


Reference	15/16_Q2_009	Location overview 
Location	Woodwarde Road junction with Eynella Road	
Proposal	To install double yellow lines at the junction with Eynella Road to improve inter-visibility and to prevent obstructive parking	
Community council meeting	Dulwich	
Community council date	27 January 2016	
Ward(s) affected	Village	

Background

At the meeting held 9 September 2015, the Dulwich community council approved this proposal for statutory consultation.

Background

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 Woodward Road and Eynella Road. As a result people are parking in such a way that prevents pedestrians using the existing dropped kerbs.

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.

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 Woodward Road / Eynella Road junction.

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 the drawing.

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.

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.

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.

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.



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).

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)

Objections detail

The objection received, is attached to this report and can be summarised as:

- The proposal to introduced double yellow lines on the Woodwarde Road, Eynella Road junction would have a significant detrimental impact to residents parking
- residents in particular who will find that the business owners/workers will park further up the road

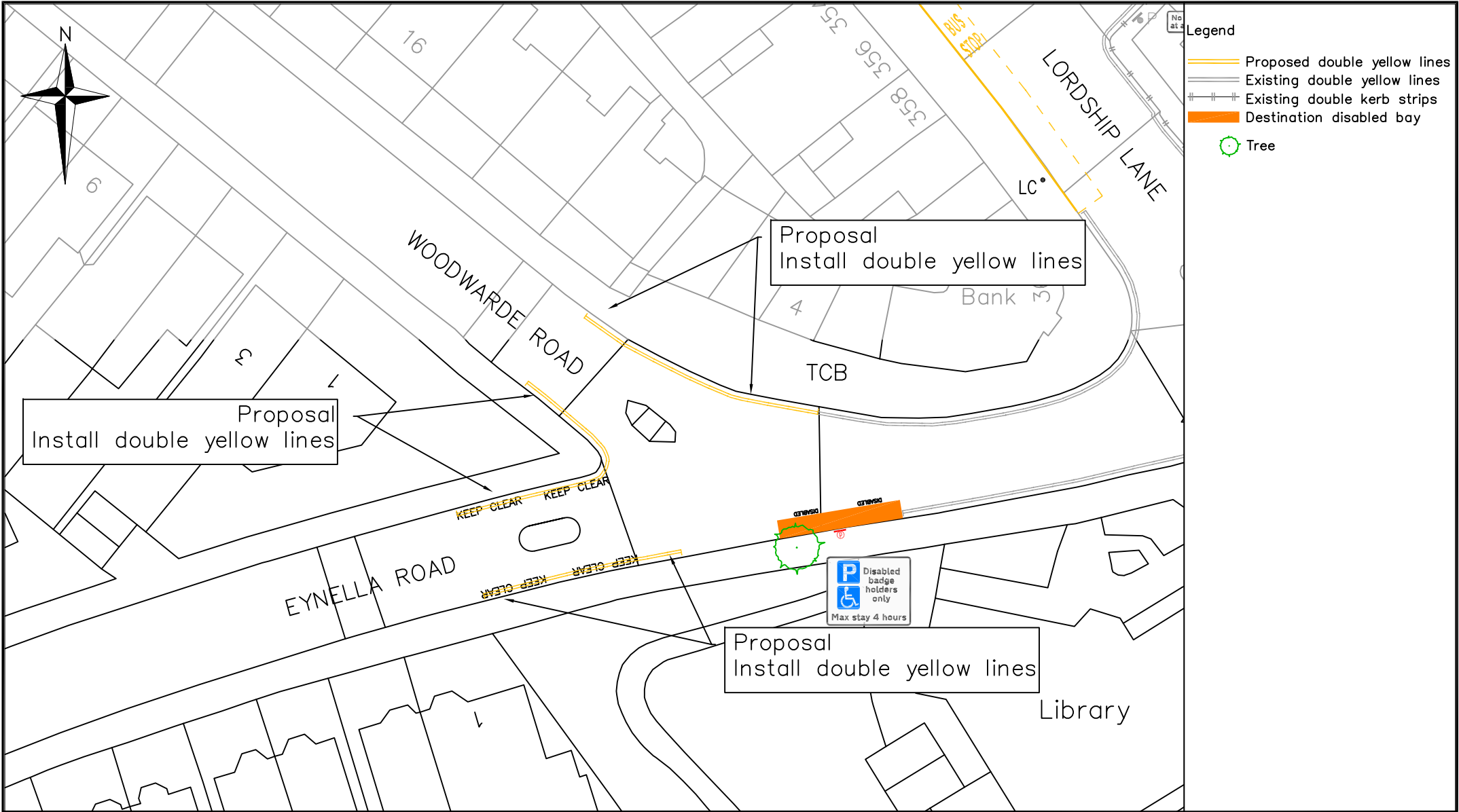
Officers wrote to the objector responding to the points they raised in their objections. They were also advised that their objection would be sent to the Dulwich community council for determination.

