

Item No. 14.	Classification: Open	Date: 24 June 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	

RECOMMENDATIONS

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.
 - Turney Road – install double yellow lines at the junction with Croxted Road to improve traffic flow through the junction and to maintain filter lanes.
 - Burbage Road – install double yellow lines to improve inter-visibility adjacent to the entrance to the velodrome.
2. It is further recommended that the objections received against a non-strategic traffic management matter are considered and determined as follows:
 - North Dulwich Triangle – three objections made against the proposal to install ‘at any time’ waiting restrictions (double yellow lines) at 7 junctions be considered and rejected, and officers instructed to proceed and make the traffic order but that implementation be deferred until the parking zone consultation is complete.

BACKGROUND INFORMATION

3. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
4. 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.
5. Paragraph 17 sets out that community councils are responsible for determination of objections to traffic management orders that do not relate to strategic or borough wide issues.

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

KEY ISSUES FOR CONSIDERATION

Turney Road

8. Two members of the public have separately contacted the council with the same concern about vehicles parking in Turney Road at the (westbound) approach to the junction with Croxted Road.
9. The approach to the signalised junction has two traffic lanes:
 - a. left turn or straight ahead (southeast into Croxted Road or ahead into the continuation of Turney Road); and
 - b. right turn only (northwest into Croxted Road).
10. Currently there are no parking restrictions on this approach and the complaints received state that parking regularly occurs here which has the effect of reducing the capacity of vehicles through the junction.
11. On 5 February, an officer carried out a site visit and noted that vehicles were parked along this kerb and it this was preventing traffic using the ahead/left turn lane, forced traffic into the right turn lane.
12. Transport for London (TfL) who manage London's traffic signals advised that the left/ahead turn lane should allow for discharge of:
 - 10 vehicles during AM and PM peak
 - 8 vehicles during off-peak
13. Observations suggest that these values are not being reached. The problem is compounded when left turning vehicles are held by right turning traffic causing vehicles to stack back down Turney Road.
14. The introduction of yellow lines along the south-eastern kerblines would remove the potential for blockage and ensure that the signals are working to their fullest capacity, in turn, reducing stacking at the lights.
15. In view of the above it is recommended, as shown in Appendix 1, that double yellow lines are installed on the south east side kerb line of Turney Road

Burbage Road

16. The council was contacted by a representative of the Herne Hill Velodrome who has concerns regarding access to their site off Burbage Road.
17. Burbage Road is a mainly residential street and the Velodrome is accessed by a narrow driveway located between two residential properties. Access is made difficult by vehicles parking adjacent to the dropped kerb. The Velodrome has

parking facilities on site.

18. It is reported that the Velodrome recently lost their waste collection due to the contractor being unable to make regular pickups as a result of obstructive parking adjacent to the entrance on Burbage Road.
19. An officer carried out a site visit, 21 April 2015, and it was noted that vehicles were parked close to the entrance to the Velodrome (although there were no activities taking place at that time at the Velodrome).
20. The parking design team was contacted by the representative of the Herne Hill Velodrome who explained that work to reconstruct the pavilion on the site is due to start and the site will require access for large delivery vehicles and will be applying (separately to this project) for temporary yellow lines. They consider that there is also a need for permanent yellow lines (through this project) for the reasons given in the above paragraphs.
21. It is recommended, as shown in the Appendix 2, that double yellow lines are installed adjacent to the driveway entrance to the Herne Hill Velodrome to improve access to the site.

North Dulwich Triangle

22. On 17 March 2015 Dulwich Community Council approved double yellow lines on junctions in the North Dulwich Triangle but deferred implementation until the parking zone consultation was complete. In the meantime, it was agreed that statutory consultation on those yellow lines should be carried out. This item summarises three objections that have been made in response to the statutory consultation.

Background to proposals

23. The parking design team was contacted by Councillor 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.
24. 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.
25. As can be seen in Appendix 3, many of the junctions in the area have existing yellow line restrictions. However there is a core of streets, listed below, in the center 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
26. 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 4 but can be summarised as:
 27. 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.
 28. 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.
 29. 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.
 30. 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.
 31. 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.
 32. 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.
 33. 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.
 34. 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).
 35. The proposal to install yellow lines at these junctions is in accordance with the adopted Southwark Streetscape Design Manual (SSDM) design standard on Highway Visibility (DS114 - Highway Visibility) see Appendix 5.

Objections detail

36. Three objections were received, Appendix 6, to the proposal on North Dulwich

triangle that are summarised as:

- residents in Beckwith Road and Wyneham Road are already facing a shortage of parking spaces, removing four (4) parking spaces will further exacerbate the parking problem.
- we are not aware of any traffic or other accidents which have occurred in the past years as a consequence of cars parking close to the junctions. Nor have we been made aware of any resident complaints.
- as council taxpayers, we fail to see that the additional costs which would inevitably be involved in employing traffic wardens to police compliance can be justified in these times of funding cuts.
- Elfindale Rd is already heavily oversubscribed for parking and reducing this space will lead to an increase in congestion
- why are the above restrictions deemed necessary? As a resident of Elmwood Road I know of no accident or near miss on the street due to cars being parked too close to the corners.

Recommendations

37. It is recommended that these objections made against the proposal to install at any time waiting restrictions (double yellow lines) at the junctions listed below, as detailed in Appendix 7, be considered and rejected, and officers be instructed to proceed and make the traffic order and to defer implementation until the controlled parking zone consultation is complete:
- Ardbeg Road
 - Beckwith Road
 - Danecroft Road
 - Elmwood Road
 - Elfindale Road
 - Frankfurt Road
 - Wyneham Road
38. These recommendations are made to prevent obstructive and dangerous parking and to improve indivisibility at the junctions for all road users.

Policy implications

39. 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

40. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.

41. 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.
42. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
43. 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.
44. 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.
45. 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

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

Legal implications

47. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
48. 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.
49. 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.
50. 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.
51. 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.
52. 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

53. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
54. 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.
55. 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:
- c. publication of a proposal notice in a local newspaper (Southwark News)
 - d. publication of a proposal notice in the London Gazette
 - e. display of notices in roads affected by the orders
 - f. consultation with statutory authorities
 - g. 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
 - h. a 21 day consultation period during which time any person may comment upon or object to the proposed order
56. 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.
57. 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.
58. In relation to Recommendation 3, this process is already completed and there is no further consultation.

Programme timeline

59. With the exception of the North Dulwich Triangle double yellow lines, if the items contained in this report are approved by the community council they will progressed in line with the below, approximate, timeframe:

- Traffic orders (statutory consultation) – July to August 2015
- Implementation – September to October 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	Turney Road – install double yellow lines
Appendix 2	Burbage Road – install double yellow lines
Appendix 3	North Dulwich Triangle – existing restrictions
Appendix 4	North Dulwich Triangle – junction assessments
Appendix 5	Highway visibility DS.114
Appendix 6	North Dulwich Triangle – objections
Appendix 7	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	5 June 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	11 June 2015	