

Herd, Michael

From: Herd, Michael
Sent: 10 September 2014 13:27
To: [REDACTED]
Subject: RE: URGENT Re: Consultation response - Dowlas St
Attachments: Appendix 1.pdf

Dear [REDACTED]

Thank you for your reply and note that you wish to maintain your objection to the proposed double yellow lines. We have also received your letter, 9 September 2014.

Further to our telephone conversation, I am sorry if my explanation of the councils reasons for introducing these yellow lines was felt like a prepared script and did not address your concerns. We are aware that Dowlas Street is one way (running east to west) between Rainbow Street and Wells Way. The length of double yellow line is shorter on the arm that runs west off Rainbow Street, we feel that it would be dangerous to allow vehicles to park right up to the junction here as well as this would cause pedestrians to walk out on to the carriageway on Rainbow Street. See attached drawing

Also, you have double yellow lines on the northerly corner of Wells Way and Dowlas Street, yet non-resident idiots frequently park there dangerously obscuring the view for those of us driving out of Dowlas Street and turning left into Wells Way.

I will pass on your concerns regarding the vehicles that are parking on the double yellow lines to our colleagues in Parking operations who can arrange for these lines to be enforced.

Many of the people who park in our triangle do not live in these three roads. What you need to do is to introduce no parking for 2 hours in the middle of each weekday, as around King's College, that would deter the day trippers Currently, our 14/15 and 15/16 CPZ programme is pending final approval from the Head of Service. However, we do think it is reasonable to say that we expect a consultation on parking to be carried out in your area, commencing this financial year.

For example the plethora of disabled bays are unnecessary, and are not all genuinely needed any longer. I will arrange for a notice to be placed on this bay and if it is no longer required we have it removed.

As you wish to maintain your objection, a report detailing any your objection will be sent to Camberwell Community Council for a final decision. This report will be presented at the community council meeting planned for 15 November 2014.

Regards

Michael

From: [REDACTED]
Sent: Wednesday, September 10, 2014 12:03 AM
To: Herd, Michael
Subject: URGENT Re: Consultation response - Dowlas St

Dear Mr Herd

I still wish to lodge an objection. Your response reads very much like a 'prepared script', and makes no reference to my main point whatsoever. As such, it does not 'answer my concerns'.

Please understand that **where there is no oncoming traffic** - in the easterly direction from the Wells

Way end of Dowlas Street - your points about visibility and turning space at the junction with Rainbow Street are quite irrelevant. By taking away up to six parking spaces by your yellow line proposals on **just the two junctions** to which I refer between Dowlas Street (western part) and Rainbow Street, you are increasing the parking problem quite unnecessarily. Where are these six cars supposed to park? - at 11.20 this evening I had to park halfway up Bonsor Street!

Perhaps you or a colleague will pay more attention to these points made in my letter sent to you, with a diagram which I could not manage online.

If Southwark would carry out their monitoring responsibilities sensibly and properly, that would help the problem. For example the plethora of disabled bays are unnecessary, and are not all genuinely needed any longer. The disabled man who lived at [REDACTED] died years ago, so his space should be removed. Also, you have double yellow lines on the northerly corner of Wells Way and Dowlas Street, yet non-resident idiots frequently park there dangerously obscuring the view for those of us driving out of Dowlas Street and turning left into Wells Way.

Many of the people who park in our triangle do not live in these three roads. What you need to do is to introduce no parking for 2 hours in the middle of each weekday, as around King's College, that would deter the day trippers.

Please may I have a proper answer, dealing with the points I actually raise. Thank you.

Yours sincerely

[REDACTED]

From: "Herd, Michael" <Michael.Herd@southwark.gov.uk>
To: [REDACTED]
Sent: Monday, 8 September 2014, 14:06
Subject: RE: Consultation response - Dowlas St

Dear [REDACTED]

RE: Proposed double yellow lines on junctions.

Thank you for your objection, dated 6 September 2014, in regard to the proposed double yellow lines for the junctions on Dowlas Street, Rainbow Street and Coleman Road. [See public notice here](#)

Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are adjacent to an existing East Camberwell (EC) controlled parking zone (CPZ). An officer carried out a site visit and it was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.

On 23 July 2014 the Camberwell Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines at all junctions to improve sight lines and to improve junction safety for all road users.

