<table>
<thead>
<tr>
<th>Item No.</th>
<th>Classification:</th>
<th>Date:</th>
<th>Meeting Name:</th>
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<tbody>
<tr>
<td>11.</td>
<td>Open</td>
<td>28 January 2015</td>
<td>Dulwich Community Council</td>
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**Report title:** Overhill Road – Proposed contra flow and highway improvements  
**Ward(s) or groups affected:** East Dulwich  
**From:** Head of Public Realm

### RECOMMENDATION

1. That the community council support the recommendation to be made to the cabinet member for Transport, Environment and Recycling, as per paragraph 14, to implement the Overhill Road contra-flow and highway improvements proposal shown in appendix A. It should be noted that there is lack of support for the proposed extension of double yellow lines from the consultation responses (see appendix B)

### BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 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.  
3. The community council is now being given opportunity to make final representation to the cabinet member for Environment, Transport and Recycling as part of the consultation process.  
4. The scheme is part of filtered permeability programme, funded by Transport for London as part of the local implementation programme for 2014-2015.  
5. The scheme is identified as one which will help achieve the following targets as set out in the Southwark transport plan:
   - increasing proportion of those cycling from 2.9% to 5.5% by 2027  
   - Reduce traffic levels by 6% from 2010 to 2016.  
   - Increase the walking mode share in southwark to a third (33%) by 2017

### KEY ISSUES FOR CONSIDERATION

6. The section of Overhill Road, between Belvoir Road and Lordship Lane, was made one-way northbound in 1980 with motorised traffic directed away from Lordship Lane. Southbound traffic on Overhill Road access Lordship Lane via Melford Road. Although considered as a local street Overhill Road can be used as a cut-through from Lordship Lane for northbound traffic, towards Peckham and Nunhead.  
7. Generally, Overhill Road has an uphill incline from Lordship Lane. The road is traffic calmed with speed cushions. Although some residences have private drives and garages, there is moderate on-street parking. Carriageway surface is in a poor condition. Its junction near Belvoir road has a huge carriageway space, hatched with road marking to align moving traffic.
8. The proposed cycle contra flow will assist southbound traffic from Peckham and Nunhead using Underhill Road to access Dulwich via Lordship Lane. Although a southbound cyclist can use Melford Road, this alignment is less direct and involves negotiating a number of junctions.

9. Out of the 73 consultation leaflets delivered in December 2014, a total of 18 responses were received during the consultation period equating to 24% response rate. A summary of the consultation responses are outlined below:

   a) 66% of respondents are generally in favour of the scheme
   b) 61% support replacing speed cushions with sinusoidal humps
   c) 61% support buildout at the junction of Overhill road and Belvoir Road
   d) 55% do not support double yellow line extension.

10. Summary of consultation comments received:

    a) White lines requested to be introduced at driveways to discourage parking
    b) Retain guardrails at Lordship Lane junction with Overhill Road to prevent pedestrians from slipping into the road due to its slippery nature in winter
    c) Concerns about loss of parking due to introduction of double yellow lines and footway buildout proposed at junction with Belvoir Road
    d) Concerns about impact on access for vans / lorries due changes at Overhill Road / Belvoir Road junction.

11. Project officers response to comments made by respondents are outlined below:

    a) The current streetscape design manual does not encourage use of white bar markings at driveways. However due to the safety benefits of introducing white bar marking its recommended that bar marking are installed in this case.
    b) Guardrail review will be undertaken as part of the safety review.
    c) The double yellow lines will improve safety for all road users. Reducing the extent of it will compromise on safety benefits. Allowing kerb side parking near junction with Belvoir road will create safety conflict with cyclists
    d) Auto-track testing carried out confirm that access for lorries/ HGV’s will not be impeded by the proposal.

12. Statutory consultation is scheduled to commence in January 2015

Recommendations to the cabinet member for Environment, Transport and Recycling

13. On the basis of the results of the public consultation the cabinet member is recommended to:

   • Note representations received during public consultation process, including that from the community council.
   • Approve for the proposal to be taken forward for implementation, subject to outcome of statutory consultation. If any objections are received during the statutory period an IDM report will be presented to the cabinet member for a decision.
Policy implications

14. 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 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

Community impact statement

15. 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.

