Open Agenda

Dulwich Community Council

Theme: Traffic, Transport and Parking issues

Tuesday 17 March 2015
7.00 pm

St Barnabas Church (Community Suite), Calton Avenue, London SE21 7DG

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

Members of the committee are summoned to attend this meeting
Eleanor Kelly
Chief Executive
Date: Monday 9 March 2015

PRINTED ON RECYCLED PAPER

Order of Business

Item No.	Title
1.	**INTRODUCTION AND WELCOME**
2.	**APOLOGIES**

Item No.	Title	Time

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

Members are asked to declare any interest and dispensation and the nature of that interest or dispensation and the nature of that interest or dispensation in any of the items under consideration at this meeting.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.

5. MINUTES (TO FOLLOW)

To approve the minutes of the meeting held on 28 January 2015.

- Update on cleaner greener safer awards 2015 – 2016.

6. DEPUTATIONS /PETITIONS 7.10 pm

The chair to advise on any deputations or petitions received.

7. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS 7.25 pm

- Dulwich Helpline (Gemma Juma of Dulwich Helpline).
- Safer Southwark Partnership Board (Eleanor Noel of SSPB).
- An announcement on the official launch of *Three Perpetual Chords*, the new sculpture by Conrad Shawcross.

  The launch will take place on Saturday 18 April 2015 at 2.00 pm in Dulwich Park. Please come along and join in marking this historic event. Further details will be publicised in the park running up to the event.

  Further information can also be found on www.southwark.gov.uk/dulwichparkcommission
- Police updates.

8. TOWNLEY ROAD / EAST DULWICH JUNCTION CONSULTATION (TO FOLLOW) 7.45 pm

- To comment on the consultation and feedback received since the last meeting.

9. NORTH DULWICH PARKING CONSULTATION (Pages 1 - 13) 8.05 pm

Item No.	Title	Time

Method and consultation – comment on the recommendations.

10. YOUTH COMMUNITY SLOT 8.25 pm

- Dulwich Youth Community Council certificates award.
- youth consultation film.

11. REHABILITATION AND LEARNING DISABILITIES SERVICE IN HALF MOON LANE 8.35 pm

BREAK AT 8.45 PM

12. NEIGHBOURHOODS FUND - DECISIONS 2015 - 2016 (Pages 14 - 29) 8.55 pm

Note: This is an executive function.

Members to consider the projects that are set out in the report.

13. PUBLIC QUESTION TIME (Page 30) 9.05 pm

A public question form is included in the agenda.

This is an opportunity for public questions to be addressed to the chair. Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.

Responses maybe supplied in writing following the meeting.

14. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY (Page 31) 9.10 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.

15. LOCAL TRAFFIC AND PARKING AMENDMENTS (Pages 32 - 101)

Item No.	Title	Time

Note: This is an executive function.

Members to consider the recommendations in the report.

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Beverley Olamijulo, Constitutional Officer, Tel: 020 7525 7234 or email: beverley.olamijulo@southwark.gov.uk
Website: www.southwark.gov.uk

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BABYSITTING/CARERS' ALLOWANCES

If you are a resident of the borough and have paid someone to look after your children or an elderly or disabled dependant, so that you can attend this meeting, you may claim an allowance from the council. Please collect a claim form from the Constitutional Officer at the meeting.

DEPUTATIONS

Deputations provide the opportunity for a group of people who are resident or working in the borough to make a formal representation of their views at the meeting. Deputations have to be regarding an issue within the direct responsibility of the Council. For further information on deputations, please contact the Constitutional Officer.

For a large print copy of this pack, please telephone 020 7525 7234.

Agenda Item 8

Item No. 8.	Classification: Open	Date: 17 March 2015	Meeting Name: Dulwich Community Council
Report title:		Townley Road / East Dulwich Grove / Green Dale Junction Improvements	
Ward(s) or groups affected:		Village	
From:		Head of Public Realm	

RECOMMENDATIONS

That the Dulwich Community Council:

1. Notes the response to public re-consultation on the proposed Townley Road / East Dulwich Grove / Green Dale junction Improvements, noting a majority of support taking into account all consultation responses received during the consultation period, the support of all stakeholders who responded, and the improved level of support from the previous consultation.

2. Comments on officers' proposed recommendation to the cabinet member for Regeneration, Planning, and Transport to agree implementation of the revised proposals, subject to the outcome of necessary statutory procedures.

BACKGROUND INFORMATION

3. 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.

4. The council previously consulted upon a design option for the junction that included banning the existing right turn movement out of Townley Road into East Dulwich Grove. There was considerable opposition to the proposal from local residents, mainly due to the proposed right turn ban. Given this lack of local support, this option will not proceed. A revised option has been developed that retains all existing turning movements at the junction, whilst still providing significant benefits for cyclists and pedestrians.

5. Full details of all results associated with the both consultation exercises can be found in Appendix A the 'Option 7 Consultation Report' and Appendix B 'Option 8a Consultation Report'.

KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place for Option 8a with all residents and businesses within the defined consultation area from 20 February 2015, with a return deadline of 13 March 2015, allowing 3 weeks for the consultation period. A total of 406 responses were received – 222 from within the consultation area and 184 from elsewhere.

7. The following summarises responses to the questions contained within the consultation document:

a) Total Response

54.93% of respondents are in support;
43.35% of respondents are opposed; and
1.72% of respondents have no opinion.

b) Response from consultees within the defined consultation area

45.50% of respondents are in support;
51.35% of respondents are opposed; and
3.15% of respondents have no opinion.

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

66.30% of respondents are in support;
33.70% of respondents are opposed; and
0% of respondents have no opinion.

Recommendations to the cabinet member for Regeneration, Planning and Transport

8. The community council is asked to comment on the draft recommendation to be made to the cabinet member for Transport, Environment, and Recycling, as follows:

9. Noting the positive response to the consultation, the significant improvements in levels of support from the previous proposals, and the overwhelming support of relevant stakeholders, the Cabinet Member is recommended to approve the implementation of the proposed improvements associated with Option 8a at the Townley road / East Dulwich Grove / Green Dale junction subject to completion of statutory procedures.

Policy implications

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

11. The officer recommendations contained within this report are consistent with the polices of the Transport Plan 2011 (TP/11) and principles emerging Cycle Strategy (SCS), in particular:-

TP/11

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.

SCS

Principle 1(Stress free cycling) – Objectives 1.1, 1.2, 1.3
Principle 2 (Cycling as a priority) – Objectives 2.2, 2.3, 2.4 and 2.7

Principle 3 (Cycling for everyone) - Objectives 3.6 and 3.7
Principle 4 (Cycling for health and wellbeing) – Objective 4.3
Principle 5 (Cycling as an investment) – Objective 5.2

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 though 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 February 2015 / March 2015, as detailed above.

17. This 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 Environment, Transport and Recycling following this community council meeting.

18. If approved for implementation this will be subject to statutory consultation required in the making of any permanent Traffic Management Orders. If any objections are received to that statutory consultation, that cannot be informally resolved, a further decision by the cabinet member will be required to consider and determine those objections.

REASON FOR LATENESS

19. A further public consultation was undertaken on a revised option due to lack of popular support for previous consulted scheme. The closing date for this consultation was Friday 13 March. Full results of the consultation were not therefore available in time.

REASON FOR URGENCY

20. Constitutionally, the community council must be consulted prior to the cabinet member deciding on implementation of the scheme. If it is to proceed, the scheme must be on site in July 2015 to comply with TfL funding restrictions and

the need to construct the works during school summer holidays because of the sensitive location. There is no community council meeting scheduled for April, and any later meeting will be too late to take the required decisions and arrange lead in times for streetworks permits, and works orders.

BACKGROUND DOCUMENTS

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

APPENDICES

No.	Title
Appendix A	Option 7 Consultation Report
Appendix B	Option 8a Consultation Report

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm		
Report Author	Matthew Hill, Public Realm Programme Manager		
Version	Final		
Dated	16 March 2015		
Key Decision?	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title		**Comments Sought**	**Comments included**
Director of Legal Services		No	No
Strategic Director of Finance & Corporate Services		No	No
Cabinet Member		No	No
Date final report sent to Constitutional Team			16 March 2015

APPENDIX 1

London Borough of Southwark

East Dulwich Grove / Townley Road / Green Dale Junction Improvement Scheme

Consultation Summary

January 2015

London Borough of Southwark

East Dulwich Grove / Townley Road / Green Dale
Junction Improvement Scheme

Public Consultation Summary
Contents

List of Figures

List of Tables

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 proposed improvement scheme at the East Dulwich Grove / Townley Road / Green Dale junction. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord, London Borough of Southwark, Council Offices, 160 Tooley Street, SE1P 5LX.

1.1.2 The area under consideration is located within the SE22 district of Southwark (Village Ward), in the south of the borough. See figure 1 below.

Figure 1: Location of proposed junction scheme

1.2 Project and Background

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 safety for vulnerable road users, especially cyclists and improve pedestrian accessibility.

1.2.2 Local stakeholders have raised concerns regarding the safety of pedestrians and cyclists at this junction, particularly during morning and evening peak hours. Pedestrians have been observed to cross the junction diagonally (not using the staggered crossing facilities due to excessive waiting times) and conflict has

been experienced between cyclists using the junction and traffic turning right out of Townley Road. The key aim of the proposals is to significantly improve safety for cyclists and pedestrians at the junction, whilst ensuring that there is no adverse delay to traffic on East Dulwich Grove.

1.2.3 The following measures were consulted upon to improve safety and accessibility for pedestrians and cyclists at the junction of East Dulwich Grove / Townley Road and Green Dale:

- Removal of existing staggered pedestrian crossings with the implementation of shorter, single movement facilities.
- Introduction of a diagonal pedestrian crossing to link footways adjacent to both schools and cater for an existing pedestrian desire line.
- All pedestrian facilities to operate at the same time to reduce waiting time for pedestrians and improve the efficiency of the junction.
- Cycle pre-signal on Townley Road and Green Dale to allow cycles to enter the junction and undertake turning movements before general traffic.
- Recessed bays for less confident cyclists to wait for pre-signal operation (Townley Road and Green Dale).
- Banned right turn out of Townley Road into East Dulwich Grove to remove potential conflict with cycle movements and improve efficiency of junction operation.
- Proposed cycle lane and advanced cycle waiting area on East Dulwich Grove (westbound) to allow cyclists to bypass waiting vehicles and gain priority at the junction.
- Footway buildouts to reduce crossing distances for pedestrians allow room for possible tree planting and to visually improve the streetscape.

(See Appendix A for Preliminary Scheme Measures)

1.3 Consultation Procedure

1.3.1 The views of the local community and those of statutory and stakeholder consultees have been sought as part of this consultation exercise. Active community participation was encouraged through the use of a consultation document that was delivered to addresses within the consultation area.

1.3.2 The consultation document included a covering letter with an A3 size consultation plan illustrating the proposals and an A4 size comment form that could be sent to the Public Realm Projects Group with a pre-paid address reply envelope. (See Appendix A – Consultation Documents).

1.3.3 The consultation document was delivered to a geographical area centred on the junction of East Dulwich Grove / Townley Road and Green Dale, using strategic roads and pedestrian desire lines as defined cut off points. (See Appendix B – Location Plan and Extents of Consultation).

1.3.4 The consultation area was agreed with ward councillors prior to finalising the consultation mailing list.

1.3.5 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 and stakeholder consultees including London Buses, cycle groups and the Metropolitan Police. Please see Appendix C of list of addresses within the distribution area.

1.3.6 The scheme proposals were also loaded onto the Southwark Council consultation webpage where respondents could view information regarding the scheme and formally reply using an e-form. There is no geographical restriction on submitting responses on-line.

1.3.7 The consultation documents were delivered by Royal Mail to 1311 addresses detailed within the distribution list on the 12th November 2014, with a return deadline of the 12th December 2014, allowing 4 weeks for the consultation period. However the consultation deadline was extended for an additional week to the 19th December 2014 following requests by local residents and ward councillors.

2.0 Consultation Responses

2.1 Response Rate and Distribution

2.1.1 A total of 722 responses were received during the consultation period. 293 responses were paper questionnaires, 392 responses were via the online form and 37 formal responses were received via email. 58 responses were classed as anonymous.

2.2 Questionnaire and Online Response Analysis

2.2.1 The questionnaire element and online form of the consultation 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 Both consultation formats also had a section for respondents to leave comments relating to the scheme. All comments were reviewed and where appropriate discussed further in section 2.6 below.

2.2.3 For clarity the following analysis has been presented in three separate sections. The first section relates to the overall response and percentages for and against, with the second section focusing on responses from roads within the defined consultation area. The third section analyses the level of support for the scheme from respondents that were located outside the defined consultation area.

2.2.4 It must be noted that where emails were received directly, only emails that categorically stated that they were a formal response to the consultation, highlighting either support or objection to the scheme, were included as part of this analysis.

2.3 Total Response Analysis

2.3.1 As detailed above, a total of 722 responses were received.

2.3.2 Reponses were received from 230 different roads, 27 of which were located within the consultation area. Please refer to Appendix E for a tabulated summary of responses received by location. Please note that for simplicity the responses for the walkways and access roads within the East Dulwich Estate have been grouped together titled 'East Dulwich Estate SE22'. This incorporates responses from Arnhem Way, Delft Way, Deventer Crescent, Isel Way, Kempis Way, Nimegen Way, Steen Way, Terboch Way and Velde Way.

2.3.3 The following is a summary of replies received in relation to the two key questions detailed on the questionnaire and feedback form on the website:

Question 1 - Are you a resident or business?

	Resident	Business
Replies	691	31
Total	95.7%	4.3%

Table 1: Returned questionnaire and online feedback results for question 1

2.3.4 The majority of returned consultation responses were from residential households, with only 4% of respondents being a business.

Question 2 – What do you think of the proposals?

	Support	Opposed	No Opinion
Replies	313	403	6
Total	43.35%	55.82%	0.83%

Table 2: Returned questionnaire and online feedback results for question 2

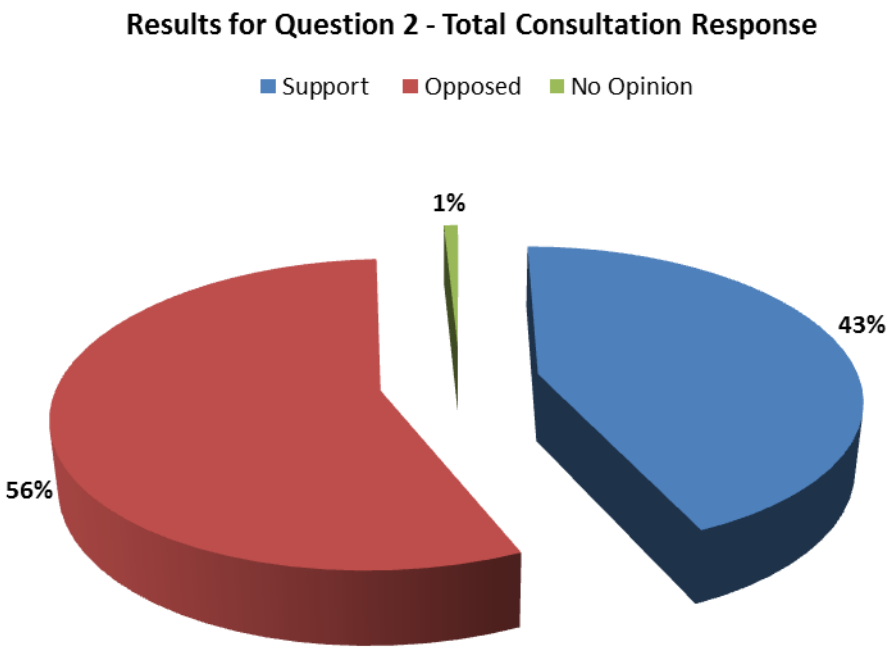

Figure 2: Consultation questionnaire results for question 2

2.3.5 The above graph and table 2 illustrate that overall, 56% of respondents to the consultation exercise do not support the proposed improvement scheme at the junction, with 43% welcoming the measures.

2.4 Analysis of Responses solely within the Defined Consultation Area

2.4.1 This section provides a comprehensive summary of responses received from local residents and businesses located within the defined consultation area.

2.4.2 A total of 377 responses were received - 297 hard copy, 64 via the online form and 16 formal replies were received via email.

2.4.3 The response rate for the area, taking into account the delivery of 1311 consultation documents is 28.76%.

2.4.4 Figure 3 below provides a summary of the roads within the defined consultation area and the number of responses received. The most responses received during the consultation period were from Woodwarde Road and Dovercourt Road. A high number of responses were also received from Calton Avenue and Beauval Road.

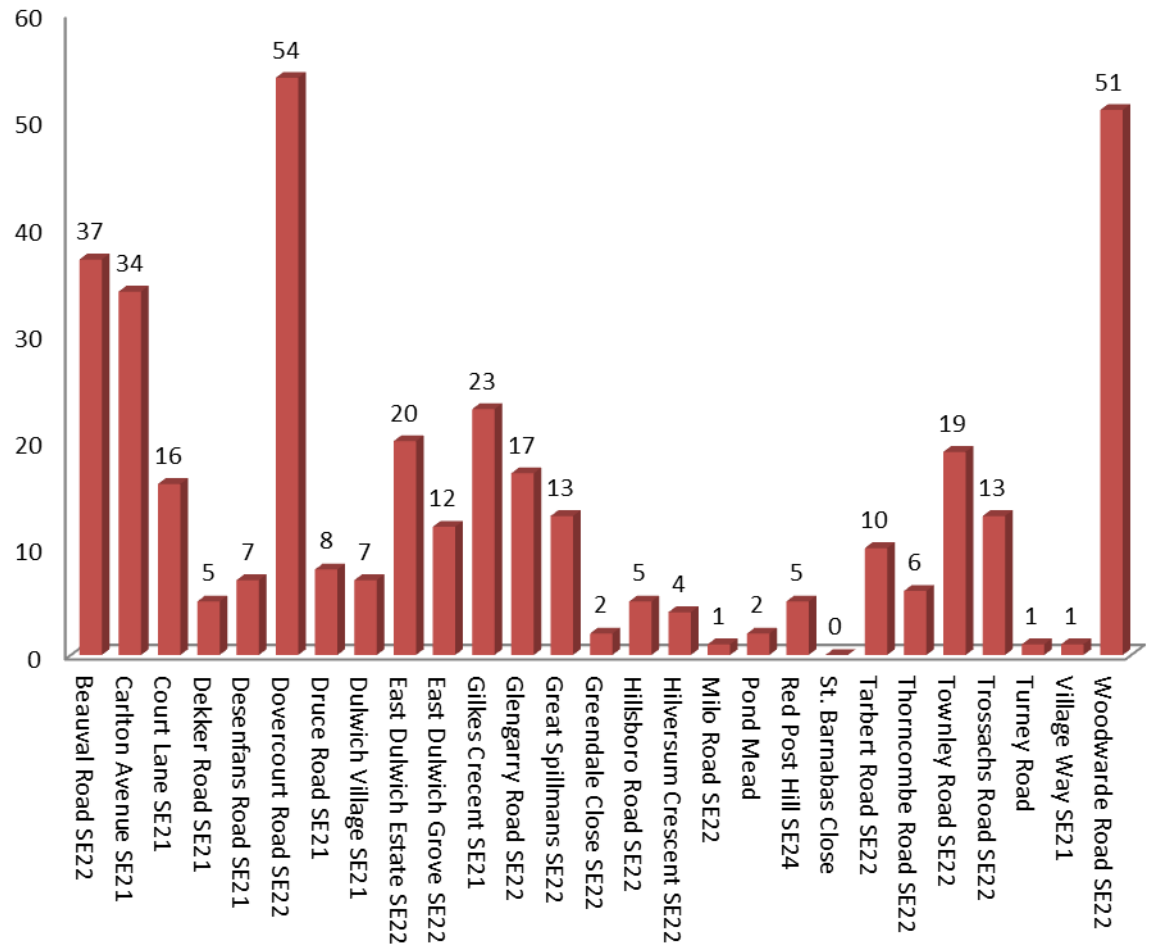

Figure 3: Distribution of consultation responses from roads within the defined consultation area

2.4.5 Figure 4 illustrates the consultation response rate for each road within the defined consultation area. The chart indicates that both Pond Mead and Turney Road had a 100% response rate. However it must be noted that both roads had a low number of addresses included in the mail-out due to only a small section of the road being included in the consultation area. Therefore it can be assumed that the views expressed by the low number responses from these roads may not necessarily be representative of the entire road.

2.4.6 Roads that had a high response rate include Great Spillmans, Gilkes Crescent, Dovercourt Road and Red Post Hill, each recording a 50% or greater response rate. Woodwarde Road, Townley Road and Calton Avenue also had high response rates, with over 40% of residents and businesses from these roads formally replying to the consultation exercise.

2.4.7 The lowest response rate was from St. Barnabas Close, with no replies received and Dekker Road with only 9% of residents formally responding.

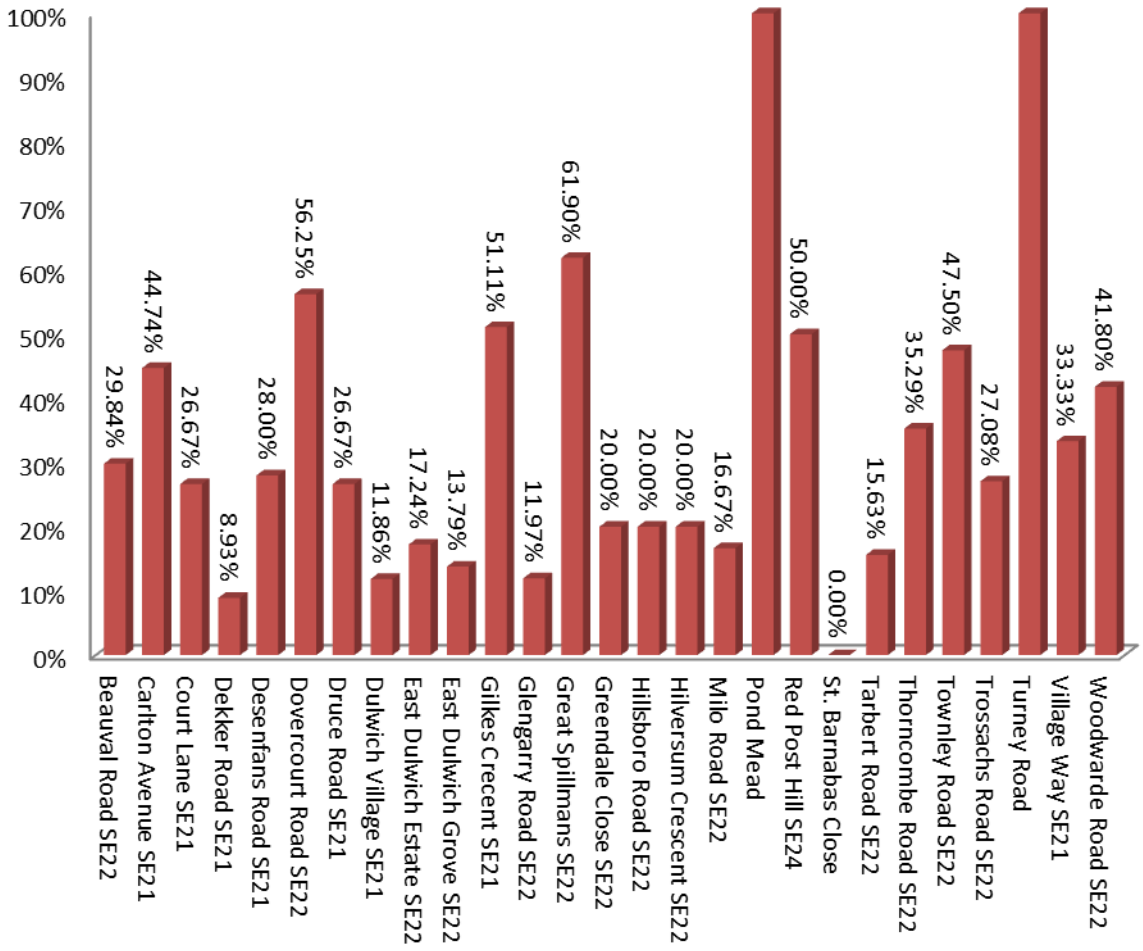

Figure 4: Consultation response rate for roads within the consultation area

2.4.8 Table 3 below and figure 5 illustrates that 76% of responses from the defined consultation area opposed the scheme, with 23% in support of the proposed measures at the junction.

	Support	Opposed	No Opinion
Replies	**87**	**286**	**4**
Total	**23.08%**	**75.86%**	**1.06%**

Table 3: Returned questionnaire results for question 2 for roads within the defined consultation area

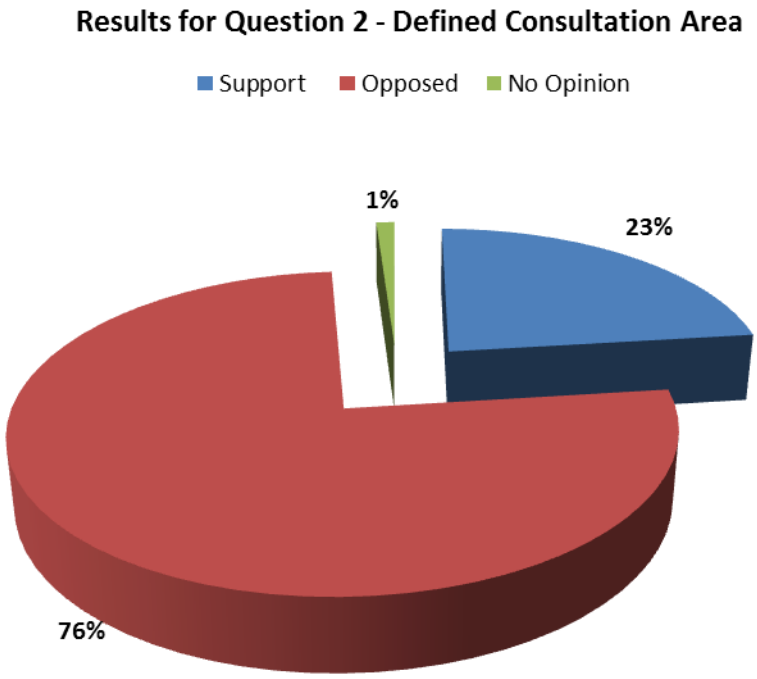

Figure 5: Consultation responses for question 2 for roads within the defined consultation area

2.4.9 Figure 6 breaks down the consultation results for each road within the defined consultation area. The results indicate that the majority of roads in the consultation area had more respondents opposed to the scheme than in favour, particularly Calton Avenue, Beauval Road, Woodwarde Road and Gilkes Crescent. Stronger support for the scheme was evident in Dekker Road, Glengarry Road, Thorncombe Road, Hilversum Crescent and Dulwich Village.

2.5 Analysis of Responses from outside the Defined Consultation Area

2.4.1 A total of 345 responses were received from addresses outside the defined consultation area, potentially representing users of the junction that live or work outside the immediate area. The total responses from this category make up 47.78% of the total responses received during the consultation period.

2.4.2 Table 4 illustrates that 226 replies were in favour of the proposed measures, equating to 65.51% support, with 34% of respondents opposed to the scheme.

	Support	Opposed	No Opinion
Replies	226	117	2
Total	65.51%	33.91%	0.58%

Table 4: Returned questionnaire results for question 2 for responses received from outside the defined consultation area

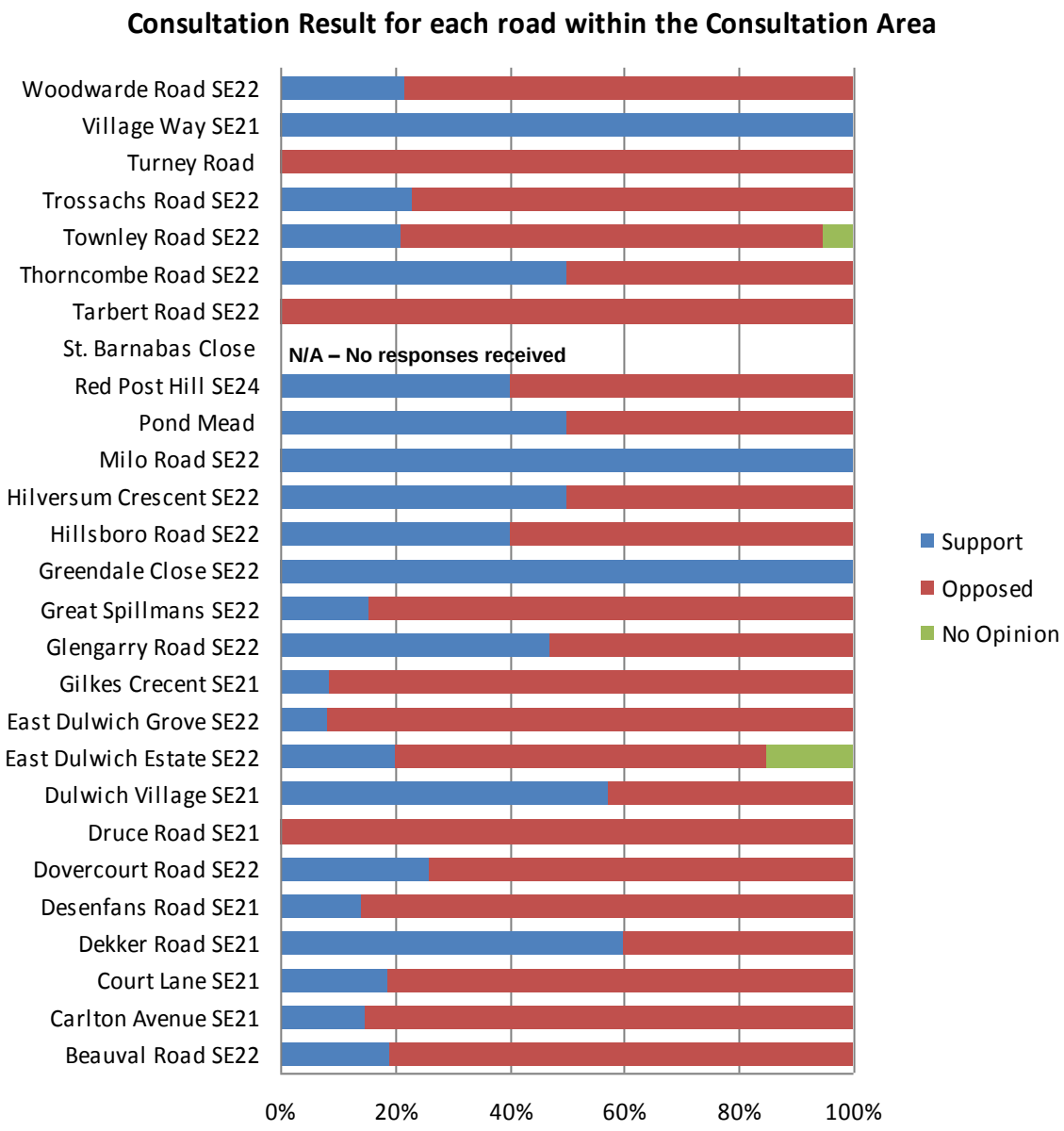

Figure 6: Consultation result for each road within the defined consultation area

2.6 Additional Comments

2.6.1 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 or completing the online form on the consultation website.

2.6.2 Analysis of the additional comments from respondents that objected to the scheme highlighted the following concerns which are summarised below:

The majority of objections received during the consultation exercise were in relation to the proposed right turn ban at Townley Road and potential displacement of traffic into other residential streets in the area, including Dovercourt Road, Dulwich Village and Gilkes Crescent and that there has been no research done on where the traffic will be forced to go.*

* In response, whilst it is difficult to precisely predict driver behaviour, it is not anticipated that all right turning traffic from Townley Road in peak periods will be displaced on to one particular route or street, due to drivers having different destinations in the northern and eastern parts of the borough.

A Traffic Displacement Study was undertaken The full detail of the report can viewed in Appendix F. The report details the potential use of three main routes that could be used as an alternative in order to access destinations to the north and east of the Townley Road / East Dulwich Grove junction. These include:

i) Dulwich Village / East Dulwich Grove
ii) Dulwich Village / Gilkes Place / Gilkes Crescent / East Dulwich Grove
iii) Court Lane / Dovercourt Road / Townley Road / Lordship Lane / Melbourne Grove **Or** Calton Avenue / Woodwarde Road / Dovercourt Road / Townley Road / Lordship Lane / Melbourne Grove

In all cases, whilst it is recognised that traffic will be potentially displaced onto these roads, the volume of total vehicles displaced (117 in peak hour) and the anticipated percentage displaced onto these alternative routes will not result in any noticeable adverse effects on congestion or road safety. It must be noted that outside of peak traffic flow periods, the main traffic distributor routes in the area operate without delay. Therefore outside peak times there will not be noticeable change to existing traffic volumes on residential streets in the area.

Numerous objections were received stating that the proposals will force more traffic into Gilkes Crescent, which will result in an unacceptable increase in traffic in what is essentially a quiet residential road. *

* In response, Gilkes Crescent would potentially receive increased traffic volumes in peak periods as a result of the right turn ban. However, in line with the displacement analysis in Appendix F, it is anticipated that not all traffic will be displaced on this route and that only approximately 35 additional vehicles would use this route to by-pass Dulwich Village in the morning peak hour. This equates to a vehicle every 100 seconds which would not result in noticeable adverse effects on either the character of the road, environment for local residents or safety of road users. It must also be noted that Gilkes Crescent is already traffic calmed which assists with curtailing traffic speeds. As a result, it is evident that the traffic levels in Gilkes Crescent will be an acceptable level for a residential street.

A number of objections indicated that the conflict between cyclists and vehicles at the Townley Road junction is overstated as there are no accidents, the majority of cyclists in the morning peak are travelling northbound with the right turn flow and in the afternoon peak there are fewer vehicles turning right and therefore there is less risk from right turning vehicles. *

* In response, whilst thankfully there have been no serious accidents involving vulnerable road users, including cyclists traversing the junction from Green Dale into Townley Road, the council has received many reports of near misses with right turning vehicles out of Townley Road. Many cyclists have reported that they feel intimidated using this junction and that many younger cyclists avoid the junction all together.

The funding from Transport for London has provided the council with the opportunity to significantly improve safety and reduce the potential severity of collisions before they happen rather than being reactionary after they happened. This is particularly pertinent, as the majority of road users at peak times are children.

The junction is proposed form part of a major cycle route in accordance with the council's Quietway programme that will provide one of the main north/south cycle routes through the borough. It is anticipated that once the Quietway programme is implemented, a significant increase in cycling volumes will traverse this junction and therefore the proposals to improve safety and priority at the junction for cyclists is particularly important. It must also be noted that the measures are designed to encourage more children to cycle to nearby schools, which is a key objective of school travel plans and helps reduce reliance on the private car. Current layout and operation of the junction is prohibitive to this objective being realised.

Traffic counts at the junction indicate that the there is still a heavy demand for the right turn out of Townley Road in the afternoon peak. Therefore the risk presented by right tuning traffic to cyclists at the junction is still a major concern during this time period.

Numerous objections stated that the proposals will make the congestion in Dulwich Village worse at the expense of the three state schools and the area is already gridlocked in peak periods. *

* In response, it must be noted that Dulwich Village is the main north/south distributor road through Dulwich and is not classified as a residential street such as Calton Avenue. Therefore Dulwich Village should cater for through traffic as opposed to local residential roads.

In accordance with the Traffic Displacement Study, it is anticipated that up to 60% of displaced vehicles will traverse Dulwich Village and turn right into East Dulwich Grove. Whilst there is congestion experienced in peak periods, the junction is being upgraded by Transport for London in March 2015 that will improve operational efficiency. Road layout changes on Dulwich Village approach to the Red Post Hill junction are also being considered, including the provision of a dedicated right turn lane to double the stacking area for waiting vehicles, which will reduce queue lengths on approach to the junction. The council has also requested TfL to investigate if it is feasible to install a right turn

filter on the Dulwich Village arm or early cut off on Red Post Hill to allow more right turning vehicles from Dulwich Village to clear the junction per cycle. A combination of the above measures would significantly increase capacity and reduce congestion in Dulwich Village in peak periods, allowing the junction to cater for displaced traffic, as well as reducing the potential for vehicles to bypass the junction using Gilkes Place and Gilkes Crescent.