The double yellow lines are proposed not only to assist motorists exiting the junctions but are also important for pedestrians who are using the dropped-kerbs such at Rainbow Street and Coleman road as well as at Coleman Road and Newent Close and need to see oncoming traffic, Vehicles parked at or close to a junction have two primary effects upon the road network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.

- 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.
- 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.

- 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.
- 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).

The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

Please let me know if I have answered your concerns or if you still wish to object to this proposal..

Regards

Michael Herd
Network development officer
Public realm projects (Parking design)

-----Original Message-----

From: information.administrator@southwark.gov.uk
[mailto:information.administrator@southwark.gov.uk]
Sent: Saturday, September 06, 2014 3:50 PM
To: traffic orders
Subject: Consultation response

[Title]

Mr

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone_number]
[REDACTED]

[Email_address]
[REDACTED] |

[Areyou]

A resident

[Whichconsultation]

Dowlas Street / Rainbow Street

PRP/ND/TMO 1415-010

[overallresponse]

4. I object to part

[response]

The western half of Dowlas Street is ONE WAY TRAFFIC westerly. It is therefore quite unnecessary and undesirable in an area where parking space is at an absolute premium to apply no waiting double yellow line parking restrictions to the westerly junctions of Dowlas Street with Rainbow Street, since there is no EASTBOUND traffic for which parked cars on the three parking sides of that junction would restrict the view. I am not averse to the proposed restrictions extending a few inches merely to allow pedestrian traffic along either street to have free access to cross the road(s) at that junction; cars should not be parked RIGHT UP TO the crossing anyway. Letter and diagram also being sent.

The email you received and any files transmitted with it are confidential, may be covered by legal and/or professional privilege and are intended solely for the use of the individual or entity to whom they are addressed. If you have received this in error please notify us immediately. If you are not the intended recipient of the email or the person responsible for delivering it to them you may not copy it, forward it or otherwise use it for any purpose or disclose its contents to any other person. To do so may be unlawful. Where opinions are expressed in the email they are not necessarily those of Southwark Council and Southwark Council is not responsible for any changes made to the message after it has been sent.

Herd, Michael

From: [REDACTED]
Sent: 08 September 2014 11:06
To: Herd, Michael
Subject: RE: Traffic Orders Objection

Michael,

Thank you for your prompt reply.

I understand the reasons you state for wanting to introduce the restrictions, as your report noted the area is at capacity for parking solely because of commuters taking advantage of it not being a CPZ.

Citing the the previous rejection of CPZ for the area is now rather unfair as the situation was radically changed by all the surrounding areas becoming CPZs. The parking and traffic situation in the Coleman Road/Rainbow Street area is now intolerable and dangerous. I agree that the safety measure you are proposing are needed but these need to be introduced along with a CPZ. I would urge you to consult on CPZ for this area as a matter of urgency. Having attended residents association meetings and talking to my neighbours I think you would find the level of support for CPZ is extremely high.

To that end I would continue to oppose the measures proposed until they are introduced along with a CPZ for this area.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: Traffic Orders Objection
Date: Mon, 8 Sep 2014 10:54:26 +0100
From: Michael.Herd@southwark.gov.uk
To: [REDACTED]

Dear [REDACTED]

RE: Proposed double yellow lines on junctions.

Thank you for your objection, dated 4 September 2014, in regard to the proposed double yellow lines for the junctions on Dowlas Street, Rainbow Street and Coleman Road and I am sorry to hear of your difficulty with parking in Rainbow Street, I note your support for a parking zone.

Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are adjacent to an existing East Camberwell (EC) controlled parking zone (CPZ). An officer carried out a site visit and it was noted during the

visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.

On 23 July 2014 the Camberwell Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines at all junctions to improve sight lines and to improve junction safety for all road users.

The double yellow lines are proposed not only to assist motorists exiting the junctions but are also important for pedestrians who are using the dropped-kerbs such as at Rainbow Street and Coleman road as well as at Coleman Road and Newent Close and need to see oncoming traffic. Vehicles parked at or close to a junction have two primary effects upon the road network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.

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.

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. 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.

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).

The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

In regard to your point about not having a CPZ in your street. I would like to clarify that the council did consult residents on this option in 2010/11 but there was no clear public support for a zone and a considerable number of statutory objections were made. These objections were made in the same way that you are objecting to the proposed double yellow lines now and the decision not to proceed reflects the council's democratic decision making process. You can [read CPZ objection report here](#).

