

Borough-wide junction protection

College Ward

The council intends to implement double yellow lines on all junctions in the borough to improve junction visibility and facilitate access for all road users.

This document provides detail on proposals to introduce double yellow lines on all junctions in College Ward.

We estimate there are 3000 road junctions in Southwark, approximately 2000 of which are currently protected with yellow lines. The majority of these protected junctions are located with our existing Controlled Parking Zones (CPZs). This leaves in the region of 1000 junctions without yellow line restrictions where inconsiderate or unsafe parking cannot be enforced against by civil enforcement officers

Historically, the council has investigated and implemented double yellow lines on a case-by-case basis as and when we receive a request from a resident, waste collection or the emergency services raising concerns about vehicle and pedestrian safety or access.

This is a costly exercise as our investigations include site assessments, preparation of drawings, public consultation, council decision making, project management, road safety audits, traffic order statutory consultation and, finally, the actual installation of road markings.

The process for the review of junctions is more efficient when a large number of junctions are investigated at the same time, for example by reducing the number of consultations, road safety audits and traffic orders required. This would also result in capacity to review more junctions in a shorter time frame.

There is also a strong argument that we should be taking a pro-active approach to implementing safety improvements. With the increase in demand for on street parking in Southwark we are finding an increase in inconsiderate parking at junctions and at other locations.

It is not good practice and is certainly poor value for money to implement junction protection as and when they arise. We are therefore recommending implementing junction protection in all streets in Southwark on a ward by ward basis, subject to the necessary statutory consultation.

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College Ward

March 2016

www.southwark.gov.uk/parking

Where are double yellow lines proposed?

Double yellow line are being proposed at 55 junctions as detailed in the following table, and as illustrated in figure 1

| Location |
|---|
| BOWEN DRIVE & BOWEN DRIVE |
| BOWEN DRIVE & BOWEN DRIVE |
| BOWEN DRIVE & BOWEN DRIVE |
| LYMER AVENUE & DULWICH WOOD PARK |
| KINGSWOOD DRIVE & KINGSWOOD DRIVE |
| KINGSWOOD DRIVE & KINGSWOOD DRIVE |
| LANGTON RISE & UNDERHILL ROAD |
| LORDSHIP LANE & LORDSHIP LANE |
| FARQUHAR ROAD & DULWICH WOOD PARK |
| FARQUHAR ROAD & TYLNEY AVENUE |
| FARQUHAR ROAD & FARQUHAR ROAD |
| FARQUHAR ROAD & FARQUHAR ROAD |
| FARQUHAR ROAD & FARQUHAR ROAD |
| FARQUHAR ROAD & FARQUHAR ROAD |
| FARQUHAR ROAD & FARQUHAR ROAD |
| FOUNTAIN DRIVE & FOUNTAIN DRIVE |
| DULWICH WOOD PARK & A2199 |
| DULWICH WOOD PARK & BAIRD GARDENS |
| DULWICH WOOD AVENUE & DULWICH WOOD AVENUE |
| DULWICH WOOD AVENUE & DULWICH WOOD AVENUE |
| DULWICH WOOD AVENUE & DULWICH WOOD AVENUE |
| DULWICH WOOD PARK & COLLEGE ROAD |
| A2199 & A2199 |
| A2199 & CROXTED ROAD |
| A2199 & A2199 |
| A2199 & CRYSTAL PALACE PARADE |
| A2199 & CRYSTAL PALACE PARADE |
| JASPER PASSAGE & JASPER ROAD |

| Location |
|---|
| ILDERSLY GROVE & PARK HALL ROAD |
| BELVOIR ROAD & BELVOIR ROAD |
| BELVOIR ROAD & UNDERHILL ROAD |
| ACACIA GROVE & ALLEYN PARK |
| ALLEYN CRESCENT & ALLEYN ROAD |
| ALLEYN PARK & ALLEYN PARK |
| ALLEYN PARK & ALLEYN PARK |
| ALLEYN PARK & ALLEYN PARK |
| CRESCENT WOOD ROAD & SYDENHAM HILL |
| CRESCENT WOOD ROAD & CRESCENT WOOD ROAD |
| CRESCENT WOOD ROAD & CRESCENT WOOD ROAD |
| CROUCHMANS CLOSE & SYDENHAM HILL |
| CRYSTAL PALACE PARADE & CRYSTAL PALACE PARADE |
| COLLEGE ROAD & COLLEGE ROAD |
| SEELEY DRIVE & SEELEY DRIVE |
| SEELEY DRIVE & SEELEY DRIVE |
| SYDENHAM HILL & SYDENHAM HILL |
| SYDENHAM HILL & WOODSYRE |
| SYDENHAM HILL & SYDENHAM HILL |
| SYDENHAM HILL & SYDENHAM HILL |
| SYDENHAM HILL & SYDENHAM HILL |
| SYDENHAM HILL & SYDENHAM HILL |
| OVERHILL ROAD & UNDERHILL ROAD |
| PARK HALL ROAD & PARK HALL ROAD |
| MELFORD ROAD & MELFORD ROAD |
| MELFORD ROAD & MELFORD ROAD |
| BOWLEY LANE & BOWLEY LANE |
| UNDERHILL ROAD & UNDERHILL ROAD |