A number of respondents commented that the real problem of turning right into Townley Road from East Dulwich Grove has not been addressed. This poses a greater risk to cyclists than riding across from Green Dale. *

* In response, one of the options explored by the council was removing the dedicated right turn lane and installing a dedicated cycle lane that lead directly to an enlarged advanced cycle stop line to give cyclists priority at the junction, thereby assisting the right turn movement into Townley Road. However upon modelling this option, it was evident that due to the reduced junction stacking capacity, the eastbound arm of East Dulwich Grove would become significantly over capacity, leading to queuing back to Red Post Hill in peak periods.

However as part of the scheme detailed design process, the council will investigate the feasibility of installing a two stage right turn for cyclists from East Dulwich Grove into Townley Road and from East Dulwich Grove into Green Dale. This would allow less confident cyclists to undertake the right turn manoeuvre in two stages by accessing a marked section of sheltered carriageway at either the Green Dale or Townley Road junction headway and then wait for the protection of proposed cycle pre-signal to cross East Dulwich Grove. It must be noted that such a proposal would be subject to approval by Transport for London, as this would be one of the first junctions in London to utilise this concept. However, the two stage right turn would significantly address the right turn conflict risk for cyclists from East Dulwich Grove.

Objections were received stating that the existing staggered pedestrian crossings are relatively recent and should remain and there is no proof provided that the proposed layout is safer. The diagonal crossing will create more danger to pedestrians who will collide with cyclists who jump the lights. *

* In response, a pedestrian survey was undertaken at the junction to quantify the number and classification of pedestrians crossing the junction, was well as identification of key desire lines that illustrate typical pedestrian behaviour. This can be viewed in Appendix G.

The survey identified some concerning crossing behaviour, with many unaccompanied children crossing the junction diagonally or either side of the existing pedestrian refuge islands on East Dulwich Grove and Townley Road. These were not isolated cases, but a continual movement of children during peak periods. It was clear from the survey that the existing staggered crossing facilities are inadequate, as the children were not prepared to wait to cross the carriageway in two phases.

In addition, the volume of pedestrians crossing the arms of the junction is extremely high with over 700 pedestrians recorded traversing the junction in the morning peak.

It is paramount that an all green pedestrian phase is introduced, with single movement facilities that operate simultaneously. This allows for the introduction of a diagonal crossing facility that caters for the significant desire line from the north-western corner of the junction to the south-eastern corner of the junction. In addition, the introduction of pedestrian countdown timers will also provide pedestrians with exactly the length of time left to cross the carriageway, which will also improve safety and the operation of the junction.

Many respondents highlighted that Dovercourt Road and Beauval Road would be gridlocked with additional traffic and the roads are simply not wide enough, which will lead to bottlenecks, road rage and standoffs. *

* In response, taking into account that a percentage drivers currently turning right out of Townley Road will be accessing destinations to the east, it is assumed that Dovercourt Road will experience a small increase in additional traffic. As detailed in the Traffic Displacement Study, this equates to approximately 35 additional vehicles traversing northbound along Dovercourt Road in the morning peak, which is not a significant number over the duration of a 1 hour period.

As Dovercourt Road is the most direct route to access the eastern section of Townley Road and Lordship Lane from Calton Avenue, Court Lane and Woodwarde Road, it is unlikely that Beauval Road will experience any noticeable increase in traffic volumes over and above the current situation.

An objection detailed that there has been no regard for emergency services vehicles and ambulances that currently turn right at Townley Road to access the Dulwich Hospital. *

* In response, emergency vehicles will still be able to undertake this manoeuvre in emergency situations. In fact it can be argued that the significant reduction of traffic in Townley Road and Calton Avenue as a result of the right turn ban will actually assist emergency vehicles traversing this route, potentially improving response times.

A number of objections received stated that there will be a lot of disruption to the no. 37 bus route. *

* In response, the modelling results for option 7 that can be reviewed in Appendix H indicate that the junction will operate within capacity and acceptable saturation levels, which will not result in delays to the no. 37 bus route or excessive queuing for general traffic. The most congested arm is the westbound approach of East Dulwich Grove and the proposals will result in an 91.8% level of saturation in the morning peak, which means that all waiting traffic at the junction on a red signal is cleared every green phase of the cycle. Likewise the eastbound approach of East Dulwich Grove is also well within junction capacity constraints.

Numerous comments were received stating the real problem at the junction is traffic caused by the two schools. *

* In response, the Calton Avenue and Townley Road route is traversed by a significant amount of non-local traffic accessing the area from the South Circular and Turney Road. This traffic makes up a significant percentage of vehicles turning right at the junction. Removing this element of traffic flow will not only reduce congestion on Townley Road, but also potentially improve safety and the operation of the junction.

It is also anticipated that by making the junction safer for vulnerable road users, congestion will be potentially reduced in peak periods, as more children that are currently dropped at school by car may walk and cycle to school instead.

It is recognised that whilst there is also a significant amount of traffic accessing the schools, including coaches, there is not a short term solution to this problem. The council will continue working closely with the schools to address these issues which includes improving alternative modes such as walking and cycling.

Numerous objections detailed that residents were not given adequate time to study the proposals or to discuss the information with fellow residents, local businesses and community groups. *

* In response, the scheme had an initial four week consultation period. This is longer than the standard consultation duration for highway schemes in the borough and provides ample time for consultees to adequately study the proposals and to formally respond. It must be noted that the consultation duration was extended by one week at the request of residents and councillors.

In addition to using the questionnaire and pre-paid envelope in the consultation packs that were delivered within the defined consultation area, consultees could also respond online using the e-from on the consultation webpage or by email (if stating that the email was a formal response). It must also be noted that the majority of responses were received in the first two weeks of the consultation period indicating that consultees had sufficient time to reply to the consultation.

A number of objections were received highlighting that vehicles will cross from Townley Road into Green Dale to perform a U-turn if the right turn is banned, endangering pedestrians and causing further congestion. *

* In response, there would be little advantage for divers to undertake this manoeuvre as it will not provide any journey time saving. If the scheme is implemented then there will be a fully segregated cycle lane will extend for up to 70m from the junction stop line, followed by marked resident and disabled parking bays. This narrows the carriageway width down to 6m, which is too tight to turn a motor vehicle. Taking into account that there will also be a queue of vehicles waiting to exit Green Dale in peak periods, vehicle accessing Green Dale from Townley Road will be forced to traverse to the end of Green Dale in order to perform a three point turn.

The time this manoeuvre would take in addition to having to wait for an additional 90 seconds on a red signal on Green Dale in order to turn left into East Dulwich Grove, makes this option for ‘by-passing’ the banned right turn prohibition extremely unlikely.

A number of objections were received stating that Great Spilmans will experience more rat running traffic and be used by drivers to perform u-turns in order to by-pass the right turn ban, accessing the street from turning left in Townley Road. *

* In response, it is extremely unlikely that a vehicle will turn left at Townley Road into East Dulwich Grove, traverse up to Great Spilmans, turn around, wait to exit into East Dulwich Grove and then wait at the signals for up to 90 seconds in order traverse across the junction. It must be noted that in peak times, the queuing on the eastbound approach the junction will result in further delay to vehicles turning right out of Great Spilmans, as there will be no regular gaps in the traffic to allow vehicles to access the eastbound offside lane on approach to the signals.

A respondent objected stating that the modelling for the scheme is flawed, as additional displaced traffic on the eastern approach of East Dulwich Grove has not been taken into consideration. *

* In response, when reviewing the existing saturation levels of the junction, the arms of most concern are the westbound approach on East Dulwich Grove and Townley Road. Townley Road is of particular concern due to the amount of pedestrian crossing movements in the peak periods to the adjacent school. The eastbound approach of East Dulwich Grove and Green Dale are under-saturated, with spare capacity to take on additional vehicles without resulting in additional journey time delay.

Therefore the primary focus of the LINSIG model was to ascertain the effect of installing early start signals for cyclists and omission / retention of the right turn from Townley Road on the most congested arms of the junction, as the saturation levels of these arms will be the determining factor in the overall viability and acceptable of the scheme options with regards to traffic flow. East Dulwich Grove is of particular importance due to it being the main east / west arterial traffic route, as well as being a bus route. Proposing an option that significantly over-saturates East Dulwich Grove would result in excessive queuing, delays to buses, leading to objections from Transport for London and may potentially result in vehicles using local residential streets to avoid East Dulwich Grove. Therefore as no displaced traffic from the right turn ban results in additional westbound vehicles in peak periods and the spare capacity on the eastbound approach on East Dulwich Grove, there was no reason to include this as part of the LINSIG option assessment models.

Taking into account the proposed displacement of traffic from both Dulwich Village and Gilkes crescent as illustrated in Appendix F, this arm is likely to experience at worst a 20% increase in traffic volume. However the level of saturation for this arm for option 7 indicates a low level of saturation of only 66% in the morning peak. A 20% increase in traffic levels would only take this level of saturation up to 80% and therefore is well within the acceptable levels.

***An objection was received stating that the Aecom report supplied does not model or consider the impact of diverted traffic on the surrounding network*. ***

* In response, as stated above, this has little or no relevance to the effect on the operation of the junction under the proposed layout, as there is spare capacity to

accommodate the potential number of additional vehicles accessing the eastbound arm of East Dulwich Grove, whether they access East Dulwich Grove from Dulwich Village or Gilkes Crescent. The Aecom report simply assesses the impact of different options on the most saturated arms of the junction in peak periods, based on the baseline data collated.

An objection was received discussing that there has been no justification provided for the right turn ban. *

* In response, the consultation document and information on the website stated that the banned right turn out of Townley Road into East Dulwich Grove is being proposed to remove potential conflict with southbound cycle movements and improve efficiency of the junction operation.

An objection was received stating that the Aecom report did not evaluate the JMP recommended option 4 and therefore it is an incomplete evaluation. *

* In response, the Aecom report was specifically commissioned to evaluate the design options drafted by the council and not previous options already evaluated and considered by the council which the council does not consider to be acceptable options for implementation.

There have been a number of key developments since the JMP options were drafted that were not taken into account at the time and have now been considered as part of the latest design options developed by the council. These include;

- The Mayor of London's Vision for Cycling, which outlines the drive and focus on both improving cycling safety and creation of new cycling routes and priority to significantly increase the modal share in London.
- Significant capital investment from the Mayor of London and Transport for London for London boroughs over a ten year period to improve cycling safety and priority.
- The drafting of the council's new Cycling Strategy that sets out the borough's objectives to become the number one cycling borough in London and the expectations and principles that are to be applied to the development of highway schemes.
- Development and approval of new highway cycling infrastructure features, such as pre-signals, parallel priority crossings and independent cycle phases to improve cycling safety

In accordance with the above, the previous design options provided by consultants from 2007 and 2012 fall short of current design expectations and as a result, whilst using previous studies to assist with scheme development, the council has designed a more comprehensive package of measures to address the current issues faced by vulnerable road users at the junction.

A number of respondents objected stating that there was no recommendation for option seven in the Aecom report. *

* In response, the report clearly indicates that Option 7 is the preferred option in terms of traffic flow and operation. As discussed previously, the technical note

produced by Aecom was to identify the best option in terms of junction capacity and signal operation and was not commissioned to provide commentary or analysis of each option in terms of traffic engineering, road safety or highway layout design. The note primarily focused on the two main options 7 and 7a which have cycle pre-signals and either allowed right turning traffic out of Townley Road or banned this movement. The report clearly shows that banning the right turn, which is the best option for preventing potential cycle collisions at the junction, is also the best option for ensuring that the junction operates within acceptable levels of saturation during peak periods. Conversely, allowing right turning traffic out of Townley Road in combination with the cycle pre-signal results in oversaturation to both arms of East Dulwich Grove and Townley Road.

An objection was received stating that the ASL boxes should be moved forward as far as possible to minimise the distance to be crossed on the junction that would reduce the signal timing and be used for right turning traffic. *

***** In response, the forward stop line of the ASLs have been positioned as close to the junction headways as possible without resulting in vehicle overrun from turning traffic. There are many large coaches that turn right from East Dulwich Grove into Townley Road and left from Townley Road into East Dulwich Grove. The turning movements of these coaches have been modelled and the ASL boxes positioned accordingly to ensure a turning vehicle does not overrun the ASL area. If the ASLs were positioned closer to the junction headway, then there would be significant risk that larger vehicles would collide with cyclists waiting in these areas. Please refer to Appendix I for the autotrack paths of coaches at the junction in relation to the proposed position of the ASLs.

A number of concerns were received highlighting that removing the right turn lane on the East Dulwich Grove westbound approach could lead to conflict with cyclists going in the same direction, as cars will swerve around vehicles turning right into Green Dale. *

***** In response, as Green Dale is a no-through road and on average, only 7 vehicles an hour turn right from East Dulwich Grove, there is no requirement to retain a dedicated right turn lane. The removal of the right turn lane has allowed for a reallocation of road space to footway buildouts and the introduction of a westbound cycle lane that provides access to the advanced cycle stop line at the junction, thereby assisting cyclists to position themselves ahead of traffic on a red signal.

It must be noted that a vehicle turning right into Green Dale can safely wait in the middle of the junction and there is ample room for vehicles and cyclists heading westbound to traverse past without conflict.

In addition, removing the right turn lane does not negatively impact on junction capacity or the operation of the signals.

A number of objections were received stating that a separate cycle phase should be introduced at the junction to allow cyclists to cross the junction without any traffic. This would allow the right turn to remain. *

* In response, whilst this is a sensible suggestion, this option was already investigated during the scheme development stage and discounted due to the

excessive junction cycle time required to accommodate this phase in addition to the pedestrian phase. This ultimately resulted in excessive waiting times for pedestrians as the cycle time of the junction was significantly increased and considerable congestion in East Dulwich Grove and Townley Road, with all threes arms oversaturated in peak periods.

There is also not enough carriageway space, particularly in Green Dale, to install an appropriately sized cycle waiting reservoir that is segregated and operates independently from the general traffic lanes.

Objections were received highlighting that with the advanced cycle start for cyclists the right turn prohibition is not needed. *

* In response, statistically the majority of collisions involving cyclists take place at signalised junctions, with left hook conflicts being most common type of collision. The introduction of an early start cycle pre-signal allows cyclists to traverse across the junction or undertake turning manoeuvres before general traffic, which significantly reduces the risk of left hook collisions.

The aim of this scheme (which is being funded by TfL's Cycle to Schools Partnership) is to remove potential conflicts to cyclists crossing the junction into Green Dale and Townley Road. The option to create separate stage for cyclists or having Green Dale and Townley Road arms operating independently is discounted due to the negative effects on the junction cycle time, which results in both East Dulwich Grove and Townley Road becoming significantly oversaturated in peak periods. Therefore the remaining option to remove conflict with cyclists traversing across from Green Dale is to ban the right turn out of Townley Road.

Numerous objections were received stating that the right turn will prevent access to Sainsbury's Supermarket for residents. *

* In response, access to a local supermarket cannot be prioritised over and above the safety of pedestrians and cyclists at a busy road junction.

A number of respondents objected stating that they don't want cyclists to dominate the road and that the scheme was not needed as there are very few cyclists that use the junction. *

* In response, there are a significant number of cyclists already using this junction, particularly in peak periods. When analysing the volume of traffic movement from Townley into Green Dale and from Green Dale into Townley Road (along the proposed Quietway route), a total of 46 vehicles on average access Green Dale from Townley Road, but 113 cyclists also traverse across the junction to Green Dale in the morning peak (from 7am – 10am). Therefore there are almost three times as many cyclists accessing Green Dale than motor vehicles over this period. There is also an equal number vehicles and cyclists accessing Townley Road from Green Dale during this period. In the afternoon peak there is also higher numbers of cyclists accessing Townley Road from Green Dale than motor vehicles making this movement.

It must be noted that potential cyclists are liable to be put off from using this junction under the current layout, which is unlikely to persuade anyone who doesn't currently cycle to do so. This is of particular concern, as the adjacent schools would like more pupils to walk and cycle to school (which not only has health benefits for the children but will also potentially reduce congestion levels at school drop off and pick up times).

In addition, with the recent upgrades to Green Dale path for cyclists and the borough's intention to make this junction part of a north / south cycle quietway route through the borough, these cycling numbers are expected to increase significantly which makes the proposed measures to improve safety and remove the potential for conflict even more significant.

Numerous objections to the scheme highlighting that the footway buildouts will make turning movements more difficult and do not take into account the school coaches. *

* In response, as stated previously and as illustrated in Appendix I, the movement of large vehicles, particularly school coaches, has been modelled to ensure that they can still undertake key turning movements without conflict.

Numerous objections stated that the scheme was a total waste of money and that there are higher priorities elsewhere. *

* In response, the existing junction layout is a key barrier to cycling and walking and it totally dominated by vehicle traffic. The large number of pedestrians and cyclists using this junction on a daily basis and its location directed adjacent to two large schools, clearly justifies the capital expenditure to create a step change in safety, cycle priority and visual amenity.

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 council welcomes significant investment from Transport for London to improve the junction and it must be noted that the funding can only be spent on improvements at this location.

A number of respondents highlighted that the scheme will result in more traffic in Lordship Lane which is already congested and will adversely affect bus routes. Melbourne Grove will also experience unacceptable increases in traffic volumes *

* In response, taking into account the traffic model in Appendix F, it is anticipated that a maximum of 65 additional vehicles will access Lordship Lane via Townley Road in the morning peak. The amount of additional vehicles using Lordship Lane is a small percentage of the overall existing northbound traffic volume on Lordship Lane and therefore it is excepted that there will be no noticeable increase in congestion or queue lengths .

It is noted that there is a morning peak time northbound bus lane on Lordship Lane through the retail area up to Goose Green, which allows buses to bypass

any congestion in the general traffic lane. Therefore the proposal will have no impact on northbound bus journey times in peak periods.

It is recognised that Melbourne Grove may potentially have up to an additional 60 vehicles traversing northbound during the morning peak period. However this equates to only an additional vehicle per minutes and is therefore within acceptable parameters for traffic volume on a residential road.

A number of respondents objected that the council is simply improving one junction whilst making another junction, namely the Red Post Hill / Dulwich Village / East Dulwich Grove junction more dangerous. *

* In response, as previously mentioned, the East Dulwich Grove / Red Post Hill / Dulwich Village junction is shortly to be upgraded by Transport for London to improve operational efficiency, with potential modifications to the Dulwich Village approach to improve stacking capacity and measures to assist right turning vehicles into East Dulwich Grove. This will potentially reduce congestion in Dulwich Village and create additional capacity to accommodate displaced traffic from Townley Road.

A number of objections stated that the side roads should operate independently so the right turn out of Townley can be kept. *

* In response, this option was considered previously and discounted due to the resulting saturation levels in East Dulwich Grove during peak traffic flow periods. Whilst it is recognised that this option would remove potential conflicts between right turning vehicles and cyclists and retain the right turn movement out of Townley Road, the oversaturated arms of East Dulwich Grove are unacceptable in terms of capacity which would lead to excessive queuing, potential rat running and delays to local bus services.

2.6.3 28% of respondents did not submit a further comment.

2.6.4 A petition was received from local residents with signatories objecting to the junction changes.

2.6.5 The petition contained the following text:

'We the undersigned cannot support the current Public Consultation proposal Option 7 for changes to the junction of Townley Road/East Dulwich Grove/Green Dale, which includes a banned right turn from Townley Road. The documentation and impact analysis supporting this proposal on the Southwark Website are confused and incomplete.'

'However, as a local community, we all want better safety for pedestrians and cyclists at this junction. To achieve this within Southwark's deadline of December 19, we offer support for the recommended 'Quick Win' Option 5 on the 2012 Junction Safety Review(4/12/2014), JMP Consultants), also on your website, which removes guardrails, renews road markings and adds cycle safety mirrors'.

2.6.6 The petition had 330 signatures from addresses within the defined consultation area and was forwarded to the clerk to the Dulwich Community Council (as per the council's petition receipt protocol), so that the petition originator could be

contacted and given the opportunity to present at the forthcoming Dulwich Community Council meeting.

2.6.7 It is noted whilst the petition has been considered as part of the consultation review, each signature has not been included as an individual response or official reply to the consultation.

2.7 Levels of Consensus

2.7.1 The following majority level of agreement has been given in relation to the questions contained within the consultation document:

a) Total Response

- 43% of consultees support the junction improvement measures;
- 56% of consultees were opposed to the implementation of the proposed measures ; and
- 1% of consultees have no opinion.

b) Response from consultees within the defined consultation area

- 23% of consultees support the junction improvement measures;
- 76% of consultees were opposed to the implementation of the proposed measures ; and
- 1% of consultees have no opinion.

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

- 65.5% of consultees support the junction improvement measures;
- 34% of consultees were opposed to the implementation of the proposed measures ; and
- 0.5% of consultees have no opinion.

2.8 Statutory Consultee and Key Stakeholder Replies

2.8.1 A number of statutory consultees and key stakeholders replied to the consultation exercise. These responses are summarised below;

a) **JAPS Pre-Prep School** located on Dulwich Village replied registering their support for the scheme. The response highlighted that the current configuration of the junction favours motor vehicles and that there is potential for conflict. The school welcomes plans to prioritise the safety of all road users at the junction, including pedestrians and cyclists.

b) **JAPS Preparatory School** located on East Dulwich Grove replied in strong support for the junction improvements, stating that they were long overdue. They stated that whilst the scheme might not please some motorists, they believe that the safety of pedestrians and cyclists at this junction is vital. The school encourages parents and children to walk, cycle or scoot to school, but many parents currently feel it is too dangerous to do so.

c) **JAGS** on East Dulwich Grove replied in support of the scheme stating that the proposed changes will make the junction safer for their pupils who cross there in large numbers each day.

d) **Allyen's School** in Townley Road replied stating that the school supports the scheme in principal and that the changes are a step in the right direction.

e) **Dulwich Village C of E Infants School** replied stating that they are in full support of the change to the junction. They also highlighted that they had received some concerns about the proposed no right turn at the junction.

f) **The Charter School** located on Red Post Hill replied noting the concerns of both the Safer Routes to School Group as well as the parental body of the school and confirmed that the safety and well being of students and the wider community is paramount. The reply detailed support for the diagonal pedestrian crossing and extension of the pavement corners which will increase pedestrian and cycle safety. It was highlighted that local residents / parents had raised concerns about the no right turn into Townley Road and that the council should consider those objections when making a final decision on this matter.

g) **Southwark Cyclists** replied stating that following a meeting on the 10th December, members unanimously agreed to respond formally in support of the council's proposals for the junction.

h) **Dulwich and Herne Hill Safer Routes to School** replied stating their full support for the scheme. The new design is a step forward for safe, active, independent journeys to school, making the roads more friendly and giving space and time to cross without feeling threatened.

i) **The Dulwich Society** replied confirming full support for the scheme and the proposed improvements for pedestrians and cyclists at the junction.

j) **Dulwich Young Cyclists** replied stating they wholeheartedly support Southwark on improving the junction and are keen to work with the council on the detail.

k) **Southwark Living Streets** replied in strong support of the scheme which will make the junction safer and easier to use for pedestrians and cyclists. They were particularly supportive of the removal of the staggered pedestrian crossings, tightening up the junction to reduce the crossing distances for pedestrians and removal of the right turn movement out of Townley Road to facilitate the removal of potential conflicts with cyclists. It was also detailed that these changes fit closely with the Mayor of London's Vision for Cycling and the Southwark Council Cycling Strategy.

l) **Bessemer Grange TRA** replied highlighting their support for the alterations to the junction. They highlighted the importance of the Green Dale path as a key route for local residents to schools and the improvements to the junction will not only improve safety but also compliment the recent work the council has done on the Green Dale path. Removal of the staggered crossings will remove the existing frustration pedestrians have relating to crossing the road in two movements. The reply also highlighted that Carlton Avenue and

Townley Road are both residential roads that serve as short cuts for traffic and that alternative routes were available.

m) **Wells for Wellbeing** replied stating that the final scheme design needs to pay attention to the following points to improve this junction for inclusive cycling:

- Ensure generous width of cycle lane for the whole length of the segregated pathways to accommodate all types of cycles.
- Remove waiting bays - these introduce a confusing additional decision-making stage for young cyclists, and suggest to drivers that cycles should be waiting in the gutter rather than treated as moving traffic. We need space for cycling, not space for waiting!
- Avoiding left hooks from Townley Road, most cycle traffic will be going straight on, most cars turning left. Combined with the waiting bay / feeder lane arrangement, this gives huge potential for left hooks.
- The angle of left turns look really awkward particularly for non-standard bikes.

n) **Gilkes Crescent Residents Association** replied in objection to the scheme based on the amount of displaced traffic that would traverse Gilkes Place and Gilkes Crescent as a result of the right turn ban at Townley Road.

3.0 Recommendations

3.1 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, officers feel that this has been overstated and that the actual volume of potential traffic displacement onto other routes will not adversely impact these roads or junctions.

3.2 Whilst it is recognised that there is potentially some inconvenience to local residents who regularly turn right out of Townley Road to access destinations in the east and north of the borough, the benefits of safety to vulnerable road users and priority to sustainable modes of travel outweigh this inconvenience.

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

3.4 Nonetheless, it is recognised that for proposals to be successful, they require support and consensus locally. In this instance, the proposal to ban the right turn has clearly prevented this and therefore further investigation should be undertaken to find an alternative solution that delivers pedestrian and cycle benefits without removing that right turn.

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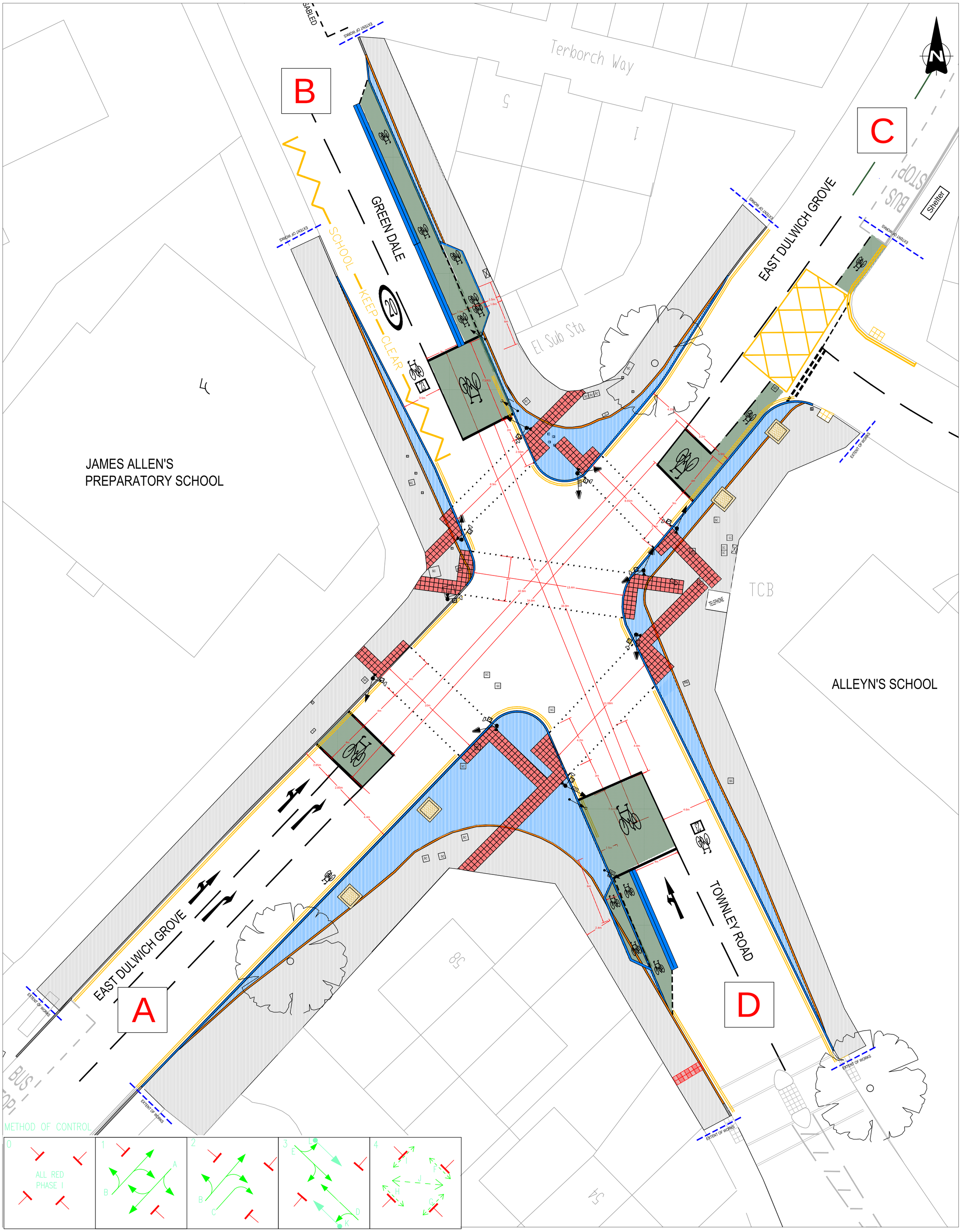
Appendices

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:	Summary of Total Consultation Response
Appendix F:	Traffic Displacement Study
Appendix G:	Junction Pedestrian Movement Survey
Appendix H:	Scheme Option Traffic Modelling Technical Note
Appendix I:	Junction Vehicle Autotrack Analysis

Appendix A: Initial Scheme Design



Existing kerbline to be removed
Proposed kerb
Tactile Paving (red)
Tactile Paving (buff)
3 Aspect Signal on Pole
3 Aspect Signal with Secondary Hoods
2 Aspect Pedestrian Signal
Pedestrian Pushbutton
C Low Level Cycle Aspect
3 Aspect Signal with Cycle Filter
Existing kerbline to remain
Proposed lininig
Existing lining
Proposed footway extension
Existing footway
Proposed tree pit
Proposed dropped kerb
Proposed ladder paving
Existing ladder paving to be removed
Proposed cycle facility
Proposed Pedestrian Countdown Unit
Proposed pedestrian countdown unit
FIGURE 1

Southwark Council

REGENERATION & ENVIRONMENT
COUNCIL OFFICES, CHILTERN HOUSE, PORTLAND STREET, LONDON SE17 2ES

No.	Date	Revision

Project
East Dulwich Grove / Townley Road

Title
Proposed Junction Layout - OPTION 7 Cycle Advanced Start, Waiting Area, No Right Turn from Townley

Contract No.	Drawn	CM
	Designed	CM
Scale NTS	Checked	
	Approved	
Drawing No. D/EDG/CM/13/001/O7	Rev.	
Date Drawn 02/14	Date Issued	

Appendix B: Consultation Documents

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 **12th December 2014**.

Your views are essential for us to understand your requirements for the proposal and form a fundamental part of the scheme development process, whether you use public transport, cycle, walk or drive a private vehicle.

What happens next?

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 responses to the questionnaire will be analysed and taken into account in the final design of the proposed works.

Should you require any further information regarding the proposed scheme please do not hesitate to contact Chris Mascord at chris.mascord@southwark.gov.uk

Further information on other schemes along the route in Southwark can also be found at: www.southwark.gov.uk/consultations

To arrange a translation of this leaflet and the other consultation documents, or for other assistance, please take it to:

One Stop Shop – 122 Peckham Hill Street, London SE15, or
One Stop Shop – 151 Walworth Road, London SE17, or
One Stop Shop – 17 Spa Road, London SE16, or
Southwark Town Hall – Peckham Road, London SE5.

للترتيب لترجمة هذه الكراسة خذها رجاءً إلى أحد العنوانين التاليين:
Para obtener una traducción de este folleto, llévelo a:
Bu broşürün tercüme edilmesini düzenlemek için lütfen onu aşağıdaki yerlerden birine götürün:
Đê có bản dịch tiêng Việt, hãy mang tờ rơi này đên cửa hàng:
Pour une traduction de ce dépliant, présentez-le à l'un des guichets uniques suivants :
এই প্রচারপুস্তিকাটির (লিফলেটের) একটি অনুবাদের আয়োজন করতে হলে দয়া করে এটি এখানে নিয়ে যান:
為獲取此單張的翻譯版本，請將單張帶到以下一站式辦事處：

COMMUNITY COUNCILS
A voice for your community

Southwark Council

East Dulwich Grove / Townley Road / Green Dale Junction Improvement Scheme

Have your say

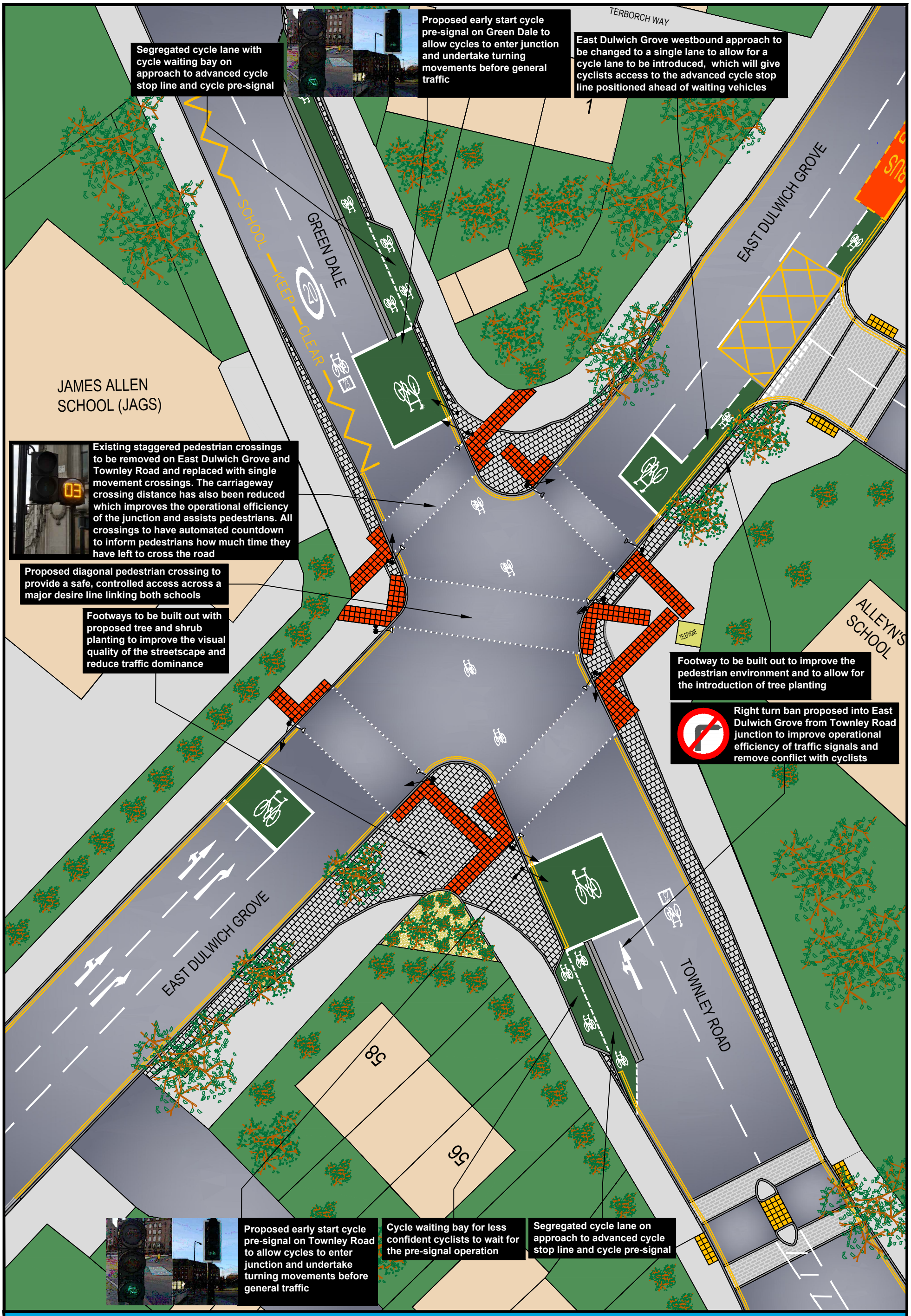
Southwark Council is holding a consultation to receive residents' and key stakeholders' comments regarding proposals to improve the East Dulwich Grove / Townley Road / Green Dale junction.

Background

Local stakeholders have raised concerns regarding the safety of pedestrians and cyclists at this junction, particularly during morning and evening peak hours. Pedestrians have been observed to cross the junction diagonally (not using the staggered crossing facilities due to excessive waiting times) and conflict has been experienced between cyclists using the junction and traffic turning right out of Townley Road. The key aim of the proposals is to significantly improve safety for cyclists and pedestrians at the junction, whilst ensuring that there is no adverse delay to traffic on East Dulwich Grove.