At present there are no plans to consult on a CPZ for this area however the CPZ consultation programme has not been finalised for the coming year.

Please let me know if I have answered your concerns or if you still wish to object to this proposal.

Regards

Michael Herd
Network development officer
Public realm projects (Parking design)

From: [REDACTED]
Sent: Thursday, September 04, 2014 12:11 PM
To: traffic orders
Subject: Traffic Orders Objection

Traffic Orders for Coleman Road/Dowlas Street/Rainbow st/Newent Close area.

Dear Sir/Madam,

As a resident of Coleman Road SE5, I am strongly opposed to the traffic management plans outlined below.

These plans will further reduce the amount of space for parking for residents who already have to compete with commuters who use the unrestricted parking in this area as a park and ride car park.

These measures should not be introduced without a residents parking scheme for this area. As a resident our lives are blighted by commuters crawling these small roads from early morning trying to find parking spaces, which is what often leads to chaotic and inconsiderate parking.

Southwark Council needs to introduce residents parking as a matter of urgency. I understand that local residents were against it previously, but by introducing permit parking to the surrounding areas this has left our area as possibly the closest non permit area to the centre of London, as a result our lives are being made a misery. Residents with cars are now calling for a permit scheme urgently.

It is a dereliction of duty by Southwark Council not to resolve this is issue immediately which is seriously impacting on the quality of life for people living in Coleman Road, Rainbow St and Dowlas St.

Amongst the orders proposed by the council:

COLEMAN ROAD, to introduce new lengths of 'at any time' waiting restrictions, [i] on both sides at its junction with Rainbow Street, [ii] on both sides at its junction with Newent Close, and [iii] on the south-west side at its junction with Dowlas Street;

DOWLAS STREET, to introduce new lengths of 'at any time' waiting restrictions, [i] on both sides at its junction with Rainbow Street, [ii] on both sides at its junction with Coleman Road, and [iii] on the south side at its junction with Bonsor Street;

Yours faithfully

[Redacted signature block]

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Herd, Michael

From: Herd, Michael
Sent: 08 September 2014 11:00
To: [REDACTED]
Subject: RE: Traffic Orders for Coleman Road, Dowlas Street, Rainbow Street and Newent Close

Dear [REDACTED]

RE: Proposed double yellow lines on junctions.

Thank you for your email, dated 4 September 2014, in regard to the proposed double yellow lines for the junctions on Dowlas Street, Rainbow Street and Coleman Road and I am sorry to hear of your difficulty with parking in Coleman Road.

Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are adjacent to an existing East Camberwell (EC) controlled parking zone (CPZ). An officer carried out a site visit and it was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.

On 23 July 2014 the Camberwell Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines at all junctions to improve sight lines and to improve junction safety for all road users.

The double yellow lines are proposed not only to assist motorists exiting the junctions but are also important for pedestrians who are using the dropped-kerbs such as at Rainbow Street and Coleman road as well as at Coleman Road and Newent Close and need to see oncoming traffic. Vehicles parked at or close to a junction have two primary effects upon the road network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.

- 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.
- 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.
- 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.
- 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).

The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

In regard to your point about not having a CPZ in your street. I would like to clarify that the council did consult residents on this option in 2010/11 but there was no clear public support for a zone and a considerable number of statutory objections were made. These objections were made in the same way that you are objecting to the proposed double yellow lines now and the decision not to proceed reflects the council's democratic decision making process. You can [read CPZ objection report here](#).

At present there are no plans to consult on a CPZ for this area however the CPZ consultation programme has not been finalised for the coming year.

Please let me know if I have answered your concerns or if you still wish to object to this proposal.

Regards

Michael Herd
Network development officer
Public realm projects (Parking design)

-----Original Message-----

From: [REDACTED]
Sent: Thursday, September 04, 2014 4:11 PM
To: traffic orders
Subject: Traffic Orders for Coleman Road, Dowlas Street, Rainbow Street and Newent Close
Importance: High

Dear Sir or Madam,

I'm really alarmed at the suggestion to even further curtail the already low level of parking in the area which is further compounded by the proximity to a CPZ. This will make life intolerable for those of us who have cars and will further endanger the schoolchildren arriving and leaving St George's Primary School as cars circle continually trying to find a space.

I would be interested to know the result of your consultation of residents.

