

Turney Road parking design principles

Informal pedestrian refuge traffic islands

Issue: vehicles park too close to traffic islands affecting flow of traffic and inter-visibility between all road users

Principles

1. No waiting at any time (double yellow lines) on either side of both pedestrian refuge islands
2. Length of waiting restrictions to be:
 - a. the minimum length to enable a the smooth curve of a vehicle path (London Fire Brigade pumping appliance) past the islands. This will be identified through swept path analysis.
 - b. sufficient to meet [forward visibility sight stopping distances](#) in a street with a 20mph limit to ensure pedestrian / vehicle inter-visibility
 - c. extended to tie in with junctions, vehicle crossovers (ie the yellow lines to protect the islands should not stop part-way across a vehicle crossover or just short of a junction, instead they should be extended to a logical point past that feature)

Priority junctions of Boxall Road and Aysgarth Road

Issue: vehicles park on or close-to the junctions affecting inter-visibility between all road users, particularly children (whose eye-level is often below car height).

Principles

3. No waiting at any time (double yellow lines) on all corners
4. Length of waiting restrictions to be:
 - a. sufficient to meet [forward visibility sight stopping distances](#) in a street with a 20mph limit to ensure pedestrian / vehicle inter-visibility
 - b. sufficient for a vehicle to turn into the side road and wait for an oncoming, exiting vehicle to pull left and pass (ie when street is heavily parked it is unacceptable for a vehicle to turn into a side road and have to reverse back to allow a vehicle to exit {nb. In particular this applies to Aysgarth due to the accustomed semi one-way working of Boxall})

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- c. exit tie-in waiting restrictions with those proposed for the pedestrian refuge traffic islands and crossovers (as per 2c)

School keep clear

Issue: Slight overlap of school keep clear adjacent to Boxall Road pedestrian refuge islands complicates signs and road markings if double yellow line principles 1 and 2 are accepted.

Principles

5. No stopping at any time
6. Operate Mon- Fri 8am to 5pm, as per [Southwark standard](#)
7. To address issue above, the school keep clear will be cut back to same point as the double yellow lines start/stop
8. It is noted that the [council's enforcement protocols](#) for double yellow lines require Civil Enforcement Officers to give a 5 minute observation period enforce they can issue a PCN. No-stopping restrictions (ie the school keep clear) are subject to an 'instant offence'. This will reduce the enforceability at this particular overlapping point but it would not, however, be permitted to install school keep clear zigzags on both sides of the road *and on both sides* the pedestrian refuge islands.