What are the proposed changes?

- Removal of existing staggered pedestrian crossings with the implementation of shorter, single movement facilities.
- Introduction of a diagonal pedestrian crossing to link footways adjacent to both schools and cater for an existing pedestrian desire line.
- All pedestrian facilities to operate at the same time to reduce waiting time for pedestrians and improve the efficiency of the junction.
- Cycle pre-signal on Townley Road and Green Dale to allow cycles to enter the junction and undertake turning movements before general traffic.
- Recessed bays for less confident cyclists to wait for pre-signal operation (Townley Road and Green Dale).
- Banned right turn out of Townley Road into East Dulwich Grove to remove potential conflict with southbound cycle movements and improve efficiency of junction operation.
- Proposed cycle lane and advanced cycle waiting area on East Dulwich Grove (westbound) to allow cyclists to bypass waiting vehicles and gain priority at the junction.
- Footway buildouts to reduce crossing distances for pedestrians and allow room for tree planting and to visually improve the streetscape.
- In accordance with the measures proposed above, the existing shared use cycle / pedestrian footway leading from Carlton Avenue into Townley Road will be removed.



EAST DULWICH GROVE / TOWNLEY ROAD JUNCTION IMPROVEMENTS

East Dulwich Grove / Townley Road / Green Dale Junction Improvement Scheme

Consultation questionnaire

The council would like to receive your views on the proposed junction improvement scheme at East Dulwich Grove / Townley Road / Green Dale

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 **12th December 2014**

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:

Continue overleaf if necessary……

Please don't forget to fill in your personal details

Name

Address (essential)

Postcode **Date**

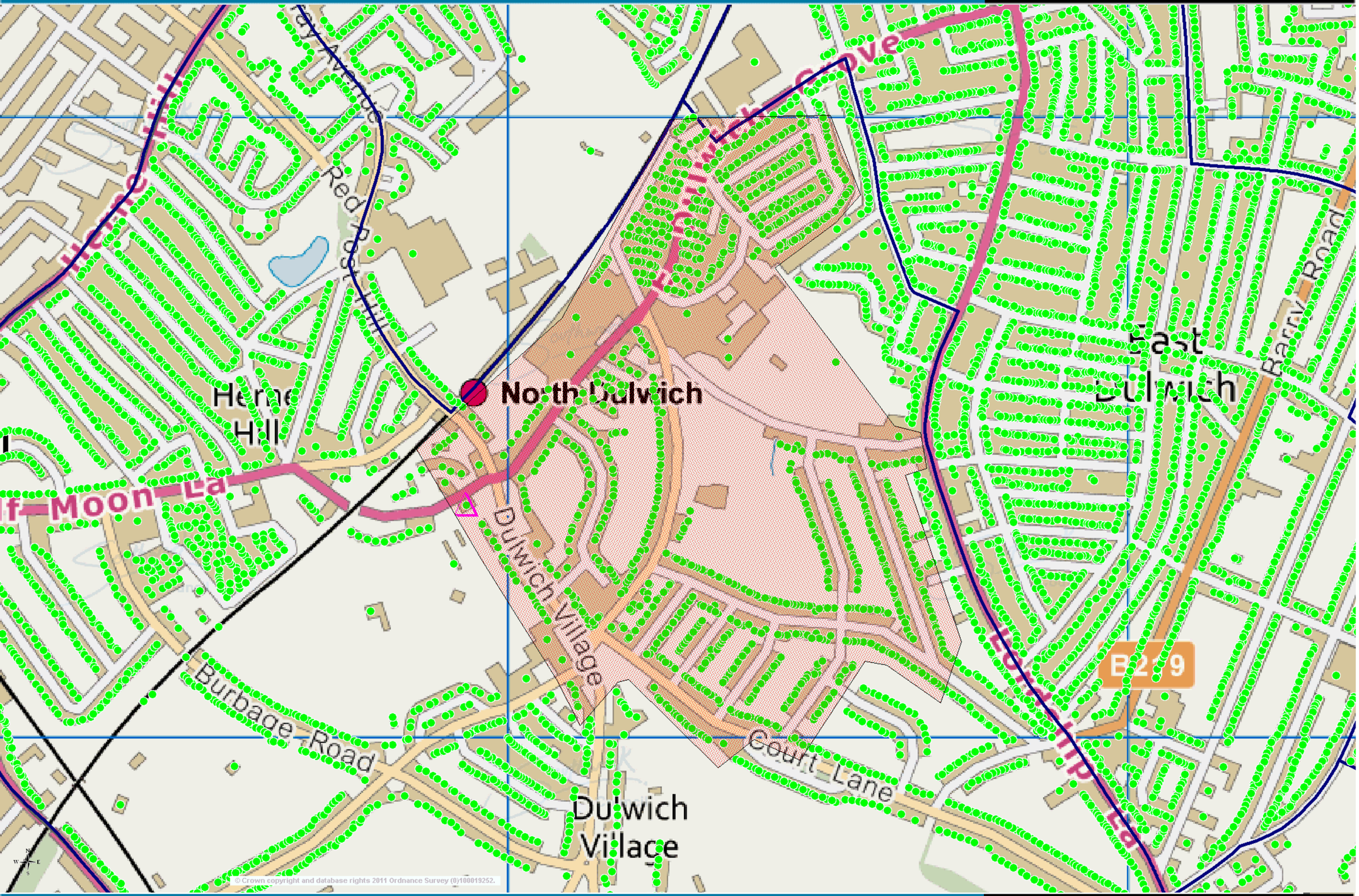
Southwark Council

Transport for London

Appendix C: Location Plan and Extents of Consultation

Revised consultation area - Townley Road junction

Date 4/11/2014



Scale 1/5762

Appendix D: List of Addresses within Distribution Area (Available on Request)

Appendix E: Summary of Total Consultation Response

EAST DULWICH GROVE / TOWNLEY ROAD CONSULTATION TOTAL RESPONSE DISTRIBUTION

Road Name	Support	Opposed	No Opinion
Adys Road		1	
Albemarle Road BR3		1	
Aldebert Terrace SW8	1		
Allison Grove SE21	1		
Allyen Road SE21	1		
Alscott Way SE1	1		
Annonymous	30	28	
Aquinas Street SE1	1		
Ashbourne Grove SE22	2	1	
Auckland Road SE19	2		
Aylesbury Road SE17	2		
Aysgarth Road SE21		2	
Bamber Road SE15	2		
Barry Road SE22		1	
Beauval Road SE22	7	30	
Beckwith Road SE24	3		
Bellenden Road SE15	1		
Benhill Road SE5	1		
Bermondsey Square SE1	1		
Bermondsey Street SE1	1		
Bermondsey Wall East SE1	1		
Bomar Road		1	
Brixton Road SW19	1		
Buchan Road SE15	1		
Burbage Road SE21/SE24	2	7	
Burgoyne Road SE25	1		
Buxted Road		1	
Canal Walk		1	
Carden Road SE15	1		
Carlton Avenue SE21	5	29	
Casella Road SE14	1		
Casino Avenue SE24	1		
Chadwick Road SE15	1		
Champion Grove SE5	1		
Champion Hill SE5	1	1	
Chartham Road SE25		1	
Chatsworth Way SE27	1		
Chesterfield Grove SE22	1		
Choumert Road	1		
Coburg Crescent SW2		1	
Coldharbour Lane SE5	1		
Colemain Road SE5	1		
Coleridge Close SW8	1		
College Road SE19	1		
Colwell Road SE22	3		
Colyton Road SE22	2		
Commercial Way SE15	1		
Conyers Road SW16	1		
Cooper Close SE1	1		
Sub total	**89**	**106**	**0**

Road Name	Support	Opposed	No Opinion
Coopers Cope Road BR3	1		
Coplestone Road		1	
Court Lane SE21	3	13	
Crebor Road SE22	1	1	
Crouchmans Close SE26	1		
Croxted Road SE24	2	1	
Crystal Palalce Road SE22	1	1	
Danby Road SE15	1	1	
Danecroft Road		2	
Darrell Road		1	
Dekker Road SE21	3	2	
Denman Road SE15	2		
Denmark Hill SE5	1		
Derwent Grove		1	
Desenfans Road SE21	1	6	
Deverell Street SE1	2		
Dome Hill Park SE26	1		
Dorchester Court SE24	1		
Dorset Road SW19	1		
Dovercourt Road SE22	14	40	
Druce Road SE21		8	
Druid Street SE1	1		
Dudrich Mews SE22	1		
Dulwich Common SE21		1	
Dulwich Village SE21	4	3	
East Dulwich Estate SE22	4	13	3
East Dulwich Grove SE22	1	11	
Eastern Avenue		1	
Eastlands Crescent SE21	2		
Elfindale Road SE22	1		
Eynella Road SE21	1	3	
Fitzwilliam Road SW4		1	
Forest Hill Road SE22	1		
Frank Dixon Way		1	
Frankfurt Road		2	
Friern Road SE22	2	1	
Gilkes Crecent SE21	2	21	
Glengarry Road SE22	8	9	
Goodrich Road		1	
Goodrich Road		1	
Gowlett Road SE15	1		
Great Brownings		4	
Great Dover Street SE1	1		
Great Spillmans SE22	2	11	
Green Dale Close SE22	1		
Greendale Close SE22	2		
Grosvenor Park SE5	1		
Grove Hill Road SE5	1		
Grove Lane SE5	1		
Sub total	**74**	**162**	**3**

Road Name	Support	Opposed	No Opinion
Grove Park SE5	1	1	
Grove Vale SE22		1	
Half Moon Lane SE24	1		
Harlscott Road SE15	1		
Hayes Grove SE22	1		
Henslow Road		1	
Herber Road		1	
Herne Hill SE24	1		
Hichisson Road SE15	1		
Hillsboro Road SE22	2	3	
Hilversum Crescent SE22	2	2	
Hinckley Road		1	1
Holmdene Avenue SE24	1		
Homestall Road SE22	1		
Hopewell Street SE5	1		
Hull Close SE16	1		
Idmiston Road		1	
Ivanhoe Road		1	
Ivydale Road SE15	2	1	
Jennings Road		1	
John Maurice Close SE17	1		
John Russkin Street SE17	1		
Jowlett Street SE15	1		
Kemerton Road SE5	1		
Kempis Way		1	
Kendall Avenue BR3	1		
Kennington Lane SE11	2		
Keston Road SE15	1		
Kimberley Avenue SE15	1		
Knatchbull Road SE5	1	2	
Lakeside BR3		1	
Landcroft Road SE22	1	2	
Landells Road SE22	1	1	
Larcom Street SE17	2		
Lausanne Road SE15	1		
Lilford Road		1	
Linden Grove SE15	3		
Lomond Grove SE5	1		
London Road SE		1	
Lordship Lane SE22	2	3	
Lorrimore Square SE17	1		
Lovelace Road		3	
Luna Road	1		
Lyham Close SW2	1		
Lyndhurst Way SE15		1	
Maidstone Mews SE1	1		
Mariner House SE16	1		
Marsden Road		1	
Matham Grove SE22	1		
Sub total	**43**	**31**	**1**

Road Name	Support	Opposed	No Opinion
Maxted Road SE15	2	1	
Maythew Court //	1		
Meakin Estate SE1	1		
Medlar Street SE5	1		
Meeting House Lane SE15	1		
Melbourne Grove SE22	2	3	
Melford Road SE22	3		1
Merttins Road Se15	1		
Mills Street SE1	1		
Milo Road SE22	1		
Milton Road	1		
Moffat Road CR7	1		
Monclar Road SE5	1		
Morna Road SE5	1		
Neckinger Estate SE16	1		
Oakfield Gardens SE19	2		
Odessa Street SE16	1		
Oglander Road SE15		1	
Old Ford Road E3	1		
Old Kent Road SE1	1		
Orchard Road CR2	1		
Orsterley Gardens CR7		1	
Overhill Road SE22	1	1	
Peckarmans Wood SE26	1		
Peckham Rye SE15	2		
Pellat Road SE22	1		
Penton Place SE17	1		
Pickwick Road SE21	1	1	
Plough Lane SE22		1	
Priory Court ///	1		
Red Post Hill SE24	2	3	
Ringmore Rise	1		
Rodwell Road		1	
Rosendale Road		1	
Rotherhithe Street SE16	3		
Ruskin Walk SE24	1		
Rutland Court SE5	1		
Sansom Street SE5	1		
Scylla Road SE15	1		
Shad Thames SE1	1		
Shipwright Road SE16	1		
Shurbbery Road SW16	1		
Silvester Road SE22	1		
South Croxted Road SE21	1	1	
Southwark Park Road SE16	1		
Sradella Road		1	
Stanbury Road SE15	1		
Sternhall Lane		1	
Stratton Avenue SE6	1		
Sub total	**51**	**17**	**1**

Road Name	Support	Opposed	No Opinion
Stuart Road SE24	1		
Sumner Road SE15	1		
Sumner Street SE1	1		
Sutherland Square SE17	2		
Sylvan Road SE19	2		
Talfourd Road SE15	1	1	
Tarbert Road SE22		10	
Tewkesbury Avenue SE23		1	
Thorncombe Road SE22	3	3	
Townley Road SE22	4	14	1
Tresco Road SE15	2		
Trossachs Road SE22	3	10	
Tudor Road SE19	1		
Turkey Oak Close SE19	2		
Turney Road SE21		2	
Tylney Avenue SE19	1		
Ulverscroft Road SE22	1	1	
Underhill Road SE22	1		
Upland Road SE22		1	
Urlwin Street SE5	1		
Versailles Road SE20	1		
Village Way SE21	2	1	
Walworth Road SE17	2		
Wanley Road SE5	1		
Webber Row SE1	1		
Welsford Street SE5	1		
West Barnes Lane KT3	1		
Whateley Road SE19	1	1	
Winterbrook Road SE24	4	1	
Woodquest Aveune SE24	1		
Woodwarde Road SE22	11	40	
Wooler Street SE17	1		
Worlingham Road SE22	1	1	
Wroxton Road SE15	1		
Sub total	**56**	**87**	**1**
Total	**313**	**403**	**6**
Overall Response no.	**722**		
Percentage	**43.35%**	**55.82%**	**0.83%**

EAST DULWICH GROVE / TOWNLEY ROAD CONSULTATION AREA RESPONSE DISTRIBUTION

Road Name	Support	Opposed	No Opinion	Total rec.	Total Del.	Response Rate	Support	Opposed	No Opinion
Beauval Road SE22	7	30		37	124	29.84%	18.92%	81.08%	0.00%
Carlton Avenue SE21	5	29		34	76	44.74%	14.71%	85.29%	0.00%
Court Lane SE21	3	13		16	60	26.67%	18.75%	81.25%	0.00%
Dekker Road SE21	3	2		5	56	8.93%	60.00%	40.00%	0.00%
Desenfans Road SE21	1	6		7	25	28.00%	14.29%	85.71%	0.00%
Dovercourt Road SE22	14	40		54	96	56.25%	25.93%	74.07%	0.00%
Druce Road SE21		8		8	30	26.67%	0.00%	100.00%	0.00%
Dulwich Village SE21	4	3		7	59	11.86%	57.14%	42.86%	0.00%
East Dulwich Estate SE22	4	13	3	20	116	17.24%	20.00%	65.00%	15.00%
East Dulwich Grove SE22	1	11		12	87	13.79%	8.33%	91.67%	0.00%
Gilkes Crecent SE21	2	21		23	45	51.11%	8.70%	91.30%	0.00%
Glengarry Road SE22	8	9		17	142	11.97%	47.06%	52.94%	0.00%
Great Spillmans SE22	2	11		13	21	61.90%	15.38%	84.62%	0.00%
Greendale Close SE22	2			2	10	20.00%	100.00%	0.00%	0.00%
Hillsboro Road SE22	2	3		5	25	20.00%	40.00%	60.00%	0.00%
Hilversum Crescent SE22	2	2		4	20	20.00%	50.00%	50.00%	0.00%
Milo Road SE22	1			1	6	16.67%	100.00%	0.00%	0.00%
Pond Mead	1	1		2	2	100.00%	50.00%	50.00%	0.00%
Red Post Hill SE24	2	3		5	10	50.00%	40.00%	60.00%	0.00%
St. Barnabas Close	0	0	0	0	6	0.00%	0.00%	0.00%	0.00%
Tarbert Road SE22		10		10	64	15.63%	0.00%	100.00%	0.00%
Thorncombe Road SE22	3	3		6	17	35.29%	50.00%	50.00%	0.00%
Townley Road SE22	4	14	1	19	40	47.50%	21.05%	73.68%	5.26%
Trossachs Road SE22	3	10		13	48	27.08%	23.08%	76.92%	0.00%
Turney Road		1		1	1	100.00%	0.00%	100.00%	0.00%
Village Way SE21	1			1	3	33.33%	100.00%	0.00%	0.00%
Woodwarde Road SE22	11	40		51	122	41.80%	21.57%	78.43%	0.00%
Total	**86**	**283**	**4**	**373**	**1311**				
Overall Response No.	**373**								
Response Rate	**28.76%**								
Percentage	**23.08%**	**75.86%**	**1.06%**						

EAST DULWICH GROVE / TOWNLEY ROAD RESULTS EXTERNAL TO CONSULTATION AREA

Total	**227**	**120**	**2**
Overall Response No.	**349**		
Percentage	**65.04%**	**34.38%**	**0.57%**

	CA	External
Distribution percentage	**51.66%**	**48.34%**

Appendix F: Traffic Displacement Study

Townley Road / East Dulwich Grove Junction Improvement Scheme

Many options were designed, tested, and modelled, including provision of a separate cycle phase, independent operation of the Townley Road and Green Dale arms, cycle early start facilities, shared use footways for pedestrians and cyclists and options that included both safely retaining and removing the right turn from Townley Road. Eleven design options were considered, including five based on an earlier safety review by JMP Consultants and six developed in house with support from Conway Aecom since the completion of the feasibility report.

The option chosen for consultation provides the greatest potential safety benefits for pedestrians and cyclists, as well as ensuring that both arms of East Dulwich Grove are not oversaturated with traffic in peak periods and the pedestrian waiting time to cross the junction is not disproportionate to the time allocated to traffic movements.

Banning Traffic Turning Right from Townley Road

The most controversial element of the scheme is the proposed right turn ban out of Townley Road into East Dulwich Grove. However, whilst this proposal may initially be seen as a disadvantage to car drivers and create anxiety of displacement of vehicles into other roads in the area, careful consideration and analysis has been undertaken to ascertain the potential benefits and disbenefits to the local area. Below are some key issues for consideration in relation to the right turn ban:

- On average a total of 147 vehicles turn right at the junction from Townley Road in the morning peak (8am – 9am). This compares with a total number of 220 vehicles entering Carlton Avenue from Dulwich Village (northbound right turn lane) and

Turney Road. Therefore around 80% of vehicles turning right out from Townley Road into East Dulwich Grove can be classed as 'non-local' traffic, traversing the most 'direct' route to key routes in the east such as Dog Kennel Hill and East Dulwich Road. It is therefore assumed that the majority of traffic uses this route as it is perceived to be more direct or quicker than using the Dulwich Village/East Dulwich Grove junction

- During interpeak periods, all junctions in the area are understaturated and there are no major delays at the Red Post Hill / Dulwich Village signalised junction. Right turning volumes from Townley Road during these times are minimal and therefore the effects on surrounding roads and junctions from banning the right turn during this time is negligible.

- Banning the right turn will not adversely impact existing traffic movements and vehicular accessibility to the adjacent schools. All turning movements are retained on East Dulwich Grove and Green Dale and parents will still be able to traverse up Carton Avenue to drop their children off at school and then turn left out of Townley into East Dulwich Grove if that is what they wish to do

- Transport for London is currently upgrading the method of control at the Red Post Hill / Dulwich Village / East Dulwich Grove junction that will improve operational efficiency. As part of this upgrade, TfL are investigating the feasibility of installing a right turn filter and changing the road layout on the Dulwich Village approach to create a dedicated right turn lane to reduce queue lengths and waiting times. As part of this upgrade the junction will be linked with the Townley Road junction to ensure the operation of both junctions are coordinated to improve traffic flow and reduce congestion and delay.

- Carlton Avenue, Townley Road and Green Dale are already part of the London Cycle Network and are proposed to become a cycling 'Quietway' from Elephant and Castle to Crystal Palace from 2016. As a result, the number of cyclists using this junction is expected to increase and therefore reducing or removing potential

conflicts is paramount. Currently the junction is traffic dominated and feedback from cyclists using the junction is that they do not feel safe, especially when traversing across from Green Dale into Townley Road due to 'near misses' with right turning motor vehicles from Townley Road. An explicit objective of the scheme is to make cycling as safe and attractive as possible to encourage cycling to schools in the area

- Banning the right turn allows the junction to operate more efficiently and makes provision for the cycle early start phase to be implemented without adversely impacting on traffic saturation levels on East Dulwich Grove. Retaining the right turn, with the addition of pre-signals for cyclists, increases the amount of time required to be allocated to the side road arms of the junction, which will increase delays on East Dulwich Grove and result in excessive waiting times for pedestrians.

Proposed Traffic Displacement

Whilst it is difficult to precisely predict driver behaviour, it is not anticipated that all right turning traffic from Townley Road in peak periods will be displaced on to one particular route or street, due to drivers having different destinations in the northern and eastern parts of the borough.

Definition of Peak AM Period

Analysis of traffic data for the area highlights the period of highest volume, particularly in residential streets, is between 8am and 9am. Therefore this period has been used to predict the worst case scenario for proposed traffic displacement as result of the right turn ban at Townley Road. Please refer to attached area plans illustrating the peak hour base traffic flow model and proposed peak hour traffic flow model.

Traffic Volume and Movement Out of Townley Road

An average 147 vehicles turn right out of Townley Road during the morning peak hour and access the junction either by turning left out to Calton Avenue or traversing north-westbound along Townley Road.

Calton Avenue

Site studies concluded that approximately 90% of vehicles exiting Calton Ave turn left into Townley Road to access the East Dulwich Grove junction during the morning peak. This equates to 138 vehicles, with 15 vehicles turning right (153 total). A further 15% of vehicles (21) accessing the Townley Road junction from Calton Avenue either turn left into East Dulwich Grove or traverse straight across into Green Dale. It is assumed that these vehicles are associated with parents dropping off their children to school. The remainder of vehicles (117) turn right out of Townley Road into East Dulwich Grove.

Therefore approximately 75% of vehicles traversing northbound along Calton Avenue in the morning peak is non-local traffic accessing Carlton Avenue from either Turney Road or Dulwich Village

Townley Road Link Between Dovercourt Road and Carlton Avenue

An average of 176 vehicles traverse north-westbound along Townley Road between Dovercourt Road and Calton Avenue in the morning peak period, having accessed the area from Lordship Lane.

An estimated 5% of vehicles turn left into Calton Avenue, with the remaining vehicles (167) accessing the East Dulwich Grove junction.

The majority of the vehicles (127) traversing north-westbound along Townley Road turn left at the East Dulwich Grove in order to access areas to the west including Herne Hill, Lambeth and Tulse Hill, with a small number (approximately 6%) traversing straight across into Green Dale. The remaining vehicles (30) turn right at the junction. It is presumed that these right turning vehicles are associated

with parents dropping their children off to the adjacent schools having accessed Townley Road via Lordship Lane and then turn right out of Townley Road into East Dulwich Grove to undertake the return journey home.

Displacement of Traffic from Carlton Avenue

In accordance with the above traffic movements and volume, the potential average number of vehicles that will be potentially displaced that currently traverse northbound along Carlton Avenue and turn right out of Townley Road in the morning peak is 127. It is presumed that the majority of these vehicles are on route to key destinations in the north and east of the borough, either by traversing East Dulwich Road towards Nunhead and Peckham or traversing Grove Vale and Dog Kennel Hill towards Camberwell (using the northern section of Melbourne Grove). In both instances, the vehicles will traverse through the East Dulwich Grove / Melbourne Grove junction.

Currently the shortest, most direct route for vehicles traversing westbound along Dulwich Village (accessing the area from the South Circular), or northbound along Turney Road is to use Calton Avenue, turning left into Townley Road and then right into East Dulwich Grove. The distance of this route measured from the Dulwich Village / Turney Road / Carlton Avenue junction to the junction of East Dulwich Grove / Melbourne Grove is 1138m.

There are three potential alternative routes that displaced traffic could potentially traverse to access the Melbourne Grove / East Dulwich Grove junction. These include:

i) Dulwich Village / East Dulwich Grove
ii) Dulwich Village / Gilkes Place / Gilkes Crescent / East Dulwich Grove
iii) Court Lane / Dovercourt Road / Townley Road / Lordship Lane / Melbourne Grove **Or** Calton Avenue / Woodwarde Road / Dovercourt Road / Townley Road / Lordship Lane / Melbourne Grove

Dulwich Village / East Dulwich Grove

This route is the shortest alternative route measuring a distance of 1219m. It is noted that during the morning peak period, traffic congestion is experienced northbound on approach to the Red Post Hill / Dulwich Village signalised junction. However, the signalised junction method of control is being upgraded by TfL before March 2015 that will improve operational efficiency. Provision of road layout changes in Dulwich Village are also being considered, including the provision of a dedicated right turn lane to double the stacking area for waiting vehicles, which will reduce queue lengths on approach to the junction.

The council has also requested TfL to investigate if it is feasible to install a right turn filter on the Dulwich Village arm or early cut off on Red Post Hill to allow more right turning vehicles to clear the junction per cycle.

It is estimated that a combination of using upgraded UTC with vehicle activation and potential right turn lane with filter of early cut off, will reduce queue lengths on the Dulwich Village approach to the junction by 30%.

As a result, the potential total number of vehicles that can clear the Dulwich Village arm in peak periods would increase from 260 to 338, which would offset up to 60% of the 117 displaced vehicles from Carlton Avenue.

However, taking into account driver behaviour and the availability of other alternative routes, this figure has been reduced to a more realistic 40% of displaced traffic from Carlton Avenue (estimated as 47 vehicles out of the 117).

Dulwich Village / Gilkes Place / Gilkes Crescent / East Dulwich Grove

This alternative route allows vehicles wishing to access East Dulwich Grove from either Dulwich Village or Turney Road to bypass the signalled junction at Red Post Hill. Gilkes Crescent currently experiences its highest northbound traffic flow in the morning peak equating to 63 vehicles in the hour. Whilst this route is longer than the Dulwich Village route, measuring 1298m and is convoluted with traffic calming, it is reasonable to assume that some traffic will be displaced onto this route.

It is probable that up to 30% of the displaced traffic could potentially use Gilkes Place and Gilkes Crescent. This equates to 35 additional northbound vehicles in the morning peak. Whilst this may seem a large increase in comparison to existing traffic volumes, this equates to an additional vehicle every 103 seconds, which would not result in any noticeable congestion or have any major road safety implications.

Whilst Gilkes Crescent potentially provides an alternative route and opportunity for vehicles to by-pass the Red Post Hill / East Dulwich Grove junction, the road is convoluted with traffic calming measures and vehicles are still potentially delayed when turning right into East Dulwich Grove. This junction is uncontrolled and heavy vehicle volumes on East Dulwich Grove during peak periods significantly reduces the advantage of using this route over Dulwich Village, as vehicles have to wait for gaps in traffic in order to turn right safely. Therefore the potential journey time savings by issuing this route are negligible.

Court Lane / Dovercourt Road / Townley Road / Lordship Lane / Melbourne Grove

This route may prove a more viable alternative for vehicles that currently access Carlton Avenue from Turney Road. Whilst this route is convoluted and almost 50% longer than the Dulwich Village / East Dulwich Grove route, measuring 1664m traversing Woodwarde Road and 1772m traversing Court Lane and the southern section of Dovercourt Road, it is probable that some of the displaced traffic will traverse this route to bypass the Red Post Hill signalised junction.

There are two potential routes that could be traversed in order for vehicles to access Townley Road and Lordship Lane from the Turney Road / Dulwich Village junction. It is likely that vehicles will either traverse the southern section of Carlton Avenue and turn right into Woodward Road to access the northern part of Dovercourt Road (to access Townley Road and Lordship Lane) or traverse eastbound along Court Lane and then left into the southern section of Dovercourt Road.

It must be noted that these routes are already established routes for through traffic accessing Dulwich Village from Lordship Lane, which is particularly evident by the traffic volumes recorded in the morning peak.

It would be reasonable to assume that the remaining 30% of displaced traffic would utilise these routes with a 40/60 split between Carlton Avenue / Woodward Road and Court Lane / Dovercourt Road. This equates to an additional 14 vehicles in Woodward Road eastbound and an additional 21 vehicles eastbound in Court Lane and northbound along the southern section of Dovercourt Road. This equates to an additional vehicle every four minutes in Woodward Road and an additional vehicle every three minutes in the southern section of Dovercourt Road.

The northern section of Dovercourt would have an additional 35 northbound vehicles in the morning peak, which equates to an additional vehicle every 103 seconds. This minimal increase in traffic volume would not result in any noticeable congestion or have any major road safety implications.

It is estimated that 30 right turning vehicles at the Townley Road junction in the morning peak access this junction by traversing north-westbound along Townley Road (accessing the area from Lordship Lane). This movement is likely to be primarily associated with parents dropping children off at the adjacent schools. It is likely that the majority of these vehicles will now enter Townley Road from the northern end by turning left into Townley road from East Dulwich Grove. These vehicles will then leave Townley Road from the southern end by turning left into Lordship Lane.

It must be noted that when surveying the turning movements and traffic volumes at the Townley Road junction in the morning peak, there was no delay to traffic exiting Townley Road onto Lordship Lane. The volume of displaced traffic accessing this junction in addition to the existing volumes equates to an additional 30 vehicles on Townley Road (that now access this road from East Dulwich Grove) and 35 vehicle from Dovercourt Road (65 in total). Whilst is equates to a 37% increase in potential left turn traffic at the junction, overall this only equates to an additional car per minute. As there is no congestion on Lordship Lane at this location, it is

anticipated that the increased demand on the junction will not result in any adverse impacts on traffic congestion, as vehicles are able to discharge from the junction without delay.

It is assumed as a worst case scenario, that all additional left turning traffic at the Townley Road / Lordship Lane junction will then access Melbourne Grove (even though it is likely that a proportion of these vehicles will either say on Lordship Lane or have destinations to the east of Lordship Lane). Therefore potentially Melbourne Grove could have an additional 65 northbound vehicles in the morning peak, accessing the Melbourne Grove / East Dulwich Grove junction. This equates to approximately one additional vehicle every minute.

Post implementation Scheme Monitoring

Traffic volume data has been collated for all roads in the area and if the scheme is implemented, further traffic volume data will be collated as part of the scheme monitoring phase to ascertain if there have been any noticeable changes in traffic volumes on roads in the area.

Existing main route via Calton Avenue (1138m)

Existing route via Woodwarde Road or Court Lane / Dovercourt Road (1664m/1772m)

Existing route via Gilkes Crescent (1298m)

Existing route via Dulwich Village and Red Post Hill junction (1219m)

XX XX Peak time traffic volume and direction of flow

A Dulwich Village / Turney Road / Court Lane junction

B Townley Road / East Dulwich Grove / Green Dale junction

C East Dulwich Grove / Melbourne Grove junction

D Townley Road / Lordship Lane junction

TOWNLEY ROAD / EAST DULWICH GROVE JUNCTION IMPROVEMENTS

BASE TRAFFIC FLOW MODEL FOR AN AVERAGE WEEKDAY MORNING PEAK PERIOD 8am - 9am

Southwark Council

Existing main route via Calton Avenue (1138m)

Existing route via Woodwarde Road or Court Lane / Dovercourt Road (1664m/1772m)

Existing route via Gilkes Crescent (1298m)

Existing route via Dulwich Village and Red Post Hill junction (1219m)

XX XX Peak time traffic volume and direction of flow

A Dulwich Village / Turney Road / Court Lane junction

B Townley Road / East Dulwich Grove / Green Dale junction

C East Dulwich Grove / Melbourne Grove junction

D Townley Road / Lordship Lane junction

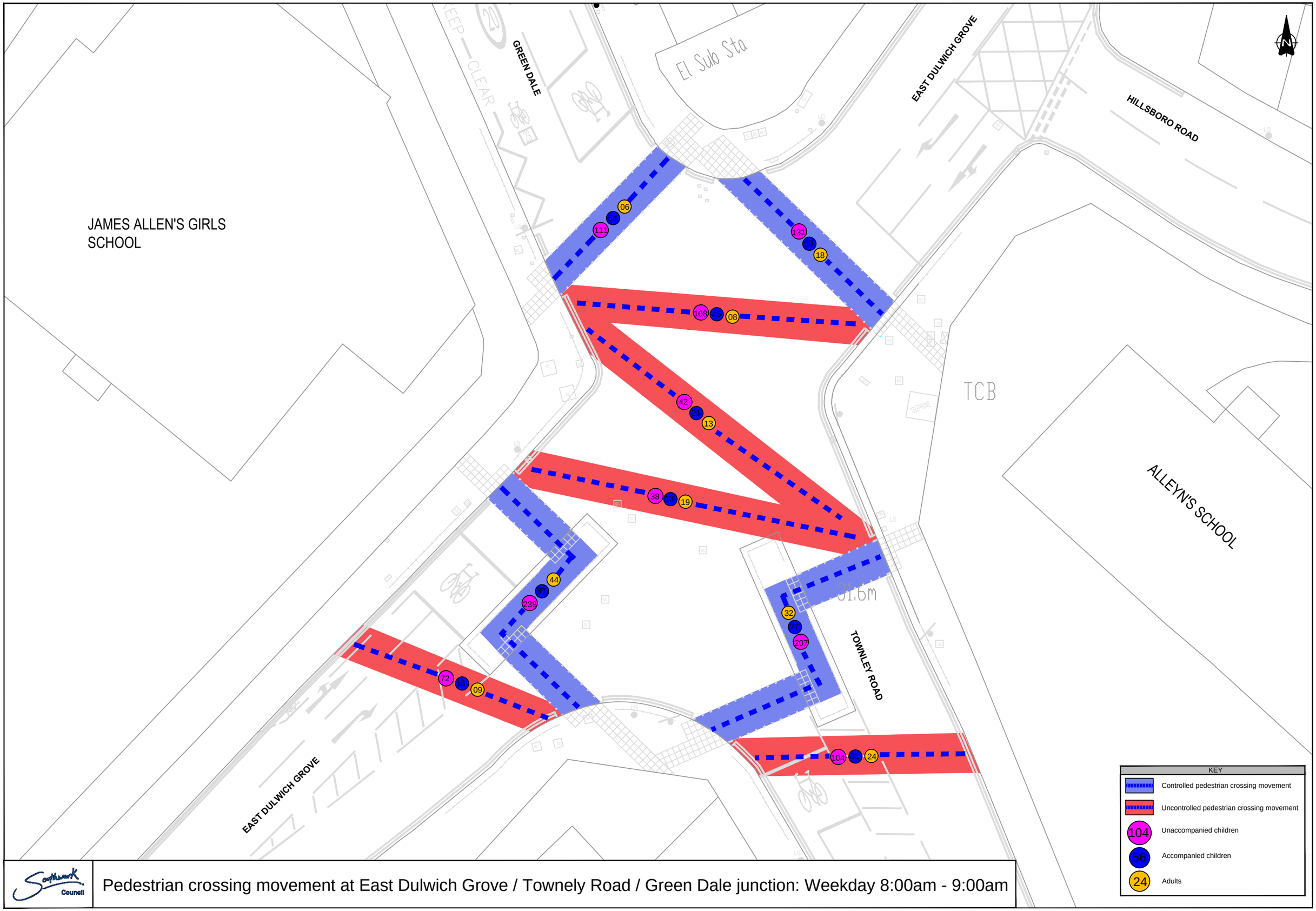
XX Proposed traffic flow / volume following introduction of the right turn ban on Townley Road

TOWNLEY ROAD / EAST DULWICH GROVE JUNCTION IMPROVEMENTS

PROPOSED TRAFFIC DISPLACEMENT ON AN AVERAGE WEEKDAY ASSOCIATED WITH THE RIGHT TURN BAN AT TOWNLEY ROAD DURING THE MORNING PEAK 8am - 9am

Southwark Council

Appendix G: Pedestrian Movement Study



Pedestrian crossing movement at East Dulwich Grove / Townely Road / Green Dale junction: Weekday 8:00am - 9:00am

Appendix H: Junction Modelling Technical Note

Technical Note

AECOM

Project:	**East Dulwich Grove / Townley Road / Green Dale**		
Subject:	**Feasibility LinSig Modelling**		
	Revision 2: Options 7 and 7A examined at the Client's request		
Prepared by:	**Leire Balzategui Urrutia**	Date:	**25/02/2014**
Checked by:	**Hector Lee**	Date:	**26/02/2014**
Approved by:	**David Chiu**	Date:	**03/03/2014**

1. Introduction

Southwark Council has requested Conway AECOM to undertake the feasibility study of a number of junction safety improvement proposals at the East Dulwich Grove / Townley Road / Green Dale junction (08/334).

