3 Gates on private land

- a. If an Applicant wishes to gate their Vehicle Crossing then those gates
  - i. may not open onto the Highway. This is as per Section 153 of the Highways Act 1980
  - ii. must be set back by  $\geq 6\text{m}$  from the limit of the Highway in order to prevent vehicles from obstructing the footway or carriageway whilst they are opened. This is as per Section 137 of the Highways Act 1980. See also '3.1b' about legal agreements to ensure that these are not introduced in future.

### 3.4 Drainage of private land

- a. As per section 163 of the Highways Act 1980, surface water from private land may not fall or shed onto the Highway. Applicants are solely responsible for carrying out works on their private land to ensure this.

*NOTE 1: The easiest way to achieve this is by profiling private hard standings to fall away from the Highway. However, if this is not possible then it may be necessary to install a linear grid drain or similar along the Highway interface.*

*NOTE 2: Applicants for new Vehicle Crossing should note that, as a Town & Country Planning requirement, hard standings on private land are normally required to use a pervious construction. However, this is not a matter for the Highway Authority.*

### 3.5 Standard Details

- a. Vehicle Crossings should be designed in accordance with the SSDM/TDR drawing LBS/G/010 Details explained in Table 2 (see note). Plateau widths should be as Table 1. Minor modifications to these details may be permitted by Level 1 Departure. Any existing Vehicle Crossings encountered within project areas should be updated in accordance with these requirements.

*NOTE: All of these Details require the footway to remain at grade as it passes over the Crossing plateau (as opposed to dropping down to carriageway level). Interface grades on private land must be designed to allow this.*

Estimated vehicle use		Type of premises served	Detail to be used as per SSDM/TDR drawing LBS/G/010
Designation	No. of combined vehicle movements in and out of private land in any hour		
Occasional use	≤ 3 commercial vehicles or ≤ 6 vehicles of any kind	Residential	Type 1  In existing streets and spaces (but not new) Type 2 detail may be used by Level 1 Departure if ramp width (across the footway) would be either >1250mm or >40% the total width of the footway (though see note)
		Commercial	
Frequent use	> 3 but ≤ 6 commercial vehicles or > 6 but ≤ 12 vehicles of any kind	Residential	Type 3
		Commercial	Type 4
<p><b>NOTE</b> In the case of existing streets and spaces, it must be demonstrated that it would not be feasible to widen the footway in order to avoid the use of a Type 2 detail.</p>			

Table 2 - Typical details to be used for Vehicle Crossings

SSDM/RP Specification Area	Minimum width of pedestrian plateau measured across the footway or cycleway (metres)	
	Existing streets and spaces (see note 2)	New streets and spaces
*World Centre*	1.8m	2.1m
*Town Centre* - Zone A (see note 1)	1.8m	2.1m
*Town Centre* - Zone B (see note 1)	1.5m	1.8m
*Heritage*	1.5m	1.8m
*Village*	1.5m	1.8m
*Docks*	1.5m	1.8m
*General*	1.5m	1.8m
<p><b>NOTE</b> 1) See standard DS.208 for definitions of Zone A and Zone B within *Town Centre* Specification Areas. 2) If new Vehicle Crossings are proposed in existing streets and spaces then (where necessary) footways and other non-carriageway pavements should be widened so that the plateau widths in this Table are achieved. Any Requests for Departure to not do so that widening is not feasible owing to restrictions on street width or engineering constraints.</p>		

Table 3 - Minimum plateau widths for Vehicle Crossings

### 3.6 Visibility for emerging vehicle users

- a. Visibility splays should be provided for emerging vehicle users in accordance with standard DS.114 requirements at
  - i. the interface between the private drive/hard standing area and the Vehicle Crossing. See also '3.1b' about legal agreements to ensure that these are not obstructed in future
  - ii. (where required as standard DS.114 – see note) the interface between the Vehicle Crossing and the carriageway

*NOTE: In general, standard DS.117 only requires visibility splays at carriageway interfaces for Vehicle Crossing located on Classified Roads (A and B roads)*

- b. Vehicles should be able to exit and (wherever possible) enter private land in forward gear. If it is not possible to provide a turning head on private land then, except on Classified Roads (A and B Roads), reversing into the Vehicle Crossing from the carriageway may be acceptable subject to local traffic conditions and safety considerations. If reversing is the proposed solution then
  - i. this should always be made a Point Of Enquiry within a Road Safety Audit (see SSDM/PR procedure PC.040)
  - ii. the legal agreement required as '3.1b' should be varied to require this.

### **3.7 Parking restrictions around Vehicle Crossings**

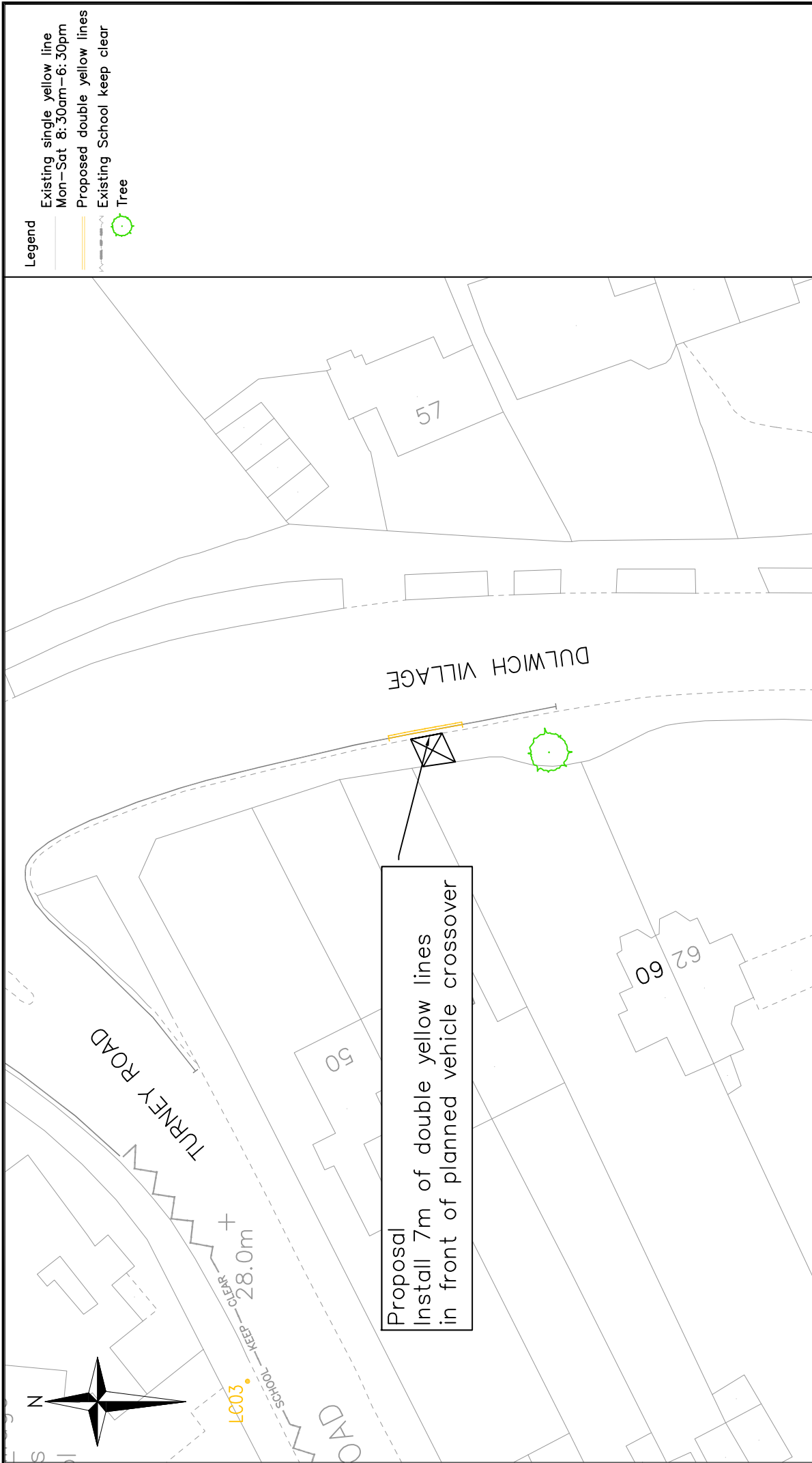
- a. See standard DS.002 about providing No Waiting At Any Time restrictions through and in the vicinity of Vehicle Crossings.

*NOTE: Broadly, in most instances restrictions are needed through and to 2m either side of each Crossing. However, for Vehicle Crossings on Classified Roads (A and B roads) restrictions are normally needed to the entire extent of related visibility splays (for which see standard DS.114).*

- b. See standard DS.007 about introducing H-Bar markings and treatment of any existing encountered within a project area.