16. This scheme was identified as one which would help to deliver Southwark’s aim of increasing walking and cycling levels in the borough by improving safe access to local amenities/shops without any noticeable adverse impact on the vulnerable road users

17. This scheme is intended to encourage the use of sustainable modes of transport.

Resource implications

18. The project is partially funded by transport for London local implementation programme for 2014-2015 filtered permeability scheme. The project is within the scope of permitted uses of the funding. The total allocated budget is £97,000 for 2014-2015. All funding sources have been confirmed and approved by cabinet.

19. Works will be implemented by the council’s highways term contractor, Conway Aecom, and are expected to be carried out in March 2015.

Consultation

20. Ward members were consulted prior to commencement of the public consultation.

21. Public consultation was from 1 - 19 December 2014. Responses received afterwards were acknowledged.

22. The report provides an opportunity for the final comment to be made by the community council prior to a non-key decisions scheduled to be made by the cabinet member for Environment, Transport and Recycling in February 2015.

23. If approved for implementation proposal will be subject to statutory consultation required in the making of any permanent traffic management orders.
BACKGROUND DOCUMENTS

<table>
<thead>
<tr>
<th>Background Papers</th>
<th>Held At</th>
<th>Contact</th>
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APPENDICES

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<td>Appendix A</td>
<td>Overhill Road –Proposed contra flow and highway improvements consultation document</td>
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<td>Summary of consultation responses and summary comments</td>
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<td>Appendix C</td>
<td>Consultation area</td>
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AUDIT TRAIL

<table>
<thead>
<tr>
<th>Lead Officer</th>
<th>Report Author</th>
<th>Version</th>
<th>Dated</th>
<th>Key Decision?</th>
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<tbody>
<tr>
<td>Matthew Hill, Public Realm Programme Manager</td>
<td>Clement Agyei-Frempong, Senior Engineer</td>
<td>Final</td>
<td>19 January 2015</td>
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CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER

<table>
<thead>
<tr>
<th>Officer Title</th>
<th>Comments Sought</th>
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<tbody>
<tr>
<td>Director of Legal Services</td>
<td>No</td>
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<tr>
<td>Strategic Director of Finance and Corporate Services</td>
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Date final report sent to the Constitutional Team: 19 January 2015
Overhill Road - Proposed contra flow and highway improvements

Public consultation December 2014

www.southwark.gov.uk

This document contains information about street improvement works in Southwark. If you require help with translation or other formats such as audio or large print, please visit the address below.

One Stop Shops
122 Peckham Hill Street,
London SE15

Wansey Street
(off Walworth Road)
London SE17

17 Spa Road,
London SE16

Customer Centre
Telephone 020 7525 5000

To complete online follow link http://www.southwark.gov.uk/consultations

For more information contact: Callum Donald
on 020 7525 4532 or
Email: callum.donald@southwark.gov.uk
Overhill Road - Proposed contra flow and highway improvements

What are changes?
• Introduce contra flow cycling to facilitate cycling in both directions on Overhill Road.
• Double yellow lines at junctions with Lordship Lane and Belvoir Road to improve safety & visibility.
• Carriageway renewal.
• Footway buildout with greenery at Belvoir Road junction with Overhill Road. Narrowing the wide carriageway will encourage lane discipline and safety conditions for all road users.
• Existing speed cushions replaced with sinusoidal humps

Have your say about Overhill Road contra flow proposal

Complete the box below, then tear off this page, fold and post to the FREEPOST address by 19 December 2014

Q1 Please state your name

Q2 Please provide your address

Q3 Postcode

The numbering below corresponds to that on the appended plan.

Q4 Generally do you support the proposal for a contra flow cycle route along Overhill Road?

Q5 Do you support the proposal to introduce sinusoidal humps?

Q6 Do you support the proposed buildout at the junction of Belvoir Road?

Q7 Do you support the proposal for double yellow lines at the junctions with Lordship Lane and Belvoir Road?

Please write any comment that you may have on the proposals in the box below:

What happen next?

The proposals are planned to be discussed at the Dulwich community council meeting on 28/01/2015. Following this a formal decision on the scheme will be taken by the Cabinet Member for Regeneration, Planning and Transport in February 2015.

