

Item No. 15.	Classification: Open	Date: 9 September 2015	Meeting Name: Dulwich Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		Village, College and East Dulwich	
From:		Public Realm Programme Manager	

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:
 - Melbourne Grove – install single yellow line to provide an area for pickup and set down of disabled residents.
 - Bowen Drive – install double yellow lines to prevent obstructive parking and provide access for refuse and emergency vehicles.
 - Woodward Road – install double yellow lines at the junction with Eynella Road to improve inter-visibility and to prevent obstructive parking.
 - Court Lane – install double yellow lines at the junction with Dovercourt Road to improve inter-visibility and to prevent obstructive parking.
 - Barry Road – install double yellow lines to provide access to a planned vehicle crossover.
 - Lordship Lane – install double yellow lines to provide access to a planned vehicle crossover.
 - South Croxted Road – install double yellow lines to enable clear view for existing speed camera.
2. It is further recommended that the objection received against a non-strategic traffic management matter is considered and determined as follows:
 - Silvester Road – that the objection made against the proposal to install a new blue badge disabled bay outside No.1 Silvester Road be considered and rejected, and officers instructed to proceed and make the traffic order.

BACKGROUND INFORMATION

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, road markings and determination of a statutory objection to an origin disabled parking bay.
 5. The origins and reasons for the recommendations are discussed within the key issues section of this report.
 - details of the background to the submission of the report
 - any previous decisions taken in relation to the subject matter.

KEY ISSUES FOR CONSIDERATION

Melbourne Grove

6. Councillor Barber contacted the parking design team to request that a parking facility be introduced near the residential care homes of Nos. 34 and 36 Melbourne Grove.
7. The residents at these addresses do not require an origin disabled parking bay (as is commonly provided in Southwark) but rely upon London's Dial-a-Ride transport service which is free for disabled people who can't use buses, trains or the Tube.
8. Due to the parking pressure and lack of available space in Melbourne Grove, the Dial-a-Ride service usually has to double park. However, this is an unsatisfactory arrangement as the residents must then get their wheelchairs out from the pavement, between parked cars and then on-board the Dial-a-Ride minibus. Clearly it would be preferable if the Dial-a-Ride minibus could pull parallel with the pavement.
9. It should be noted that, from a policy perspective, the council places disabled residents at the top of its parking hierarchy.
10. A number of options have been considered including provision of a 'no-stopping except ambulance' bay and a disabled parking bay but these are not feasible as the vehicle used for this service is a mini-bus not ambulance and it does not have a blue disabled badge, instead, a short length of waiting restriction (yellow line) is the best type of parking restriction.
11. Officers carried out a site visit on 21 April and have also contacted the service manager of the carers to determine at what time the facility should operate. We are informed that Dial-a-Ride visit every day of the week apart from Sundays and at various times of the day.
12. In view of the above, as shown in Appendix 1, we are not recommending a double yellow line (which would operate 'at any time') but instead a single yellow line to operate Mon-Sat 9am to 10pm. This would allow general parking outside of these hours.

Bowen Drive

13. Councillor Hayes contacted the parking design team on behalf of a local resident who was concerned about damage that was caused to their vehicle as a result of parking on both sides of the carriageway. Obstructive parking in this location was also raised by the council's waste management contractor Veolia.
14. Bowen Drive is public highway that runs north from Kingswood Drive through the Kingswood Estate and is closed to vehicle traffic at the junction with Hunts Slip Road. There are existing double yellow lines down the one side of the highway until just north of the Dulwich Wood Primary School.
15. There are two schools with access on to Bowen Drive: Dulwich Wood Primary and Kingsdale Foundation School. It was highlighted that parents are parking in Bowen Drive and walking their children around into Alleyn Park to Dulwich Prep, London.
16. An officer carried out a site visit on 17 June 2015 to ascertain the current parking arrangements and noted that most parking took place on just one side of the highway. However, they identified that vehicles were parking on both sides in some locations and this reduced the carriageway to two metres. This would make it impossible for a large vehicle to pass.
17. Additionally, the turning head at the northern end of Bowen Drive has a single yellow line that is not signed and cannot be enforced. At the time of the visit no vehicles were parked in the turning head but it is recommended that this location be included within the proposals to ensure that sufficient space is provided at all times for vehicles to turn around.
18. In the correspondence received it is reported that damage has occurred to parked vehicles as well as confrontation between road users who are unable to pass one another.
19. It is therefore recommended, as shown in Appendix 2, that at any time waiting restrictions, double yellow lines, are installed to prevent dangerous and obstructive parking and to allow unrestricted access for refuse and emergency vehicles.