This Technical Note outlines the scheme proposals and the AM, PM and Inter peak LinSig model results and recommends the most favourable option to be implemented.

Prior to the option testing, the LinSig base and proposed models prepared by JMP have been reviewed. The main findings are summarised in this Technical Note.

Two additional options (7 and 7A) were requested by Southwark Council, these have been included in the revised Technical note.

2. Existing LinSig Base Model Review

The existing LinSig base model prepared by JMP has been reviewed as requested and the following discrepancies have been highlighted:

a) AM and PM models have been created, Base Inter peak model has not been provided, despite JMP's production of the Option 1 Inter peak model.

b) Saturation flows of entry links, particularly of Townley Road, are slightly higher than the standard saturation flows defined by the lane width and turning radius.

c) Intergreens were defined based on TfL Timing sheet (Issue 8. Site No. 08/000334/M), the values for some of the movements were found to be higher than the guidance in SQA-645 when measured with against TfL's Site Layout Drawing No. SLD/08/334/03 (Figure 1), we have assumed the intergreens have been increased to allow turning vehicles to clear on the intergreen.

d) The cycle time for the AM and PM peak is 90secs. The maximum phase lengths in Vehicle Actuation (VA) and the interstage times defined in TfL Timing Sheet (Issue 8. Site No. 08/000334/M) have been used to determine the maximum cycle time for each time period, these have been calculated and exceed the 90 seconds of the existing base model. It is assumed that JMP used a cycle time of 90s because this is the maximum cycle time allowed when there is an 'all ped' stage.

These differences lead to slightly different outputs in terms of Degrees of Saturation (DoS) and Mean Maximum Queue (MMQ) between the base model prepared by JMP and the base model prepared by Conway AECOM.

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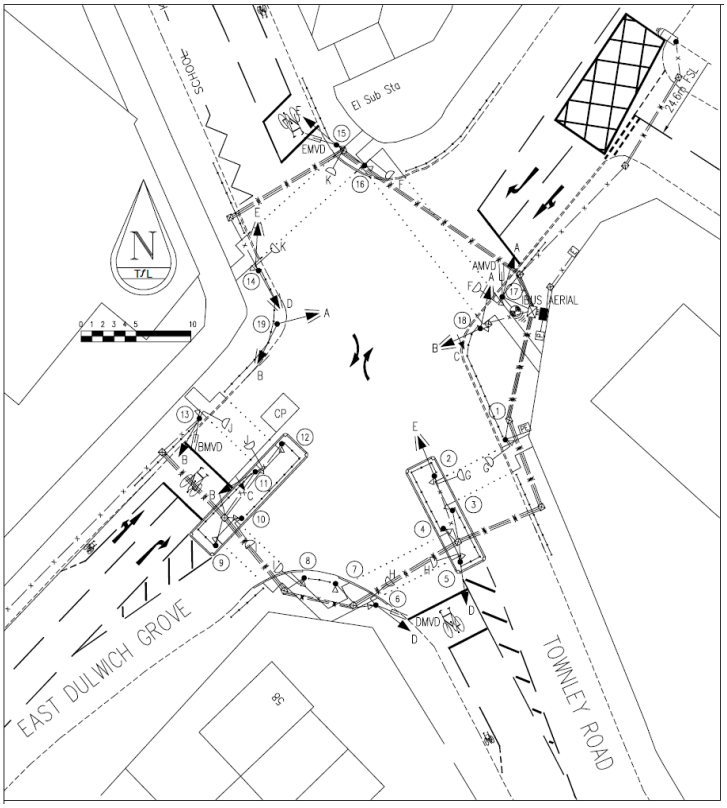
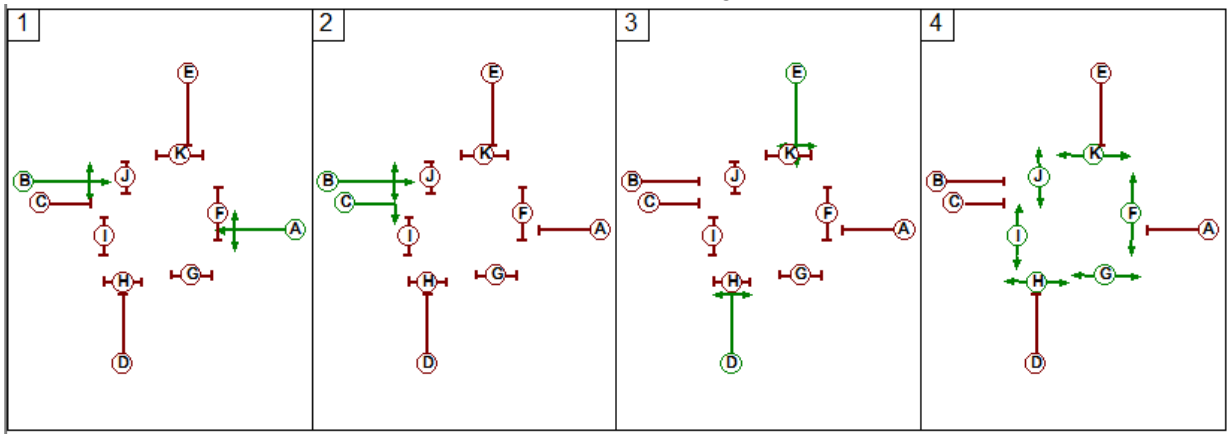


Figure 1 - TfL's Site Layout Drawing No. SLD/08/334/03

The method of control of the Base Model is defined in the diagram below.



The intergreen table defined based on the drawing No. SLD/08/334/03 is included in Appendix A.

3. JMP Option 1 Model Review

The proposed model prepared by JMP has been reviewed and a number of findings have been highlighted:

a) The models for the three time periods to be analysed (AM Peak, PM Peak and Inter peak) have been created.

b) The cycle times of the three time periods modelled are lower than those calculated with the maximum vehicle actuated phase lengths plus preceding interstage times as shown TfL Timing

Sheet (Issue 8. Site No. 08/000334/M). In order to undertake a consistent comparison between the proposals, it is advisable to use the same cycle times.

c) The saturation flows have been checked with JMP's drawing No. ST13201-PO-04A supplied by Southwark Council. The left and right turning radii introduced in the model are higher than those measured in the drawing; therefore, the saturation flows should be lower. Furthermore, the nearside lane of East Dulwich Grove E/bound is 1.8m wide instead of the 2.7m of the model. The saturation flow of this lane should be reduced accordingly.

d) The stop line of the Green Dale approach is not shown in the design drawing No. ST13201-PO-04A. In order to undertake the option testing, the location of the stop line has to be defined. This is assumed to be 3m + 4m of Advanced Stop Line (ASL) from the nearest side of the pedestrian crossing.

e) The intergreen values have been calculated using the JMP drawing. The following A/F, A/I, C/H, D//F and E/I could have their Intergreens increased by 1 second.

4. Base Modelling

The AM, PM and Inter peak LinSig base models of the existing layout have been created. The following flow groups have been defined based on the traffic counts provided:

- Weekday AM 08:00-09:00
- Weekday PM 17:00-18:00
- Weekday Inter peak 12:00-13:00

The cycle time for each of the flow groups are defined by the maximum phase lengths as shown on the TfL Timing Sheet plus the preceding interstage:

- Weekday AM: 98 seconds
- Weekday PM: 96 seconds
- Weekday Inter peak: 86 seconds

4.1. Model Validation

The base model validation has been undertaken by comparing observed and modelled queue lengths in the AM, PM and Inter peak periods, as shown in Table 1. The start of green time queues, provided by Southwark Council, have been used for validation.

Table 1 – AM, PM and Inter peak observed and modelled queue length comparison (PCUs)

		AM peak			PM peak			Inter peak		
Arm	Lane	Site	Modelled	Diff	Site	Modelled	Diff	Site	Modelled	Diff
A - East Dulwich Grove southbound	1	6.9	3.1	-3.8	3.6	3.1	-0.5	4.1	3.2	-0.9
	2	1.7	0.2	-1.5	3.8	0.2	-3.6	0.2	0.0	-0.2
B – Townley Road	1	6.4	10.2	3.8	4.5	5.6	1.1	2.0	3.0	1.0
C – East Dulwich Grove northbound	1	3.0	6.0	3.0	2.3	5.2	2.9	1.8	5.2	3.4
	2	4.0	2.0	-2.0	3.4	3.2	-0.2	2.2	0.7	-1.5
D – Green Dale	1	3.0	1.8	-1.2	0.7	0.5	-0.2	0.4	0.3	-0.1

Table 1 shows that there is good correlation between observed and modelled start of green queue values, indicating that a reasonable level of validation has been achieved. The base models represent the current operation as best as possible.

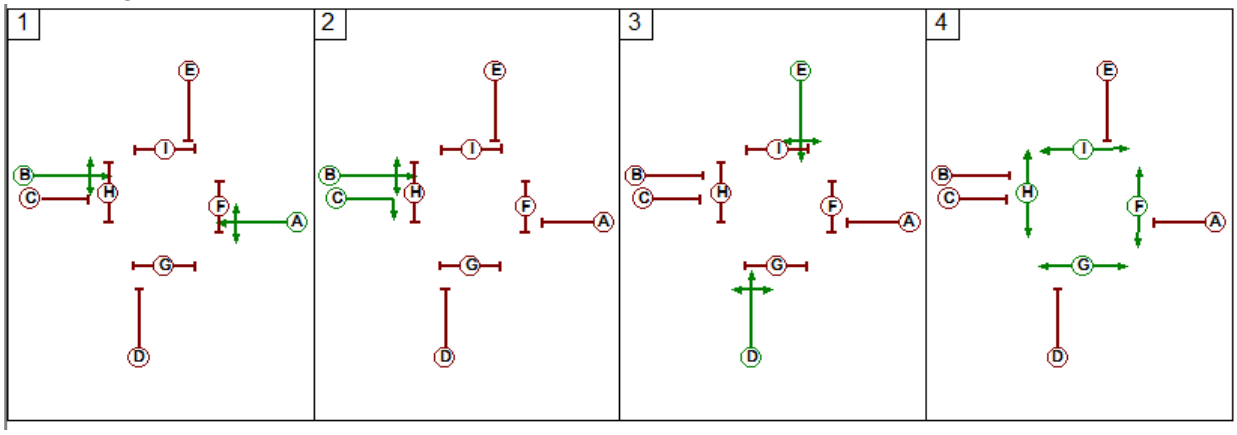
5. Option Modelling

In addition to the Option 1 prepared by JMP, five LinSig models have been created to examine junction performance in which the suggested proposals are implemented. These aim to increase safety by implementing improved pedestrian and cyclist facilities.

5.1. JMP Option 1

The kerb lines of this option remain as the existing layout, with the exception of Townley Road approach which has a right turning flare. The staggered crossings over Townley Road and East Dulwich Grove are converted to straight across crossings. The proposed detailed design drawing, No. ST13201-PO-04A is included in Appendix C for reference. The method of control includes an early cut off for East Dulwich Grove westbound.

Option 1 would operate with four stages as defined in the method of control diagram below, similar to the existing method of control.

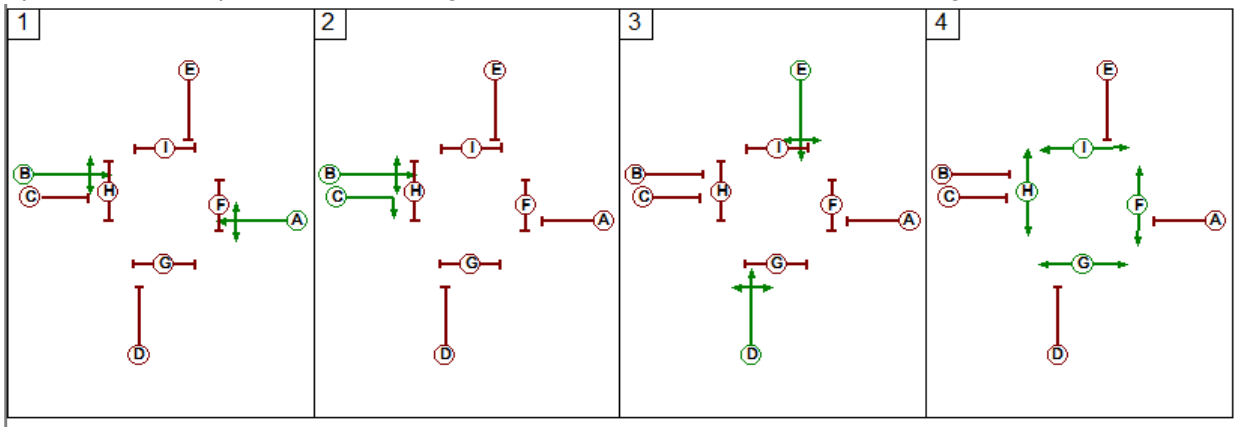


5.2. Option 2A

This option has had major kerb build outs on all approaches to allow for the removal of the dual pedestrian crossings on Townley Road and East Dulwich Grove north east side. Proposed pedestrian crossings will be straight across, all four approaches to have one lane entry. The proposed detailed design drawing, No. D/EDG/CM/13/001/O2a is included in Appendix C for reference.

- Stage 1 Runs East Dulwich Grove north east and south west bound together.
- Stage 2 Runs East Dulwich Grove north east bound and an early cut off Phase C.
- Stage 3 Runs Green Dale and Townley Road.
- Stage 4 Runs the All round pedestrian Stage.

Option 2A would operate with four stages as defined in the method of control diagram.

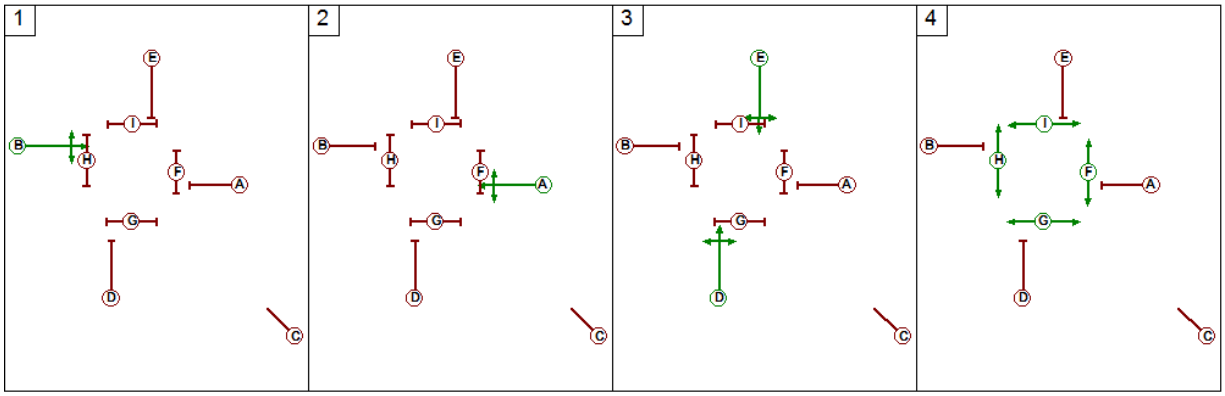


5.3. Option 2B

This option, which is as per Option 2A in terms of junction layout, splits the East Dulwich Grove Eastbound and Westbound movements to two separate stages. The proposed detailed design drawing, No. D/EDG/CM/13/001/O2b is included in Appendix C for reference.

- Stage 1 Runs East Dulwich Road Eastbound
- Stage 2 Runs East Dulwich Road Westbound
- Stage 3 Runs Townley Road and Green Dale
- Stage 4 Runs all red pedestrian Stage

Option 2B would operate with four stages as defined in the method of control diagram below.



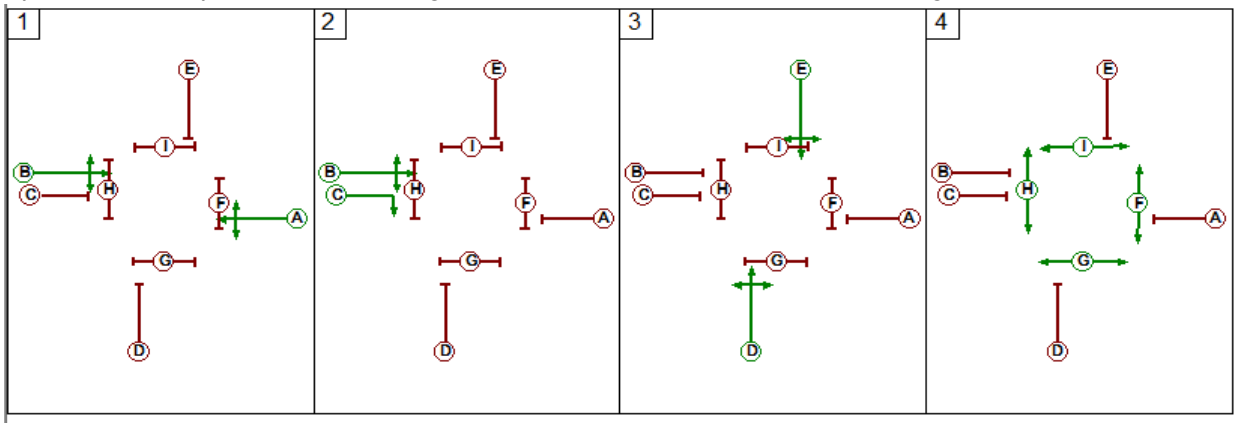
Phase C – Not in Use

5.4. Option 3

Option 3 is similar to Option 2A with the Kerb build out on East Dulwich Grove outside James Allen's Preparatory School removed, this allows for a 5.5m lane width which also includes a 2.0m cycle lane. The proposed detailed design drawing, No. D/EDG/CM/13/001/O3 is included in Appendix C for reference.

- Stage 1 Runs East Dulwich Grove north east and south west bound together.
- Stage 2 Runs East Dulwich Grove north east bound and an early cut off Phase C.
- Stage 3 Runs Green Dale and Townley Road.
- Stage 4 Runs the All round pedestrian Stage.

Option 3 would operate with four stages as defined in the method of control diagram.



5.5. Option 7 & 7A

Two additional options are tested which may significantly improve the conditions for cyclists. These proposals include the following changes from the previous options 2A, 2B and 3:

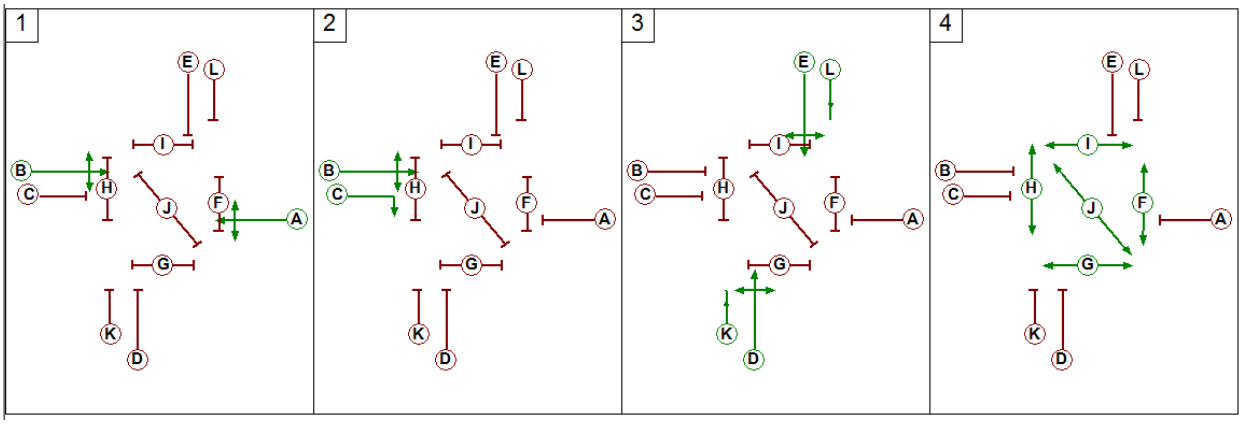
- Removal of the cycle feeder lane on the eastbound approach of East Dulwich Grove and reinstatement of the dedicated right turn lane;
- Removal of all footway segregated cycle lanes and share use areas, as well as accompanying tramline / ladder paving;

- Installation of a diagonal pedestrian crossing between the north-western corner (James Allen's Preparatory School) and the south-eastern corner (Alleyn's School);
- Advanced Stop Line on the Townley Road and Green Dale approaches are extended to 7.5 m;
- Low level traffic signal cycle heads to be installed on Green dale and Townley Road approaches, these signals will allow cyclist an early start to clear the junction prior to the green for general traffic;
- Early start of 8 seconds for cyclists on both Townley Road and Green Dale; the length of the early start period will be discussed with stakeholders at the detailed design stage;
- Revised stop line in East Dulwich Grove eastbound set back an additional 1 meter from crossing studs i.e. 4.0 m from studs);
- Waiting bays – for less confident cyclists (particularly children) that miss the green signal and do not want to cross the junction with general traffic on 'green'. The bays will ensure that the segregated cycle lane will not be obstructed for more confident cyclists who wish to traverse the junction during the general green phase for all traffic. This has resulted in a slightly revised buildout / footway extension on the northeastern corner of the junction of approximately 0.5m and shorter distance for pedestrians;
- Cycle logos on the east / west crossing (Green Dale / Townley Road) as a further measure to highlight the LCN route and possible presence of cyclists at the junction;
- Extended segregation of cycle lane in Green Dale (up to existing disabled parking bays)
- Option 7 only: Right turn ban for traffic turning out of Townley Road into East Dulwich Grove.

It is important to mention that Option 7 has been modelled assuming that the existing right turn flow will stay off Townley Road and will find alternative routes (e.g. Lordship Lane) to access East Dulwich Grove. Therefore, the total flow along Townley Road will be significantly lower in Option 7 than other options, including Option 7A. The impact of the diverted traffic in the surrounding network is not examined in the LinSig modelling.

The proposed detailed design drawings, No. D/EDG/CM/13/001/O7 and No. D/EDG/CM/13/001/O7a, are included in Appendix C for reference.

Option 7 and 7A would operate with four stages including an early start of 8 seconds for cyclists in Stage 3 as defined in the method of control diagram below.



6. Pedestrian timings

It is proposed to use far sided pedestrian signal heads. This will allow pedestrian countdown facility to be added to the junction upgrade. There is no increase in any intergreen values if countdown is installed; therefore, the modelling results do not differ for both cases. The only difference between far sided and countdown pedestrian facilities is the blackout and all-red times, shown in Tables 2, 3 and 4.

Table 2 – Comparison of pedestrian timings to apply in Option 2A and 2B

		Intergreen		Far – sided			Countdown		
Peds crossing	Width (m)	Far-sided	Countdown	Blackout	All red	Amber	Blackout	All red	Amber
F – Over East Dulwich Grove W/bnd	8.9	10		4	4	2	5	3	2
G – Over Townley Rd	9.75	11		5	4	2	6	3	2
H – Over East Dulwich Grove E/bnd	9	10		4	4	2	5	3	2
I – Over Green Dale	9.52	10		4	4	2	5	3	2

Table 3 – Comparison of pedestrian timings to apply in Option 3

		Intergreen		Far – sided			Countdown		
Peds crossing	Width (m)	Far-sided	Countdown	Blackout	All red	Amber	Blackout	All red	Amber
F – Over East Dulwich Grove W/bnd	8.91	10		4	4	2	5	3	2
G – Over Townley Rd	9.8	11		5	4	2	6	3	2
H – Over East Dulwich Grove E/bnd	10	11		5	4	2	6	3	2
I – Over Green Dale	9.47	10		4	4	2	5	3	2

Table 4 – Comparison of pedestrian timings to apply in Option 7 and 7A

		Intergreen		Far – sided			Countdown		
Peds crossing	Width (m)	Far-sided	Countdown	Blackout	All red	Amber	Blackout	All red	Amber
F – Over East Dulwich Grove W/bnd	9.1	10		4	4	2	5	3	2
G – Over Townley Rd	11.2	12		5	5	2	7	3	2
H – Over East Dulwich Grove E/bnd	10	11		5	4	2	6	3	2
I – Over Green Dale	9	10		4	4	2	5	3	2
J – Diagonal crossing	14.9	15		7	6	2	10	3	2

The benefit of introducing pedestrian countdowns is the removal of the blackout period and a visual indication of the crossing time.

7. Modelling Results

The outputs include the predicted Degree of Saturation (DoS in %) and Mean Maximum Queue (MMQ in PCUs) for each scenario and for each modelled flow group. The results of each option have been compared to the base case in order to identify whether the junction performance is improved when implementing the suggested proposals.

The cycle times of Option 1 prepared by JMP are different from those applied in the base case and Options 2A, 2B, 3, 7 and 7A; therefore, in order to undertake the comparison between the proposed options, the AM, PM and inter peak cycle times of Option 1 are modified to ensure that the base case and the six options are compared in the same basis. Likewise, saturation flows of entry links have been adjusted in Option 1 according to the turning radius measured in the model review.

Appendix B includes the outputs of Option 1 with the cycle times implemented by JMP.

Table 5, 6 and 7 include the summary of the results for the AM, PM and Inter Peak, respectively.

In the AM Peak, the output table suggests that either Option 1 or Option 7 provide the most favourable results in terms of DoS and MMQ, with the DoS of all the approaches below 95%. Therefore, the existing situation will improve if any of these two options is implemented. On the contrary, the junction operates over capacity in Option 2A, 2B, 3 and 7A.

In the PM, Option 1 and Option 7 provide the most favourable results with the DoS of all approaches below 85%. The junction operates over capacity in case Option 2A, 2B and 7A are implemented. Option 3 provides an acceptable junction performance as the DoS of all approaches is below 100%.

With respect to the Inter peak, it is interesting to note that all the proposals improve the junction performance as the network DoS decreases with respect the base case. For this time period, Option 2A and Option 3 provide the best results with the lowest DoS.

A general comparison between the three time periods modelled indicate that the AM Peak is the busiest period with the highest traffic flows and therefore the highest DoS on all approaches while the Inter peak is the period with the lowest DoS.

Table 5 – AM Peak Base and Proposed Modelling Results (CT = 98secs)

Link	BASE		OPTION 1		OPTION 2A		OPTION 2B		OPTION 3		OPTION 7		OPTION 7A	
	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)
East Dulwich Grove E/bnd	9.0	58.9	10.7	66.0	43.7	109.2	82.1	129.6	23.3	97.5	9.0 4.6	54.7 66.9	10.2 5.3	64.7 78.2
Green Dale	2.3	42.0	2.1	34.4	2.1	32.8	2.2	35.9	2.0	31.8	3.2	71.2	2.2	36.0
East Dulwich Grove W/bnd	14.1	76.6	15.7	85.6	14.2	76.7	73.4	125.6	15.7	83.7	18.5	91.8	53.8	114.8
Townley Road	40.3	112.2	10.5	84.3	41.8	113.1	68.6	131.0	27.0	103.7	9.3	87.8	46.4	116.1
Network DoS (%)	112.2 %		85.6%		113.1%		131.0%		103.7%		91.8%		116.1%	
PRC (%)	-24.7 %		5.1%		-25.7%		-45.6%		-15.2%		-2.0%		-29.0%	
Delay (pcuHr)	44.53		20.01		75.86		205.07		40.73		22.93		94.10	

Table 6 – PM Peak Base and Proposed Modelling Results with (CT = 96secs)

Link	BASE		OPTION 1		OPTION 2A		OPTION 2B		OPTION 3		OPTION 7		OPTION 7A	
	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)
East Dulwich Grove E/bnd	7.1	68.6	7.5	60.3	36.1	104.6	77.8	124.4	21.0	94.2	6.8 7.3	41.5 80.0	7.5 20.8	46.7 111.6
Green Dale	0.5	8.2	0.5	8.6	0.5	7.7	0.5	8.2	0.5	7.1	0.6	13.8	0.5	9.2
East Dulwich Grove W/bnd	15.2	78.1	14.5	77.1	14.2	73.2	75.7	123.0	14.5	75.0	16.2	84.6	25.2	98.2
Townley Road	9.4	86.6	5.7	76.2	16.6	102.5	31.5	119.5	12.3	95.6	3.7	72.2	29.0	116.7
Network DoS (%)	86.6%		77.1%		102.5%		124.4%		95.6%		84.6%		116.7%	
PRC (%)	3.9%		16.7%		-16.2%		-38.3%		-6.2%		6.4%		-29.7%	
Delay (pcuHr)	16.43		14.49		43.75		165.77		24.53		15.96		60.93	

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Table 7 – Inter Peak Base and Proposed Modelling Results (CT = 86secs)

Link	BASE		OPTION 1		OPTION 2A		OPTION 2B		OPTION 3		OPTION 7		OPTION 7A	
	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)
East Dulwich Grove E/bnd	6.5	54.2	7.8	56.2	5.7	41.3	9.9	81.6	5.6	37.4	5.4 0.7	39.2 13.2	5.8 0.8	44.3 16.1
Green Dale	0.2	2.4	1.3	20.0	0.3	4.0	0.3	5.5	0.3	4.0	0.3	7.9	0.3	5.7
East Dulwich Grove W/bnd	20.5	101.1	10.6	73.8	8.2	58.6	11.1	82.5	8.2	58.6	9.3	69.4	10.9	82.0
Townley Road	3.3	30.0	4.9	70.3	4.4	56.8	6.5	85.2	4.4	56.8	1.2	28.4	5.3	75.3
Network DoS (%)	101.1%		73.8%		58.6%		85.2%		58.6%		69.4%		82.0%	
PRC (%)	-12.3%		21.9%		53.7%		5.7%		53.7%		29.7%		9.7%	
Delay (pcuHr)	19.35		11.90		7.35		15.07		7.28		6.97		11.33	

8. Summary and Recommendations

The LinSig modelling results for the AM, PM and Inter Peak periods suggest that the JMP Option 1 operates well within capacity, although the lane markings on the East Dulwich Grove eastbound approach are sub-standard lane widths. Furthermore, there is no ASL on Green Dale, which may cause disbenefits to cyclists.

Option 2A has major kerb build outs on all the four approaches, thus reducing the entry lane widths. The East Dulwich Grove eastbound approach reduces to one entry lane, which increases the DoS for this approach to over 100% for both the AM and PM peaks.

The Option 2B staging arrangement, with the East Dulwich Grove phases split, is the worst performing option, with only the Inter Peak results showing the junction operating within capacity.

The Option 3 LinSig results suggest that the junction will operate at capacity in the AM peak, with Townley Road over capacity at 103.7% DoS. The base model shows this arm is over capacity with DoS at 112.2%, this implies that junction performance is improved compared to the existing situation. Furthermore, although East Dulwich Grove is a single lane approach in Option 3, the lane width is 5.5m and so remains the same width as in JMP Option 1. Therefore, it is envisaged that vehicles will be able to pass any right turning vehicles.

Of the five options tested, Option 7 provides the best overall results; with the DoS of all approaches below 90% and the junction operating well within capacity. This can be explained by the right turning ban from Townley Road into East Dulwich Grove and the 8 seconds early start for cyclists on both Townley Road and Green Dale.

Option 7A is as per Option 7, with the exception of the right turning ban for vehicles coming from Townley Road. Consequently, both Townley Road and East Dulwich Grove westbound are over capacity in the AM and PM peak with DoS over 100%.

Whilst Option 7 gives the best results at the junction itself, the wider impact of the right turn ban has not yet been examined in the current study. Where the banned vehicles would go, whether the ban affects other junctions in the surrounding network, if there is a need to make additional changes to the network; has not been assessed within the scope of the current study. In case it is not possible to ban the right turning traffic, Option 7A should be chosen, assuming most of the benefits are intended to be provided to cyclists.

Additionally, the use of the low level cycle heads is a relatively new concept and currently there is no written guidance on the early start length for cyclists. Hence, in order to recommend Option 7, a further study should be undertaken to examine the impact of the right turn ban to the wider area and the early start timings should be discussed further with stakeholders.