Yours faithfully,

[REDACTED]
[REDACTED]

Herd, Michael

From: Herd, Michael
Sent: 28 August 2014 07:17
To: [REDACTED]
Cc: traffic orders
Subject: RE: traffic order 201 a residents comments

Dear [REDACTED]

RE: Proposed double yellow lines on junctions.

Thank you for your email and telephone call Tuesday 26 August 2014, in regard to the proposed double yellow lines for the junctions on Dowlas Street, Rainbow Street and Coleman Road and I am sorry to hear of your difficulty with parking in Rainbow Street, I note your support for a parking zone.

Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are adjacent to an existing East Camberwell (EC) controlled parking zone (CPZ). An officer carried out a site visit and it was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.

On 23 July 2014 the Camberwell Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines at all junctions to improve sight lines and to improve junction safety for all road users.

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The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

In regard to your point about not having a CPZ in your street. I would like to clarify that the council did consult residents on this option in 2010/11 but there was no clear public support for a zone and a considerable number of statutory objections were made. These objections were made in the same way that you are objecting to the proposed double yellow lines now and the decision not to proceed reflects the council's democratic decision making process. You can [read CPZ objection report here](#).

As I said over the telephone at present there are no plans to consult on a CPZ for this area however the CPZ consultation programme has not been finalised for the coming year.

Please let me know if I have answered your concerns or if you still wish to object to this proposal.

Regards

Michael Herd
Network development officer
Public realm projects (Parking design)

From: Herbert, Richard **On Behalf Of** traffic orders
Sent: Tuesday, August 26, 2014 10:31 AM
To: Herd, Michael
Subject: FW: traffic order 201 a residents comments

From: [REDACTED]
Sent: Sunday, August 24, 2014 10:32 AM
To: traffic orders
Cc: [REDACTED]
Subject: traffic order 201 a residents comments

Dear Michael Herd and Harriet Harman and their representatives.

I'm writing in protest at the proposal or notice of loading bays order 201 which is going to affect the streets in which I live to an unmanageable level.

The background of my situation is that I live on Rainbow street [REDACTED] which was never given the rite to a CPZ when consulted several years ago, when CPZ was put into just about everywhere apart from the triangle of Streets (our residents committee is called the Wells Way Triangle), they did say at a public meeting that they would review the situation, as far I know has not been done. We have been the scapegoat for anyone who does not want to pay on the streets with CPZ and those who park and ride to there office on a daily basis, and those who park and leave their car for any extended period of time all without fees and of course us the people who live here. It is a daily struggle already, to get myself and my baby now 14 months old still in a car seat, that we need to take too and from the car daily along with his bag for nursery my lunch and any work I may have had to bring home. I leave the house at 7am and return around 7pm. The feeling of dread and stress when I get close to home and remember that there may not be a space anywhere near our home is already quite bad, but with the increased measures or reduced parking which is what these changes to each and every corner will enforce upon is it too horrific to thing about.

The measure that will be put into place will reduce the parking spaces of this area by at least 10 car parking spaces.

If these measures are put into place without a the backup of a CPZ you are in no doubt cutting off any chance I, or other residents, have to park within any reasonable distance from our homes, and I manage a good 100 meters on some days laden with our daily goods and a baby in a car seat.

Earlier this year I contacted the southwark parking department and I was informed that the area's parking was not on any list to be revisited, clearly it has been or if this is separate departments surly one cannot work without the other.

I'm sure you know how emotive issues of parking can be, i have witnessed several shouting matches between people and parking spots in the recent months and been a victim of verbal abuse several time while trying to find a spot, it will only be a matter of time until these issues flare out of control and someone gets hurt.

We are the people who work, own our homes pay our taxes and do the right thing on a year in year out basis we need some support on this, we have been left high and dry and this is the air supply being turned off.

A very concerned resident.

[REDACTED]

Sorry I didn't put my contact details with the email.

[REDACTED]

Herd, Michael

From: Herd, Michael
Sent: 08 September 2014 11:15
To: [REDACTED]
Subject: RE: Traffic Notice - 21/08
Attachments: 1415Q1005_Dowlas Street_1.0.pdf

Dear [REDACTED]

RE: Proposed double yellow lines on junctions.

Thank you for your email, sent to our colleagues at SouthwarkPermits, dated 22 August 2014, in regard to the proposed double yellow lines for the junctions on Dowlas Street, Rainbow Street and Coleman Road, see attached drawing showing proposed double yellow lines.

Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are adjacent to an existing East Camberwell (EC) controlled parking zone (CPZ). An officer carried out a site visit and it was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.

On 23 July 2014 the Camberwell Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines at all junctions to improve sight lines and to improve junction safety for all road users.

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The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

Please let me know if I have answered your concerns.

Regards

Michael Herd
Network development officer
Public realm projects (Parking design)

From: [REDACTED]
Sent: 22 August 2014 13:20
To: SouthwarkPermits
Subject: Traffic Notice - 21/08

I live on Rainbow Street and on the notice of the 21/08 my street and nearby roads (Coleman Road, Dowlas Street and Bonsor Street) are mentioned as having parts of them designated as "at any time' waiting restrictions". I assume that it means marking parts of them with double yellow lines, but would be grateful if you clarify that phrase for me. I would also like to know the extent of which this restrictions would apply, along with a diagram/map depicting these changes.

Yours,

[REDACTED]

Herd, Michael

From: Herd, Michael on behalf of traffic orders
Sent: 28 August 2014 14:34
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Objection to PRP/ND/TMO1415-010 double yellow lines on junctions on Dowlas Street, Rainbow Street and Coleman Road.

Dear [REDACTED],

RE: Objection to PRP/ND/TMO1415-010 double yellow lines on junctions on Dowlas Street, Rainbow Street and Coleman Road.

Thank you for your objection to the proposed double yellow lines for the junctions on Dowlas Street, Rainbow Street and Coleman Road. I am sorry to hear of your difficulty with parking in Rainbow Street and I note your support for a parking zone.

Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are adjacent to an existing East Camberwell (EC) controlled parking zone (CPZ). An officer carried out a site visit and it was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.

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At present there are no plans to consult on a CPZ for this area however the CPZ consultation programme has not been finalised for the coming year.

Please let me know if I have answered your concerns or if you still wish to object to this proposal.

Regards

Michael Herd
Network development officer
Public realm projects (Parking design)

From: [REDACTED]
Sent: Thursday, August 28, 2014 9:02 AM
To: traffic orders
Cc: [REDACTED]
Subject: TMO1314-040 local parking issues 1314Q3

Good morning

I wish to object to the 'at any time' restrictions proposed on Dowlas St, Rainbow St, and Coleman Rd. REFERENCE - PRP/ND/TMO1415-010

I am writing as a resident of Rainbow St, SE5. 2 years ago a CPZ was introduced in our neighbourhood, but due to some opposition by local residents at the time, Rainbow St, Dowlas St, and Coleman Rd were omitted from the CPZ. In the ensuing period things have become unbearable from a parking perspective. During the day the streets are filled with vehicles of commuters who drive in, park and then can be seen to get on the 343 bus to go to work. The streets are overcrowded and it is impossible to park near our home. In the evening the commuters leave, and the streets once again become overcrowded with cars from residents in the neighbouring streets, who don't want to purchase permits in the CPZ. They would rather just come and park in our streets as it is free, and let's face it, who can blame them? These cars often are left in our streets during the daytime too and add to the daytime problem. As one of many in our streets who have a young family, the parking problem makes family life difficult as our vehicle is often parked out of necessity nowhere near our home.

At the time of consultation I supported the CPZ and stated in my form that I thought these problems would arise if some streets were left a free parking and some as permit only.

I wish to object to the 'at any time' restrictions proposed on Dowlas St, Rainbow St, and Coleman Rd. I believe these will be in the form of double yellow lines to prevent cars from parking too close to the corners of the streets. After 2 years of asking for the council to re-evaluate the parking here and introduce a CPZ, I find these new proposals to be somewhat insulting. All they are going to do is prevent 4 or 5 additional vehicles from parking in our streets, thereby compounding the parking problem. I am afraid this just feels like a way for parking wardens to be able to issue tickets and generate fines at the expense of local residents.

We don't need double yellow lines, WE NEED A CPZ!!

Please could I ask you to re-assess the situation the local residents as things have reached saturation point and it has become a really difficult local issue.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Herd, Michael

From: Walker, Tim
Sent: 10 September 2014 10:09
To: [REDACTED]
Cc: Wingfield, Ian; Herd, Michael
Subject: RE: FW: Proposed traffic plans for Dowlas Street

Dear [REDACTED]

Thank you for your email to Michael, I am responding as his line manager and with responsibility for delivering the parking design programme in Southwark.

