



Local parking amendment

Reference	1080	See figures 1, 2 and 3
Location	All road junctions in the Dulwich community council area	
Proposal	To install double yellow lines at all road junctions in the Dulwich community council area.	
Community council meeting	Dulwich	
Community council date	22 June 2016	
Ward(s) affected	College, East Dulwich and Village	

Background

At the previous Dulwich community council meeting, members deferred the proposal to install double yellow lines on all unrestricted road junctions in Village, College and East Dulwich wards and expressed a desire to consult local stakeholders on the proposal.

We consider the proposal to introduce double yellow lines on the junctions provides the correct balance between road safety and parking. There is no explicit right to park on the highway and taking steps to ensure that the highway is as safe as possible is an important duty placed upon the council. There are significant benefits to more vulnerable road users, in particular pedestrians, including the visually and mobility impaired, children, and the elderly who may struggle to safely cross roads without adequate visibility.

There are 369 road junctions in the DCC area. The majority (65%) of these road junctions have existing double yellow line protection. Below is a ward-by-ward break down for your information. Only 33% of junctions remain unrestricted.

Ward	Number of road junctions						
	Existing double yellow line junction protection	%	Proposed double yellow line junction protection	%	Upgrade from single yellow line to double yellow line	%	Total no. of junctions
Village Ward	94	69%	35	26%	7	5%	136
College Ward	65	54%	54	45%	1	1%	120
East Dulwich Ward	79	70%	34	30%	0	0%	113
All Wards	238	64.5%	123	33.3%	8	2.2%	369

The council's past approach to the introduction of double yellow has primarily been reactive, i.e. in response to complaints received about obstructive or inconsiderate parking at a junction that impacts on pedestrian and motorist visibility and road safety.

For the past decade we have regularly presented local parking amendments to DCC, to install double yellow lines on junctions. Over the past 5 years we have presented 42 separate location recommendations. Bringing these reports through in a proactive manner is a far more efficient spend of the council's money

The main reason for our blanket approach is to ensure consistent treatment of junctions within the DCC area and across the borough. We accept that there are varying pressures upon parking in the area but

the highway safety requirements are the same at every junction. To install it at some junctions, but not others, would mean that the council would likely need to re-evaluate those junctions at a future date.

The Council acknowledges that parking is at a premium at some locations in the DCC area, however, safety and access should take priority over the possible small loss of 'unsafe' parking spaces. In general, motorists should not be parking within 10m of a junction as per the Highway Code. Our proposals will address these problems and remove only 'unsafe' rather than 'safe' parking spaces. Officers believe 7.5m to be an acceptable compromise and allows a consistent and clear message throughout the area about where and where not to park. At the moment, we are giving mixed messages by 'protecting' some corners with double yellow lines and leaving others unrestricted.

We do not believe our proposal will significantly increase parking stress in streets and there is no evidence to suggest that the existing junction protection in the DCC area (238 locations) has in itself created parking problems.

We have never received complaints about parking problems due to the impact of yellow lines installed on a road junction once they are installed.

Many London boroughs, including Camden, City of London, Islington, Kensington and Chelsea and Westminster already have their entire road junctions protected. Other boroughs, including Hounslow, Harrow and Barking & Dagenham are working towards borough wide protection currently.

Stakeholder consultation

Supportive key stakeholders include:

- ✓ Southwark Living Streets
- ✓ Southwark cyclists
- ✓ Metropolitan Police – Road Safety Engineering Unit
- ✓ Crystal Palace Transition Town's transport group

Officers emailed all Dulwich community council ward members on 12 April 2016 encouraging them to carry out their own informal consultation with stakeholders and to report feedback to officers.

Summary - ward members informal consultation findings

- following discussion at the Dulwich Community Council on 15th March 2016 council officers advised on a process after Easter 2016 and asked that any informal consultation on the proposed 'blanket introduction' of double yellow lines at junctions within Dulwich be managed through ward councillors
- an email summarising the proposal was sent by Village Ward Councillor Jane Lyons to known resident associations in the area namely Burbage Road, Calton Avenue, Court Lane, Dovercourt Road, Gilkes Crescent, Turney Road, Woodward Road with a deadline for response of 27th April 2016
- a piece also appeared in the Dulwich Society e-newsletter circulated on 23rd April
- to date responses can be summarised as follows:
 - one overview response each from Resident Associations : Woodward Road, Dovercourt Road, Court Lane
 - responses from individual residents that came through their resident associations
 - 63 residents in Woodward Road
 - 4 residents in Dovercourt Road
- in addition 35 individual responses addressed to Cllr Lyons were also received from residents in Beauval Road (1), Burbage Road (1), Calton Avenue (5), Court Lane (1), Court Lane Gardens (1), Dekker Road (1), Desfenans Road (3), Dovercourt Road (2), Druce Road (7), Pickwick Road,