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AL1 3ER
United Kingdom

Appendix A – Intergreen Table measured from the SLD No. SLD/08/334/03 following guidance given in SQA-0645

	A	B	C	D	E	F	G	H	I	J	K
A			5	6	5	5	8	–	9	–	8
B				5	6	8	9	–	–	6	9
C	5			5	5	–	9	–	–	6	–
D	8	6	5			11	–	6	8	–	9
E	6	5	5			7	9	–	11	–	6
F	16	16	–	16	16						
G	8	8	8	–	8						
H	–	–	–	10	–						
I	8	–	–	8	8						
J	–	8	8	–	–						
K	13	13	–	13	13						

Appendix B – JMP Option 1 Modelling Results before Review

JMP Option 1							
Link	STORAGE to upstream junction (PCUs)	AM Peak (CT = 88secs)		PM peak (CT = 88secs)		Inter peak (CT = 80secs)	
		MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)
East Dulwich Grove E/bnd	59	9.2	63.7	7.0	58.9	7.4	57.1
Green Dale	No upstream junction	2.2	45.7	0.5	9.3	1.2	20.5
East Dulwich Grove W/bnd	91	14.5	86.2	14.4	80.9	10.5	77.5
Townley Road	90	10.7	88.7	5.6	80.3	5.0	75.4
Network DoS (%)		88.7 %		80.9%		77.5%	
PRC (%)		1.5 %		11.2%		16.1%	
Delay (pcuHr)		20.23		14.94		12.34	

Appendix C – Proposed Designs (Not to scale)

1. JMP Option 1

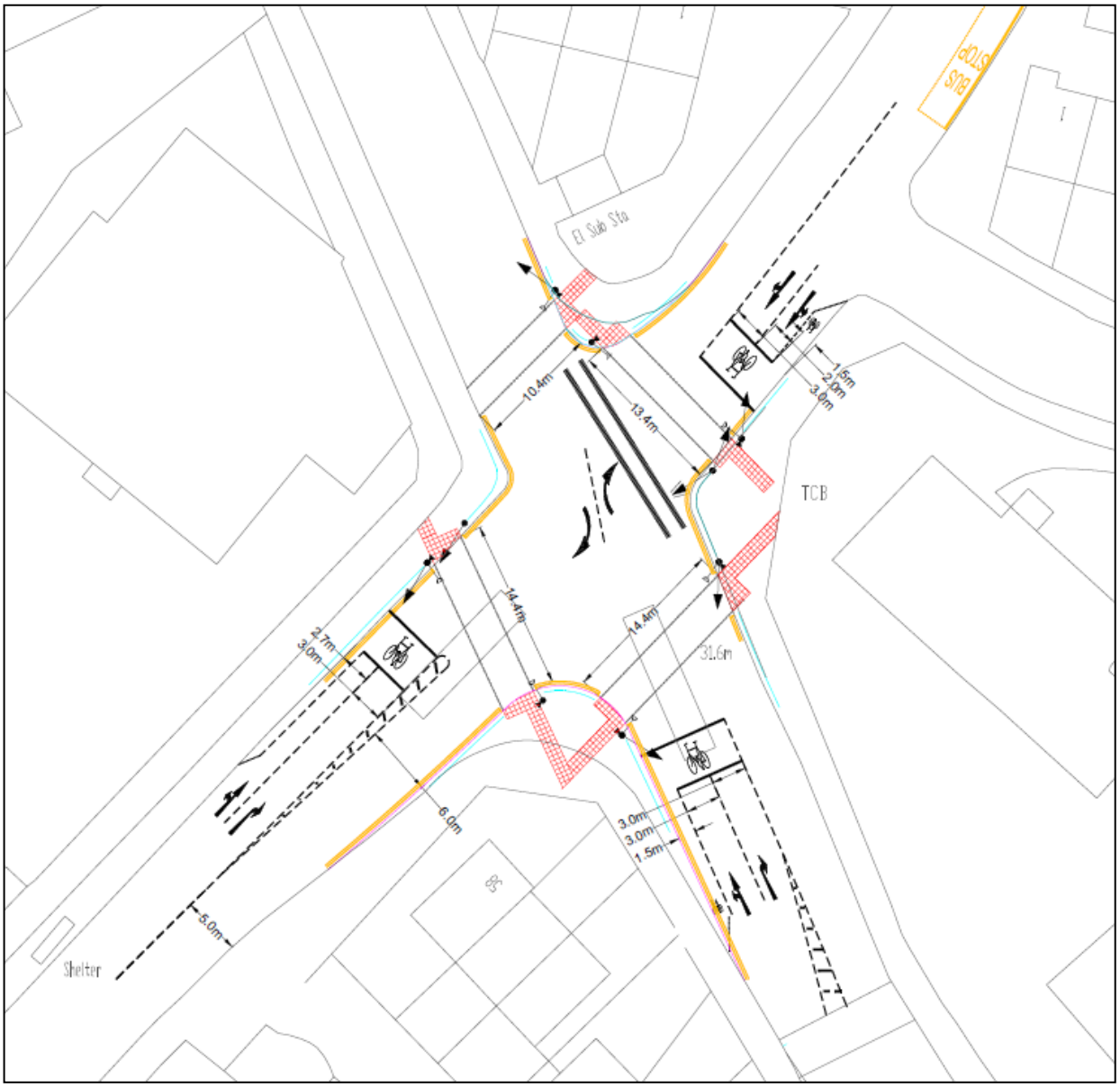


Figure A – Detailed Design Drawing of JMP Option 1 No. ST13201-PO-04A

2. Option 2A

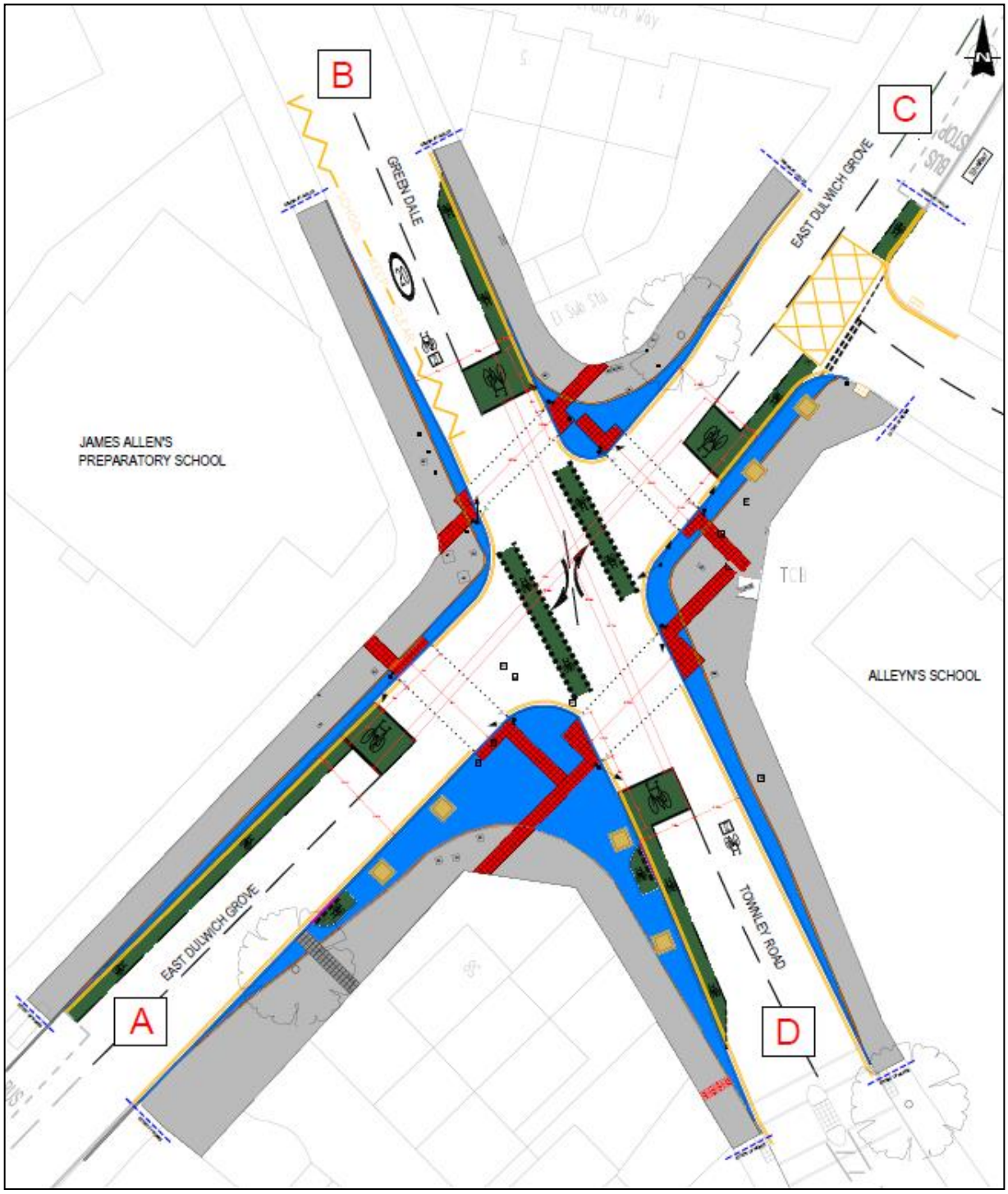


Figure B – Detailed Design Drawing of Option 2A No. D/EDG/CM/13/001/O2a

3. Option 2B

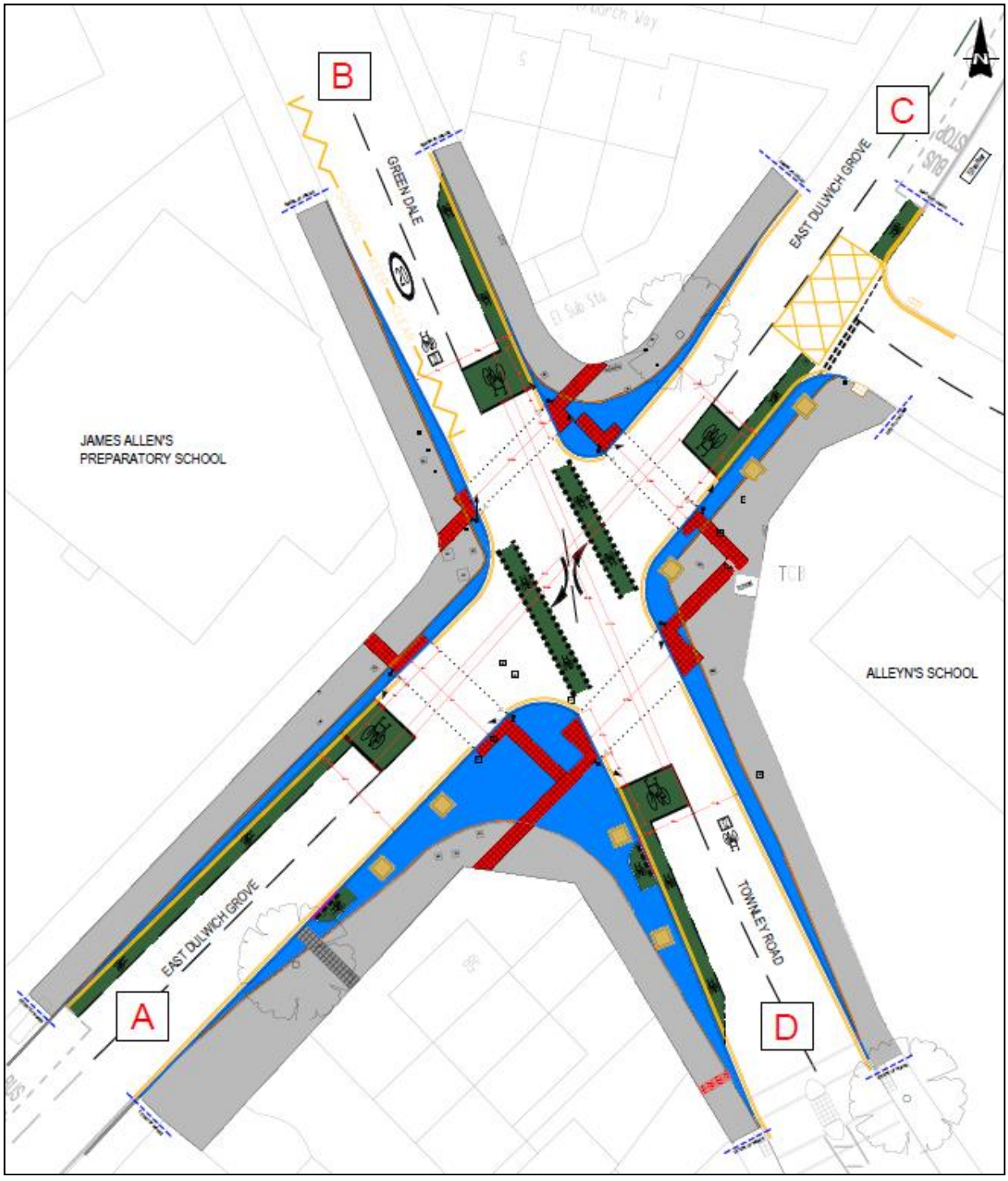


Figure C – Detailed Design Drawing of Option 2B No. D/EDG/CM/13/001/O2b

4. Option 3

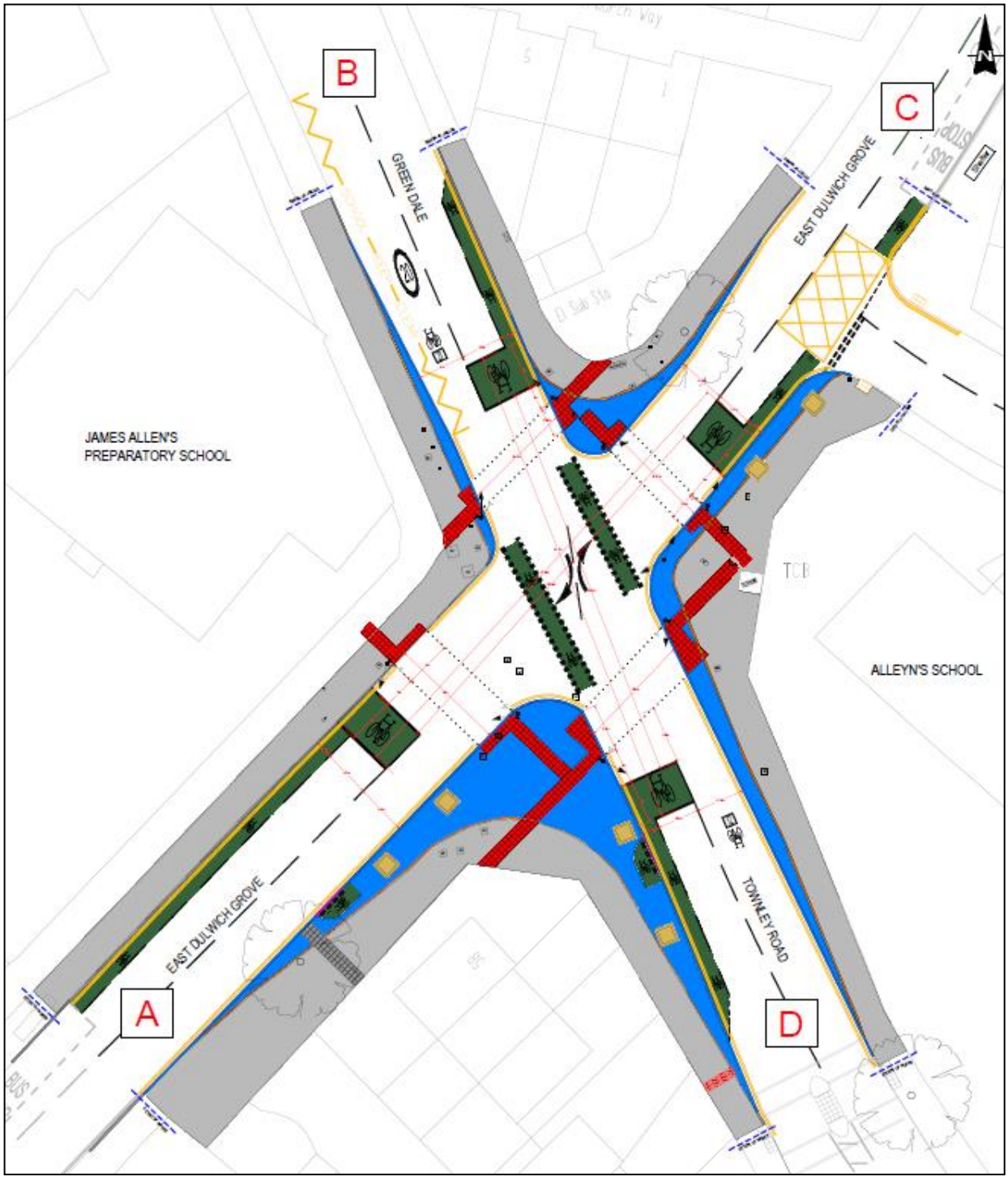


Figure D – Detailed Design Drawing of Option 2B No. D/EDG/CM/13/001/O3

5. Option 7

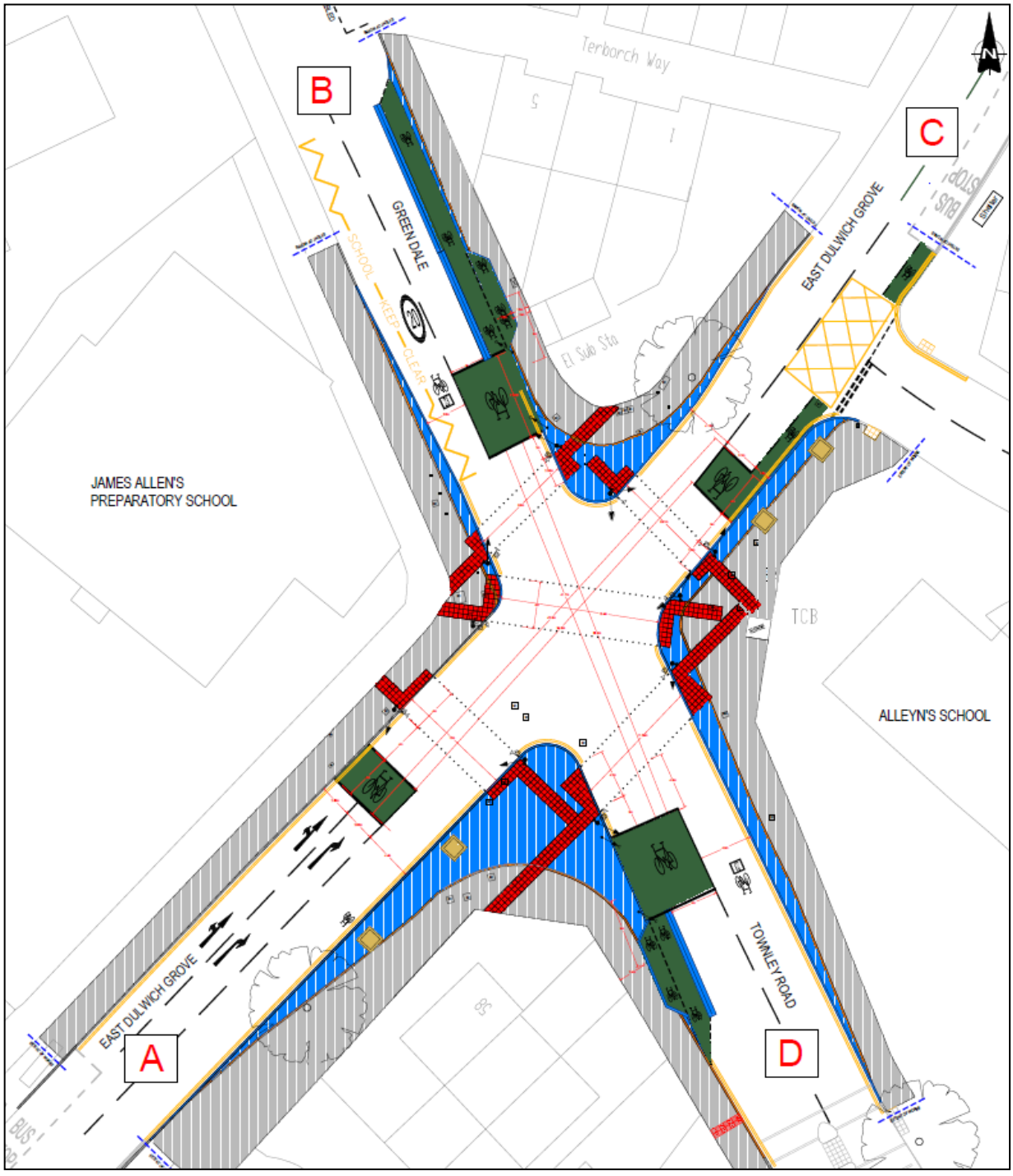


Figure E – Detailed Design Drawing of Option 7 No. D/EDG/CM/13/001/O7

6. *Option 7A*

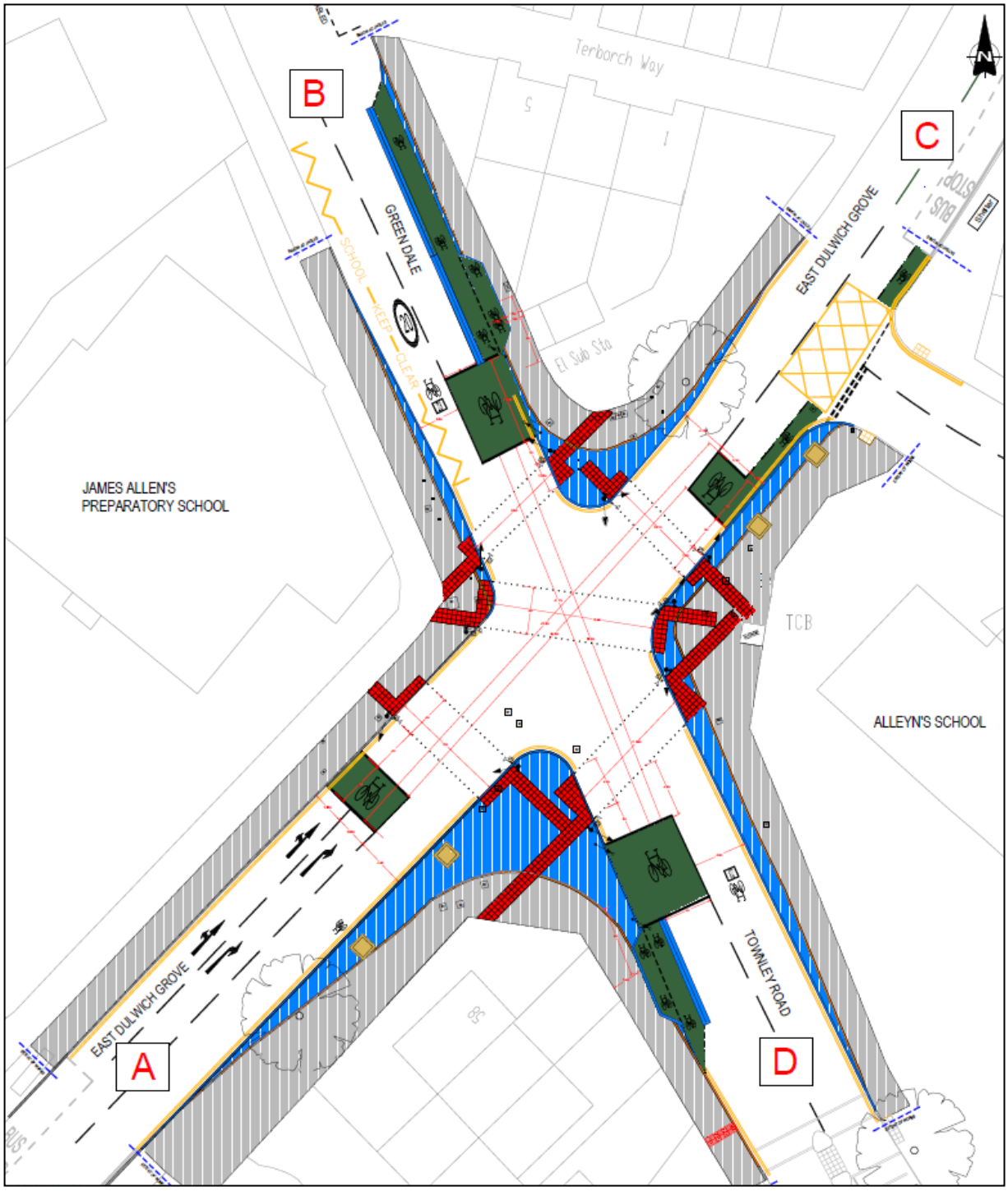
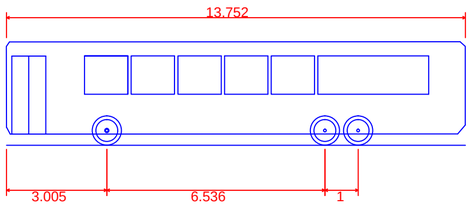


Figure F – Detailed Design Drawing of Option 7A No. D/EDG/CM/13/001/O7a

Appendix I: Junction Autotrack Analysis



Mistral 70-13.76	
Overall Length	13.752m
Overall Width	2.550m
Overall Body Height	3.102m
Min Body Ground Clearance	0.337m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	10.525m

B
C
A
D
GREEN DALE
EAST DULWICH GROVE
TOWNLEY ROAD
SCHOOL KEEP CLEAR
JAMES ALLEN'S PREPARATORY SCHOOL
ALLEYN'S SCHOOL
TCB
El Sub Sta
Shelter
TELEPHONE
EXTENT OF WORKS
Mistral 70-13.76

- Existing kerbline to be removed
- Proposed kerb
- Tactile Paving (red)
- Tactile Paving (buff)
- 3 Aspect Signal on Pole
- 3 Aspect Signal with Secondary Hoods
- 3 Aspect Signal with Green Arrow Unit - Filter Signal
- Pedestrian Pushbutton
- Existing kerbline to remain
- Proposed lininig
- Existing lining
- Proposed footway extension
- Existing footway
- Proposed tree pit
- Proposed dropped kerb
- Proposed ladder paving
- Existing ladder paving to be removed
- Proposed cycle facility

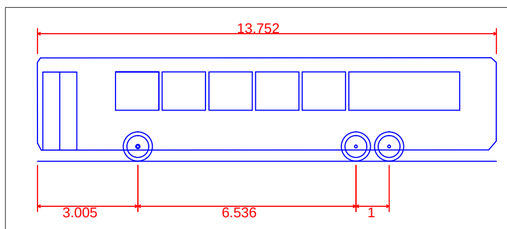
REGENERATION & ENVIRONMENT
COUNCIL OFFICES, CHILTERN HOUSE, PORTLAND STREET, LONDON SE17 2ES

No.	Date	Revision

Project
East Dulwich Grove / Townley Road

Title
AutoTrack - Mistral 70-13.76
LEFT TURN INTO EDG

Contract No.	Drawn	CM
	Designed	CM
Scale NTS	Checked	
	Approved	
Drawing No. D/EDG/CM/13/001/AT01	Rev.	A
Date Drawn 02/14	Date Issued	



Mistral 70-13.76

Overall Length	13.752m
Overall Width	2.550m
Overall Body Height	3.102m
Min Body Ground Clearance	0.337m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	10.525m

B
C
A
D
GREEN DALE
EAST DULWICH GROVE
TOWNLEY ROAD
SCHOOL KEEP CLEAR
BUS STOP
Shelter
TELEPHONE
EXTENT OF WORKS
JAMES ALLEN'S PREPARATORY SCHOOL
ALLEYN'S SCHOOL
Mistral 70-13.76

Existing kerbline to be removed
Proposed kerb
Tactile Paving (red)
Tactile Paving (buff)
3 Aspect Signal on Pole
3 Aspect Signal with Secondary Hoods
3 Aspect Signal with Green Arrow Unit - Filter Signal
Pedestrian Pushbutton
Existing kerbline to remain
Proposed lininig
Existing lining
Proposed footway extension
Existing footway
Proposed tree pit
Proposed dropped kerb
Proposed ladder paving
Existing ladder paving to be removed
Proposed cycle facility

Southwark Council
REGENERATION & ENVIRONMENT
COUNCIL OFFICES, CHILTERN HOUSE, PORTLAND STREET, LONDON SE17 2ES

No.	Date	Revision

Project
East Dulwich Grove / Townley Road

Title
AutoTrack - Mistral 70-13.76
RIGHT TURN INTO TOWNLEY

Contract No.		Drawn	CM
		Designed	CM
Scale NTS		Checked	
		Approved	
Drawing No. D/EDG/CM/13/001/AT02		Rev.	A
Date Drawn 02/14	Date Issued		

Item No. 9.	Classification: Open	Date: 17 March 2015	Meeting Name: Dulwich Community Council
Report title:		North Dulwich parking consultation	
Ward(s) or groups affected:		Village Ward	
From:		Head of Public Realm	

RECOMMENDATIONS

1. Comment upon the boundary for a parking consultation as defined in Appendix 1.
2. Comment upon the consultation methods detailed in paragraphs 15 – 16.

BACKGROUND INFORMATION

3. Part 3D of the Southwark Constitution sets out that decisions relating strategic transport issues, including parking zones, are a matter for decision by the relevant cabinet member.

4. Part 3H of the Southwark Constitution identifies that the community council should be consulted on strategic transport decisions, such as the method of consultation and whether to create a new parking zone.

5. This report is presented to the community council for the purposes of consultation on the boundary and method of a strategic parking project.

KEY ISSUES FOR CONSIDERATION

Project scope

6. Carry out a combined 1st and 2nd stage parking consultation on the principle and detail of a possible new parking zone in the North Dulwich area.

Primary aims of a parking zone

7. Improve availability of parking spaces: Give priority to certain groups i.e. residents and their visitors, loading and business short-stay parking over and above commuter parking (see parking hierarchy, appendix 2).
8. Reduce overall traffic levels: Parking, by definition, is preceded by a trip and the council has a clear policy to reduce traffic levels with the aim of reducing congestion, improving air quality and amenity and to encourage sustainable transport modes (walking/cycling) by deterring non-essential journeys.
9. Improve road safety and smooth traffic flow: Zones reduce the level of parking occupancy and provide natural passing spaces enabling pedestrians to cross the street more safely and for vehicles to pass one another more easily.

10. Reduce parking demand such that streets can be used for purposes other than just parking such as tree planting or on-street cycle parking: Studies have also shown that streets with lower levels of traffic have a positive effect on social interaction.

11. Assist control on future development (enabling planning department to make new developments parking permit exempt).

History of parking zones in the area

12. The recommended consultation area has been consulted previously and is adjacent to other, existing parking zones that have been amended on a number of occasions, as outlined in Figure 2.

Date	Project
2003	Following consultation, new HH CPZ introduced on experimental basis to streets south of Half Moon Lane
2006	HH CPZ extended into Carver Road, Ruskin Walk, Warmington Road, Howletts Road and Hollingbourne Road on experimental basis. HH CPZ hours of operation reduced to 2 hrs per day (from 10 hrs) on experimental basis
2008	Experiment made permanent
2009	North Dulwich area consulted. Broadly against but some localised support, one street clearly in favour (Holmdene Ave)
2011	HH CPZ extended to Holmdene Avenue following 2nd stage consultation
Late 2013	Introduction of CPZ in Lambeth, in some streets to north west of Herne Hill
Early 2014	Lambeth CPZ extended to cover all streets to the north west of Herne Hill and Denmark Hill

Figure 2

Consultation area

13. The area recommended for consultation is identified by way of a map contained in Appendix 1. The surrounding CPZs (and non-CPZ areas) are also shown on the map.

14. The area recommended reflects:

a) correspondence (see paragraphs 17 to 20)

b) parking stress data (see paragraphs 21 to 25)

c) parking policy

d) a logical grouping of streets

e) the available budget

Consultation methods

15. The method of consultation and decision making is fundamentally determined by the Council Constitution and the strategic transport decision making process (Appendix 3).

16. Parking zone consultations follow a standard process that was established in the Parking and Enforcement Plan and is summarised in Figure 1 as published on the council's website.

Stage		Expected dates
Design and consultation	Parking stress (occupancy / duration) surveys	Completed Jan '15
	Inception report to community council	March
	3 week consultation - pack and questionnaire to all residents, businesses and stakeholders - public exhibitions	May
	Data analysis	June
	Draft reports presented to community council for final comment	September
Decision making	Final reports and decision to be taken by Cabinet Member for Regeneration, Planning and Transport	October
	Statutory consultation (traffic orders)	November
	Implementation and go-live	December / Jan '16

Figure 1

Correspondence

17. Requests from the public to introduce a parking zone, or to consult upon the introduction thereof, are one indicator that assists in the development of proposals.

18. Where requests are geographically concentrated it is likely to indicate:

a) some degree of broad public support to prioritise parking

b) 'parking stress' (where demand for parking is approaching or exceeding the available supply).

19. It is important that requests should only be used as an indicator and these are no substitute for a proper consultation. Research has shown that "customers very rarely complain to the service/ product provider. Instead they will tell their friends, who will in turn tell their friends, creating a pyramid of dissatisfaction." Equally, those members of the public who do not consider there to be a problem are fairly unlikely to write to the council to ask to keep the status quo.

20. The council collates requests for parking zone consultations in a map system to assist in the identification of patterns that may be more localised than street level, especially where they originate from a long road which may have different parking characteristics are different ends. These maps have been presented to ward members in advance of this meeting but in the interests of data protection are presented in Appendix 4 in a table format.

Parking stress data

21. In January 2015, the council commissioned a wide ranging parking stress survey using a standard methodology for collation of data on occupancy and duration of stay.

22. The survey was carried out from 0600 to 2100 on a weekday and Saturday, with a beat frequency of 1 hour. This period enables comparison and assumptions to be made about who is parking and for how long.

23. The results of the survey will provide a clear picture about the profile of parking in the area.

24. At the time of writing, the final version of the survey had not been received. As shown in Figure 1, analysis of all data is programmed for June and will be presented to the community council, alongside the consultation results, in September.

25. A first draft of the weekday and weekend parking occupancy is available in Appendix 5, of the eight streets recommended for a parking consultation in this report the following highlights can be noted:

    a) average occupancy is higher during the week (87%) than at the weekend (66%)

    b) during the week, parking occupancy is at its peak in the middle of the day with lower occupancies in the early morning and late evening

    c) at the weekend, demand is highest in the early to mid-morning with pressure substantially reduced in the afternoon

    d) during the week there is sustained “very high” pressure in most roads but at the weekend any prolonged pressure is uncommon

Policy implications

26. The recommendations contained within this report are consistent with the polices 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

27. The policies within the Transport Plan are upheld within this report and have been subject to an Equality Impact Assessment.

28. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the area where the

proposals are made.

29. The implementation and operation of a parking zone contributes to an improved environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic volumes.

30. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety. This is being recommended separately on today's agenda for this area as part of the council's local parking amendment programme.

31. 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 consultation is completed and any resulting recommendations implemented and observed.

32. The consultation leaflets will meet communication guidance with a languages page with advice of how to access the council's translation services. Large format leaflets will be available for those with visual impairment.

33. 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.

34. 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
- Prioritising parking to those who most need it, in accordance with the council's parking hierarchy.

Resource implications

35. The project and implementation (if supported) of the parking zone will cost approximately £50,000 which will be funded through capital provisions already established for this purpose.

36. A better estimate of the costs and potential parking income from this scheme will be reported at the end of the consultation.

37. Cost code for CPZ reviews is L-5110-0042.

Consultation

38. It should be noted that the boundary of Dulwich and Camberwell runs along the centre line of Red Post Hill and therefore agreement is being sought from both community councils.

39. Consultation has been carried out with all affected ward members on the

recommendations contained within this report.