*The above locations have been derived from our mapping system, these location are shown on the overview map on page 3.

College ward

| Key | Description |
|-----|--|
| ● | Proposed double yellow lines (junction protection doesn't exist) |
| ● | Proposed double yellow lines (upgrade existing single yellow line to double yellow line) |
| ● | Existing junction protection (double yellow lines) |

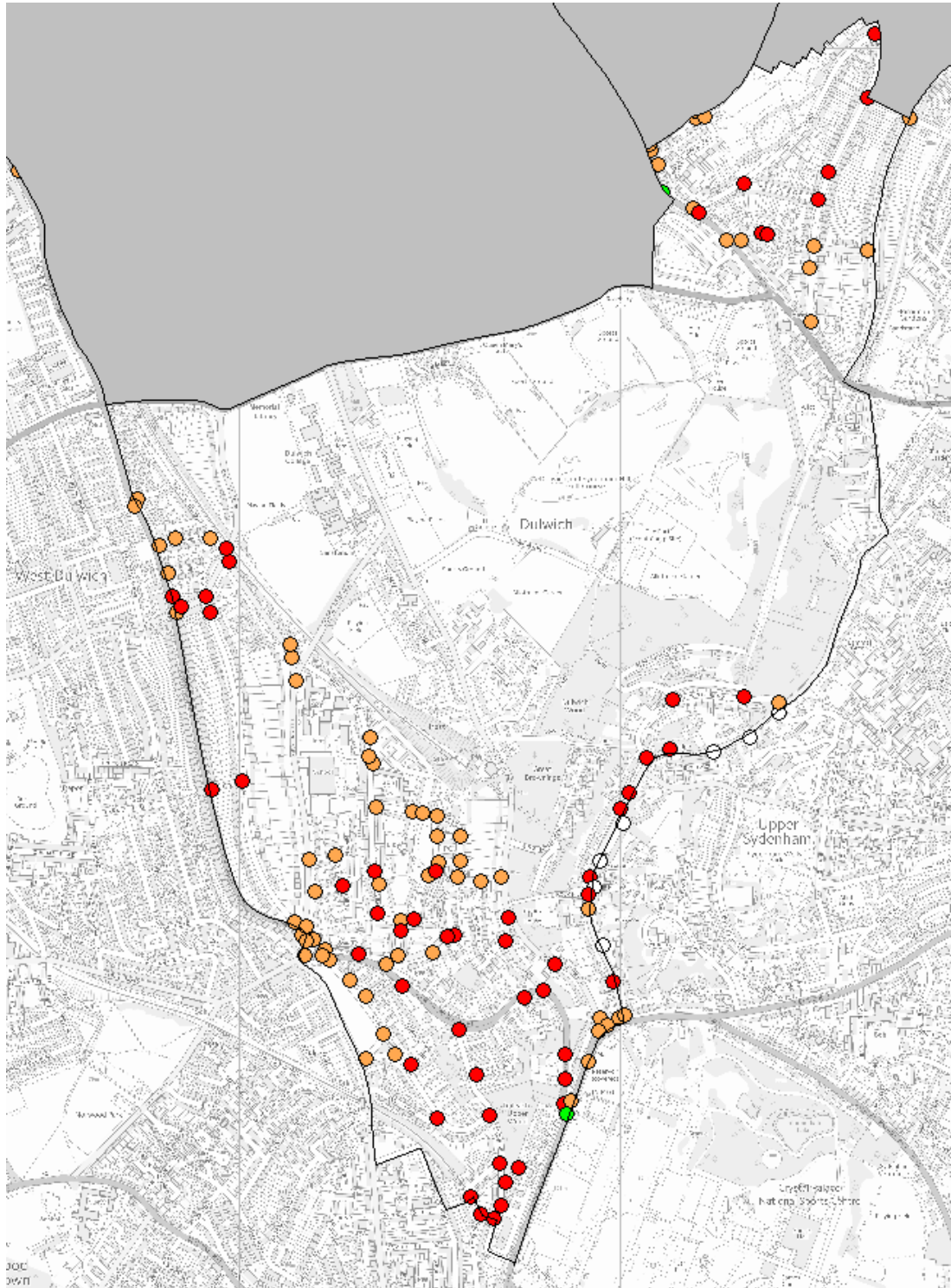


Figure 1

Why are double yellow lines being proposed?