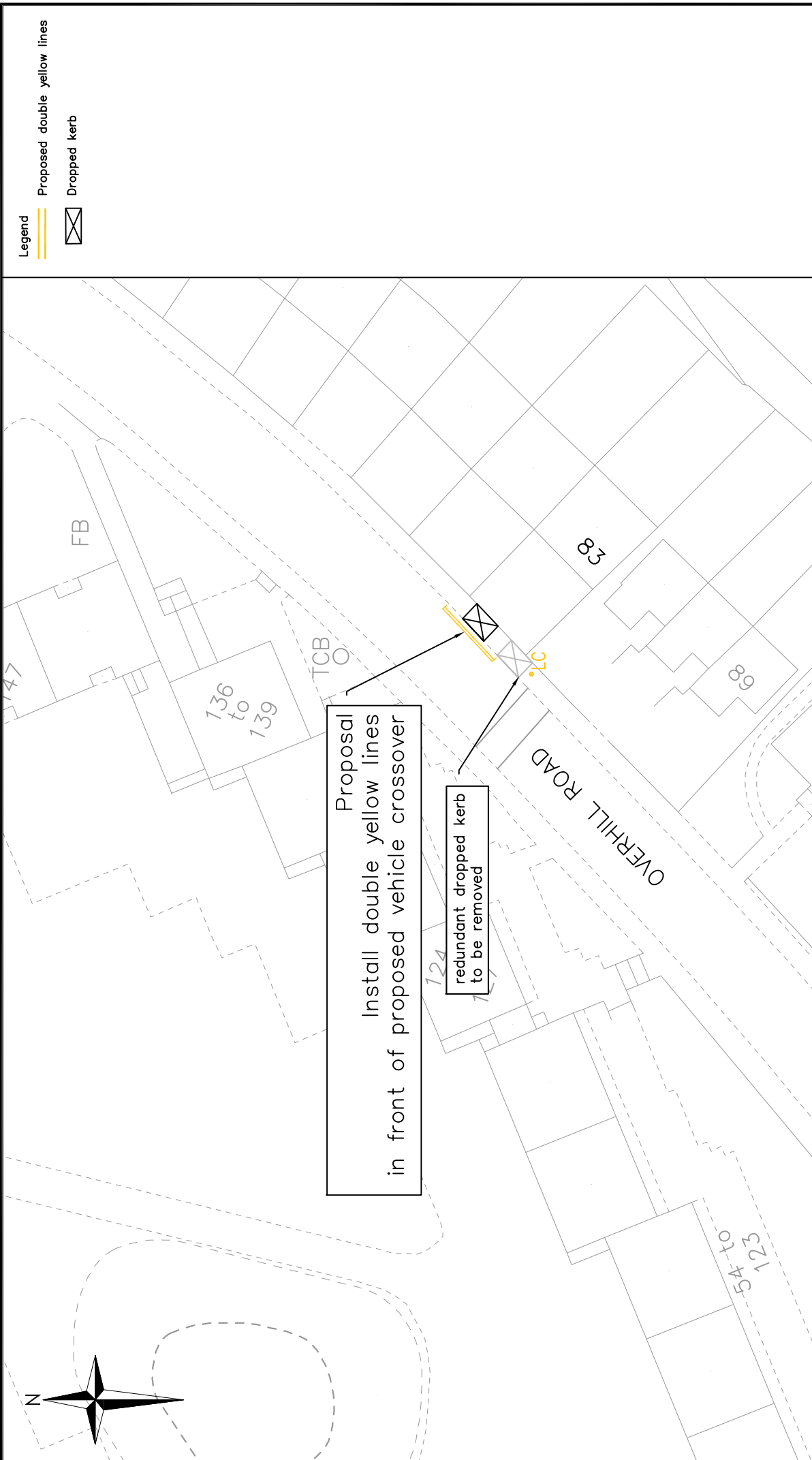
*NOTE: Broadly, H-Bars are not normally permitted and any existing should normally be removed.*






Public Realm Projects Parking Design  Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  www.southwark.gov.uk/parkingprojects	Project <b>1415Q3 LOCAL PARKING AMENDMENTS</b>  Drawing Title <b>DULWICH VILLAGE                  PROPOSED DOUBLE YELLOW LINES                  PLANNED VEHICLE CROSSOVER</b>	Community Council <b>DULWICH VILLAGE</b>		Date 21/11/14	Scale 1:500 @ A4	Dwn MH	Chk MH	App CJ
		Ward(s)		Dwg No. 1415Q3025	Status APPENDIX 2		Rev A	Description © Crown copyright and database rights 2014 Ordnance Survey (0700019292)

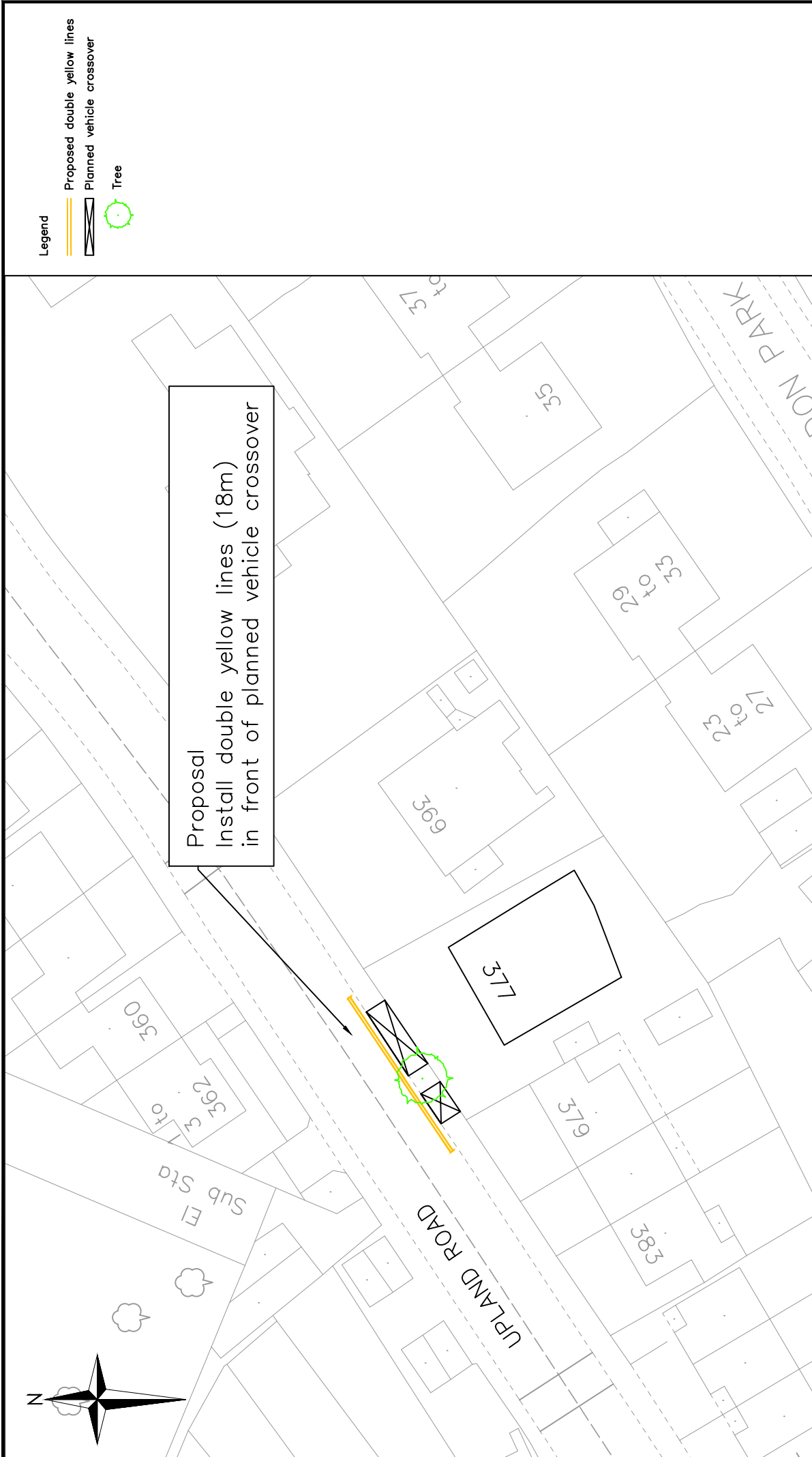





**Legend**  
 Proposed double yellow lines  
 Dropped kerb

Public Realm Projects Parking Design  Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  www.southwark.gov.uk/parkingprojects		Project 1415Q3 LOCAL PARKING AMEENDMENTS	Community Council DULWICH	Date 16/09/14	Scale 1:500 @ A4	Drn MH	Chk MH	App CJ	
		Drawing Title OVERHILL ROAD PROPOSED DOUBLE YELLOW LINES PLANNED VEHICLE CROSSOVER	Ward(s) COLLEGE	Dwg No. 1415Q3_012	Rev A	Description APPENDIX 4	Rev A	Date 16/09/14	Drn MH