(3), Turney Road (8), Woodward Road (1) and one road unspecified

- a response from Dulwich Safe Routes to School was also received supportive of the proposals
- One further objection from Woodward Road that refers to Woodward, Dekker, Druce, Desenfans and Dovercourt Road
- One objection from Pickwick Road (because of lack of spaces to park and offload shopping)
- email from resident in Turney Road concerned about the impact it would have on parking.
- The total number of responses received before 27th April deadline was 103
- The vast majority of responses opposed the proposals

The following redacted detailed response can be made available upon request:

- Court Lane Residents Association Summary Response
- Dovercourt Road RA response
- Woodward Road RA overall response
- Woodward Road individual responses as supplied by Woodward Road RA
- Double Yellow lines at junctions, individual responses
- Dulwich Safe Routes to School statement

Investigation and conclusions

The full rationale for double yellow lines on roads junction is discussed on page 10 of this report.

Recommendation

Officer recommendations remain unchanged and we still propose double yellow lines on all unrestricted junctions in the Dulwich community council area, subject to a statutory consultation giving the community opportunity to raise site-specific concerns,.

Next steps

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in summer 2016.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road markings).

Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.

Borough-wide junction protection Dulwich community council area

June 2016

www.southwark.gov.uk/parking

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 the Dulwich community council area.

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.

Borough-wide junction protection

Dulwich community council area

June 2016

www.southwark.gov.uk/parking

Where are double yellow lines proposed?

Double yellow lines are being proposed at all road junctions in the Dulwich community council area as detailed in the following tables, and as illustrated in figures 1-3.

College Ward	
Location	Location
BOWEN DRIVE & BOWEN DRIVE	ILDERSLY GROVE & PARK HALL ROAD
BOWEN DRIVE & BOWEN DRIVE	BELVOIR ROAD & BELVOIR ROAD
BOWEN DRIVE & BOWEN DRIVE	BELVOIR ROAD & UNDERHILL ROAD
LYMER AVENUE & DULWICH WOOD PARK	ACACIA GROVE & ALLEYN PARK
KINGSWOOD DRIVE & KINGSWOOD DRIVE	ALLEYN CRESCENT & ALLEYN ROAD
KINGSWOOD DRIVE & KINGSWOOD DRIVE	ALLEYN PARK & ALLEYN PARK
LANGTON RISE & UNDERHILL ROAD	ALLEYN PARK & ALLEYN PARK
LORDSHIP LANE & LORDSHIP LANE	ALLEYN PARK & ALLEYN PARK
FARQUHAR ROAD & DULWICH WOOD PARK	CRESCENT WOOD ROAD & SYDENHAM HILL
FARQUHAR ROAD & TYLNEY AVENUE	CRESCENT WOOD ROAD & CRESCENT WOOD ROAD
FARQUHAR ROAD & FARQUHAR ROAD	CRESCENT WOOD ROAD & CRESCENT WOOD ROAD
FARQUHAR ROAD & FARQUHAR ROAD	CROUCHMANS CLOSE & SYDENHAM HILL
FARQUHAR ROAD & FARQUHAR ROAD	CRYSTAL PALACE PARADE & CRYSTAL PALACE PARADE
FARQUHAR ROAD & FARQUHAR ROAD	COLLEGE ROAD & COLLEGE ROAD
FOUNTAIN DRIVE & FOUNTAIN DRIVE	SEELEY DRIVE & SEELEY DRIVE
DULWICH WOOD PARK & A2199	SEELEY DRIVE & SEELEY DRIVE
DULWICH WOOD PARK & BAIRD GARDENS	SYDENHAM HILL & SYDENHAM HILL
DULWICH WOOD AVENUE & DULWICH WOOD AVENUE	SYDENHAM HILL & WOODSYRE
DULWICH WOOD AVENUE & DULWICH WOOD AVENUE	SYDENHAM HILL & SYDENHAM HILL
DULWICH WOOD AVENUE & DULWICH WOOD AVENUE	SYDENHAM HILL & SYDENHAM HILL
DULWICH WOOD PARK & COLLEGE ROAD	SYDENHAM HILL & SYDENHAM HILL
A2199 & A2199	OVERHILL ROAD & UNDERHILL ROAD
A2199 & CROXTED ROAD	PARK HALL ROAD & PARK HALL ROAD
A2199 & A2199	MELFORD ROAD & MELFORD ROAD
A2199 & CRYSTAL PALACE PARADE	MELFORD ROAD & MELFORD ROAD
A2199 & CRYSTAL PALACE PARADE	BOWLEY LANE & BOWLEY LANE
JASPER PASSAGE & JASPER ROAD	UNDERHILL ROAD & UNDERHILL ROAD