Further information on meeting agendas can be found on our website www.southwark.gov.uk.
APPENDIX B

Summary of consultation responses

<table>
<thead>
<tr>
<th>Question</th>
<th>YES</th>
<th>NO</th>
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<tr>
<td>Q4 Generally do you support the proposal for a contra flow cycle route along Overhill Road?</td>
<td>12</td>
<td>6</td>
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<tr>
<td>Q5: Do you support the proposal to introduce sinusoidal humps?</td>
<td>11</td>
<td>6</td>
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<tr>
<td>Q6 Do support the proposed buildout at the junction of Belvoir Road</td>
<td>11</td>
<td>7</td>
</tr>
<tr>
<td>Q7 Do you support the proposal for double yellow liens at the junctions with Lordship Lane and Belvoir Road</td>
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Summary of consultation comments

- If these proposals take place parking in Overhill Rd may become more problematic. Would it be possible for white lines to be painted in the kerbs in front of private driveways to stop drivers parking their cars and blocking part of the driveway? Also would it be possible to have access only entrance from no entry section of Overhill Road for residents with cars who live in the one way part of Overhill Rd? This would be helpful especially during the busy periods on Lordship Lane.
- Just please don’t touch the trees opposite my address!
- 4 - Danger to cyclists turning left on a blind bend into a bus lane. 5 - Not able to make a valid judgement on the relative merits of differing types of speed controls. 6 - Large vehicles, of which there are many, already have difficulty turning into and out of Belvoir Rd. 7 - support for double yellow lines but not removal of guardrail on Lordship Lane. In winter Overhill Rd can be extremely slippery and rail prevents pedestrians from sliding onto the road and into the traffic.
- 6 - greenery would need constant maintenance better to redefine/sig area to define cycle route. 7 - widening of bellmouth will increase speed of vehicles turning into Overhill Rd. This was reconfigured a few years ago. Existing double yellow lines already provide good visibility at junctions. No need to change. Need clear no entry signs at junctions. Cheaper to adopt same system as Melford Road which is on a bus route.
- My wife and I are strongly opposed to the contra-flow cycle route proposal.
- Anything that can help to prevent any accidents and make the roads more safe is fine by me. Thank you/
- The proposed yellow lines extend to far into Belvoir Rd. There is no need for them outside number 49 Belvoir or on the opposite side of Belvoir Rd. It is already difficult to park at night.
- 1) I am a keen cyclist this proposal has a major flaw. With vehicles parked on either side of the road there is NO ROOM for a cycle lane and oncoming traffic. A major accident waiting to happen! 2) Many large vehicles make the left hand turn from Overhill into Belvoir Rd around 3 per hour during the day: delivery vans, scaffolding lorries, garbage lorries, removal vans etc. They are unable to make the turn without 3 or 4 reversals at the moment - with an island in situ the turn would be nigh on impossible - observations at this junction will confirm this - I see it every day. 3) Total vehicles owned by 147, 5, 3, Overhill and 49 Belvoir is 6,. If their parking spaces are removed by proposed greenery and yellow lines where are they to park? There is NO off road parking available.
- Parking is difficult at the best of times to any further restrictions would make life more difficult.
- Cannot see how this will help at all. Reduced parking is not a good idea. Greenery maintenance is an issue.
- Drivers regularly speed on the road and treat it as a bi directional road. For safety I would prefer the guard rail is KEPT as there is very fast traffic on Lordship Lane.
- Please see full response on No. 12 also submitted via email.
- Southwark Living Streets strongly supports these proposals as being consistent with the Cycling Strategy and Mayor’s Vision for Cycling as well as making things better for pedestrians through slower speeds.
Parking is already bad on the street so extending the double yellows will only increase this problem. I also don’t agree with the removal of the guardrail at the corner of Lordship Ln. Within my family we have 5 incidents of slipping on this corner. the only thing stopping my buggy rolling into traffic and my daughter going into traffic was the guard rail. If it were to be removed something would have to be done to resurface this corner as its bad in wet/icy conditions.

It would be dangerous for bikes turning right at the junction of Lordship Lane/Overhill Road. We park in our drive (as other residents do) and come out blind onto Overhill Rd because of parked cars. We would never be able to stop in time when we spotted a bike and neither would the bike. Why do bikes need this really dangerous option when they have a cycle contraflow in Melford Rd. This would definitely be an accident waiting to happen - resurface it and camera it to keep US safe.

I believe a contra flow cycle route will be more hazardous on this road. We have limited parking available to residents and these proposals would have an even more negative impact.
APPENDIX C

Consultation area