\\besb-001-rs1\5\chem\NET\_DESIGN\PROJECTS\7014\_15\1415 - Local Parking Amendments\DATA\TWP\_IFEM\314-15\_03\_LPA\_017\_Overhill\_Road\141503012\_Overhill\_Road\_01.dwg © Crown copyright and database rights 2014 Ordnance Survey 101000199292



Proposal  
Install double yellow lines (18m)  
in front of planned vehicle crossover

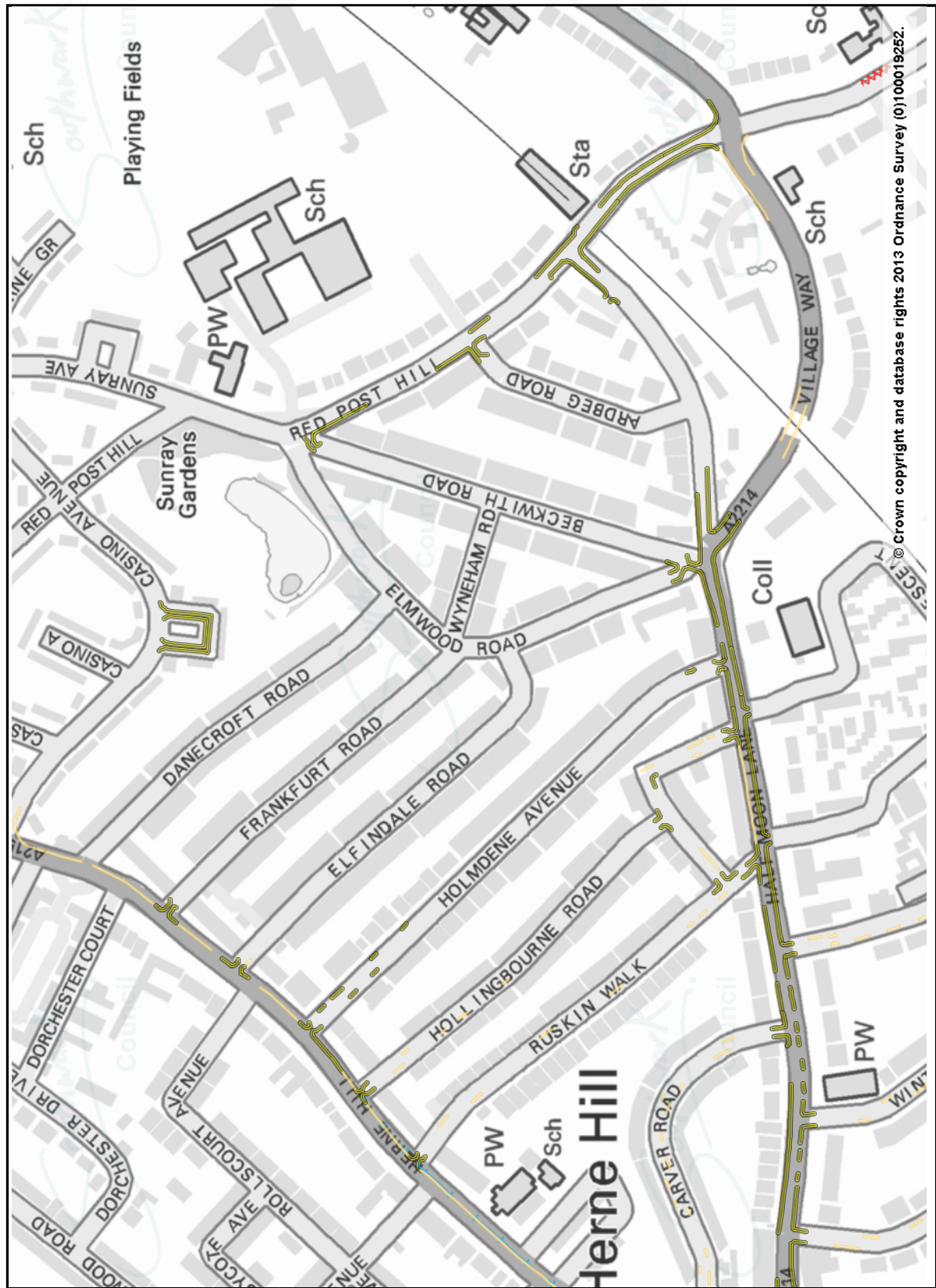
Public Realm Projects Parking Design  Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  www.southwark.gov.uk/parkingprojects		Project 1415 LOCAL PARKING AMENDMENTS	Community Council DULWICH	Rev App					
		Drawing Title UPLAND ROAD PROPOSED DOUBLE YELLOW LINES PLANNED VEHICLE CROSSOVER	Ward(s) COLLEGE	Date 04/11/14	Scale 1:1000@ A4	Dm MH	Chk CJ	App CJ	
		Dwg No. 1415Q3021	Status APPENDIX 5	Rev A	Description Description	Date Date	Dm Dm	Chk Chk	App App

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**Show more on the map**

- Waiting Loading Stopping
- Ind. Value with Road\_marking
- Bus stop
- Double kerb stripe
- Double yellow line
- Single kerb stripe
- Single yellow line
- Yellow kerb stripe
- Zig zag



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## Appendix 8

## Junction visibility assessment report

<b>Junction</b>	<b>Ardbeg Road / Half Moon Lane</b>		
<b>Date</b>	25 September 2014	<b>Time</b>	10:15am – 11:30am
<b>Assessing engineer</b>	Michael Herd		


Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	Yes	

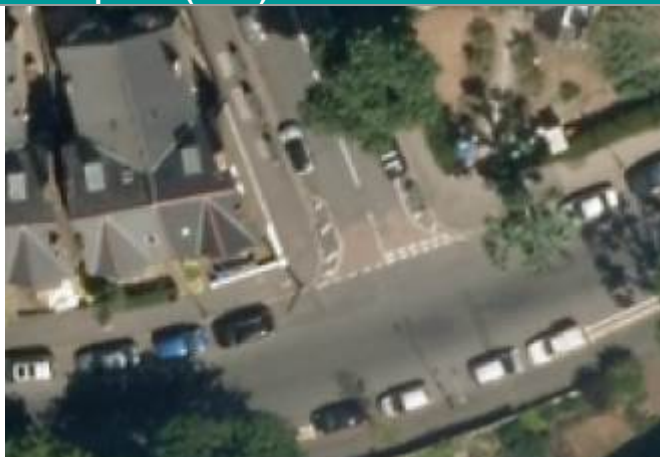
Photo 1 (looking north)



Photo 2 (looking north)



Aerial photo (2013)



Proposal



## Junction visibility assessment report

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Vehicles parked close to junction on Half Moon Lane reducing sight lines. Vehicles Turning into Ardbeg Road from Half Moon Lane would have to wait as vehicles were parked close to junction on both sides of carriageway on Ardbeg Road.



## Junction visibility assessment report

<b>Junction</b>	<b>Ardbeg Road / Half Moon Lane</b>		
<b>Date</b>	09 October 2014	<b>Time</b>	0800 - 10000
<b>Assessing engineer</b>	Michael Herd		


Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	Yes	

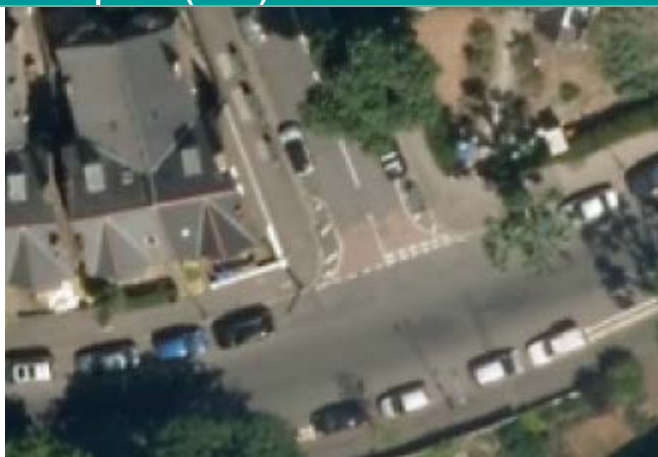
Photo 1 (looking north)



Photo 2 (looking south)



Aerial photo (2013)



Proposal



## Junction visibility assessment report

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Vehicles parked close to junction on Half Moon Lane reducing sight lines. Vehicles Turning into Ardbeg Road from Half Moon Lane would have to wait as vehicles were parked close to junction on both sides of carriageway on Ardbeg Road.