East Dulwich Ward

Location
BLACKWATER STREET & MELBOURNE GROVE
BLACKWATER STREET & BASSANO STREET
LYTCOTT GROVE & MELBORUNE GROVE
LANDCROFT ROAD & HEBER ROAD
LANDCROFT ROAD & PELLATT ROAD
LANDCROFT ROAD & JENNINGS ROAD
LANDCROFT ROAD & SILVESTER ROAD
LANDCROFT ROAD & CRYSTAL PALACE ROAD
LANDCROFT ROAD & THOMPSON ROAD
LANDCROFT ROAD & GOODRICH ROAD
LANDELLS ROAD & GOODRICH ROAD
LANDELLS ROAD & SILVESTER ROAD
GOODRICH ROAD & FRIERN ROAD
GOODRICH ROAD & CRYSTAL PALACE ROAD
GOODRICH ROAD & UPLAND ROAD
GOODRICH ROAD & DUNSTANS ROAD
ETHEROW STREET & NORCROFT GARDENS
DUNSTANS ROAD & CREBOR STREET
CRYSTAL PALACE ROAD & THOMPSON ROAD
CRYSTAL PALACE ROAD & GOODRICH ROAD

Location
CRYSTAL PALACE ROAD & HEBER ROAD
CRYSTAL PALACE ROAD & SILVESTER ROAD
CRYSTAL PALACE ROAD & JENNINGS ROAD
CYRENA ROAD & HEBER ROAD
CYRENA ROAD & CYRENA ROAD
CYRENA ROAD & PELLATT ROAD
CYRENA ROAD & SILVESTER ROAD
CYRENA ROAD & SILVESTER ROAD
CYRENA ROAD & PELLATT ROAD
BARRY ROAD & SILVESTER ROAD
CREBOR STREET & UPLAND ROAD
CRYSTAL PALACE ROAD & RODWELL ROAD
CRYSTAL PALACE ROAD & PELLATT ROAD
TELL GROVE & MELBOURNE GROVE
CRYSTAL PALACE ROAD & ESTATE ROAD
UPLAND ROAD & DUNSTANS ROAD

Village Ward

Location
BOXALL ROAD & DULWICH VILLAGE
BURBAGE ROAD & GALLERY ROAD
BURBAGE ROAD & COLLEGE ROAD
CALTON AVENUE & COURT LANE
CALTON AVENUE & DULWICH VILLAGE
CALTON AVENUE & CALTON AVENUE
CALTON AVENUE & TOWNLEY ROAD
CALTON AVENUE & GILKES CRESCENT
CALTON AVENUE & DULWICH VILLAGE
LORDSHIP LANE & COURT LANE
FRANK DIXON WAY & COLLEGE ROAD
GALLERY ROAD & DULWICH VILLAGE
GLENGARRY ROAD & TARBERT ROAD
EASTLANDS CRESCENT & COURT LANE
EASTLANDS CRESCENT & DOVERCOURT ROAD
DEKKER ROAD & COURT LANE
DEKKER ROAD & WOODWARDE ROAD
DESENFANS ROAD & WOODWARDE ROAD
DESENFANS ROAD & COURT LANE
DOVERCOURT ROAD & WOODWARDE ROAD