Recommendation

It is recommended that the objection made against the proposal to install double yellow lines on the Woodwarde Road and Eynella Road junction to prevent obstructive parking, be considered and rejected, as the proposed restrictions are for highways safety reasons.

It is also recommended that officers be instructed to write to the objectors to explain the decision, and proceed and make the traffic order and implement the works.

The extent of the proposed restrictions is shown in the plan overleaf.



- Legend**
- Proposed double yellow lines
 - Existing double yellow lines
 - Existing double kerb strips
 - Destination disabled bay
 - Tree

Proposal
Install double yellow lines

Proposal
Install double yellow lines

Proposal
Install double yellow lines



Public Realm Projects
Parking Design

Environment and Leisure
Floor 3, hub 1
Southwark Council
160 Tooley Street
PO Box 64529
London, SE1P 5LX

www.southwark.gov.uk/parkingprojects



Project
1516Q2 LOCAL PARKING AMENDMENTS

Drawing Title
WOODWARDE ROAD
PROPOSED DOUBLE YELLOW LINES

Community Council
DULWICH
Ward(s)
VILLAGE

Date	Scale	Drn	Chk	App
08/06/15	1:500 @ A4	MH	TW	TW
Dwg No.	1516Q2009			
Status	DETAILED DESIGN			
				Rev
				A

Rev	Date	Description	Drn	Chk	App

Herd, Michael

From: Herd, Michael
Sent: 07 December 2015 12:00
To: [REDACTED]
Cc: traffic orders
Subject: RE: [REDACTED] - objection to Woodwarde Road WR proposal
Attachments: Appendix 4.pdf; Appendix 3.pdf

Dear Mr [REDACTED]

Thank you for your objection to the proposed double yellow lines at the junction with Woodwarde Road and Eynella Road.

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.

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.

A site visit was carried out, 10 June 2015, and it was 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.

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

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.

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.

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.

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.

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).

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

Please let me know by 10 December 2015 if I have explain the councils reasons for this proposal and you would withdraw your objection or if you wish to maintain your objection.

Regards

Michael Herd
Network development officer
Network development
Highways

Original Message-----

From: Administrator, Information
Sent: Monday, December 07, 2015 8:17 AM
To: traffic orders
Subject: Consultation response

[Title]
Mr

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone_number]
[REDACTED]

[Email_address]
[REDACTED]

[Areyou]
A resident

[Whichconsultation]
WOODWARDE ROAD

[overallresponse]
5. I wholly object to

[response]

As a resident of [REDACTED] Woodwarde Rd, I am familiar with the pros and cons of the parking situation at the end of Woodwarde Rd.

There is significant demand for parking from a number of angles: residents, business owners/workers and visitors to the local facilities- shops, library and park.

The stated aim of the proposal is 'to maintain access and improve traffic flow'. It would be helpful to clarify the issues the Council is trying to resolve here as I have not witnessed issues in this regard. The issues I have seen in restricting access and traffic flow are as the result of double parking caused by the under supply of parking to meet demand.

The proposal would see the potential removal of seven parking spaces which do not cause an issue to traffic flow without any consideration of the impact of the proposal and solution to ensure parking demand can be appropriately met. Without the benefit of a study I would believe that the proposals will have a significant

detrimental impact to residents in particular who will find that the business owners/workers will park further up the road, removing valuable parking space for residents.

I would urge the Council to more carefully consider the impacts of the proposal before implementation, including whether other proposals, either instead of or in conjunction with the current proposal would better serve all impacted parties. This could be any combination of less draconian restrictions such as Keep Clear where the island narrows the road (and where there are generally few incidents of parking); waiting time restrictions to limit visitor waiting times or parking reserved for residents.

I would be happy to further discuss both the issues that the proposals are seeking to resolve and my concerns.