Woodwarde Road / Eynella Road

20. The parking design team was contacted by a member of the Dulwich community council who raised a concern that there are no yellow lines at the junction of Woodwarde Road and Eynella Road. As a result people are parking in such a way that prevents pedestrians using the existing dropped kerbs.
21. This junction is adjacent to Lordship Lane which is a busy destination. Parking demand is very high. Parking is mostly unrestricted in the area but there are some lengths of existing double yellow lines and 2 destination disabled parking bays.
22. An officer carried out a site visit, 10 June 2015, and noted that vehicles were parked around the junction. There are existing double yellow lines from the Lordship Lane / Eynella Road junction but they stop short of the Woodwarde

Road / Eynella Road junction.

23. It is noted that there are two pedestrian refuges in the centre of the road, one on the northern approach and one on the western approach of the junction and officers have concerns that vehicles may park too close to these and obstruct the highway for large vehicles, as shown in appendix 4
24. 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 the advance of the distance in which they will be able to brake and come to a stop.
25. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distances (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, e.g. pedestrian, cyclist or a stopped vehicle.
26. It is noted that almost two thirds of cyclist killed or seriously injured in 2013 were involved in collisions at, or near, a road junction, with "T" junctions being the most commonly involved.
27. 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 are potentially more dangerous.
28. 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).
29. The proposal to install yellow lines at this junction is in accordance with the council's adopted Southwark Streetscape Design Manual (SSDM) design standard on Highway Visibility (DS114 – Highway Visibility) see Appendix 3
30. In view of the above it is recommended, as shown in Appendix 4, that double yellow line is installed on the western and northern arms of the Woodwarde Road and Eynella Road junction to prevent obstructive and dangerous parking.

Court Lane / Dovercourt Road

31. The parking design team was contacted by Councillor Mitchell on behalf of a local resident who raised concerns about the lack of visibility when turning right out of Dovercourt Road onto Court Lane.
32. The Court Lane and Dovercourt Road are predominantly residential and properties at this junction do not have off street parking.
33. An officer carried out a site visit, 24 June 2015, and noted that there is an existing disabled bay nine metres from the junction. The resultant length of unrestricted kerb allows enough space for a vehicle to park which reduces the sight line to oncoming vehicles.
34. For the reasons given in paragraphs 24 to 29, ensuring adequate visibility

between road users is important for safety.

35. In view of the above it is recommended that, as shown in Appendix 5, that double yellow line is installed northern arm of the Court Lane and Dovercourt Road junction to prevent obstructive and dangerous parking.

Barry Road

36. The parking design team propose that double yellow lines are installed adjacent to the vehicle crossover and dropped kerb that is planned for No. 250 Barry Road (B219) which is a classified road.
37. The Southwark Streetscape Design Manual (SSDM) contains two design standards pertinent to this request:
 - DS132 (Appendix 6) requires no waiting at any time restrictions (double yellow lines) for new crossovers on classified roads.
 - DS114 (Appendix 3) requires those restrictions to cover the full extent of the visibility splay appropriate for the sight stopping distance of the road (Visibility splays are calculated at 20mph).
38. In view of the above it is recommended, as shown in Appendix 7, that double yellow line is installed adjacent to the planned vehicle crossover outside No. 250 Barry Road (B219).