Location
DRUCE ROAD & WOODWARDE ROAD
DRUCE ROAD & COURT LANE
DULWICH VILLAGE & BOXALL ROAD
DULWICH VILLAGE & AYSGARTH ROAD
HILLSBORO ROAD & THORNCOMBE ROAD
BEAUVAL ROAD & MILO ROAD
AYSGARTH ROAD & TURNEY ROAD
COURT LANE & COURT LANE GARDENS
COURT LANE & COURT LANE GARDENS
COLWELL ROAD & PLAYFIELD CRESCENT
COLWELL ROAD & MELBOURNE GROVE
LYTCOTT GROVE & MELBOURNE GROVE
PICKWICK ROAD & TURNEY ROAD
THORNCOMBE ROAD & TROSSACHS ROAD
THORNCOMBE ROAD & TARBERT ROAD
ROSEWAY & TURNEY ROAD
ROSEWAY & TURNEY 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)

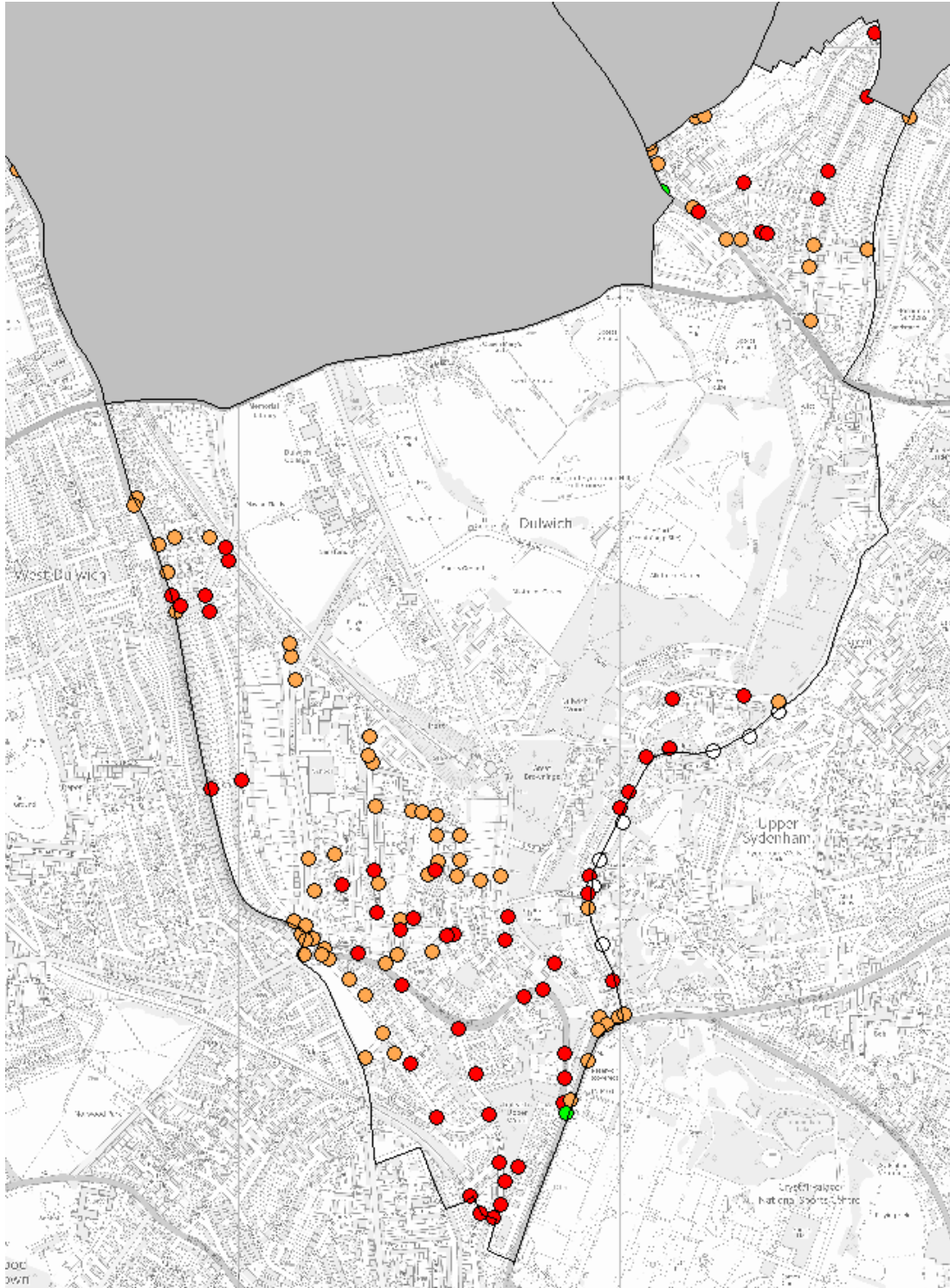


Figure 1

East Dulwich 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)