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: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker 020 7525 2021

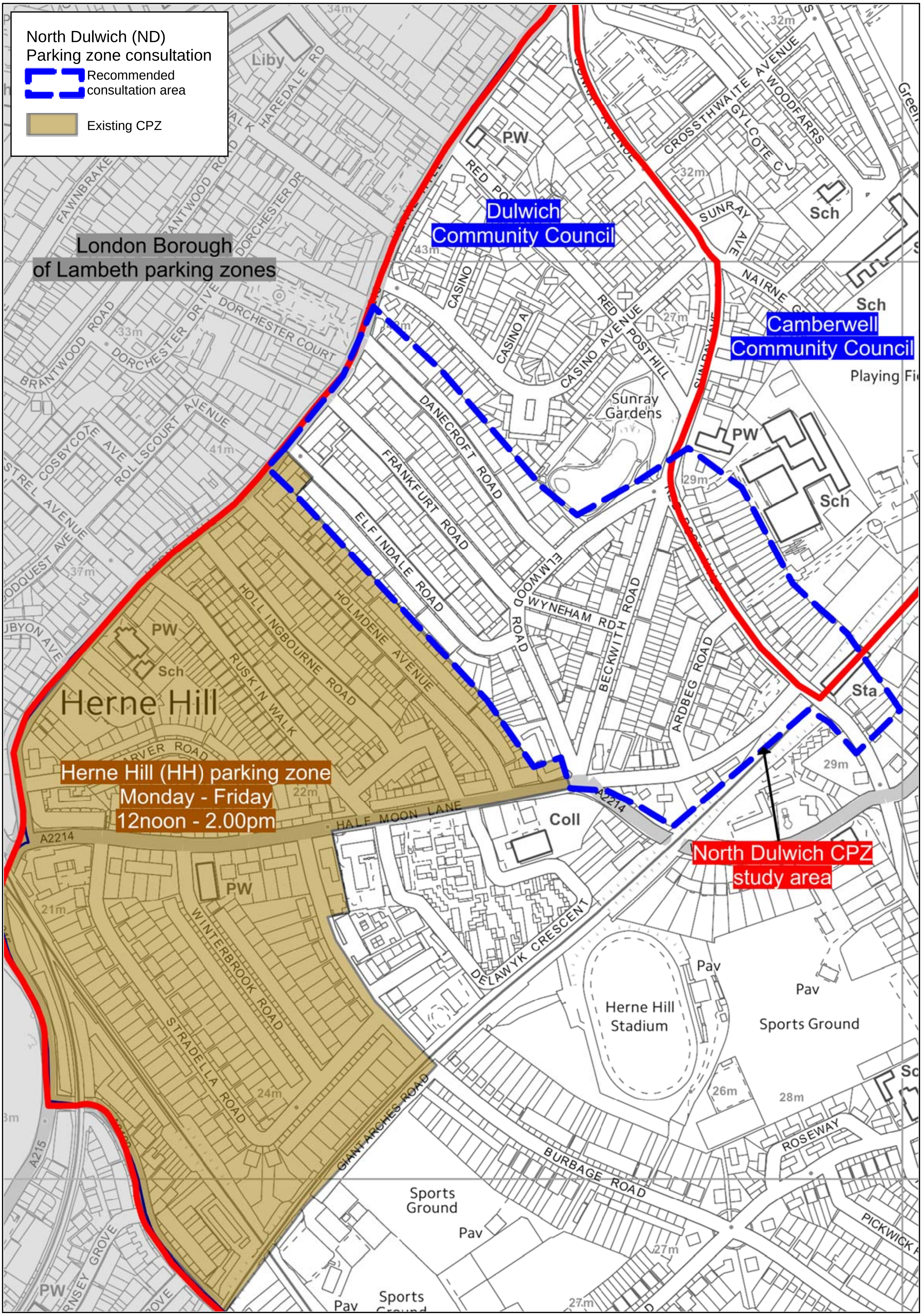
APPENDICES

No.	Title
Appendix 1	Map of recommended consultation boundary
Appendix 2	Adopted parking hierarchy
Appendix 3	Strategic transport decision making process
Appendix 4	Table of requests from the public to consult (and not to consult)
Appendix 5	Table of weekday and weekend parking occupancy (draft data)

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	3 March 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	**Comments Sought**	**Comments Included**
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to the Constitutional Team		5 March 2015

APPENDIX 1


North Dulwich (ND)
Parking zone consultation
Recommended consultation area
Existing CPZ
London Borough of Lambeth parking zones
Dulwich Community Council
Camberwell Community Council
Herne Hill (HH) parking zone
Monday - Friday
12noon - 2.00pm
North Dulwich CPZ study area
Herne Hill
Sunray Gardens
Herne Hill Stadium
Sports Ground
DANECROFT ROAD
FRANKFURT ROAD
ELFINDALE ROAD
HOLMDENE AVENUE
HOLLINGBOURNE ROAD
RUSKIN WALK
HALF MOON LANE
A2214
WINTERBROOK ROAD
STRADELLA ROAD
GIANT ARCHES ROAD
DELAWYK CRESCENT
BURBAGE ROAD
ROSEWAY
ELMWOOD ROAD
WYNEHAM RD
BECKWITH ROAD
ARDBEG ROAD
RED POST HILL
CASINO AVENUE
CROSSTHWAITE AVENUE
WOODFARRS
GYLCOTE CL
SUNRAY AVE
NAIRNE
DORCHESTER COURT
DORCHESTER DRIVE
BRANTWOOD ROAD
ROLLSCOURT AVENUE
COSBYCOTE AVE
HAREDALE RD
FAWNBRAKE
PW
Sch
Sta
Coll
Pav
Playing Fi

APPENDIX 2

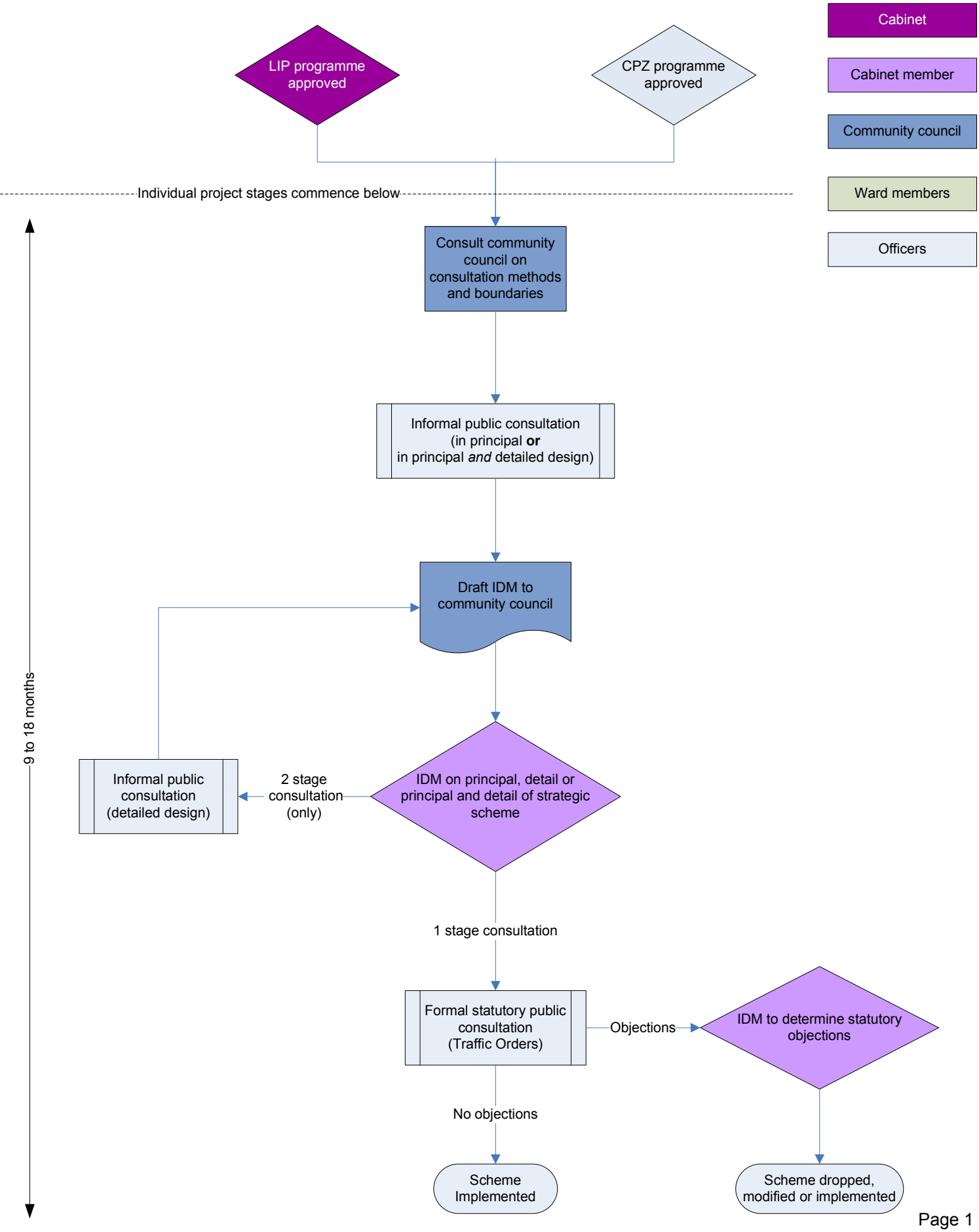
Table 16, The parking hierarchy

Road users	Local disabled resident parking need (parking at origin)
	Non local disabled parking need (parking at destination)
	Car share and car club bays
	Local resident parking
	Building contractors, appliance repair and other tradesman services
	Essential worker in the delivery of public service and carers
	Local business essential parking/servicing need
	Short stay shopper/visitor parking need
	Long stay shopper/visitor parking need
	Long stay commuter parking need
Vehicle type	Emergency vehicle
	Cycle
	Bus
	Public service vehicle including managed levels of short term coach parking
	Taxi
	Shared/pool car
	Cleaner/greener private car
	Private car and powered two wheeler

APPENDIX 3

Strategic transport project decision making

Existing constitution



CPZ requests - North Dulwich and Champion Hill area

Requests received up until 2 March 2015

Requests FOR new CPZ controls

YEAR										
STREET NAME	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2013**	**2014**	**2015**	**Grand Total**
Ardbeg Road		1	1	2				2	1	**7**
Beckwith Road							2	13	5	**20**
Casino Avenue							2	5		**7**
Danecroft Road				1			1	25	4	**31**
Elfindale Road						2	12	33	3	**50**
Elmwood Road								6	2	**8**
Frankfurt Road								13	4	**17**
Half Moon Lane				1				1		**2**
Herne Hill								1	1	**2**
Red Post Hill	1			1	1		3	4	2	**12**
Sunray Avenue				1					2	**3**
Wyneham Road									1	**1**
Grand Total	**1**	**1**	**1**	**6**	**1**	**2**	**20**	**103**	**25**	**160**

Requests AGAINST new CPZ controls

YEAR				
STREET NAME	**2013**	**2014**	**2015**	**Grand Total**
Casino Avenue		1		**1**
Danecroft Road		4		**4**
Elfindale Road	5	1		**6**
Elmwood Road		2	1	**3**
Frankfurt Road		1		**1**
Grand Total	**5**	**9**	**1**	**15**

APPENDIX 5

Average parking occupancy per beat per street (Denmark Hill - weekday).

Thursday, 15th January 2015																	
STREET NAME	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	% Average	Capacity (No. of vehicles)
A215 DENMARK HILL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
A215 HERNE HILL	133%	33%	67%	133%	133%	133%	100%	100%	100%	0%	0%	0%	0%	200%	67%	80%	3
A2214 VILLAGE WAY	13%	19%	75%	81%	94%	92%	86%	86%	87%	94%	87%	73%	56%	46%	54%	69%	63
ARDBEG ROAD	78%	84%	92%	90%	88%	90%	90%	96%	96%	90%	90%	100%	84%	84%	84%	89%	51
ARNOULD AVENUE	95%	105%	100%	95%	95%	95%	95%	95%	85%	65%	85%	75%	75%	80%	80%	88%	20
BASINGDON WAY	87%	89%	97%	99%	100%	100%	99%	100%	101%	100%	99%	89%	80%	75%	72%	92%	87
BECKWITH ROAD	101%	103%	99%	101%	102%	102%	104%	100%	98%	93%	100%	101%	96%	94%	94%	99%	94
BLANCHEDOWNE	90%	107%	111%	115%	115%	113%	116%	113%	115%	111%	111%	110%	97%	93%	87%	107%	61
CASINO AVENUE	63%	66%	69%	73%	76%	80%	80%	77%	73%	71%	71%	70%	64%	58%	59%	70%	184
CHAMPION HILL	28%	31%	28%	28%	28%	28%	31%	31%	25%	22%	31%	25%	17%	19%	19%	26%	36
CROSSTHWAITE AVENUE	36%	39%	48%	58%	64%	63%	59%	59%	59%	53%	55%	41%	38%	38%	31%	49%	64
DANECROFT ROAD	85%	81%	81%	82%	81%	81%	82%	80%	82%	81%	81%	80%	72%	69%	69%	79%	108
DOMETT CLOSE	67%	60%	60%	67%	67%	67%	80%	80%	60%	47%	47%	40%	47%	53%	60%	60%	15
DOWSON CLOSE	50%	55%	59%	55%	55%	55%	59%	59%	50%	50%	41%	41%	36%	41%	45%	50%	22
DYLWAYS	44%	45%	49%	51%	52%	50%	50%	50%	47%	47%	42%	48%	47%	44%	44%	47%	139
ELFINDALE ROAD	98%	99%	104%	104%	102%	105%	103%	103%	102%	96%	85%	88%	94%	94%	96%	98%	113
ELMWOOD ROAD	67%	71%	79%	82%	82%	80%	83%	85%	86%	77%	79%	76%	73%	68%	69%	77%	128
FRANKFURT ROAD	87%	94%	93%	91%	90%	90%	91%	91%	90%	87%	94%	87%	79%	82%	82%	89%	101
GYLCOTE CLOSE	35%	35%	37%	41%	41%	33%	29%	29%	29%	29%	29%	25%	37%	37%	39%	34%	51
HALF MOON LANE	54%	90%	110%	117%	122%	122%	122%	120%	112%	110%	120%	124%	107%	76%	93%	107%	41
MONCLAR ROAD	94%	100%	94%	94%	81%	81%	94%	100%	81%	75%	69%	69%	75%	75%	75%	84%	16
NAIRNE GROVE	33%	40%	69%	84%	72%	74%	71%	69%	72%	69%	57%	48%	36%	36%	36%	58%	58
RED POST HILL	37%	40%	49%	63%	67%	69%	71%	67%	68%	62%	68%	56%	49%	32%	44%	56%	117
SUNRAY AVENUE	31%	41%	54%	59%	59%	60%	58%	59%	57%	56%	56%	46%	40%	35%	37%	50%	189
UNNAMED ROAD[1]	43%	52%	57%	57%	57%	57%	57%	62%	48%	52%	48%	43%	33%	33%	43%	50%	21
WANLEY ROAD	46%	42%	46%	48%	50%	50%	48%	48%	52%	40%	40%	40%	44%	42%	44%	46%	52
WOODFARRS	71%	70%	72%	76%	66%	73%	71%	69%	73%	76%	70%	61%	52%	55%	53%	67%	83
WYNEHAM ROAD	89%	92%	92%	95%	97%	95%	92%	92%	89%	84%	92%	87%	95%	82%	3%	85%	38

[1] Champion Hill spur route, perpendicular to Monclar Road.

Key	
Very Low	0 to <=50%
Low to Medium	50 to <70%
Medium to High	>=70 to <80%
High	>=80 to <90%
Very High	>=90%

Average parking occupancy per beat per street (Denmark Hill - weekend).

Saturday, 24th January 2015																	
STREET NAME	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	% Average	Capacity (No. of vehicles)
A215 DENMARK HILL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
A215 HERNE HILL	67%	100%	100%	67%	133%	133%	167%	133%	100%	67%	133%	100%	100%	133%	100%	109%	3
A2214 VILLAGE WAY	8%	8%	13%	27%	38%	21%	14%	16%	16%	14%	11%	14%	16%	14%	17%	17%	63
ARDBEG ROAD	84%	88%	86%	92%	75%	65%	59%	63%	57%	59%	61%	67%	67%	67%	80%	71%	51
ARNOULD AVENUE	110%	105%	100%	90%	95%	70%	80%	90%	100%	85%	85%	70%	80%	90%	95%	90%	20
BASINGDON WAY	82%	84%	80%	77%	77%	78%	56%	57%	61%	61%	67%	66%	67%	64%	62%	69%	87
BECKWITH ROAD	89%	88%	87%	86%	84%	81%	73%	63%	60%	57%	55%	63%	65%	65%	66%	72%	94
BLANCHEDOWNE	90%	93%	90%	85%	87%	77%	70%	69%	77%	79%	77%	98%	107%	116%	131%	90%	61
CASINO AVENUE	61%	60%	57%	55%	54%	51%	49%	51%	48%	49%	51%	51%	54%	55%	56%	53%	184
CHAMPION HILL	22%	22%	22%	22%	19%	17%	22%	22%	19%	19%	17%	19%	14%	17%	19%	20%	36
CROSSTHWAITE AVENUE	38%	34%	36%	41%	31%	31%	22%	20%	28%	25%	30%	27%	22%	20%	23%	29%	64
DANECROFT ROAD	81%	83%	83%	77%	64%	63%	64%	67%	69%	68%	68%	59%	56%	59%	58%	68%	108
DOMETT CLOSE	73%	73%	67%	60%	53%	60%	60%	60%	53%	67%	67%	67%	67%	67%	60%	64%	15
DOWSON CLOSE	59%	59%	59%	50%	50%	41%	41%	36%	45%	45%	45%	27%	32%	32%	36%	44%	22
DYLWAYS	49%	48%	47%	40%	40%	35%	37%	44%	38%	37%	37%	42%	40%	39%	42%	41%	139
ELFINDALE ROAD	93%	92%	85%	82%	82%	72%	71%	72%	73%	74%	82%	79%	74%	73%	75%	79%	113
ELMWOOD ROAD	73%	76%	75%	70%	70%	66%	63%	60%	54%	57%	49%	53%	48%	50%	49%	61%	128
FRANKFURT ROAD	82%	84%	80%	79%	81%	78%	78%	75%	76%	76%	66%	67%	69%	67%	68%	75%	101
GYLCOTE CLOSE	37%	41%	39%	47%	45%	45%	43%	43%	37%	35%	39%	39%	37%	37%	37%	40%	51
HALF MOON LANE	44%	46%	44%	68%	95%	95%	78%	76%	68%	83%	71%	56%	49%	46%	49%	65%	41
MONCLAR ROAD	94%	88%	94%	88%	81%	81%	81%	75%	63%	56%	50%	63%	69%	75%	81%	76%	16
NAIRNE GROVE	19%	21%	21%	24%	28%	22%	24%	33%	24%	26%	17%	19%	19%	19%	19%	22%	58
RED POST HILL	32%	30%	31%	40%	45%	40%	33%	33%	34%	32%	39%	36%	35%	32%	28%	35%	117
SUNRAY AVENUE	28%	29%	28%	26%	26%	27%	26%	27%	27%	25%	26%	25%	27%	23%	23%	26%	189
UNNAMED ROAD [1]	33%	33%	38%	33%	29%	24%	24%	24%	33%	24%	33%	29%	24%	19%	24%	28%	21
WANLEY ROAD	40%	42%	40%	35%	33%	31%	27%	37%	35%	31%	27%	29%	31%	35%	31%	33%	52
WOODFARRS	57%	57%	53%	53%	55%	51%	46%	47%	51%	51%	47%	47%	51%	51%	47%	51%	83
WYNEHAM ROAD	95%	92%	87%	87%	84%	61%	55%	50%	37%	61%	61%	63%	45%	61%	55%	66%	38

Key	
Very Low	0 to <=50%
Low to Medium	50 to <70%
Medium to High	>=70 to <80%
High	>=80 to <90%
Very High	>=90%

[1] Champion Hill spur route, perpendicular to Monclar Road.

Agenda Item 12

Item No. 12.	Classification: Open	Date: 17 March 2015	Meeting Name: Dulwich Community Council
Report title:		Allocation of Neighbourhoods Fund 2015/16	
Ward(s) or groups affected:		College, East Dulwich, & Village Wards	
From:		Head of Community Engagement	

RECOMMENDATION

1. That the Dulwich Community Council allocates a total of £134,339 of the neighbourhoods fund 2015/16 from the list of applications outlined in appendix 1. This amount consists of two elements, namely £90k available for 2015/16 and £44,339 of unallocated funding carried forward from previous years revenue programmes, known as cleaner, greener, safer revenue (CGS revenue) and community council fund (CCF).

BACKGROUND INFORMATION

2. The neighbourhoods fund is a new funding programme, which was created by the merger of two former revenue programmes known as cleaner, greener, safer revenue and community council fund.

3. The CGS revenue fund was established in February 2012, initially consisting of £210k borough-wide funding budget with an allocation of £10k per ward. In February 2013, council assembly agreed to increase the funding programme to £420k, each ward receiving £20k.

4. The purpose of introducing the CGS revenue fund in 2012 was to give community councils decision making powers over significant amounts of revenue funding, that they could allocate to meet locally determined priorities, and also to enhance and complement the effectiveness of the CGS capital funding programme.

5. Community councils also took decisions on the community council fund and awarded revenue grants of between £100 and £1k for community projects. The total fund available borough-wide for projects in 2014/15 amounted to £122k.

6. Both the CGS revenue and CCF will cease on 31 March 2015 as separate funding programmes and will be replaced by a single neighbourhoods fund. During the 2015/16 budget setting process, a further £88k was allocated to the neighbourhoods fund, bringing the allocation per ward to £30k. The criteria for the new fund will, in the main, remain the same as previous programmes but have been streamlined to reflect the new brand.

KEY ISSUES FOR CONSIDERATION

7. The cabinet member for Communities, Employment and Business authorised the amalgamation the CGS revenue fund and CCF, into a single funding programme to create a new neighbourhoods fund for the 2015/16 round and onwards. This decision (IDM) was taken on 12 December 2014.

8. Each ward will have £30K of revenue grants to allocate. It is proposed that any unallocated funds from both CGS revenue and CCF are to be carried forward from previous rounds (years) and added to the financial year commencing 1 April 2015.

9. The community councils will use the criteria set out below for the allocation of this funding.

    a. Creating opportunities for people from different backgrounds to get on well together; (e.g. community cohesion).

    b. Establishing projects which treat each other with respect and consideration (e.g. being a good neighbour, inter-generational contacts).

    c. Encouraging residents to be responsible for their own neighbourhood (e.g. community clean-ups; volunteering initiatives).

    d. Specific measures to enhance a neighbourhood's environment (e.g. increased cleaning).

10. A community council may choose to allocate some of their neighbourhoods fund resources to their CGS capital allocations.

11. Subject to the availability of resources, the neighbourhoods fund may be used to 'buy' services from the council.

12. As with any executive decision taken by community councils this is subject to the council's existing scrutiny arrangements.

Community Impact Statement

13. 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.

14. An explicit objective within community council 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 mutual interest. The merger of CGS revenue and CCF will not adversely affect groups who normally apply for these funding streams.

15. The allocation of the Dulwich neighbourhoods fund will, in the main, affect the people living in the Dulwich Community Council area. However, in making the area a better place to live and improving life chances for local people, Dulwich neighbourhoods fund activities will have an impact on the whole of Southwark.

16. The neighbourhoods fund is an important tool in achieving community participation and cohesion.

17. 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 decisions 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 characteristic 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.

18. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. In this process there are no issues that contravene the Equality Act 2010.

19. 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:

- Remove or minimise disadvantages connected with a relevant protected characteristic.
- Take steps to meet the different needs of persons who share a relevant protected characteristic.
- Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under- represented.
- Due consideration was given to equalities impact assessment during the design of this awards process and no adverse impact was evident.
- Due consideration was given to equalities impact assessment during the design of this awards process and no adverse impact was evident.

Resource implications

20. There were none.

Consultation

21. Neighbourhoods fund projects may require consultation with stakeholders, including the project applicant, local residents and tenants and residents associations where applicable.

Financial implications

22. The Dulwich neighbourhoods fund has been allocated a total of £90k for 2015/16. In addition to this, funds totaling £44,339 remain unallocated from previous years' allocations and thus also available to allocate.

23. It is recommended that community councils set aside some of the unallocated funds from previous years in order to prevent an over allocation of funds, as well as act as a contingency from which urgent or incidental requests can be funded throughout the year. It must also be noted that the unallocated figures reported in the previous paragraph represent current best estimates as the 2015/16 funding round is only finally over on 31 March 2015.

24. Projects that are unlikely to be completed within the year will be reported to the community council and available funding may be allocated to other projects or carried over to the following financial year.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

25. The Local Government Act 2000 ('the 2000 Act') gives the Leader the power to delegate any executive function to whoever lawfully can undertake the function. The allocation of the neighbourhoods fund is an executive function.

26. Community councils are 'area committees' within the meaning of the 2000 Act and executive functions can be delegated to them by the Leader.

27. The Localism Act 2011 gives councils a general power of competence whereby they have power to do anything that individuals generally may do. This power can be used even if legislation already exists that allows a local authority to do the same thing. However the general power of competence does not enable a local authority to do anything which is was restricted or prevented from doing under the previous legislation.

28. The general power of competence includes the power to:

    (a) incur expenditure
    (b) give financial assistance to any person
    (c) enter into arrangements or agreements with any person
    (d) co-operate with or facilitate or co-ordinate the activities of any person
    (e) exercise on behalf of any person any functions of that person; and
    (f) provide staff, goods, services or accommodation to any person.

29. The provision of funding under the neighbourhoods fund falls within the scope of the kind of activities the council can undertake under the general power of competence as this includes the power to give financial assistance to any person.

30. In allocating funding under the neighbourhoods fund community councils must have regard to the council's equality duties set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties have been considered in the body of the report at paragraphs 17, 18 and 19 of the report.

Strategic Director of Finance and Corporate Services

31. The 2015/16 budget allocation for the new neighbourhoods fund has been agreed by council assembly. It stands at £30k per ward and thus £90k has been awarded to Dulwich community council. A further £44k has been carried forward from previous years and is thus also available for allocation.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Neighbourhoods Fund Report IDM	160 Tooley Street, London SE1 2QH	Grace Semakula 0207 525 4928
Cleaner Greener Safer Revenue IDM Report	160 Tooley Street, London SE1 2QH	Forid Ahmed 0207 525 5540
Policy and Resources Strategy 2012/13-2014/15 - Revenue budget	http://moderngov.southwark.gov.uk/documents/s35022/Report%20Policy%20and%20Resources%20Strategy%20201314%20-%20201516.pdf	

APPENDICES

No.	Title
Appendix 1	Dulwich Community Council neighbourhoods fund applications

AUDIT TRAIL

Lead Officer	Forid Ahmed, Community Councils Coordinator	
Report Author	Grace Semakula, Community Councils Development Officer	
Version	Final	
Dated	5 March 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	**Comments Sought**	**Comments Included**
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team		5 March 2015

APPENDIX 1

Dulwich Community Council Neighbourhoods Funds 2015 - 2016 Applications

Boroughwide applications:

Reference:	Name of Group:	Name of Project:	Describe what the project is trying to achieve in less than 200 words?	Funding applied for [£]:
415951/ DCC/15/1	Basic Business Initiative UK (BBI UK)	Southwark Enterprise Minds (SEM)	SEM will help 100 unemployed young people into employment or self employment.	£49,850.00
415970/DCC/15/2	Faces in Focus	Solution Based Couselling	Work with young people across Southwark and all Community Council areas to develop and put in place solution focused counselling	£4,813.90
414790/DCC/15/3	Golden Hope	Access To Work For All	We wish to redress the trend through self-reflection, positive image, by bringing together, unemployed, failed and active African businesses and other community leaders and and help instill a new generation of Black entrepreneurs.	£2,962
415025/DCC/15/4	Iconic Steps	A Moving Image	Working with 12 - 24 young people aged 16 – 25 resident in South London from disadvantaged backgrounds; Iconic Steps will run a two-week intensive video production-training course that will run alongside the creation of a feature film in Peckham.	£5,500.00
408712/DCC/15/5	Leaders of Tomorrow (LOT)	Young Leaders in Training	Provide a mentoring service, develop leadership skills; particularly in children and young people from Black and Minority Ethnic communities by empowering them with unbridled opportunities. from school.	£5,000.00
414663/DCC/15/9	Southwark Community Festival	Summer Festival	This outreach event, Summer Festival, would be a springboard to promote and encourage a better community life where everyone feels welcomed.	£3,745

Dulwich Community Council Neighbourhoods Funds 2015 - 2016 Applications

414808/DCC/15/10	Southwark Muslim Youth Society	What I know about Islam	Education no to radicalisation	£1,200
413611/DCC/15/11	Victory Youth Group	Where U Going ? Project	Its aim has and will be to get young people to think and ask themselves the question "'Where U Goin' with your life?". Using performing arts, real life testimonials and more we aim to get young people thinking positively about life; especially theirs.	£4,858.00
377890/CGS/DCC/15/12	Volunteer Centre Southwark	Mud Kitchens for Southwark	Build 6 mud kitchens in schools and nurseries with parent involvement. A mud kitchen is a permanent timber structure for outdoor play.	£2,278
414805/DCC/15/13	Yoruba Awareness Foundation	School Exclusion Project-Alternative agenda	To engage with young people who may have been excluded from mainstream education with a view to examining alternate educational support program program from a cultural and language perspective	£4,832

Dulwich Community Council Neighbourhoods Funds 2015 - 2016 Applications

Multiple community council areas applications (not Boroughwide):

Reference:	Name of Group:	Name of Project:	Describe what the project is trying to achieve in less than 200 words?	Funding applied for [£]:
415859/D&PN/15/1	Local Independent Shops Map	Local independent shops map (East Dulwich and Peckham Rye)	The aim of the project is to help encourage local people to support the fantastic shops and businesses in East Dulwich, Dulwich Village and in the Bellenden Road area.	£1,350
416118/C,D&PN/15/1	Southwark Eid (South) Team	Southwark Eid 2015 (All wards)	The aim of the project is to celebrate the festival of Eid which is inclusive to all communities of faith and no faith and strengthening the diversity and harmony in the London Borough of Southwark	£954.99
419249/C D&PN/15/2	Southwark Explorers Club	Southwark Pensioners' Club (All wards)	We organise visits by Southwark Pensioners, weekly on average, at affordable cost to places of cultural, artistic and historic interest.	£4,500

Dulwich Community Council Neighbourhoods Funds 2015 - 2016 Applications

All ward applications:

Reference:	Name of Group:	Name of Project:	Describe what the project is trying to achieve in less than 200 words?	Funding applied for [£]:
414057	Dulwich Helpline and Southwark Churches Care	Communities Reducing Social Isolation for Older People in the Dulwich Community Council Area	We are seeking funds to recruit induct support and retain 28 volunteers from the local area to provide volunteer transport and deliver 14 activity groups to benefit 100 older, isolated people in the Dulwich CC Area.	£4,263
414592	Girl Guiding UK - Southwark District	Southwark Guides Carnival Camp weekend	To organise a camping weekend that will involve all Guides (age group 10-14) and Senior Section (age group 14-25) groups within Southwark.	£1000
423138	Dulwich Devolved Planning issues	Dulwich Devolved Planning issues	Propose to have 6-8 Dulwich Planning Committees per year. If all 3 wards support this it would be the Dulwich Community Council Planning Committee.	£16,000

College ward applications:

Reference:	Name of Group:	Name of Project:	Describe what the project is trying to achieve in less than 200 words?	Funding applied for [£]:
414714	Croxted Road TRA/Glazebrook Growers	Croxted Road Community Garden Programme	The project will enable residents on Croxted Road Estate to grow food, provide habitat for wildlife on their estate and get outside and meet each other. Workshops and events for residents. It will open up access to sources of information on growing and wildlife.	£3,395
414292	Crystal Palace Road Big Lunch	Crystal Palace Road Big Lunch 2015	The Big Lunch is "a national project that aims to get as many people as possible across the whole of the UK to have lunch with their neighbor's annually on the first Sunday in June in a simple act of community, friendship and fun".	£450
411950	Destiny 2 Education Limited	Working Together with Your Child	We are aiming to give parents tools to support their children's education and facilitate their children's learning needs. We aim to do this by providing parents with the knowledge and skills to equip them when assisting their children's learning at home.	£15,000
414666	Keep pavements near the harvester clean!	Community Warden	Educate residents in flats above parade of shops by The Harvester not to dump household waste on the pavement.	£5,000
414136	KETRA	Kingswood Festival Carnival Parade and workshops	This will be a good opportunity for both the young and older generation to participants. We will be doing 5+ workshops.This will be in partnership with other groups on the estate. The end product will be an carnival procession and festival for all the families living on the estate	£5,000

414084	Paxton Green TImebank	Connecting Kingswood Community	PGTB will use this proposed project as a precursor to getting people timebanking, to engage new and existing members and the wider community with the aim of understanding cultural differences and exploring commonality as well as celebrating difference in order to get local people coproducing together for a healthier community.	£3,840
414044	The Kingswood Community Shop	Kingswood Art Works	The Kingswood Community Shop would like to facilitate a range of activities using Art based methods to enhance the emotional wellbeing amongst the young and old who live on Kingswood estate. We will showcase the work at the Kingswood Festival.	£3,850
408920	Lucy Bonnerjea	Democracy Explored	The project aims to explore what democracy means for the young people of Southwark. It will use art and drama, workshops and a residential project to challenge young people to explore and debate what democracy means.	£2,000
403737	Emma Goodey	The Home Front Project	The project aims to get neighbours working together to transform the currently messy, overgrown and dilapidated front gardens and house fronts on Peckarmans Wood in order to create a more pleasant and safer living environment and a greater sense of community spirit.	£4,330

Dulwich Community Council Neighbourhoods Funds 2015 - 2016 Applications

East Dulwich ward applications:

Reference:	Name of Group:	Name of Project:	Describe what the project is trying to achieve in less than 200 words?	Funding applied for [£]:
410768	Bangladeshi Welfare Association	Asian Elders Lunch Club	Locally there are around 25 -30 isolated Asian elderly, mostly Bangladeshi and Pakistani. They need encouragement to eat healthily and to socialise. We think this would help to improve their wellbeing.	£4,000
416075	Cleaning East Dulwich.	Cleaning East Dulwich	Physically clean the area better than present regime	£15,000
414795	Dulwich Milan Association	Eid and Christmas Event	This event will bring the community together showing how despite differences we can still all enjoy ourselves and get together under one roof	£970
414131	East Dulwich Community Centre Association	Open Day	To give residents an opportunity to have free access to our community centre and its activities. To provide access to farm animals for both children and the elderly. To develop relationships with the neighbouring nursery.	£640
414987	Fantasy High Street	Lordship Lane Comunity Arts Summer Programme.	Through our creative community outreach programme we aim to usher in professional arts activity in the area and actively engage local residents with it. Also enable stronger relationships and bonds to be formed between residents and local businesses. Our workshops will facilitate an increased interest in public spaces within the Dulwich community	£4,500
416059	Feet on the beat.	Feet on the beat	The Met Police have a BOGOF offer pay for one PCSO or a PC and get another free. This application is to half fund an additional PC	£32,500

414127	St. Anthony's Road Safety Action Group	Road Safety Feasibility Study for St. Anthony's RC Primary School	The School has 415 pupils and is situated on a busy road.There is currently no formal crossing site and there have been incidents in the recent past where children have nearly been hurt crossing the road to school. The study would benefit all the pupils of the School and their families and local residents.	£5,000
414712	St. Anthony's Road Safety Action Group	Safe Crossing Patrol for St. Anthony's RC Primary School	There is currently no formal crossing site or Lollipop Person and there have been incidents in the recent past where children have nearly been hurt crossing the road to school. A Lollipop Person at this site would benefit all pupils who need to cross Etherow Street, by offering clarification of where is a safe place to cross and high visibility support to do so.	£5,000
414705	The Vale Residents Association	Physic gardening	A lot of people pass the physic garden without really knowing that it has an educational and medicinal theme. We would like to encourage more people to use it and to learn about the plants and their properties. We feel it would benefit the wider community as a whole if there were specific gardening sessions for beginners and enthusiasts.	£1,900

Dulwich Community Council Neighbourhoods Funds 2015 - 2016 Applications

Village ward applications:

Reference:	Name of Group:	Name of Project:	Describe what the project is trying to achieve in less than 200 words?	Funding applied for [£]:
416119	Bird feeding Station Dulwich Park	Bird Feeding Station Dulwich Park	A bird feeding station in the wildlife area of Dulwich Park.	£5,000
410781	Delawyk Residents Management Organisation	Autumn Outing	We are planning an outing for all residents on Delawyk Crescent in the Autumn. Community/social cohesion where all the diverse groups of families/residents (of all tenures, ages, backgrounds, racial groups) have the opportunity to come together and have fun together.	£1,496.56
412638	Delawyk Residents Management Organisation	Delawyk Paving Project Phase 2	We are replacing broken and uneven paving slabs which have become trip hazards on the estate and by so doing make the estate a safer place for both residents and visitors to walk, especially the elderly and young children. We are doing this in phases and this project will be the second phase.	£8,989.93
414936	Dulwich Cricket Club, a division of Dulwich Sports Club Limited	Dulwich schools cricket mini-league	We are trying to encourage a more diverse group of children to play cricket - we wholly support the ECB's belief that there should be no boundaries in cricket. In particular we want to give children from our local state schools and children from different backgrounds a chance to play competitive cricket matches both for enjoyment and sport,	£3,300
414971	Dulwich Festival	Dulwich Festival	The Dulwich Festival aims to present a broad range of cultural events each year and to enable a diverse cross-section of the community to be involved in the activities and events.	£1,500
414893	Dulwich Park Friends	Classical Concert in the park	Community involvement with over 50 local performers playing in the Park.	£300

413583	Give it a try!	Schools Rugby Festival	Engaging with a group of local schools who have started to develop rugby as part of their school curriculum, promoting the game of rugby and its core values: teamwork, respect, enjoyment, discipline and sportsmanship.	£2,500
414960	Herne Hill Forum	Volunteer Coordinator	To coordinate and increase the number, range and diversity of local volunteers engaged in community development and improving the local area. We wish to harness the recent work we have been doing to encourage new people to volunteer to work on projects and events in the community. We can then deliver greater outcomes and impact in the area and deliver valuable experience for the volunteers. .	£4,840
414535	Herne Hill Music Festival	Community opera performance by Charter School	The project aims to engage young people in the study of history, and in the development and performance of a substantial piece of music theatre.This will be part of the Herne Hill Music Festival, which takes place in October each year. We aim to involve the local community in the Festival.	£1,500
420865	*Village Ward*	Hanging Baskets in Village Ward (Herne Hill and Half Moon Lane	To brighten up Village Ward	£2,520
412752	Dulwich Hamlet Supporters Trust	DHST Football Community Activity	To raise the profile of Dulwich Hamlet FC, get more people to play sport, support their local football team, join the supporters trust and become involved in some of the community activities happening at the football club that include cleaning projects around the ground.	£514.44

College & Village ward applications:

Reference:	Name of Group:	Name of Project:	Describe what the project is trying to achieve in less than 200 words?	Funding applied for [£]:
412648	Love West Dulwich	Love West Dulwich Spring Fair	Partnering with the Dulwich Festival, the Love West Dulwich Spring Fair will highlight the quintessential character of West Dulwich, its people, the community, and its exciting mix of independent businesses. Celebrating the uniqueness of SE21, the Fair will run in conjunction with the Open Houses of West Dulwich, mixing art, fashion, culture and fun for all the family. Activities will include market stalls, story telling, fashion shows, farm animals, face painting, children's arts and crafts, drama workshops, gardening workshops, food demonstrations, live music and in store prizes and promotions.	£7,500

Agenda Item 13

Southwark Council

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

Agenda Item 14

DULWICH COMMUNITY COUNCIL – 3 DECEMBER 2014 MEETING

COMMUNITY COUNCIL QUESTION TO THE COUNCIL ASSEMBLY MEETING – 21 FEBRUARY 2015

15. QUESTION TO THE CABINET MEMBER FOR PUBLIC HEALTH, PARKS AND LEISURE FROM COUNCILLOR ANDY SIMMONS (DULWICH COMMUNITY COUNCIL)

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

RESPONSE

We are committed to making better use of Greendale Fields and have been exploring options to bring forward plans that enable residents and the public to make good use of the open space there.

Further to the public consultation where we invited views on usage and people's aspirations for the open space, we are now in ongoing discussions with Hadley Homes regarding the lease held by the club / Hadley Homes on Greendale. Although we believe that there is common ground that Greendale, other than the astroturf, should remain a green space but be properly maintained, it is important to make sure that this progresses.

We will therefore continue to proceed to secure control of Greendale and continue to work with the club owners and its supporters to deliver a sustainable financially sound future for Dulwich Hamlet FC.