Lordship Lane

39. The parking design team propose that double yellow lines are installed adjacent to the vehicle crossover and dropped kerb that is planned for Nos.236/238/240 Lordship Lane (A2219) which is a classified road.
40. The Southwark Streetscape Design Manual (SSDM) contains two design standards pertinent to this request:
 - DS132 (Appendix 6) requires no waiting at any time restrictions (double yellow lines) for new crossovers on classified roads.
 - DS114 (Appendix 3) requires those restrictions to cover the full extent of the visibility splay appropriate for the sight stopping distance of the road (Visibility splays are calculated at 20mph)
41. In view of the above it is recommended, as shown in Appendix 8, that double yellow line is installed adjacent to the three planned vehicle crossover dropped kerbs outside Nos.236/238/240 Lordship Lane (A2216).

South Croxted Road

42. The Parking design team have contacted by colleagues in the Road Safety and Communities Projects Team requesting double yellow lines are installed adjacent to an existing speed camera on South Croxted Road
43. The Metropolitan Police have identified the need for at any time waiting restrictions, (double yellow lines) to enable a clear sightline for the speed camera

to work effectively.

44. Cameras must be seen by motorists from a minimum distance of 60 metres and the cameras sight line range must be 0-35 metres to enable the offence to be captured clearly.
45. Parking on the sensors can inhibit the camera from detecting vehicle speeds and the camera marks placed on the carriageway must be seen by the camera. These are located between 24 and 40 metres from the camera site.
46. It is therefore recommended, as shown in Appendix 9 that double yellow lines are installed from opposite No.127 South Croxted Road to opposite No.137 South Croxted Road to enable the existing traffic camera to operate effectively.

Silvester Road

47. Approval to proceed to consultation for this proposed origin blue badge disabled bay outside No.1 Silvester Road was granted by the Head of Service in May 2015 under delegated authority. The statutory consultation was carried out in July 2015 and this item summarises the one objection received in response to the statutory consultation.
48. The council has an ongoing service which provides a blue badge disabled parking bay for residents who meet the medical criteria. Colleagues in Concessionary Travel Team carry out a medical assessment and they approved this application.
49. The Council install two different types of disabled parking bay:
 - Origin blue badge bays, these are installed for residents of the borough as close to their home as possible
 - Destination blue badge bays, these are installed to assist visitors and provided near shops and services and mostly have a maximum stay period to encourage turn over and prevent all day parking

Objection detail

50. The objection received, Appendix 10, to the proposal on Silvester Road is summarised as:
 - There is already a disabled bay outside No.2
 - It would devalue their property
 - The bay could be installed at the side of No.17 Landcroft Road
51. We wrote to the objector responding to the points they raised in their objection. As we did not receive a reply to that response we advised the applicant of the disabled bay that the objection would be sent to the Dulwich community council for determination.

Recommendation

52. It is recommended that the objection made against the proposal to install a new blue badge disabled parking bay, as detailed in Appendix 11, be considered and

rejected and officers be instructed to proceed and make the traffic order.

Policy implications

53. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011,
- 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

54. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment
55. The recommendations are area based and therefore will have greatest affect upon those people living working or travelling in the vicinity of the areas where the proposals are made.
56. All The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
57. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely pre-empted until the recommendation have been implemented and observed.
58. With the exception of those benefits and risks identified above, the recommendation is not considered to have a disproportionate effect on any other community or group.
59. 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 refuse vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

61. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
62. 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).

63. 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.
64. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
65. 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 provision of suitable and adequate parking facilities on and off the highway.
66. 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

67. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
68. 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.
69. Should the recommendations be approved the council must follow the procedures contained with Part II and III of the Regulation 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 (e.g. 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
70. 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 to the address specified on the notice.
71. 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 proposal, accede to

or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme Timeline

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

- Traffic orders (statutory consultation) – October to November 2015
- Implementation – December 2015 to January 2016

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	Melbourne Grove – install single yellow line
Appendix 2	Bowen Drive – install double yellow lines
Appendix 3	Highway visibility DS.114
Appendix 4	Woodwarde Road – install double yellow lines
Appendix 5	Court Lane – install double yellow lines
Appendix 6	Vehicle Crossings DS.132
Appendix 7	Barry Road – install double yellow lines
Appendix 8	Lordship Lane – install double yellow lines
Appendix 9	South Croxted Road – install double yellow lines
Appendix 10	Silvester Road – objection
Appendix 11	Silvester Road – install disabled bay

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	26 August 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	27 August 2015	