Recommended that 7.5m of double yellow lines are installed to improve sight lines and junction safety for all road users

## Junction visibility assessment report

<b>Junction</b>	<b>Ardbeg Road / Red Post Hill</b>		
<b>Date</b>	25 September 2014	<b>Time</b>	10:15am – 11:30am
<b>Assessing engineer</b>	Michael Herd		

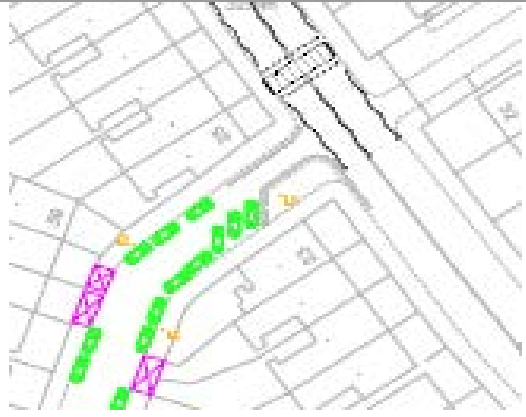
Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	No	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input checked="" type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking from Red Post Hill)



Photo 2 (looking west)



Aerial photo (2013)



Proposal

## Junction visibility assessment report

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This junction has been reduced to a single carriageway and one way in to Red Post Hill. The kerb line is protected by double yellow lines and at the time of the visit there was no obstructive parking. However with the built out kerb the first three vehicles parked on the south eastern kerb line were parked at 60 degrees to that kerb.



## Junction visibility assessment report

<b>Junction</b>	<b>Ardbeg Road / Red Post Hill</b>		
<b>Date</b>	09 October 2014	<b>Time</b>	0800– 1000
<b>Assessing engineer</b>	Michael Herd		


Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	No	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	✓ Parking	
	x Wall / Fence	
	✓ Tree	
	x Street furniture	
	x Other	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking from Red Post Hill)



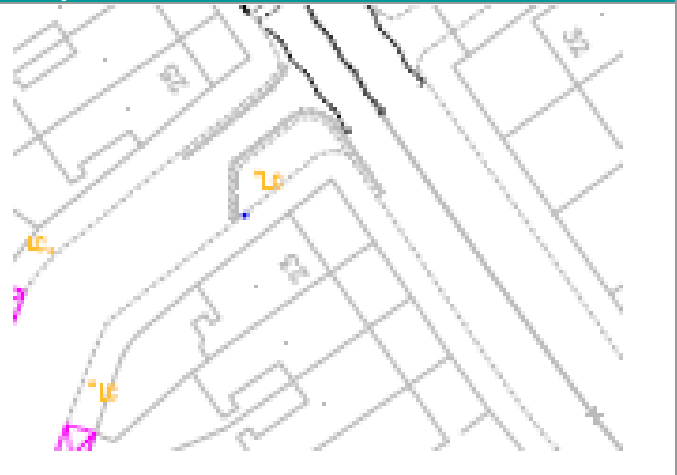
Photo 2 (looking north east)



Aerial photo (2013)



Proposal



## Junction visibility assessment report

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This junction has been reduced to a single carriageway and one way in to Red Post Hill. The kerb line is protected by double yellow lines and at the time of the visit there was no obstructive parking. However with the built out kerb the first three vehicles parked on the south eastern kerb line were parked at 60 degrees to that kerb.

No change is recommended.

## Junction visibility assessment report

<b>Junction</b>	<b>Beckwith Road / Wyneham Road</b>		
<b>Date</b>	09 October 2014	<b>Time</b>	0800 - 1000
<b>Assessing engineer</b>	Michael Herd		


Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input checked="" type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking northwest)



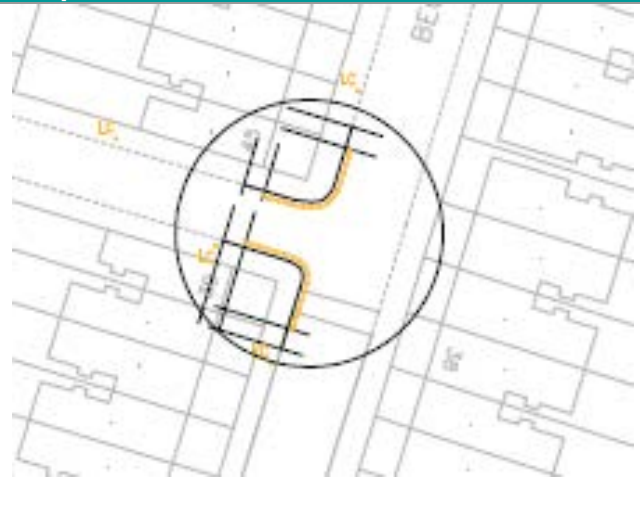
Photo 2 (looking southeast)



Aerial photo (2013)



Proposal



## Junction visibility assessment report

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Vehicles parked close to junction on Beckwith Road reducing sight lines. Vehicles Turning into Wyneham Road from Beckwith Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Ardbeg Road and this allows only one vehicle to travel along the carriageway.

Recommended that 7.5m of double yellow lines are installed to improve sight lines and junction safety for all road users



## Junction visibility assessment report

<b>Junction</b>	<b>Beckwith Road / Wyneham Road</b>		
<b>Date</b>	25 September 2014	<b>Time</b>	10:15am – 11:30am
<b>Assessing engineer</b>	Michael Herd		


Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input checked="" type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking northwest)



Photo 2 (looking southwest)



Aerial photo (2013)



Proposal



## Junction visibility assessment report

---

Vehicles parked close to junction on Beckwith Road reducing sight lines. Vehicles Turning into Wyneham Road from Beckwith Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Ardbeg Road and this allows only one vehicle to travel along the carriageway.

Junction visibility assessment report

<b>Junction</b>	<b>Beckwith Road/Elmwood Road/Red Post Hill</b>		
<b>Date</b>	09 October 2014	<b>Time</b>	0800 - 1000
<b>Assessing engineer</b>	Michael Herd		


Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	No	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> <li>✓ Parking</li> <li>✓ Wall / Fence</li> <li>x Tree</li> <li>x Street furniture</li> <li>x Other</li> </ul>	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking from red Post Hill)

Photo 2 (looking east)



Aerial photo (2013)

Proposal



## Junction visibility assessment report

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This junction has been raised and is two way with Red Post Hill. The kerb line is protected by double yellow lines and at the time of the visit there was no obstructive parking. As part of this junction investigation I have included the closed junction of Elmwood Road and red Post Hill, it was noted that vehicles were parked in the turning head and this resulted in a small car having the make a 6 point turn so the driver could turn around.

No change recommended.



## Junction visibility assessment report

<b>Junction</b>	<b>Beckwith Road/Elmwood Road/Red Post Hill</b>		
<b>Date</b>	25 September 2014	<b>Time</b>	10:15am – 11:30am
<b>Assessing engineer</b>	Michael Herd		


Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	No	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input checked="" type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking from red Post Hill)



Photo 2 (looking west)



Aerial photo (2013)



Proposal



## Junction visibility assessment report

---

This junction has been raised and is two way with Red Post Hill. The kerb line is protected by double yellow lines and at the time of the visit there was no obstructive parking. As part of this junction investigation I have included the closed junction of Elmwood Road and red Post Hill, it was noted that vehicles were parked in the turning head and this resulted in a small car having the make a 6 point turn so the driver could turn around.