Agenda Item 15

Item No. 15.	Classification: Open	Date: 17 March 2015	Meeting Name: Dulwich Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		All wards within Dulwich Community Council	
From:		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 consultation and 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.

   - Lordship Lane – install double yellow lines adjacent to proposed vehicle crossovers that will provide access to No. 236, 238 and 240.

   - Underhill Road – install double yellow lines adjacent to a proposed vehicle crossover that will provide access to No. 219.

   - Aysgarth Road – install double yellow lines at the entrance to Mitchell's Place to provide unrestricted access and to improve inter-visibility at the junction with Mitchell's Place.

   - North Dulwich triangle – install double yellow lines to improve inter-visibility at nine junctions.

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 eight 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, Upland Road, Lordship Lane and Underhill 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 (
    - leading to Nos.236. 238 and 240 Lordship Lane
    - leading to side of No.219 Underhill Road

11. It is recommended, as shown in Appendices 2, 3, 4, 5, 6 and 7, that double yellow lines are installed so that the above vehicle crossings may be approved for construction.

Aysgarth Road

12. Mitchell's Place is a gated private road that is accessed from Aysgarth Road. The private road provides vehicular access to a parking area to the rear of the 11

properties.

13. A resident from Mitchell's Place who sits on the Maintenance Sub-committee for Mitchell's Place Management Company contacted the parking design team to inform us that they are becoming increasingly concerned about obstructive parking close to the vehicle entrance. They request that double yellow lines are installed in Aysgarth Road on either side of the entrance to Mitchell's Place to ensure access for emergency vehicles is maintained at all times.

14. On 5 February 2015, an officer carried out a site visit and noted that vehicles were parked very close to the vehicle entrance, but were not overhanging. It was apparent that parking close to the entrance would still allow cars to turn into Mitchell's Place but larger vehicles (eg fire brigade) may not. The problem is compounded by the width of the road and parking opposite the entrance.

15. Officers contacted London Fire Brigade to understand if they would require access into Mitchell's Place. LFB carried out a visual audit and responded as follows:

> "*The answer is yes. My concerns as an appliance commander would be magnified If I was unable to access these mews, parking at the time of the visit (13:30) did not impede our entrance but If vehicles were to park right up to the entrance drive then an appliance would not be able to enter and therefore delay any firefighting necessary, It would be advantageous to have the appliances as close to these properties as possible to aid in firefighting operations."*

16. In view of the above comments from LFB and given that officers have observed parking right up to the entrance then it is recommended, as shown in Appendix 8, that the double yellow lines are introduced on both sides of the entrance. These are the minimum length required to allow sufficient turning for a standard LFB pumping appliance.

North Dulwich Triangle

17. This item was presented to Dulwich Community Council at the meeting of 28 January 2015. At that meeting members deferred the item so that it could be considered at the March meeting and discussed at the same time as the proposals for a parking zone consultation which is the subject of a separate item on the agenda.

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, Charter School on Red Post Hill and Judith Kerr School on Half Moon Lane.

20. As can be seen in Appendix 9, 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 10 but can be summarised as:

22. 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 vice versa) before stepping off the pavement to cross a road.

23. 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.

24. 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.

25. 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.

26. 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.

27. 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.

28. Children and those in wheelchairs (whose eye level is below the height of a parked car) are disproportionally 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.

29. 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).

30. 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 11.

31. In view of the above it is recommended that double yellow lines are installed, as detailed in Appendix 12, 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

32. These recommendations are made to prevent obstructive and dangerous parking and to improve indivisibility at the junctions for all road users.

33. It is recommended that this item is approved and should not be linked to the outcome of the parking zone consultation.

Policy implications

34. The recommendations contained within this report are consistent with the polices 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

35. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.

36. 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.

37. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.

38. 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.

39. 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.

40. 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

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

Legal implications

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

43. 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.

44. 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.

45. 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.

46. 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.

47. 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.

c) and restriction of heavy commercial traffic so as to preserve or improve amenity.

d) the national air quality strategy.

e) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.

f) any other matters appearing to the council to be relevant.

Consultation

48. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.

49. 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.

50. 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 is 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

51. 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.

52. 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

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

    - Traffic orders (statutory consultation) – May to June 2015
    - Implementation – July to August 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: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	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	Lordship Lane – install double yellow lines
Appendix 7	Underhill Road – install double yellow lines
Appendix 8	Aysgrath Road – install double yellow lines
Appendix 9	North Dulwich Triangle – existing double yellow lines
Appendix 10	North Dulwich Triangle – junction assessments
Appendix 11	Highway visibility DS.114
Appendix 12	North Dulwich Triangle – install double yellow lines

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	4 March 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	**Comments Sought**	**Comments Included**
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team/Community Council/Scrutiny Team		4 March 2015

APPENDIX 1

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 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.

APPENDIX 1

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. ≤ 6 commercial vehicles movements and/or

   ii. ≤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.

APPENDIX 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

NOTES

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.

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.

3) As per standard DS.601, the Highway Authority will not normally permit the use of 'no-dig' constructions as a means of allowing existing soft landscaped areas within the Highway to be paved over whilst avoiding impact drainage or root protection areas.

Table 1 - Location constraints on new Vehicle Crossings

APPENDIX 1

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 ≥ 6m. 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. <u>Hard standing for vehicles positioned parallel to street</u>

      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 ≥ 6m 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.

APPENDIX 1

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
NOTE 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.			

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
NOTE 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.		

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

APPENDIX 1

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.

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Southwark Council

Project: 1415Q3 LOCAL PARKING AMENDMENTS

Drawing Title: DULWICH VILLAGE
PROPOSED DOUBLE YELLOW LINES
PLANNED VEHICLE CROSSOVER

Community Council: DULWICH

Ward(s): VILLAGE

Date	Scale	Drn	Chk	App
21/11/14	1:500 @ A4	MH	MH	CJ

Dwg No. 1415Q3025

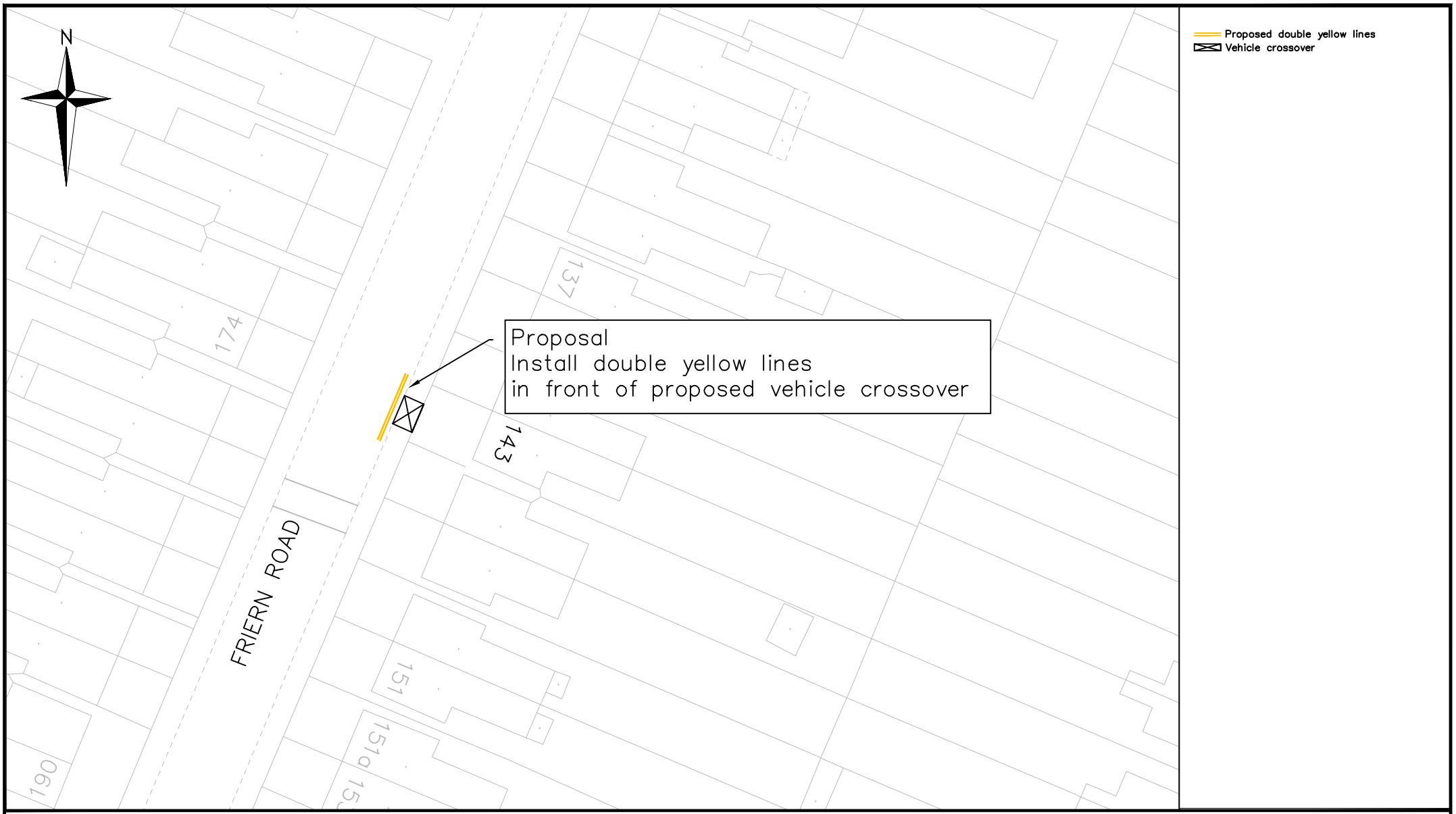
Rev: A

Status: APPENDIX 2

Rev	Date	Description	Drn	Chk	App

\\lbsjsh-cha-ns1\151share\NET_DEV\01_PROJECTS\2014_15\1415 - Local Parking Amendments\Q3\1_LIVE ITEMS\14-15_Q3_LPA_025_Dulwich Vill1415Q3 Dulwich Village.dwg.

APPENDIX 2



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Southwark Council

Project: 1415Q3 LOCAL PARKING AMENDMENTS

Drawing Title: FRIERN ROAD
PROPOSED DOUBLE YELLOW LINES
PLANNED VEHICLE CROSSOVER

Community Council: DULWICH

Ward(s): EAST DULWICH

Date	Scale	Drn	Chk	App
25/09/14	1:500 @ A4	MH	MH	CJ

Dwg No. 1415Q3015

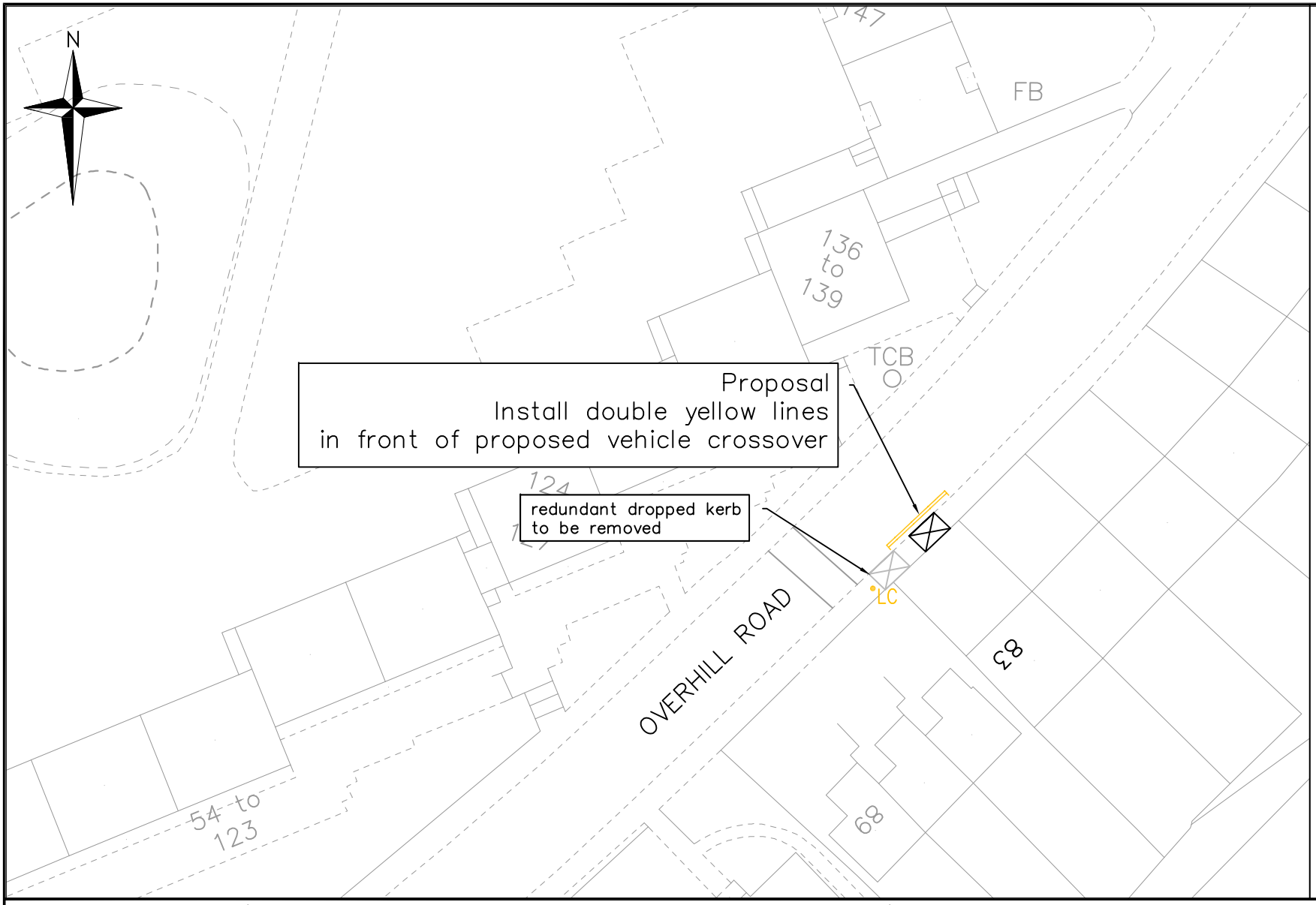
Rev: A

Status: APPENDIX 3

Rev	Date	Description	Drn	Chk	App

\\lbsjsh-cha-ns1\151share\NET_DEV\01_PROJECTS\2014_15\1415 – Local Parking Amendments\Q3\1_LIVE ITEMS\14-15_Q3_LPA_015_Friern Road\1415Q2015_0.2.dwg.

APPENDIX 3



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Southwark Council

Project	1415Q3 LOCAL PARKING AMENDEMNTS
Community Council	DULWICH
Ward(s)	COLLEGE
Drawing Title	OVERHILL ROAD PROPOSED DOUBLE YELLOW LINES PLANNED VEHICLE CROSSOVER

Date	Scale	Drn	Chk	App
16/09/14	1:500 @ A4	MH	MH	CJ

Dwg No.	1415Q3_012
Rev	A
Status	APPENDIX 4

Rev	Date	Description	Drn	Chk	App

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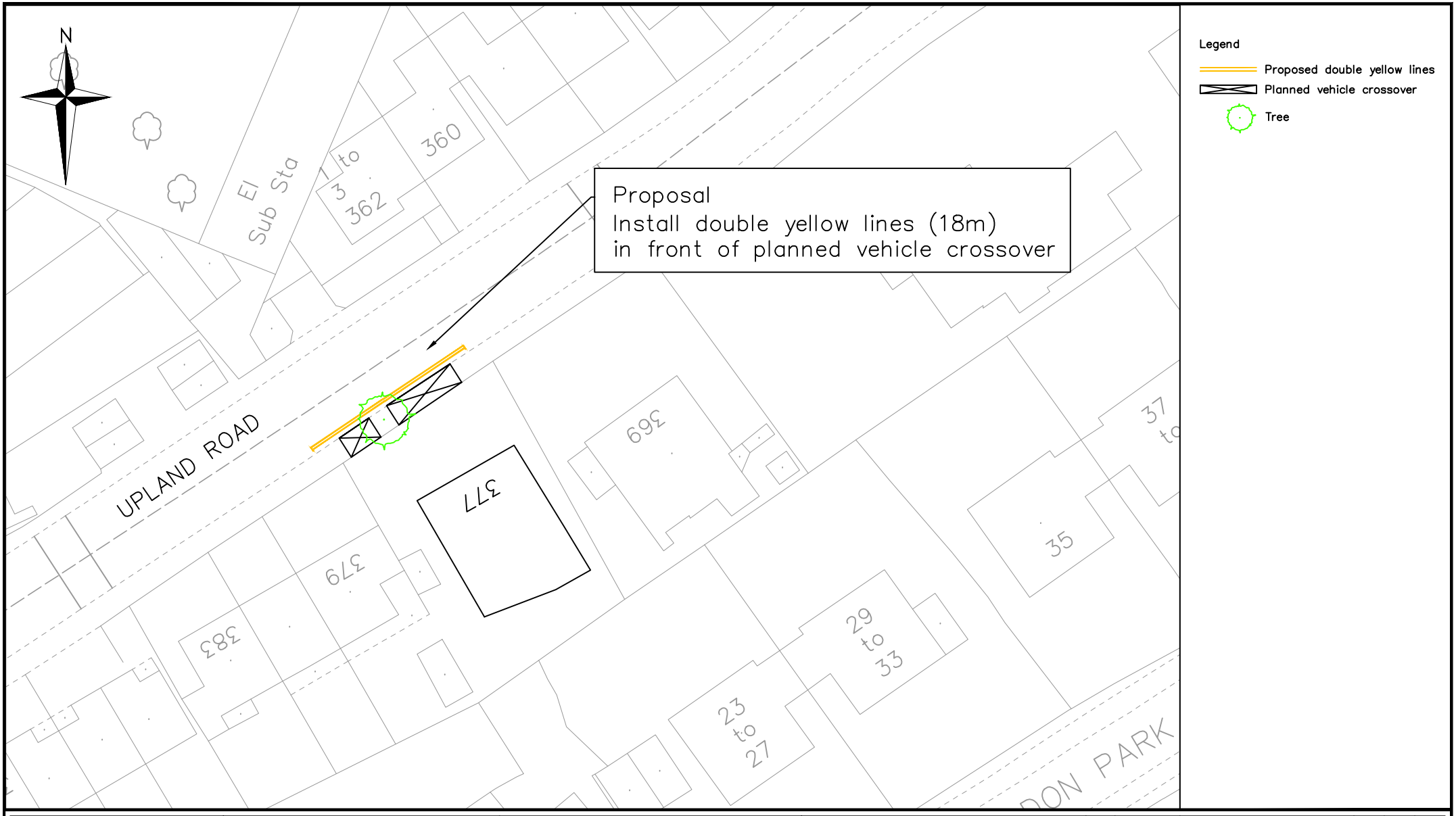
APPENDIX 4



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Southwark Council

Project: 1415 LOCAL PARKING AMENDMENTS

Drawing Title: UPLAND ROAD
PROPOSED DOUBLE YELLOW LINES
PLANNED VEHICLE CROSSOVER

Community Council: DULWICH

Ward(s): COLLEGE

Date	Scale	Drn	Chk	App
04/11/14	1:1000@ A4	MH	CJ	CJ

Dwg No. 1415Q3021

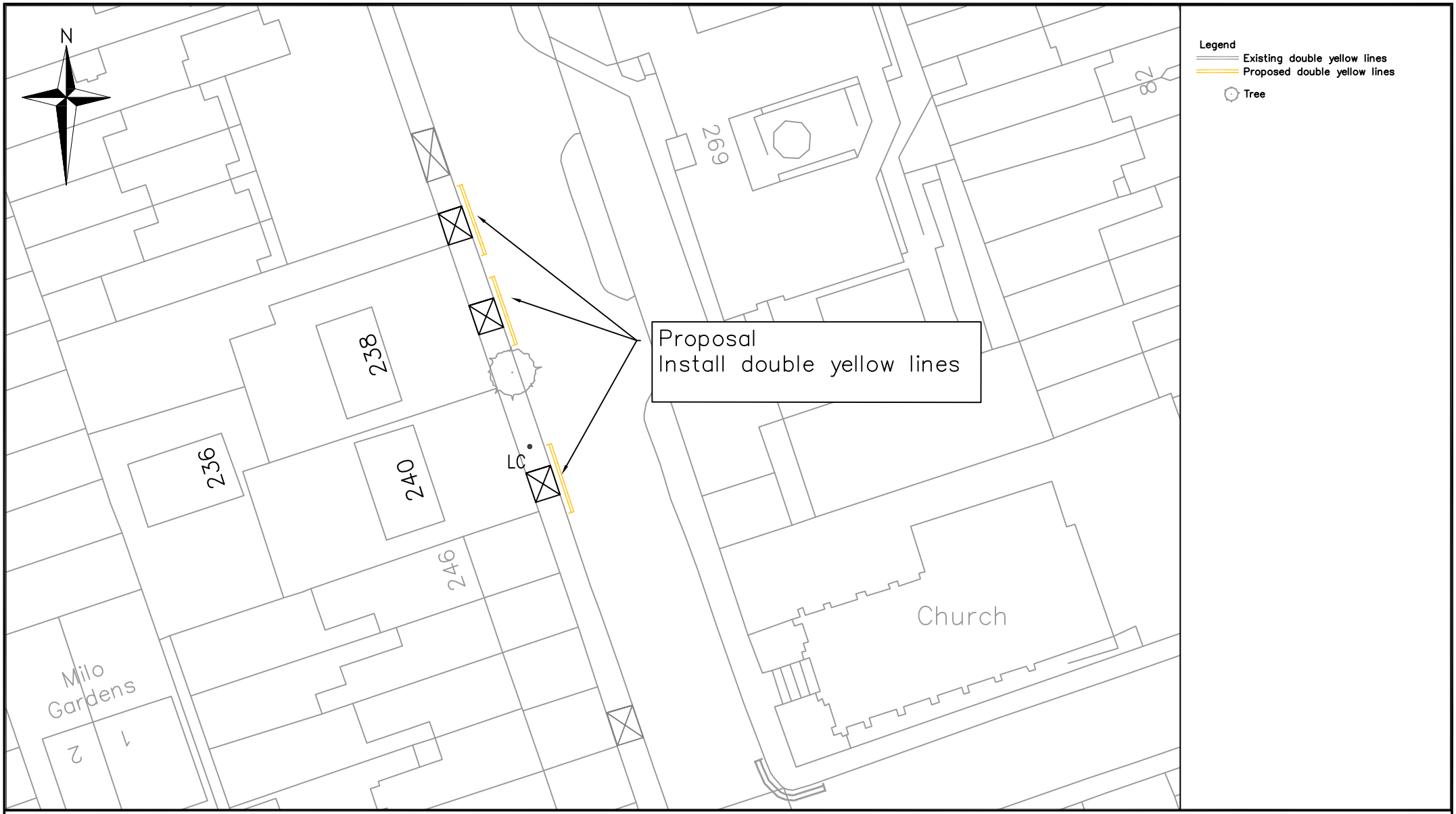
Rev A

Status: APPENDIX 5

Rev	Date	Description	Drn	Chk	App

\\lbsjsh-cha-ns1\151share\NET_DEV\01_PROJECTS\2014_15\1415 - Local Parking Amendments\Q3\1_LIVE ITEMS\14-15_Q3_LPA_021_Upland Road\Upland Road_0.2..dwg.

APPENDIX 5



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Southwark Council

Project: 1415Q4 LOCAL PARKING AMENDMENTS

Drawing Title: LORDSHIP LANE
PROPOSED DOUBLE YELLOW LINES
PLANNED VEHICLE CROSSOVER

Community Council: DULWICH

Ward(s): VILLAGE

Date	Scale	Drn	Chk	App
12/01/15	1:500 @ A4	MH	MH	CJ

Dwg No. 1415Q4_002

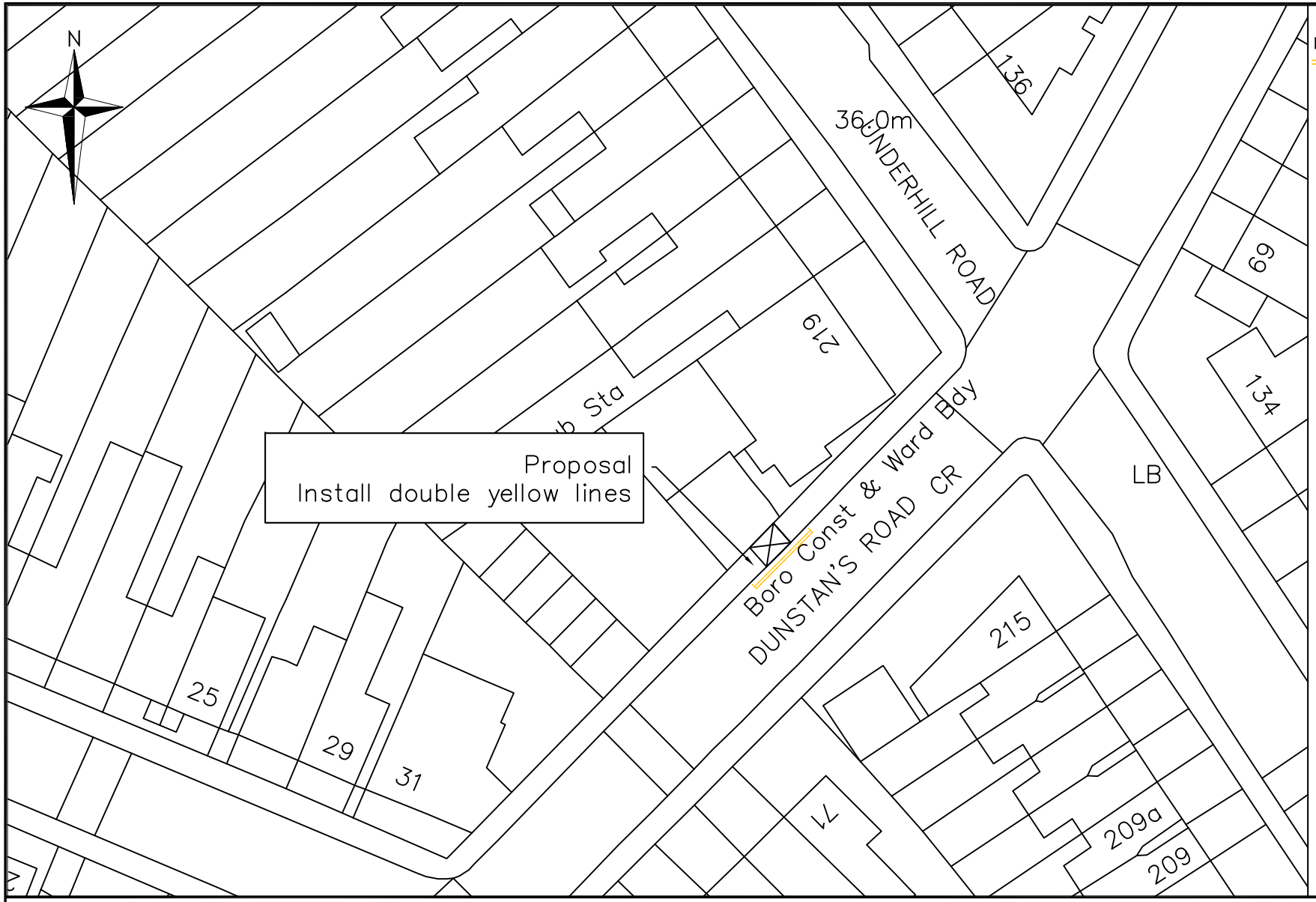
Rev: A

Status: APPENDIX 6

Rev	Date	Description	Drn	Chk	App

\\lbsjsh-cha-ns1\151share\NET_DEV\01_PROJECTS\2013_14\1063 - Lordship Lane - Lines and sign review\09 - Documents, Reports & Drawin1063_AB_1.0.dwg.

APPENDIX 6



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Southwark Council

Project: 1415Q4 LOCAL PARKING AMENDMENTS

Drawing Title: UNDERHILL ROAD / DUNSTANS ROAD
PROPOSED DOUBLE YELLOW LINES
PLANNED VEHICLE CROSSOVER

Community Council: DULWICH

Ward(s): EAST DULWICH

Date	Scale	Drn	Chk	App
17/02/15	1:500 @ A4	MH	MH	CJ

Dwg No. 1415Q4_003

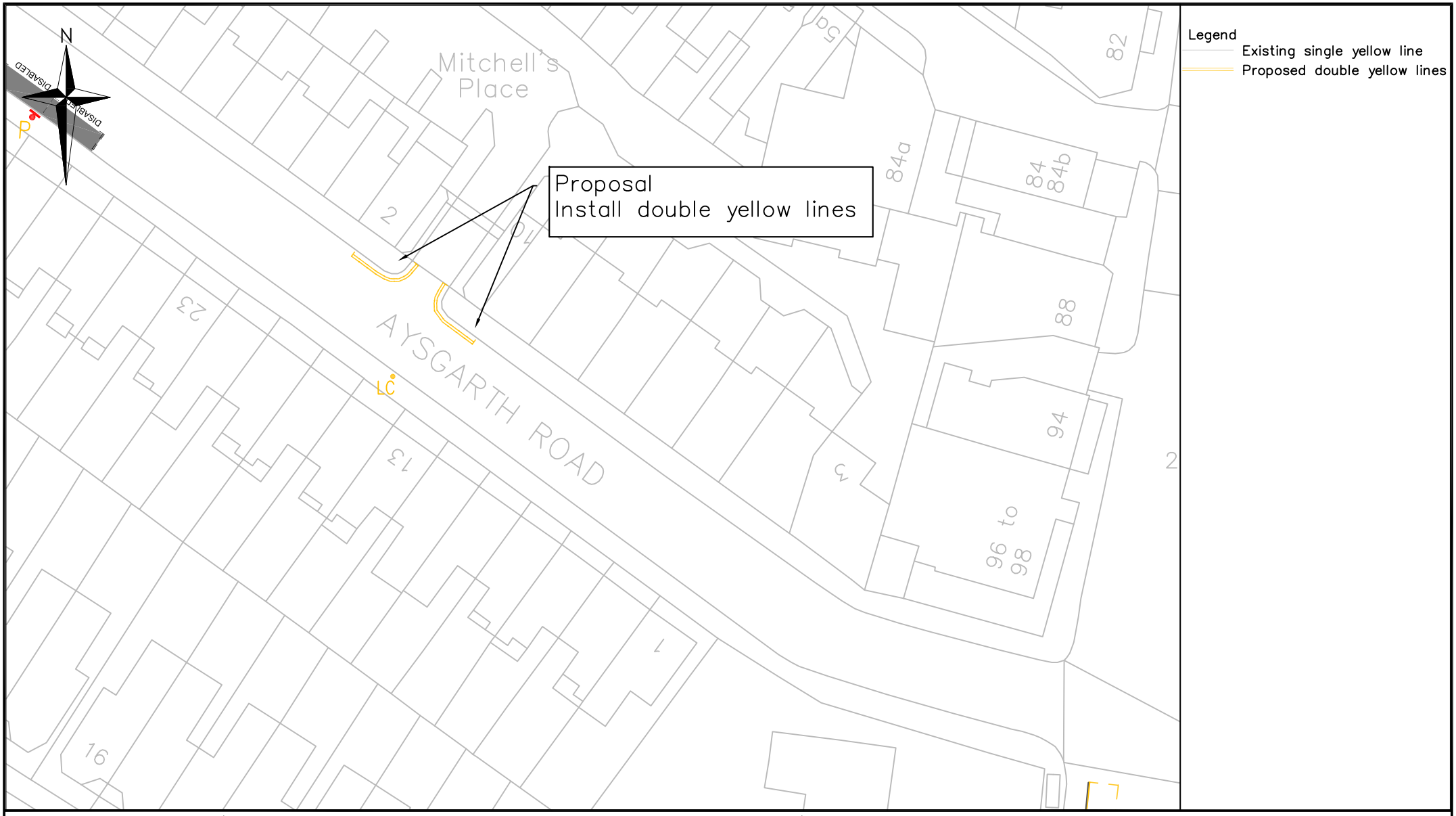
Rev: A

Status: APPENDIX 7

Rev	Date	Description	Drn	Chk	App

\\lbsjsh-cha-ns1\151share\NET_DEV\01_PROJECTS\2014_15\1415 - Local Parking Amendments\Q4\1_LIVE ITEMS\14-15_Q4_LPA_012_Underhill RoUnderhill Road.dwg.