Currently, our 14/15 and 15/16 CPZ programme is pending final approval from the Head of Service. However, I do think it is reasonable for me to say that I do expect a consultation on parking to be carried out in your area, commencing this financial year.

I hope to have the programme confirmed in the next week and in time for the WW TRA meeting. Full details of our programme will be [published on the Parking Project webpage here](#) in due course.

I trust this is of reassurance to you, kind regards,

Tim Walker
Senior Engineer
Public Realm Projects (Parking Design)

From: Wingfield, Ian
Sent: Wednesday, September 10, 2014 9:31 AM
To: Walker, Tim
Subject: Fw: FW: Proposed traffic plans for Dowlas Street

Fyi

Cllr Ian Wingfield
Deputy Leader & Cabinet Communities, Employment & Business Member, Southwark Council,
Cabinet Office, 4th Floor (north)160 Tooley Street, London SE1 2TZ

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From: [REDACTED]
To: Herd, Michael

Cc: Wingfield, Ian
Sent: Wed Sep 10 09:22:37 2014
Subject: Re: FW: Proposed traffic plans for Dowlas Street

Dear Michael,

Thank you for your reply and information you sent, I fully understand the need to provide safe crossing areas for pedestrians, I am still very concerned with the parking issue and was wondering if the council has any plans to address this as you stated in your reply " it was noted during the visit that demand for kerb space was very high and parking was at capacity, A number of vehicles were observed circulating looking for a space to park" this is proof that there needs to be something done as the facts I stated in my email indicated the reasons why.

Thank you,

Kind Regards,

[REDACTED]

-----Original message-----

From : Michael.Herd@southwark.gov.uk

Date : 08/09/2014 - 13:05 (GMTDT)

To : [REDACTED]

[REDACTED]
Subject : FW: Proposed traffic plans for Dowlas Street

Dear [REDACTED],

Further to my earlier response Camberwell community council approved this item on 23 July 2014 for statutory consultation and the traffic management order notice and documents were published 21 August 2014,

My apologies the link in my previous email won't work, please use this link, documents can be [viewed here](#).

Regards

Michael Herd

From: Herd, Michael
Sent: Monday, September 08, 2014 11:09 AM
To: [REDACTED]
Cc: Wingfield, Ian; Walker, Tim
Subject: RE: Proposed traffic plans for Dowlas Street

Dear [REDACTED]

RE: Proposed double yellow lines on junctions.

Thank you for your email, dated 4 September 2014, in regard to the proposed double yellow lines for the junctions on Dowlas Street, Rainbow Street and Coleman Road, see attached drawing showing proposed double yellow lines. I am sorry to hear of your difficulty with parking in Dowlas Street.

Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are adjacent to an existing East Camberwell (EC) controlled parking zone (CPZ). An officer carried out a site visit and it was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.

On 23 July 2014 the Camberwell Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines at all junctions to improve sight lines and to improve junction safety for all road users.

The double yellow lines are proposed not only to assist motorists exiting the junctions but are also important for pedestrians who are using the dropped-kerbs such at Rainbow Street and Coleman road as well as at Coleman Road and Newent Close and need to see oncoming traffic. Vehicles parked at or close to a junction have two primary effects upon the road network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.

- 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.
- 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.

- 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.
- 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).

The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

Please let me know if I have answered your concerns.

Regards

Michael Herd

Network development officer

Public realm projects (Parking design)

From: [REDACTED]
To: Wingfield, Ian
Sent: Sat Sep 06 13:16:15 2014
Subject: Proposed traffic plans for Dowlas Street

Dear Ian,

I was wondering if you could please help me, I noticed a notice put up stating Southwark wishes to impose a limited waiting time at the corners of all the roads around Dowlas Street. I tried to look up links to find further details but was unable to. Do you have any knowledge about what is being proposed, I am concerned that if a limited parking time is implemented here it will mean even less

spaces available for residents, the situation has become ridiculous as it is, with no parking spaces during week days as it is taken by commuters and residents of surrounding streets who park here to save paying CPZ and also the parking of untaxed cars!

With the implementation of the new proposals this would mean even less parking spaces and when residents wanted to park their cars and go into their homes they couldn't due to limited parking time and need to move car!

Thank you for all your help,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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