## Junction visibility assessment report

<b>Junction</b>	<b>Danecroft Road / Elmwood Road</b>		
<b>Date</b>	09 October 2014	<b>Time</b>	0800 - 1000
<b>Assessing engineer</b>	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> <li>✓ Parking</li> <li>x Wall / Fence</li> <li>✓ Tree</li> <li>x Street furniture</li> <li>x Other</li> </ul>	
Dropped kerb(s) at junction(s)	No	

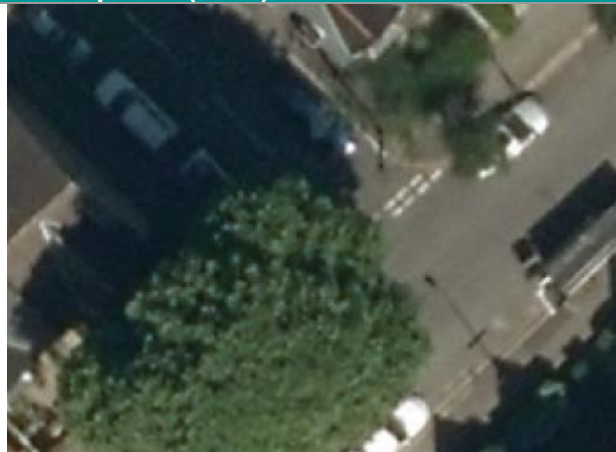
Photo 1 (looking northeast)



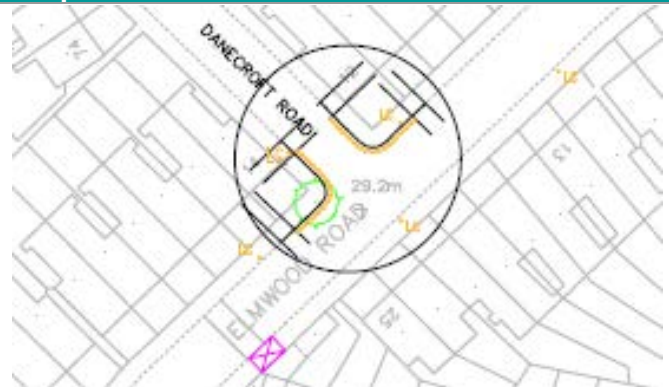
Photo 2 (looking northeast)



Aerial photo (2013)



Proposal





## Junction visibility assessment report

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Vehicles parked close to junction on Elmwood Road reducing sight lines. Vehicles Turning into Danecroft Road from Elmwood Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Danecroft Road.

Recommended that 7.5m of double yellow lines are installed to improve sight lines and junction safety for all road users

## Junction visibility assessment report

<b>Junction</b>	<b>Danecroft Road / Elmwood Road</b>		
<b>Date</b>	25 September 2014	<b>Time</b>	10:15am – 11:30am
<b>Assessing engineer</b>	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input checked="" type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	No	

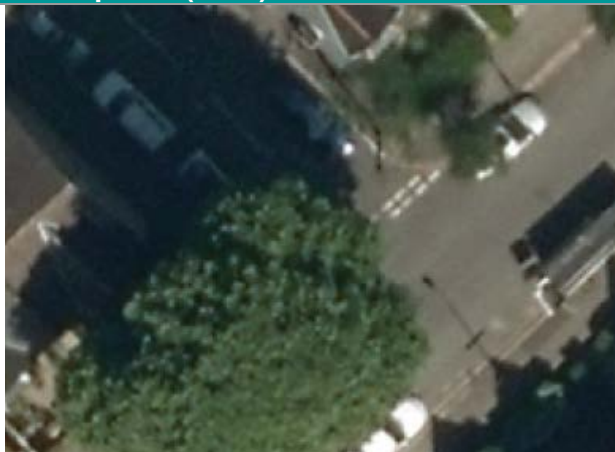
Photo 1 (looking northeast)



Photo 2 (looking northeast)



Aerial photo (2013)



Proposal



## Junction visibility assessment report

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Vehicles parked close to junction on Elmwood Road reducing sight lines. Vehicles Turning into Danecroft Road from Elmwood Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Danecroft Road.

Junction visibility assessment report

<b>Junction</b>	<b>Danecroft Road / Herne Hill</b>		
<b>Date</b>	09 October 2014	<b>Time</b>	0800 - 1000
<b>Assessing engineer</b>	Michael Herd		

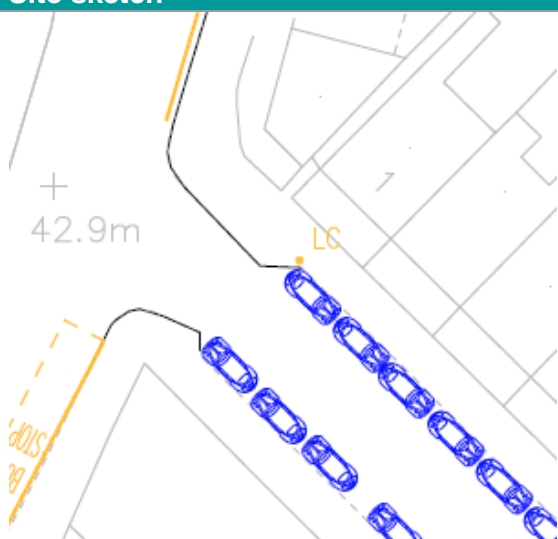
Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Parking</li> <li><input type="checkbox"/> Wall / Fence</li> <li><input type="checkbox"/> Tree</li> <li><input type="checkbox"/> Street furniture</li> <li><input type="checkbox"/> Other</li> </ul>	
Dropped kerb(s) at junction(s)	No	

Photo 1 (looking southeast)	Photo 2 (looking southeast)
	

Aerial photo (2013)	Proposal
	

## Junction visibility assessment report

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Although this junction has no waiting restrictions no vehicle was parked close to the junction on Danecroft Road reducing sight lines.

Recommended that 10m of double yellow lines are installed to improve sight lines and junction safety for all road users



## Junction visibility assessment report

<b>Junction</b>	<b>Danecroft Road / Herne Hill</b>		
<b>Date</b>	25 September 2014	<b>Time</b>	10:15am – 11:30am
<b>Assessing engineer</b>	Michael Herd		

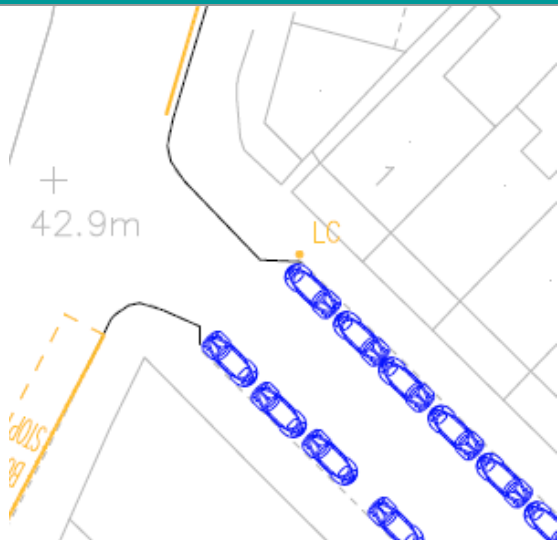
Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	No	

Photo 1 (looking southeast)



Photo 2 (looking southeast)



Aerial photo (2013)



Proposal



## Junction visibility assessment report


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Although this junction has no waiting restrictions no vehicle was parked close to the junction on Danecroft Road reducing sight lines.



Junction visibility assessment report

<b>Junction</b>	<b>Elfindale Road / Elmwood Road</b>		
<b>Date</b>	09 October 2014	<b>Time</b>	0800 - 1000
<b>Assessing engineer</b>	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> <li>✓ Parking</li> <li>x Wall / Fence</li> <li>x Tree</li> <li>x Street furniture</li> <li>x Other</li> </ul>	
Dropped kerb(s) at junction(s)	No	



## Junction visibility assessment report

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Vehicles parked close to junction on Elmwood Road reducing sight lines.

Recommended that 7.5m of double yellow lines are installed to improve sight lines and junction safety for all road users

## Junction visibility assessment report

<b>Junction</b>	<b>Elfindale Road / Elmwood Road</b>		
<b>Date</b>	25 September 2014	<b>Time</b>	10:15am – 11:30am
<b>Assessing engineer</b>	Michael Herd		


Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	No	

Photo 1 (looking southeast)



Photo 2 (looking southeast)



Aerial photo (2013)



Proposal



## Junction visibility assessment report

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Vehicles parked close to junction on Elmwood Road reducing sight lines



Junction visibility assessment report

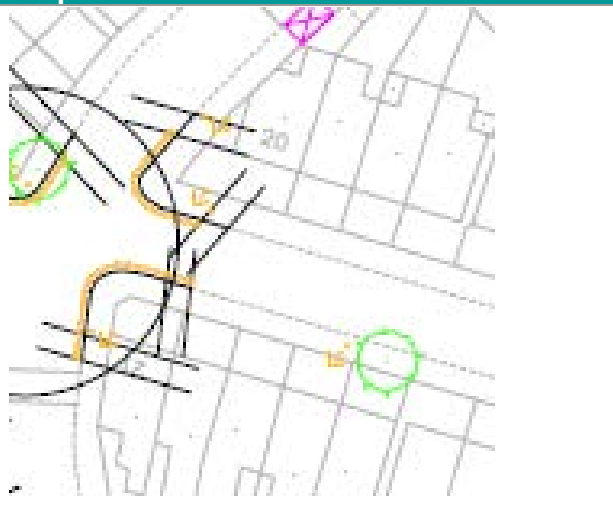
<b>Junction</b>	<b>Elmwood Road / Wyneham Road</b>		
<b>Date</b>	09 October 2014	<b>Time</b>	0800 - 1000
<b>Assessing engineer</b>	Michael Herd		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> <li>✓ Parking</li> <li>x Wall / Fence</li> <li>x Tree</li> <li>x Street furniture</li> <li>x Other</li> </ul>	
Dropped kerb(s) at junction(s)	Yes	

<b>Photo 1 (looking southeast)</b>	<b>Photo 2 (looking northeast)</b>
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<b>Aerial photo (2013)</b>	<b>Proposal</b>
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## Junction visibility assessment report

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Vehicles parked close to junction on Elmwood Road reducing sight lines. Vehicles Turning into Wyneham Road from Elmwood Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Wyneham Road.

