

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

## RECOMMENDATION

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

## BACKGROUND INFORMATION

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

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

## **KEY ISSUES FOR CONSIDERATION**

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

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

### **Shawbury Road**

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

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

### **North Dulwich Triangle**

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

detailed in Appendix 8 but can be summarised as:

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

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

### **Policy implications**

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

### **Community impact statement**

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

### **Resource implications**

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

### **Legal implications**

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

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

### **Consultation**

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

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

### Programme timeline

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

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

### BACKGROUND DOCUMENTS

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

### APPENDICES

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

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	16 January 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
List other officers here	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to the Constitutional Team</b>	16 January 2015	