

Item No. 12.	Classification: Open	Date: 19 March 2014	Meeting Name: Dulwich Community Council
Report title:		Local 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 parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
 - Turney Road – install double yellow lines at the junction with Boxall Road and Aysgarth Road.
 - Gallery Road – install double yellow lines in three locations.

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 two local parking amendments, involving traffic signs 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

Turney Road junctions with Boxall Road and Aysgarth Road

6. The parking design team was contacted by a resident of Boxall Road who raised concern about vehicles parking at the junction with Turney Road.
7. An officer visited this location, 27 January 2014, and it was noted that vehicles

were parked within 5 metres of the priority junction of Boxall Road and Turney Road.

8. Subsequently, the council received a report from a police community support officer (PCSO) of the Village Safer Neighbourhood Team that they had needed to attend Dulwich Hamlet School due to parking congestion in Turney Road.
9. The PCSO reported that vehicles were parking too close to the pedestrian refuge island making it unsafe to use the crossing.
10. It is noted that there is an existing "school keep clear" that was being observed by motorists however it does not extend through or on either side of the crossing point.
11. The PCSO spoke with the head teacher who will be taking steps, internally, to raise the issue with parents. The PCSO and Councillor Crookshank Hilton asked whether yellow lines could be installed at the location. Public realm officers agree that this should be a straight forward approach to address poor levels of visibility caused by parked cars.
12. There is also a very similar arrangement of highway features (school keep clear, pedestrian refuge island and priority junction) approximately 60 metres west, at the junction with Aysgarth Road. Whilst little correspondence has been received at this location, it is recommended that yellow lines are also installed at this location to avoid incremental growth that is neither efficient nor helpful.
13. Ensuring adequate visibility between road users is important to 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.
14. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD) which 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.
15. It is noted that almost two thirds of cyclists killed or seriously injured in 2012 were involved in collisions at, or near, a road junction, with T junctions being the most commonly involved.
16. Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.
17. At these junctions dropped kerbs have been installed to assist pedestrians wanting to cross the road. Before stepping off the kerb it is important that pedestrians have a clear line of sight of any oncoming vehicles.
18. The Highway Code makes clear that motorists must not park within 10 metres of a junction, unless in a designated 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).

19. The proposal to extend the yellow lines at this junction is proposed in accordance with the council's adopted standard on Highway Visibility.
20. It is therefore recommended that, as detailed in Appendix 1, that double yellow lines are introduced in Turney Road and at the junctions of Boxall Road and Aysgarth Road to improve sight lines and safety for all road users.

Gallery Road

21. Councillor Hayes contacted officers on behalf of a constituent who reported on-going problems with vehicles parking on Gallery Road that reduced the effective carriageway width to a single lane of traffic, caused delay to traffic flow.
22. Gallery Road fluctuates in width, has recessed parking bays in some locations and also has a number of narrower sections which, with moderate levels of parking, can cause vehicles to wait to allow oncoming traffic to pass.
23. Casual observations suggest that the demand for parking on Gallery Road has increased, for a number of reasons, and vehicles are now parking in locations that cause obstruction to the flow of traffic. The resident listed three areas of particular concern:
 - Between the mini-roundabout at the village and the crossing by The Dulwich Picture Gallery.
 - Between the South Circular and the crossing by Dulwich Pre-Prep.
 - The area between Dulwich Pre-Prep and where the temporary double yellow lines start where the road narrows.
24. In 2010 five recessed bays were installed to provide parking outside and opposite the Dulwich Picture Gallery, outside the Old College Tennis and Croquet Club and outside the Dulwich College Preparatory School. There have also been incremental increases in yellow line in this road over a number of years.
25. An officer visited this location on 14 and 27 January 2014 to assess the concerns and also use the temporary double yellow lines (installed whilst rail bridge repairs were undertaken) as a working example of what might be appropriate on a permanent basis.
26. A vehicle tracking assessment has been carried out using a worst-case scenario of parking occurring wherever legal to do so (i.e. in all locations that do not have an existing parking restriction) and with two standard London Fire Brigade sized vehicles proceeding in both directions.
27. In this scenario, it is clear that there are a number of locations along Gallery Road where traffic is reduced to a single lane and where conflict would occur with two oncoming vehicles (i.e. one vehicle would need to give way to the another).
28. Officers are not, however, recommending that all conflict locations have waiting restrictions installed (eg. in front of the Picture Gallery). Instead, it is recommended that three particular stretches are addressed, as detailed in Appendix 2.

29. It is noted that a CGS project is planned for a new pedestrian crossing in Gallery Road close to Lovers' Walk. Details are not yet available on the design of this crossing and how it may potentially interface with the yellow lines proposed here for the central section of Gallery Road. However any works undertaken as part of this yellow line project would not preclude the design or implementation of this crossing.

Policy implications

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

Community impact statement

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

Resource implications

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

Legal implications

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

Consultation

45. No informal (public) consultation has been carried out.
46. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
47. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
48. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
49. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
50. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.

51. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark Constitution.

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	Turney Road junctions with Boxall Road and Aysgarth Road – at any time waiting restriction (double yellow lines)
Appendix 2	Gallery Road – at any time waiting restriction (double yellow lines)

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	7 March 2014	
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 Community Council Team	7 March 2014	