Recommended that 7.5m of double yellow lines are installed to improve sight lines and junction safety for all road users.

## Junction visibility assessment report

<b>Junction</b>	<b>Elmwood Road / Wyneham Road</b>		
<b>Date</b>	25 September 2014	<b>Time</b>	10:15am – 11:30am
<b>Assessing engineer</b>	Michael Herd		

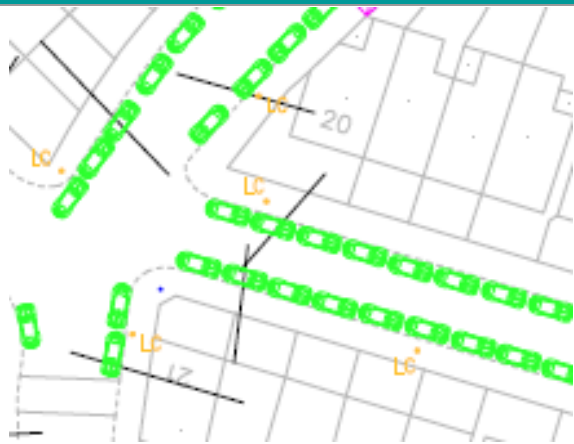
Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	Yes	

Photo 1 (looking southeast)



Photo 2 (looking northeast)



Aerial photo (2013)



Proposal





## Junction visibility assessment report

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Vehicles parked close to junction on Elmwood Road reducing sight lines. Vehicles Turning into Wyneham Road from Elmwood Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Wyneham Road.

## Junction visibility assessment report

<b>Junction</b>	<b>Frankfurt Road / Elmwood Road</b>		
<b>Date</b>	09 October 2014	<b>Time</b>	0800 - 1000
<b>Assessing engineer</b>	Michael Herd		


Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> <li>✓ Parking</li> <li>x Wall / Fence</li> <li>x Tree</li> <li>x Street furniture</li> <li>x Other</li> </ul>	
Dropped kerb(s) at junction(s)	No	

Photo 1 (looking southeast)



Photo 2 (looking northeast)



Aerial photo (2013)



Proposal



## Junction visibility assessment report

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Vehicles parked close to junction on Elmwood Road reducing sight lines. Vehicles Turning into Frankfurt Road from Elmwood Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Frankfurt Road.

Recommended that 7.5m of double yellow lines are installed to improve sight lines and junction safety for all road users

## Junction visibility assessment report

<b>Junction</b>	<b>Frankfurt Road / Elmwood Road</b>		
<b>Date</b>	25 September 2014	<b>Time</b>	10:15am – 11:30am
<b>Assessing engineer</b>	Michael Herd		


Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	No	

Photo 1 (looking southeast)



Photo 2 (looking northeast)



Aerial photo (2013)



Proposal



## Junction visibility assessment report

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Vehicles parked close to junction on Elmwood Road reducing sight lines. Vehicles Turning into Frankfurt Road from Elmwood Road would have to wait as vehicles were parked close to junction on both sides of carriageway on Frankfurt Road.

## DS.114

### Highway visibility

Rev.	Status	Created by	Date	Approved by	Date
A	Final	D.Farnham/C.Agyei-Frempong	09.03.12	D.Waters	10.04.12
B	Final	D.Farnham	17.09.12	D.Waters	02.10.12
C	Final	D.Farnham	05.12.13	M.Hill	19.12.13

## 1 Introduction

### 1.1 Notes

- a. This standard explains requirements about visibility between road users. This often has a considerable influence on the arrangement of streets.
- b. See standard DS.900 for definitions of terms used in this design standard. Note in particular the definitions for 'should', 'will', 'may', 'level 1 departure', 'level 2 departure' and 'approving officer' as used to describe requirements.
- c. See SSDM/PR procedure PC.082 about the status of any revised version of this standard that may be issued during the active life of a project.
- d. See the SSDM webpages at [www.southwark.gov.uk/ssdm](http://www.southwark.gov.uk/ssdm) for a list of frequently asked questions about the design of streets and spaces.

### 1.2 Discussion

- a. Providing adequate visibility between street users is important to everyone's safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to break and come to a stop.
- b. Stopping distances vary with vehicle type and speed. However, research now suggests that providing excessive visibility can also introduce dangers as it may increase the speed that people drive or ride at.
- c. Common law provides that drivers should take the road as they find it and moderate their use of it to conditions. Consequently, in some instances heavily restricted visibility may be appropriate providing that it promotes caution in road users and suitable speeds and behaviours in response. Examples might be tight bends in the road that are strongly defined by enclosing buildings, so that the presence of the bend and need to slow is unmistakable. However, care must be taken to avoid concealing users (particularly small children) within areas where visibility is otherwise consistent. Examples might include visibility traps created by large items of street furniture close to the road side.

## 2 Requirements

### 2.1 Visibility at major/minor priority junctions

*NOTE 1: Major/minor priority junctions are those where two roads meet - with traffic along one of these having priority over the other through the junction. T junctions are a common form. Priority may be either formal (owing introduction of giveaway road markings and traffic signs) or informal (owing to priorities implied by tight geometry or other design features). The minor road is that on which users of the carriageway should give way. The major road is that on which they have priority. Note that this does not include roundabouts or signal controlled junctions.*

*NOTE 2: See also standard DS.002 about providing waiting restrictions around junctions for road safety purposes. These apply irrespective of visibility requirements.*

- a. A clear visibility splay that is unimpeded by any significant obstructions (see section 2.9) should be maintained at all such junctions. That splay should exist between the following points.
  - i. A point located on the minor road at a distance of (X) metres back from the edge of the major road carriageway.
    - This point is measured back from the actual or notional centre line of the minor road.
    - If a side road includes a Traffic Island in the junction mouth then the carriageway is that on the side of Island from which traffic will enter the junction space.
    - The value of (X) should be 2.4m. This may be reduced to 2.0m on 20mph streets by level 1 departure is agreed. This will general only be appropriate where traffic flows and very low.
  - ii. A point on the nearside of the major road carriageway on the approach to the junction from that direction (normally to the right of any user exiting from the minor road).
    - This should be located a distance of (Y) metres along the main road carriageway (measured along the real or notional edge of carriageway) from the notional centre line of the minor road carriageway from which the (X) distance in 'i' is taken.
    - In most instances, the edge of carriageway along the major road should be taken to be the nearside kerb edge. However, if it can be demonstrated to the satisfaction of approving officers that Build Outs or other nearby permanently occupied features will cause vehicles to move away from the edge of the kerb as they approach the junction then, subject to level 1 departure, it may be off-set into the carriageway by an agreed distance.
    - The value of (Y) should be based on the stopping sight distance. This should be 25m on 20mph streets and 43m on 30mph streets. However, see section 2.9 about the potential use of reduced stopping sight distance values.
  - iii. A point on the far-side of the main road carriageway on the approach to the junction (normally to the left of any user exiting from the minor road). This should be located
    - at a distance of (Y) metres along the main road carriageway (measured along the notional centre line of the road) from the notional centre line of the minor road carriageway from which the (X) distance in 'i' above was measured.
    - on a line drawn perpendicular to this notional centre line of the major road. Normally this will be on the real or notional centreline of the major road defining the limit of the running lane that may be used by approaching vehicles. However, if permanent or foreseeable temporary features (like parked cars) are likely to cause approaching vehicles to move out into the real or notional opposing lane when approaching the junction (or where contra flow cycle lanes exist on one way streets) then it should be drawn to the near side kerb edge of the major road carriageway (or other point



agreed with Approving Officers). Approving Officers have discretion to instruct this if they believe this will be the case.

- The value of (Y) should be based on the stopping sight distance. This should be 25m on 20mph streets and 43m on 30mph streets. However, see section 2.9 about the potential use of reduced stopping sight distance values.

Visibility within the splay defined by the above should also be checked in the vertical plane as section 2.8.

- On existing streets where built form limits visibility (e.g. buildings or walls tightly enclose a junction) then - to improve this – designers should consider using alternative forms of junction control and/or introducing footway Build Outs to move forward the give way line.