- The current proposals aim to remove obstructive and dangerous parking from all junctions in the area. 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).
- By introducing double yellow lines at junctions we ensure that we meet the needs of all road users whilst ensuring that motorists clearly understand where and when it is safe to park. In our experience motorists have a clearer understanding of the meaning of a double yellow line compared to their understanding of the Highway Code and therefore will abide by them without the need for enforcement.
- Where there are single yellow lines on a junction this can send out mixed messages that it is acceptable to park in these locations at certain times which is why we are proposing upgrading these to double yellow lines as part of this project.
- 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.
- 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, e.g. pedestrian, cyclist or a stopped vehicle. Double yellow lines ensure this inter-visibility is provided at junctions and prevents people parking over dropped kerbs.
- 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.
- 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 to vulnerable road users.

How much yellow line will be installed on a junction?

The yellow lines are installed using less-intrusive primrose coloured paint in the narrowest permitted 50mm wide lines, for 7.5 meters on each arm of the junction. At some junctions, the proposed double yellow lines may extend further, i.e. where there is a dropped kerb, or a particular issue with visibility.

This reflects the Council's design standard on junction visibility (([DS114 Highway Visibility](#) and [DS 002 Yellow line and blip road markings](#)) and is sufficient to allow road users to see potential dangers in advance of the distance in which they will be able to brake and come to a stop.

As well as our internal design procedure we also consider:

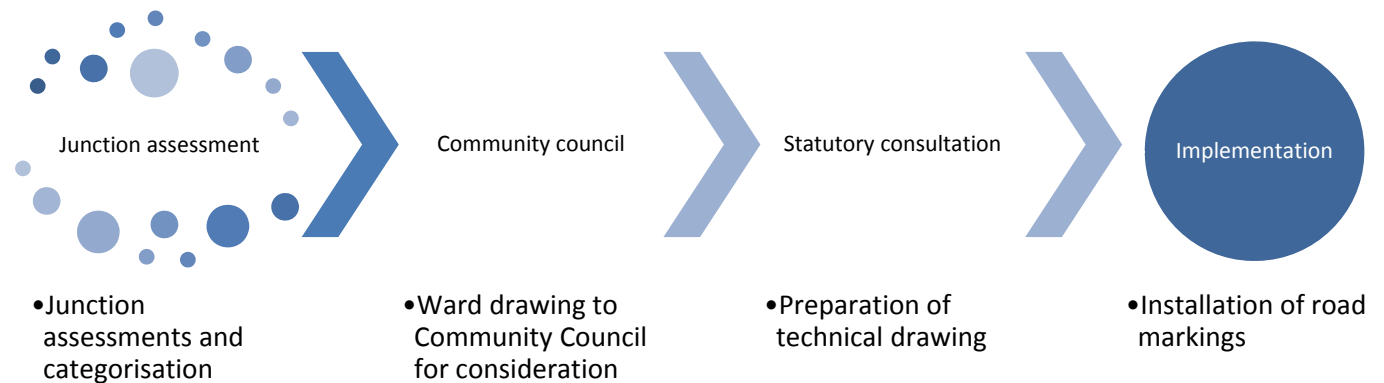
- Existing laws (e.g. Highway Code [rule 243 - parking](#) is not allowed within 10m of a junction)
- National research and guidance (e.g. [Chapter 7.7 of the Manual for Streets](#))
- Stakeholder guidance (e.g. [London Fire Brigade's access guidance](#))

Please note that there may be some circumstances where other proposals come forward for junctions within the study area. In any such situation the proposals here will be superseded if other proposals are implemented.

What happens next?

The process and the expected delivery dates to implement double yellow lines on all junctions within the ward are detailed below. The below timetable will be lengthened/amended should objections to the statutory consultation process be received, since such objections will need to be determined by the Community Council at a future meeting.

Process and expected delivery dates



| Ward | Expected delivery dates | | | |
|---------|-------------------------|-------------------|------------------------|------------------|
| | Junction assessments | Community council | Statutory consultation | Implementation |
| College | January 2016 | March 2016 | April - May 16 | June - July 2016 |