

Item No. 15.	Classification: Open	Date: 17 March 2015	Meeting Name: Dulwich Community Council
Report title:		Local traffic and 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 traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and 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.
 - Lordship Lane – install double yellow lines adjacent to proposed vehicle crossovers that will provide access to No. 236, 238 and 240.
 - Underhill Road – install double yellow lines adjacent to a proposed vehicle crossover that will provide access to No. 219.
 - Aysgarth Road – install double yellow lines at the entrance to Mitchell's Place to provide unrestricted access and to improve inter-visibility at the junction with Mitchell's Place.
 - North Dulwich triangle – install double yellow lines to improve inter-visibility at nine junctions.

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 eight 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, Upland Road, Lordship Lane and Underhill 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 (
 - leading to Nos.236. 238 and 240 Lordship Lane
 - leading to side of No.219 Underhill Road
11. It is recommended, as shown in Appendices 2, 3, 4, 5, 6 and 7, that double yellow lines are installed so that the above vehicle crossings may be approved for construction.

Aysgarth Road

12. Mitchell's Place is a gated private road that is accessed from Aysgarth Road. The private road provides vehicular access to a parking area to the rear of the 11

properties.

13. A resident from Mitchell's Place who sits on the Maintenance Sub-committee for Mitchell's Place Management Company contacted the parking design team to inform us that they are becoming increasingly concerned about obstructive parking close to the vehicle entrance. They request that double yellow lines are installed in Aysgarth Road on either side of the entrance to Mitchell's Place to ensure access for emergency vehicles is maintained at all times.
14. On 5 February 2015, an officer carried out a site visit and noted that vehicles were parked very close to the vehicle entrance, but were not overhanging. It was apparent that parking close to the entrance would still allow cars to turn into Mitchell's Place but larger vehicles (eg fire brigade) may not. The problem is compounded by the width of the road and parking opposite the entrance.
15. Officers contacted London Fire Brigade to understand if they would require access into Mitchell's Place. LFB carried out a visual audit and responded as follows:

"The answer is yes. My concerns as an appliance commander would be magnified if I was unable to access these mews, parking at the time of the visit (13:30) did not impede our entrance but if vehicles were to park right up to the entrance drive then an appliance would not be able to enter and therefore delay any firefighting necessary, It would be advantageous to have the appliances as close to these properties as possible to aid in firefighting operations."
16. In view of the above comments from LFB and given that officers have observed parking right up to the entrance then it is recommended, as shown in Appendix 8, that the double yellow lines are introduced on both sides of the entrance. These are the minimum length required to allow sufficient turning for a standard LFB pumping appliance.

North Dulwich Triangle

17. This item was presented to Dulwich Community Council at the meeting of 28 January 2015. At that meeting members deferred the item so that it could be considered at the March meeting and discussed at the same time as the proposals for a parking zone consultation which is the subject of a separate item on the agenda.
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, Charter School on Red Post Hill and Judith Kerr School on Half Moon Lane.
20. As can be seen in Appendix 9, 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 10 but can be summarised as:
 22. 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 vice versa) before stepping off the pavement to cross a road.
 23. 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.
 24. 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.
 25. 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.
 26. 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.
 27. 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.
 28. 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.
 29. 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).

30. 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 11.
31. In view of the above it is recommended that double yellow lines are installed, as detailed in Appendix 12, 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
32. These recommendations are made to prevent obstructive and dangerous parking and to improve indivisibility at the junctions for all road users.
33. It is recommended that this item is approved and should not be linked to the outcome of the parking zone consultation.

Policy implications

34. 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 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

35. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
36. 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.
37. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
38. 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.
39. 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.

40. 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

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

Legal implications

42. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
43. 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.
44. 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.
45. 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.
46. 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.
47. 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.
 - c) and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - d) the national air quality strategy.
 - e) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - f) any other matters appearing to the council to be relevant.

Consultation

48. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
49. 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.
50. 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
51. 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.
52. 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

53. If these items are approved by the community council they will progressed in line with the below, approximate timeframe:
 - Traffic orders (statutory consultation) – May to June 2015
 - Implementation – July to August 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: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	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	Lordship Lane – install double yellow lines
Appendix 7	Underhill Road – install double yellow lines
Appendix 8	Aysgrath Road – install double yellow lines
Appendix 9	North Dulwich Triangle – existing double yellow lines
Appendix 10	North Dulwich Triangle – junction assessments
Appendix 11	Highway visibility DS.114
Appendix 12	North Dulwich Triangle – install double yellow lines

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	4 March 2015	
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 Constitutional Team/Community Council/Scrutiny Team	4 March 2015	