*NOTE: See standard DS.118 for further information about footway Build Outs.*

## 2.2 Visibility at Signalised Junctions

*NOTE: See also standard DS.002 about providing waiting restrictions around junctions for road safety purposes. These apply irrespective of visibility requirements.*

- Information will be added here in future. In the meantime, visibility requirements will be agreed on a case specific basis with approving officers prior to the commencement of Phase B \*Outline Design\* or (if that Phase is not being undertaken) Phase C \*Detailed Design\* (see note).

*NOTE: See SSDM/PR procedure PC.002 for further information about Phases and Workstages.*

## 2.3 Visibility at roundabouts

*NOTE: See also standard DS.002 about providing waiting restrictions around junctions for road safety purposes. These apply irrespective of visibility requirements.*

- Information will be added here in future. In the meantime, visibility requirements will be agreed on a case specific basis with approving officers prior to the commencement of Phase B \*Outline Design\* or (if that Phase is not being undertaken) Phase C \*Detailed Design\* (see note).

*NOTE: See SSDM/PR procedure PC.002 for further information about Phases and Workstages.*

## 2.4 Visibility at Vehicle Crossings

### 2.4.1 On entry to the carriageway

- If Vehicle Crossings are located on Classified Roads (A or B Roads) then a visibility splay as per that required for major/minor priority junctions (see section 2.1) should be provided for vehicles emerging into the carriageway at the interface with this.
- In circumstances other than the above, no visibility splay at this location is required. However see also
  - standard DS.002 about providing waiting restrictions through and in the vicinity of Vehicle Crossings. These apply irrespective of visibility requirements
  - section 2.4.2 about visibility splays for at the interface between private hard standings and the Vehicle Crossing plateau for emerging vehicles

### 2.4.2 On entry to the Highway from private hard standings

- a. At the interface between a private hard standing and the rear limit of the Highway at a Vehicle Crossing, vehicle users emerging from the latter should be provided with a clear visibility splay in both directions that is unimpeded by any significant obstructions (see section 2.9). This is so that they can see pedestrians who may be passing along the footway. That splay should exist between the following points.
- i. A point off-sett 1.5m from the real or notional limit of either edge of the private drive or hard standing positioned 2.4m back from the interface with the Highway. Separate such points should be established for each side of the private drive or hard standing
  - ii. A point located on the interface between the private hard standing or drive and Highway, offset beyond the real or notional limit of the former along this by
    - 0.6m for Vehicle Crossings leading to residential premises
    - 1.5m for Vehicle Crossings leading to commercial premises

A separate such point should be identified to each side of the crossing

Visibility within the splay defined by the above should also be checked in the vertical plane as section 2.8.

*NOTE: Normally achieving the above visibility splay will mean chamfering or otherwise indenting property lines to the edge of the drive at the interface with the Highway. Low railings, planting or bollards may all be means of achieving this.*

## 2.5 Visibility at Formal Crossings

*NOTE: Designers should also see standard DS.002 about requirements for the provision of waiting restrictions at Formal Crossings for road safety purposes. These apply irrespective of visibility requirements.*

### 2.5.1 Formal Crossings located along links (away from junctions) and on major roads at major/minor priority junctions

- a. A clear visibility splay that is unimpeded by any significant obstructions (see section 2.9) should be provided between waiting pedestrians and users of the carriageway approaching in the nearside lane. This area is defined between the following points but should include also the entire area of the carriageway to the off-side of the line formed from these.
- i. A point on the nearside approach to the crossing along the major road (normally to the right of any user waiting to cross).
    - This should be located a distance of (Y) back from the nearest edge of the blister tactile surfaced waiting area of the crossing along the edge of the carriageway
    - In most instances, the point should be off-sett from the near-side edge of the carriageway by 1.0m. However, if it can be demonstrated to the satisfaction of approving officers that Build Outs or other nearby permanently occupied features in the carriageway will cause approaching vehicles to be positioned even further from the near-side kerb then, subject to level 1 departure, it may be off-set into the carriageway by an agreed distance. Approving officers also have discretion to instruct lesser distances, though they should do so only in exceptional circumstances such as where a carriageway is very narrow.
    - The value of (Y) should be
      - 25m on 20mph streets if these are not also principle roads
      - 43m on 30mph streets or 20mph streets that are also principle roads

However, see also section 2.9 about potential use of lesser values.

- ii. The entire back edge of the blister tactile waiting area of the Formal Crossing (excluding any leg).

Visibility within the splay defined by the above should also be checked in the vertical plane as section 2.8.

### 2.5.2 Formal Crossings to side roads at major/minor priority junctions

- a. The judgement of what represents suitable visibility is left to the discretion of designers (see note 1). However, proposals should be reviewed in light of the findings of Road Safety Audits and revised where appropriate. Normally this review will take place as part of a following Quality Audit (see note 2).

*NOTE 1: A common-sense approach should be taken. Basing visibility requirements on rigid vehicular stopping sight distance values and splays is unlikely to be appropriate since users of the carriageway will typically slow to conduct their turns. They are also likely to be more prepared for the possibility that pedestrians might attempt to cross the road than in other locations. However, this depends upon good awareness of the crossing and road geometry that enforces slower speeds. Use of tight corner radii and Raised Table features to slow vehicles, and landscaping treatments that communicate the potential for crossing conflict are likely to assist with achieving this. See also standard DS.206 about maximum set-back distances from junctions for Formal Crossings.*

*NOTE 2: Where they have concerns about the suitability of proposals then approving officers may make the adequacy of these a Point Of Enquiry in the Audit Brief for the Road Safety Audit. See procedure PC.040 for further information about Road Safety Audits. See procedure PC.022 for further information about Quality Audits.*

### 2.5.3 Formal Crossings forming part of a Signalised Junction

- a. See section 2.2.

## 2.6 Visibility at cycle access dropped kerbs (including those providing access to cycle tracks)

*NOTE: Designers should also see standard DS.002 about requirements for the provision of waiting restrictions at cycle access dropped kerbs for road safety purposes. These apply irrespective of visibility requirements.*

### 2.6.1 Those providing access to or from a Cycle Track

- a. At junctions between cycle tracks and carriageways, visibility should be provided as per the requirements for other types of road junctions in other sections of this standard. Visibility for and of pedal cycle users should be no different to that for motorised vehicles.

*NOTE: Where cycle tracks run parallel to the carriageway along their edge, and exit at near parallel onto them then visibility arrangements will be agreed on a case specific basis.*

### 2.6.2 Those providing access to Stands on a footway

- a. Where dropped kerbs are provided only to allow access to pedal cycle stands located on a footway (or a private hard standing immediately adjoining the Highway) then a clear visibility splay that is unimpeded by any significant obstructions (see section 2.9) should be provided between cyclists waiting to leave the footway via this and users of the carriageway approaching in the nearside lane. This splay is defined between the following points but should include also the entire area of the carriageway to the off-side of the line formed from these.
  - i. A point on the nearside approach to the dropped kerb along the major road (normally to the right of any user waiting to cross).

- This should be located a distance of (Y) back from the nearest edge of the dropped kerb (excluding any associated flares) crossing along the edge of the carriageway
- In most instances, the point should be off-set from the near-side edge of the carriageway by 1.0m. However, if it can be demonstrated to the satisfaction of approving officers that Build Outs or other nearby permanently occupied features in the carriageway will cause approaching vehicles to be positioned even further from the near-side kerb then, subject to level 1 departure, it may be off-set into the carriageway by an agreed distance. Approving officers also have discretion to instruct lesser distances, though they should do so only in exceptional circumstances such as where a carriageway is very narrow.
- The value of (Y) should be
  - 25m on 20mph streets
  - 43m on 30mph streets

However, see also section 2.9 about potential use of lesser values.

- ii. A point representing the position of the cyclist waiting to enter the carriageway located
  - In the centre of the length of dropped kerb
  - off-set back perpendicular from the edge of carriageway by 0.80m

## 2.7 General forward visibility along links

- a. Users of the carriageway should be provided with forward visibility that exceeds their stopping sight distance.
  - i. This should be established as explained in section 7.8.1 of Manual for Streets (Department for Transport, 2007).
  - ii. The off-set from the edge of carriageway taken as the viewing position of drivers or riders should be 1.5m for both motorists and pedal cyclists
  - iii. The stopping sight distance should be 25m on 20mph streets and 43m on 30mph streets. On cycle tracks, it should be 9m (this assumes a 10mph design speed). See section 2.9 about the potential use of reduced stopping sight distance values.
  - iv. Visibility should also be checked in the vertical plane as section 2.8.
- b. Where traffic signals and other important signs are provided along carriageways then forward visibility should be checked to ensure that drivers have sight of these. Particular care should be taken in checking that tree canopies do obscure visibility in the vertical plane.