APPENDIX 7



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Project	1415 LOCAL PARKING AMENDMENTS
Drawing Title	AYSGARTH ROAD PROPOSED DOUBLE YELLOW LINES
Community Council	DULWICH
Ward(s)	VILLAGE

Date	Scale	Drn	Chk	App
30/01/15	1:500 @ A4	MH	TW	TW

Dwg No.	1415Q4008
Rev	A
Status	APPENDIX 8

Rev	Date	Description	Drn	Chk	App

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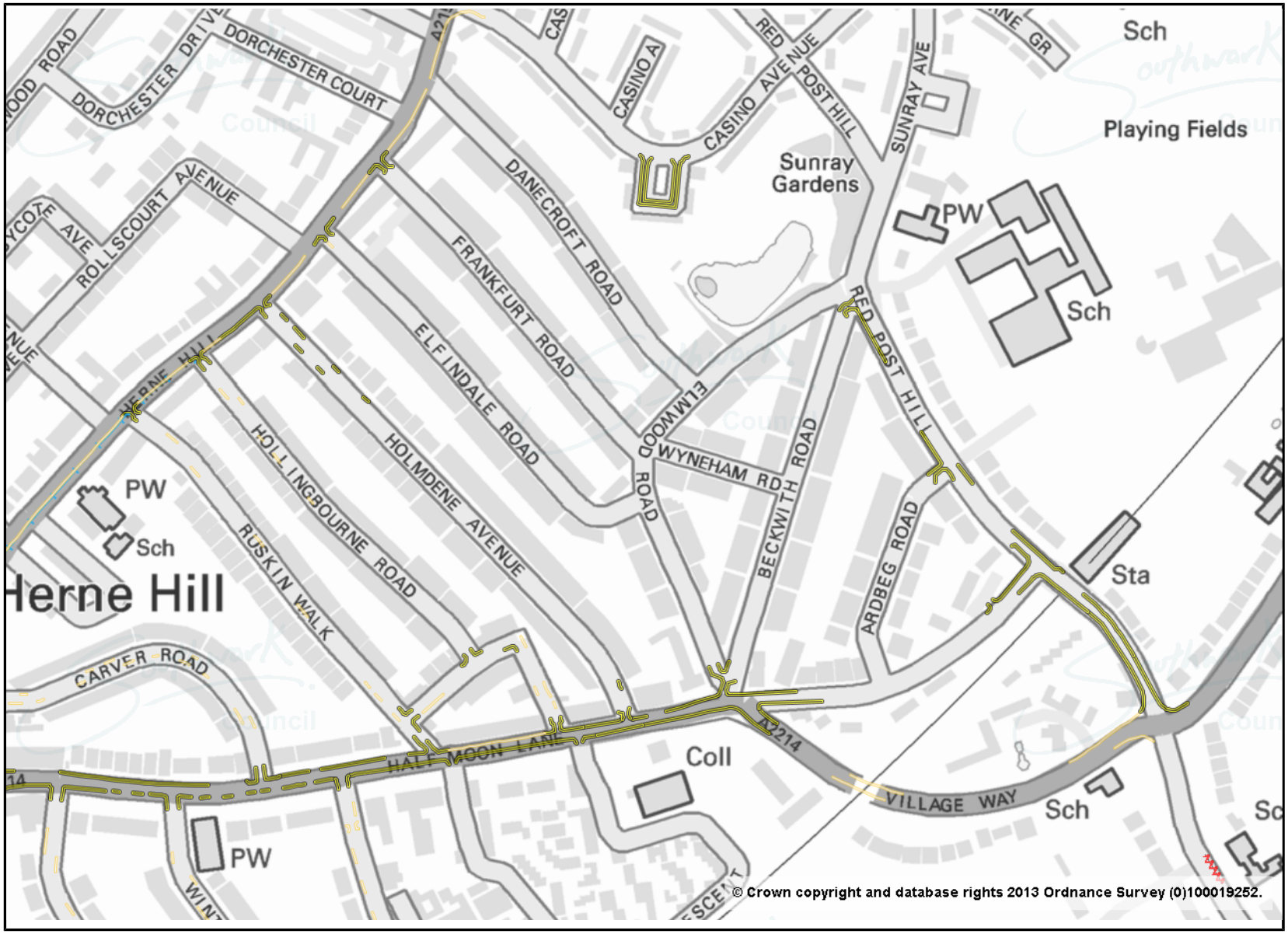
APPENDIX 8

APPENDIX 9

Existing parking restrictions

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



0 m 100 m 200 m

APPENDIX 10

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

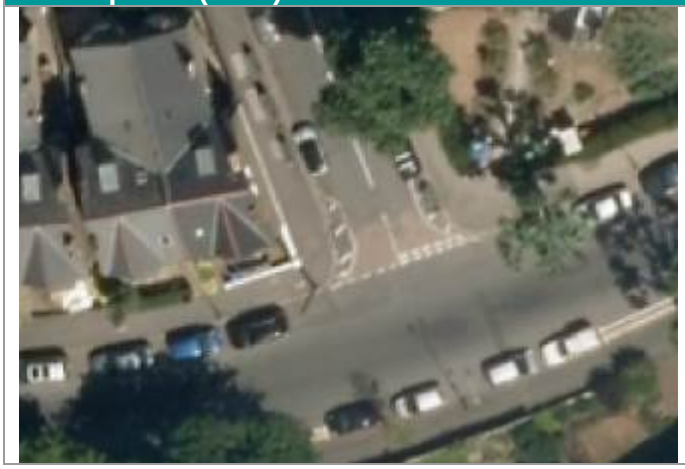
Site summary		
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	✓	Parking
	x	Wall / Fence
	x	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)	Yes	

Site sketch

Photo 1 (looking north)

Photo 2 (looking north)

Aerial photo (2013)



Proposal

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

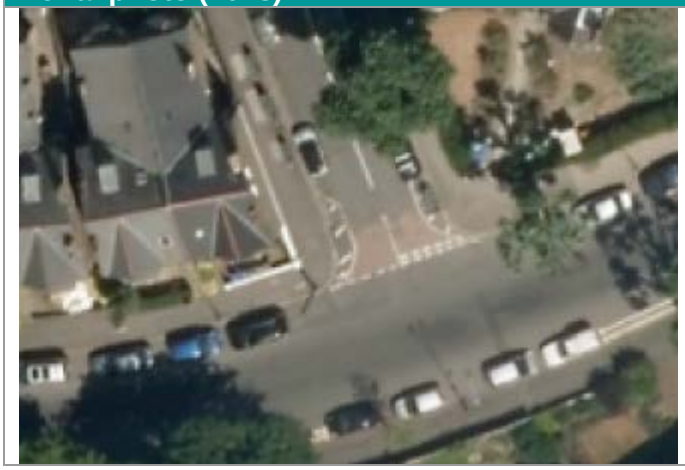
Site summary		
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	✓	Parking
	x	Wall / Fence
	x	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)	Yes	

Site sketch

Photo 1 (looking north)

Photo 2 (looking south)

Aerial photo (2013)



Proposal

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

Site summary		
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	

Site sketch

Photo 1 (looking from Red Post Hill)

Photo 2 (looking west)

Aerial photo (2013)

Proposal

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	**Ardbeg Road / Red Post Hill**		
Date	09 October 2014	**Time**	0800– 1000
Assessing engineer	Michael Herd		

Site summary	
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

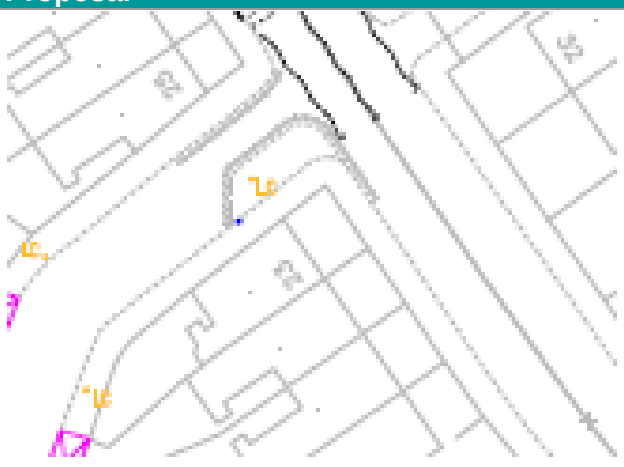
Site sketch

Photo 1 (looking from Red Post Hill)

Photo 2 (looking north east)

Aerial photo (2013)

Proposal



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	**Beckwith Road / Wyneham Road**		
Date	09 October 2014	**Time**	0800 - 1000
Assessing engineer	Michael Herd		

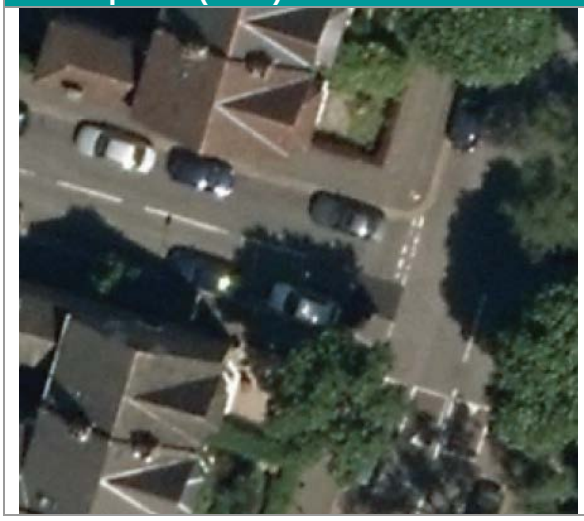
Site summary		
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	✓	Parking
	x	Wall / Fence
	✓	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)	Yes	

Site sketch

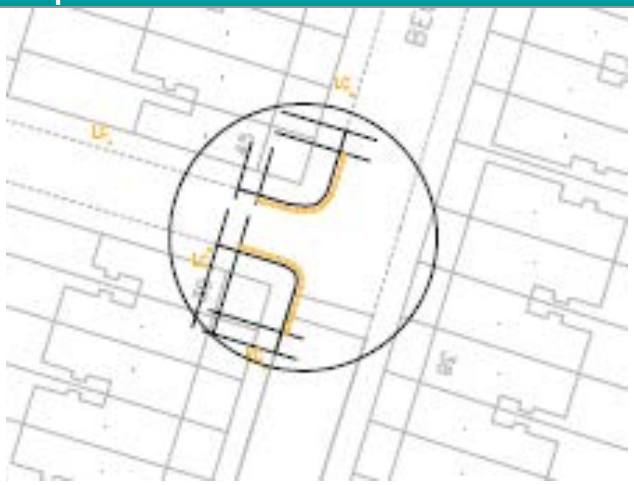
Photo 1 (looking northwest)

Photo 2 (looking southeast)

Aerial photo (2013)



Proposal



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

Site summary		
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	✓	Parking
	x	Wall / Fence
	✓	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)	Yes	

Site sketch

Photo 1 (looking northwest)

Photo 2 (looking southwest)

Aerial photo (2013)

Proposal

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

Site summary		
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
	✓	Wall / Fence
	x	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)	Yes	

Site sketch

Photo 1 (looking from red Post Hill)

Photo 2 (looking east)

Aerial photo (2013)

Proposal

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

Site summary		
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
	✓	Wall / Fence
	x	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)	Yes	

Site sketch

Photo 1 (looking from red Post Hill)

Photo 2 (looking west)

Aerial photo (2013)

Proposal

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.

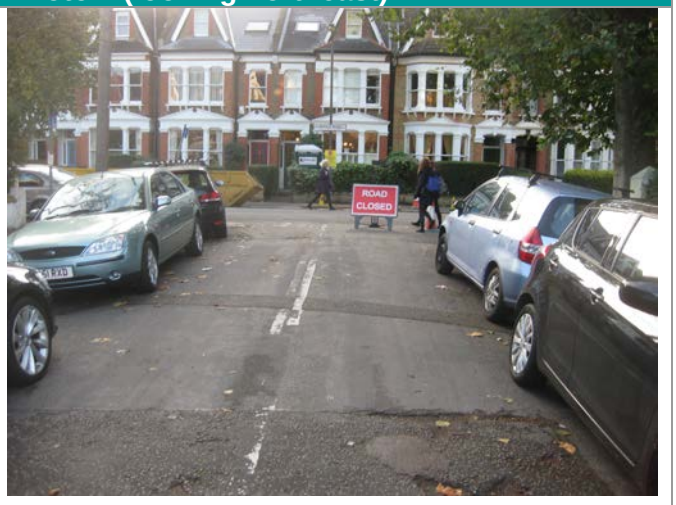
Junction	Danecroft Road / Elmwood Road		
Date	09 October 2014	Time	0800 - 1000
Assessing engineer	Michael Herd		

Site summary		
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	✓	Parking
	x	Wall / Fence
	✓	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)	No	

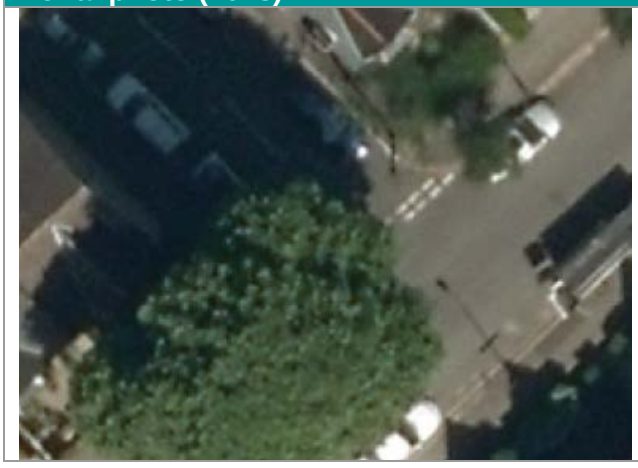
Site sketch

Photo 1 (looking northeast)

Photo 2 (looking northeast)



Aerial photo (2013)



Proposal

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

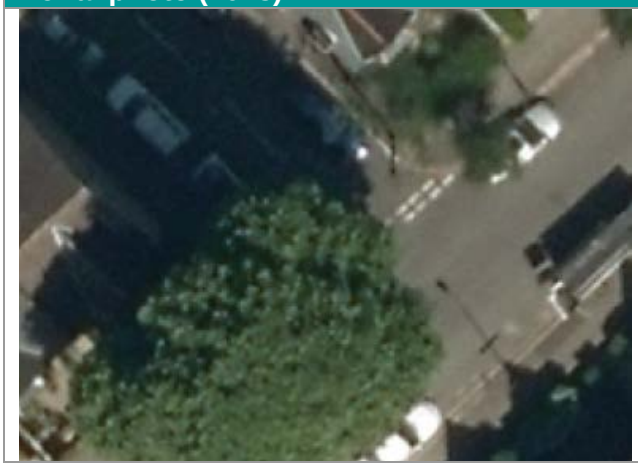
Site summary		
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	✓	Parking
	x	Wall / Fence
	✓	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)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

Site sketch

Photo 1 (looking northeast)

Photo 2 (looking northeast)

Aerial photo (2013)



Proposal

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	**Danecroft Road / Herne Hill**		
Date	09 October 2014	**Time**	0800 - 1000
Assessing engineer	Michael Herd		

Site summary	
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	✓ Parking
	x Wall / Fence
	x Tree
	x Street furniture
	x Other
Dropped kerb(s) at junction(s)	No

Site sketch

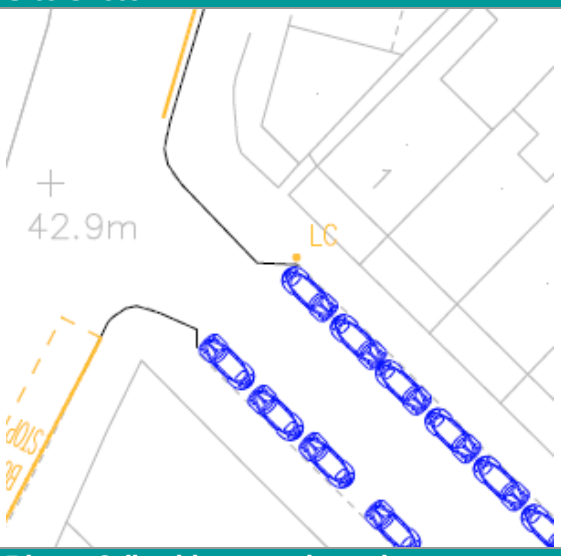
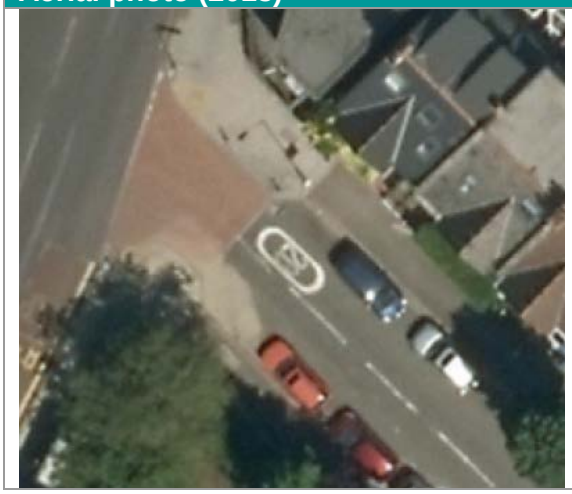


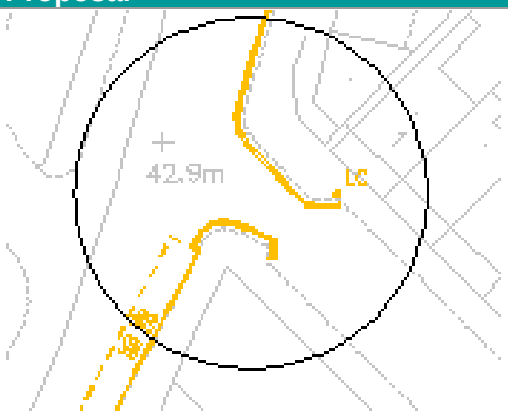
Photo 1 (looking southeast)

Photo 2 (looking southeast)

Aerial photo (2013)



Proposal



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

Site summary		
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	✓	Parking
	x	Wall / Fence
	x	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)	No	

Site sketch

Photo 1 (looking southeast)

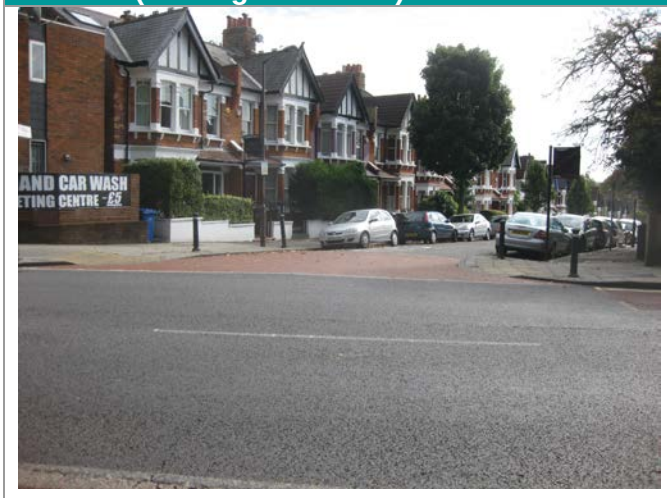


Photo 2 (looking southeast)

Aerial photo (2013)

Proposal

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

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

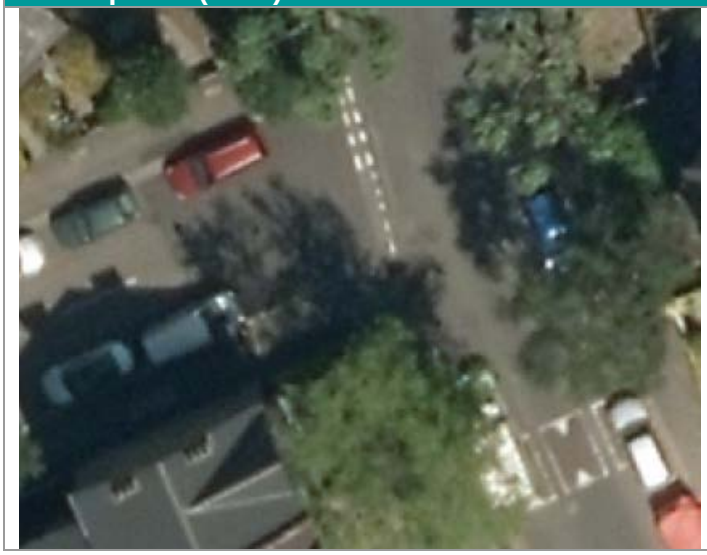
Site summary		
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	✓	Parking
	x	Wall / Fence
	x	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)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

Site sketch

Photo 1 (looking southeast)

Photo 2 (looking southeast)

Aerial photo (2013)



Proposal

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

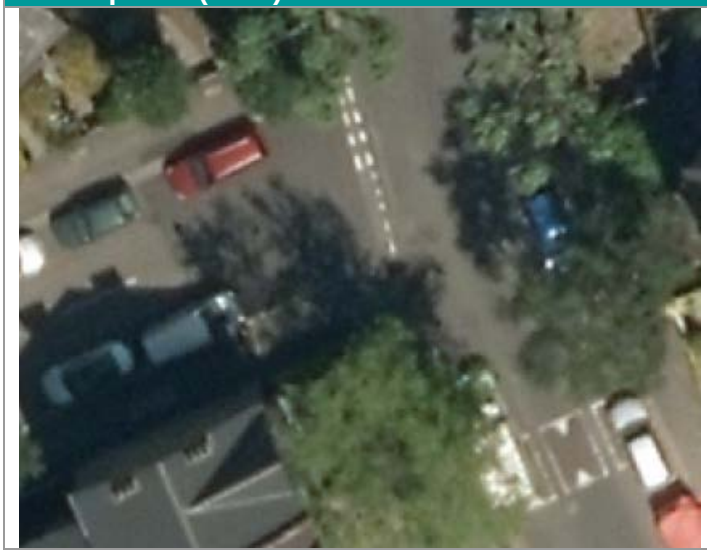
Site summary		
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	✓	Parking
	x	Wall / Fence
	x	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)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

Site sketch

Photo 1 (looking southeast)

Photo 2 (looking southeast)

Aerial photo (2013)



Proposal

Vehicles parked close to junction on Elmwood Road reducing sight lines

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

Site summary		
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	✓	Parking
	x	Wall / Fence
	x	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)	Yes	

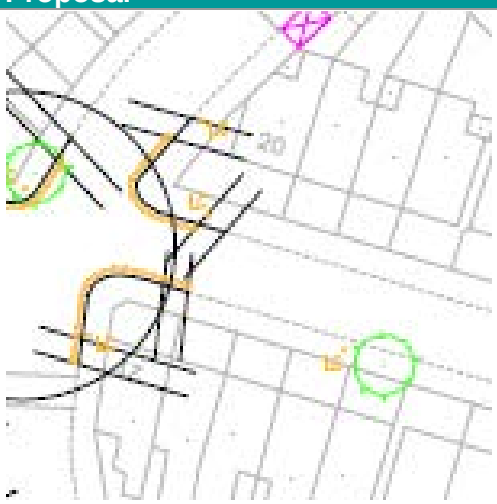
Site sketch

Photo 1 (looking southeast)

Photo 2 (looking northeast)

Aerial photo (2013)

Proposal



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

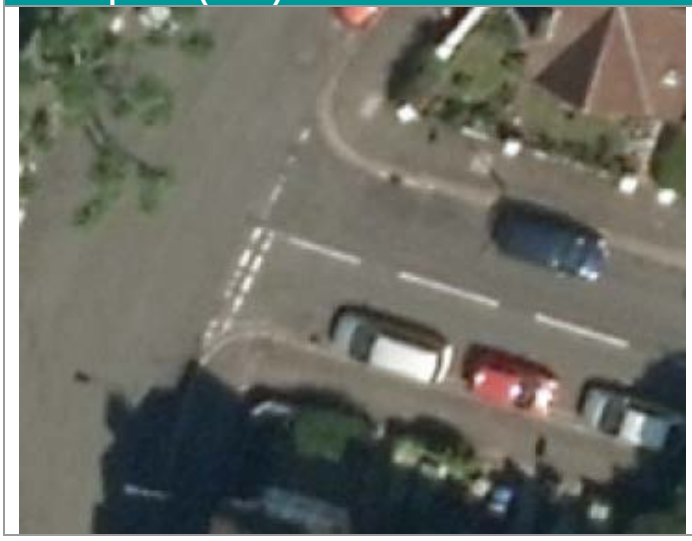
Site summary		
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	✓	Parking
	x	Wall / Fence
	x	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)	Yes	

Site sketch

Photo 1 (looking southeast)

Photo 2 (looking northeast)

Aerial photo (2013)



Proposal

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	**Frankfurt Road / Elmwood Road**		
Date	09 October 2014	**Time**	0800 - 1000
Assessing engineer	Michael Herd		

Site summary		
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	✓	Parking
	x	Wall / Fence
	x	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)	No	

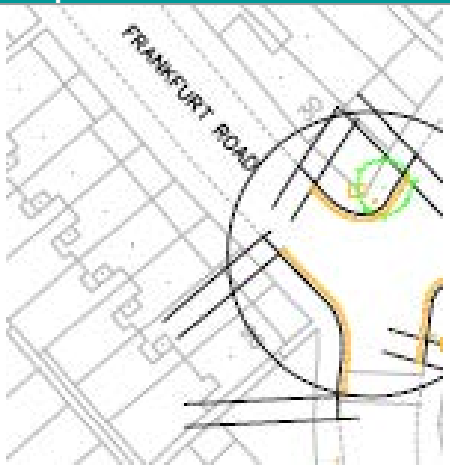
Site sketch

Photo 1 (looking southeast)

Photo 2 (looking northeast)

Aerial photo (2013)

Proposal



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

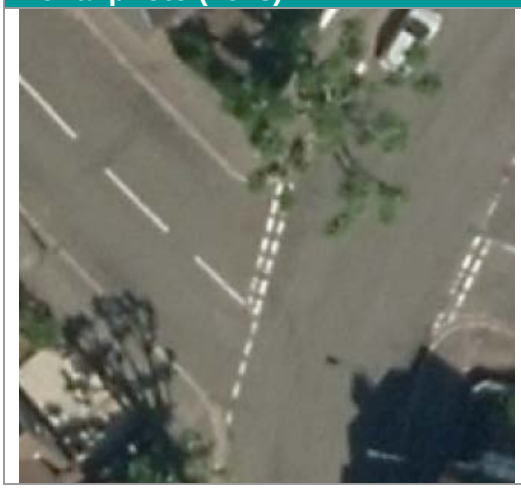
Site summary		
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	✓	Parking
	x	Wall / Fence
	x	Tree
	x	Street furniture
	x	Other
Dropped kerb(s) at junction(s)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

Site sketch

Photo 1 (looking southeast)

Photo 2 (looking northeast)

Aerial photo (2013)



Proposal

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.

APPENDIX 11

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 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 unmistakeable. 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 giveway. 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.

b. 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.

a. 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.

a. 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

a. If Vehicles 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.

b. In circumstances other than the above, no visibility splay at this location is required. However see also

   i. standard DS.002 about providing waiting restrictions through and in the vicinity of Vehicle Crossings. These apply irrespective of visibility requirements

   ii. 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-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

  - 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 ≥ 0.6m 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 ≥ 0.45m 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.

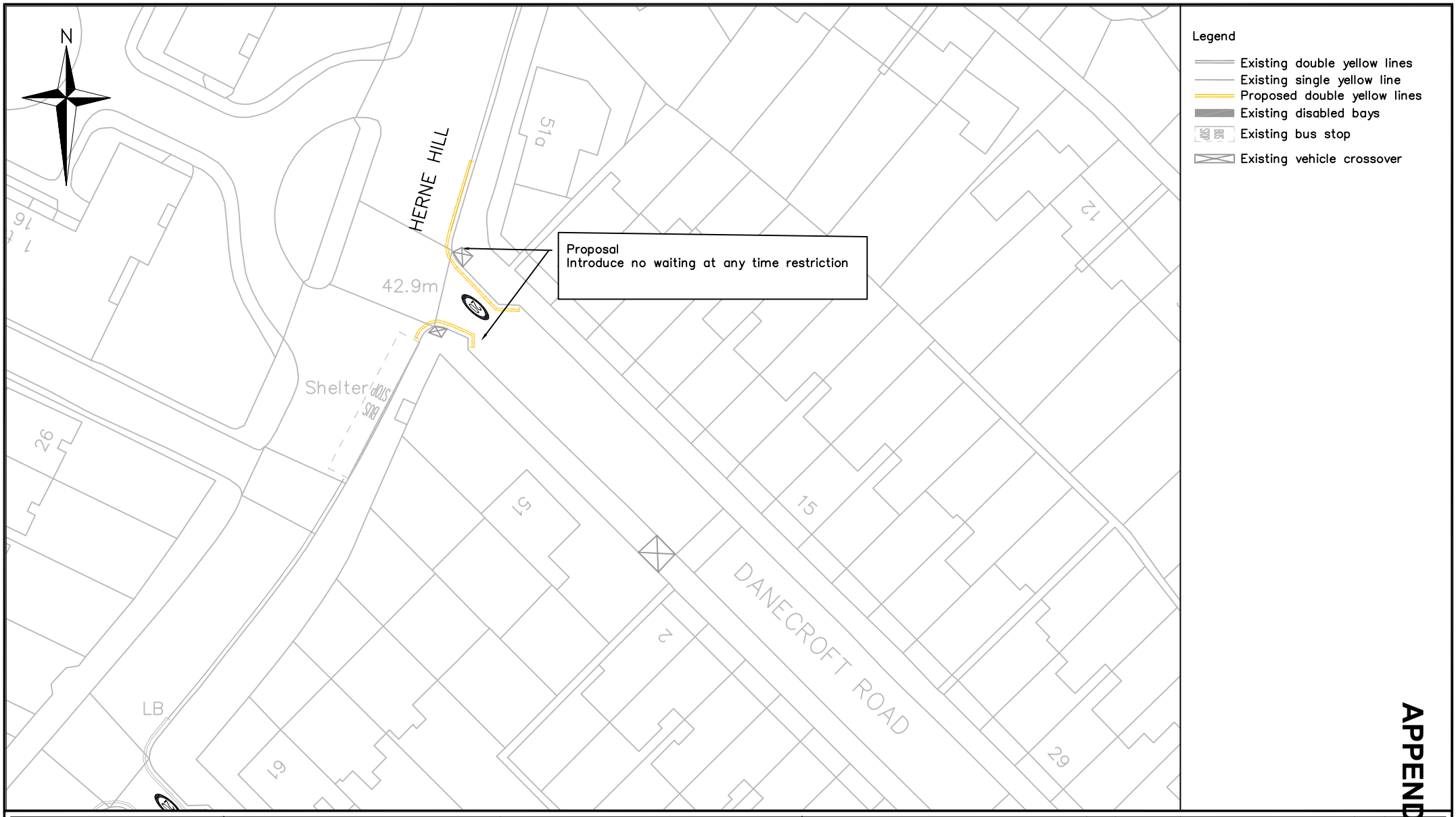
b. Existing trees with diameters ≥ 0.45m (as 'a.v') should not be removed where they pose an obstruction to visibility. Instead

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 acceptable since – once occupied with cycles – they are together likely to obscure views.

NOTE: Where approving officers are uncertain whether or not proposals as 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.



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

Southwark Council

Project: 1415Q3 LOCAL PARKING AMENDMENTS

Drawing Title: NORTH DULWICH TRIANGLE
PROPOSED NO WAITING RESTRICTIONS
DRAWING 1 OF 3

Community Council: DULWICH

Ward(s): VILLAGE

Date	Scale	Drn	Chk	App
28/10/14	1:1000 @ A4	MH	TW	TW

Dwg No. 1415Q3_002

Rev A

Status: APPENDIX 12

Rev	Date	Description	Drn	Chk	App

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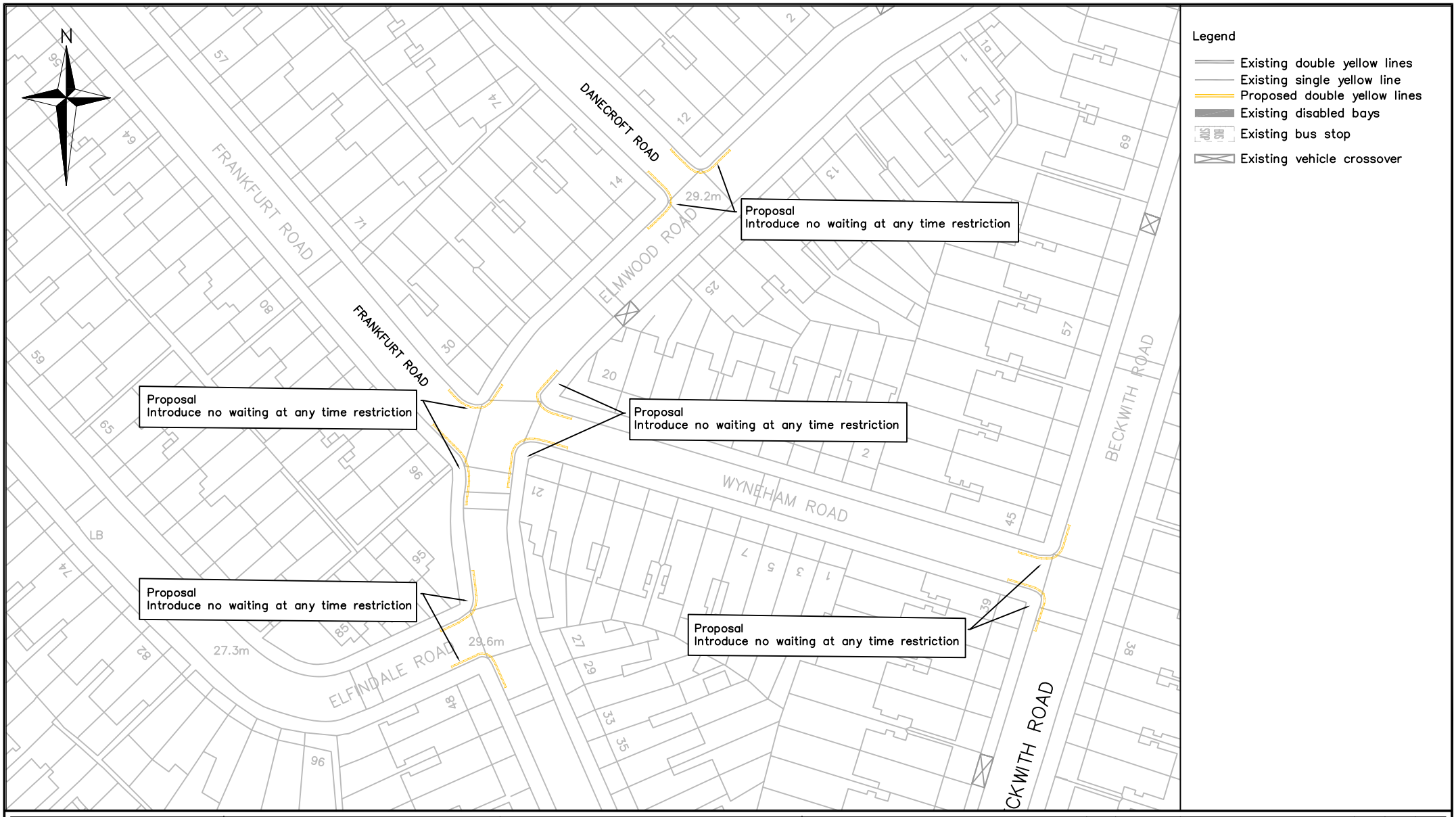
APPENDIX 12



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Parking Design

Environment and Leisure
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Southwark Council
160 Tooley Street
PO Box 64529
London, SE1P 5LX

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Project
1415Q3 LOCAL PARKING AMENDMENTS

Drawing Title
NORTH DULWICH TRIANGLE
PROPOSED NO WAITING RESTRICTIONS
DRAWING 2 OF 3

Community Council: DULWICH

Ward(s): VILLAGE

Date	Scale	Drn	Chk	App
28/10/14	1:1000 @ A4	MH	TW	TW

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Rev	Date	Description	Drn	Chk	App

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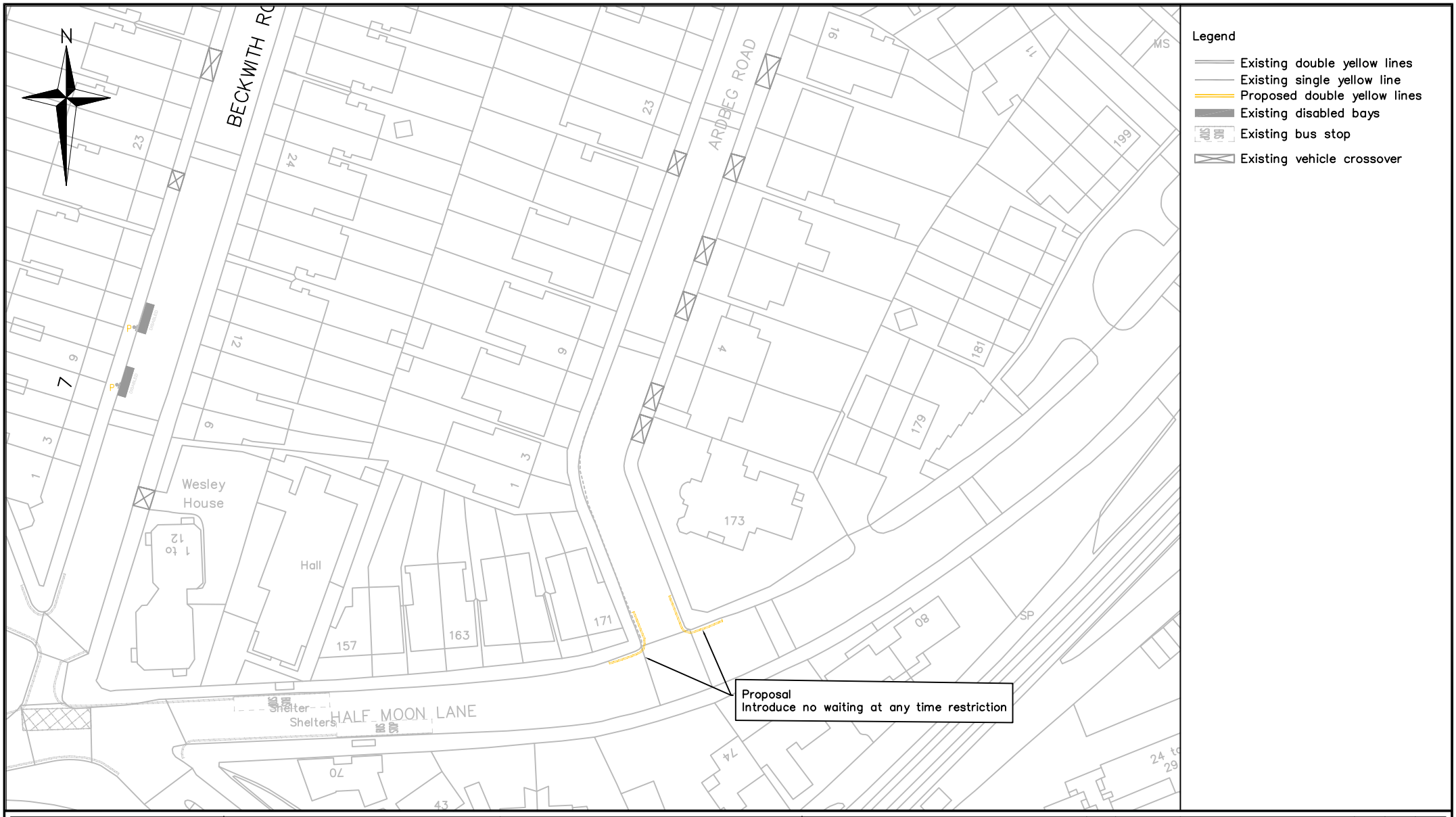

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Drawing Title
NORTH DULWICH TRIANGLE
PROPOSED NO WAITING RESTRICTIONS
DRAWING 3 OF 3

Community Council: DULWICH

Ward(s): VILLAGE

Date	Scale	Drn	Chk	App
28/10/14	1:1000 @ A4	MH	TW	TW

Dwg No. 1415Q3_002

Rev: A

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