## 2.8 Considering visibility in the vertical plane

- a. Visibility checks between (X) and (Y) points (and resulting overall splays) should also be undertaken for the vertical plane. The driver or rider's view at the (X) point should be modelled between 1.05m and 2.0m above ground. They should have clear visibility, unimpeded by significant obstructions (see section 2.8), of all areas of the splay between 0.6 and 2.0m above surface level.

## 2.9 Use of reduced visibility values

- a. Where referenced to this section then reduced (Y) values may be used by level 1 departure. This may be justified either by

- i. reduced vehicle speeds and consequent reduced stopping sight distances. Distances should then be calculated in accordance with methodology explained in section 10.1 of Manual for Streets II (Chartered Institute of Highways and Transportation, 2010) having corrected for bonnet length and deceleration rate.
- ii. other features that give confidence that street users will proceed with sufficient caution and awareness of the potential for incidents such that the arrangement would operate safely.

Where approving officers are satisfied that such a reduction might be reasonable then level 1 departure should be given first In Principal Only. This must be provided in advance of issuing information for any Road Safety Audit (if one is required within that Phase). The acceptability of stopping sight distances should be made a Point Of Enquiry in the Audit Brief. Final Confirmation of the level 1 departure should be subject to consideration of the Audit Report findings. This will normally take place within a following Quality Audit (see note).

*NOTE: See SSDM/PR procedure PC.040 for further information about Road Safety Audits and procedure PC.022 for information about Quality Audits.*

## 2.10 Significant obstructions within visibility splays

- a. Items that significantly obstruct visibility and which therefore should not be located within visibility splays include
  - i. walls that are  $\geq 0.6\text{m}$  in height
  - ii. motor vehicles parked at the road side
  - iii. bus cages (since unless level 1 departure is agreed it should be assumed that they are permanently occupied by buses)
  - iv. trees trunks (or tree guards) with a mature stem diameter  $\geq 0.45\text{m}$  at heights between 0.6m and 2.0m above ground level (see note)
  - v. tree canopies
  - vi. litter bins higher 0.6m and wider than 0.45m
  - vii. seating with back rests
  - viii. utility or signal control cabinets that are higher than 0.6m and wider than 0.45m
  - ix. phone kiosks
  - x. bus shelters
  - xi. advertisement boards
  - xii. any other structure that is higher than 0.6m and wider than 0.45 is not sufficiently visually permeable

*NOTE: Trees will not achieve their mature diameter for several decades until after planting out. The stem diameter at planting will always be much narrower than this. It is therefore important that designers are aware of the mature stem diameter that existing or proposed trees will ultimately achieve. Approximate values for approved trees can be found in the SSDM/SER/Tree palette. Where it is permitted to use non-approved trees or these are encountered then values will be advised by approving officers on a case specific basis.*

- b. Existing trees with diameters  $\geq 0.45\text{m}$  (as 'a.v') should not be removed where they pose an obstruction to visibility. Instead
  - i. junctions should instead to be remodelled so that the trunk is no longer located in the visibility splay; and/or

- ii. other physical measures should be taken to reduce the risk of conflict (e.g. changing the type of junction control or reducing vehicle speeds such that the necessary stopping sight distance can be reduced).
- c. Proposals to locate pedal cycle stands within visibility splays will be considered on a case specific basis. Individual stands located at reasonable distances from one another are unlikely to be considered obstructions - particularly if they are angled with awareness of visual permeability. However, dense groupings of stands within the line of visibility are unlikely to be acceptable since – once occupied with cycles – they are together likely to obscure views.

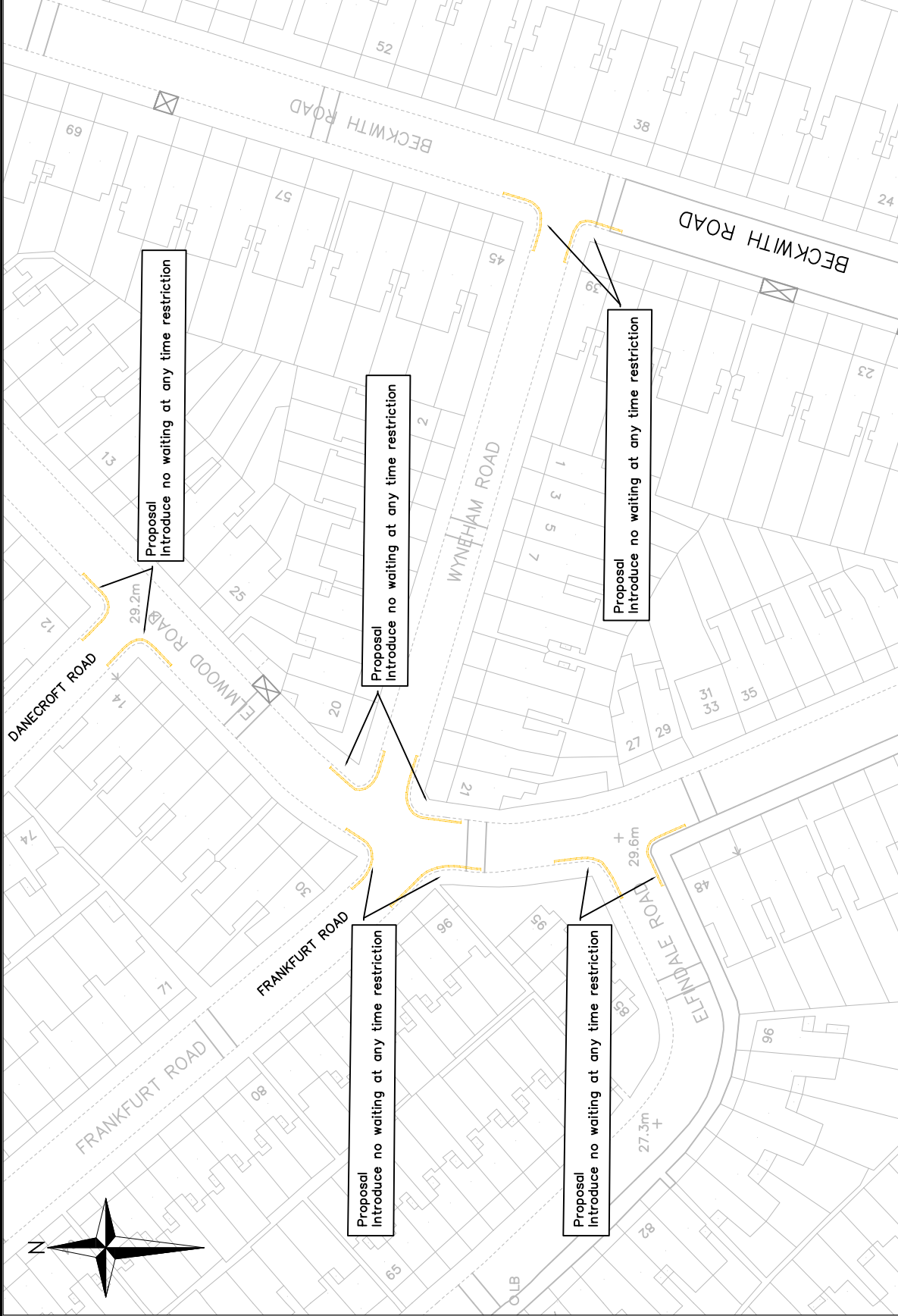
*NOTE: Where approving officers are uncertain whether or not proposals are likely to be acceptable then this should be made a Point Of Enquiry within a Road Safety Audit. The final decision whether or not to permit this should then be taken following consideration of the RSA Audit Report findings. Normally these will be considered in a following Quality Audit. See SSDM/PR procedure PC.040 for further information about Road Safety Audits and procedure PC.022 for information about Quality Audits.*

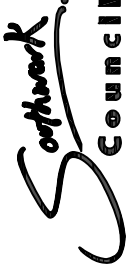




**Legend**

- Existing double yellow lines
- Existing single yellow line
- Proposed double yellow lines
- Existing disabled bays
- Existing bus stop
- Existing vehicle crossover



Public Realm Projects Parking Design  Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  www.southwark.gov.uk/parkingprojects		Project <b>1415Q3 LOCAL PARKING AMENDMENTS</b>	Community Council DULWICH Village(s) VILLAGE								
		Drawing Title <b>NORTH DULWICH TRIANGLE                  PROPOSED NO WAITING RESTRICTIONS                  DRAWING 2 OF 3</b>	Date 28/10/14	Scale 1:1000 @ A4	App TW						
		Dwg No. 1415Q3_002	Dm MH	Chk TW	Rev TW	Description APPENDIX 10	Rev A	Date 28/10/14	Dm MH	Chk TW	App TW
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