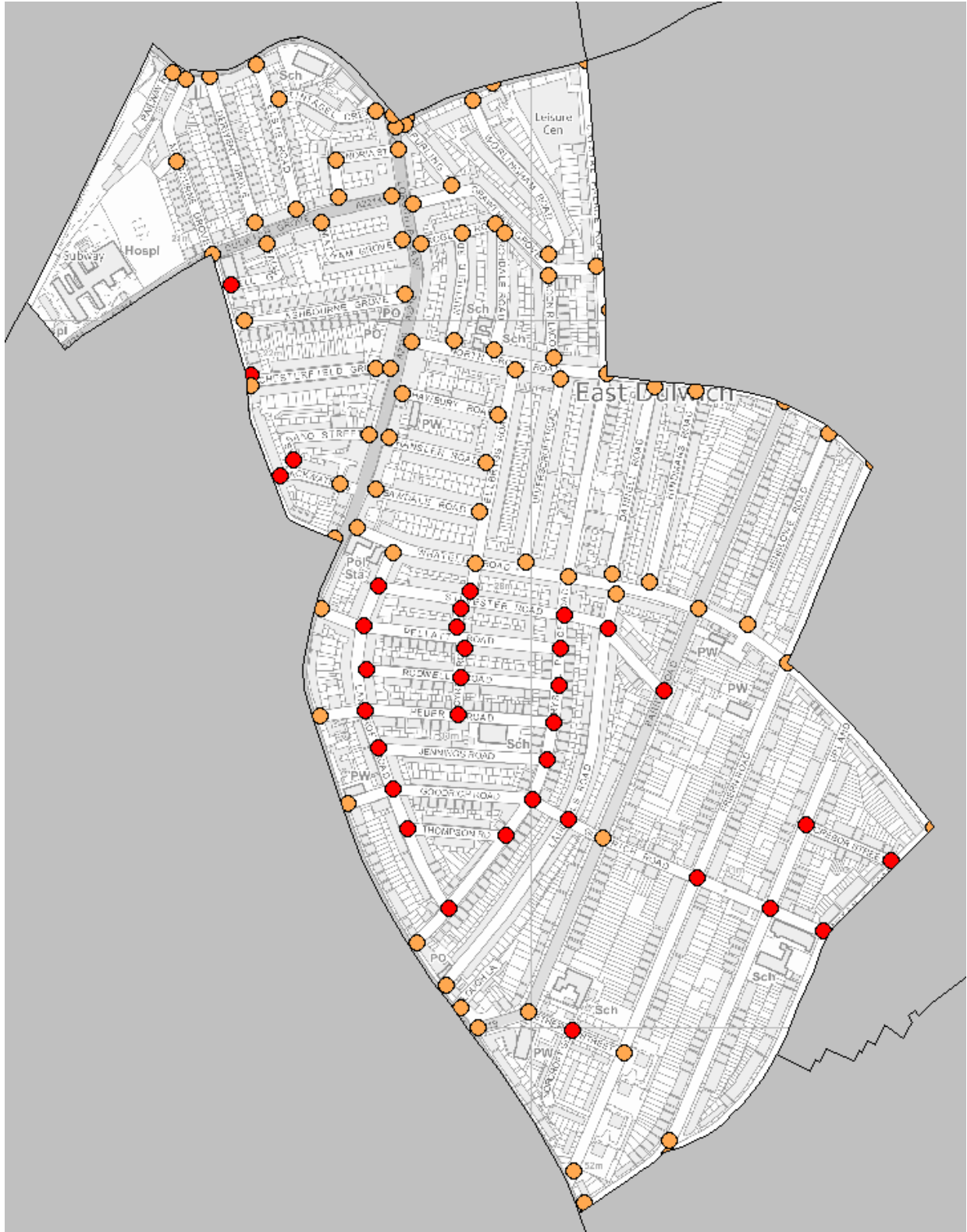


Figure 2

Village 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)

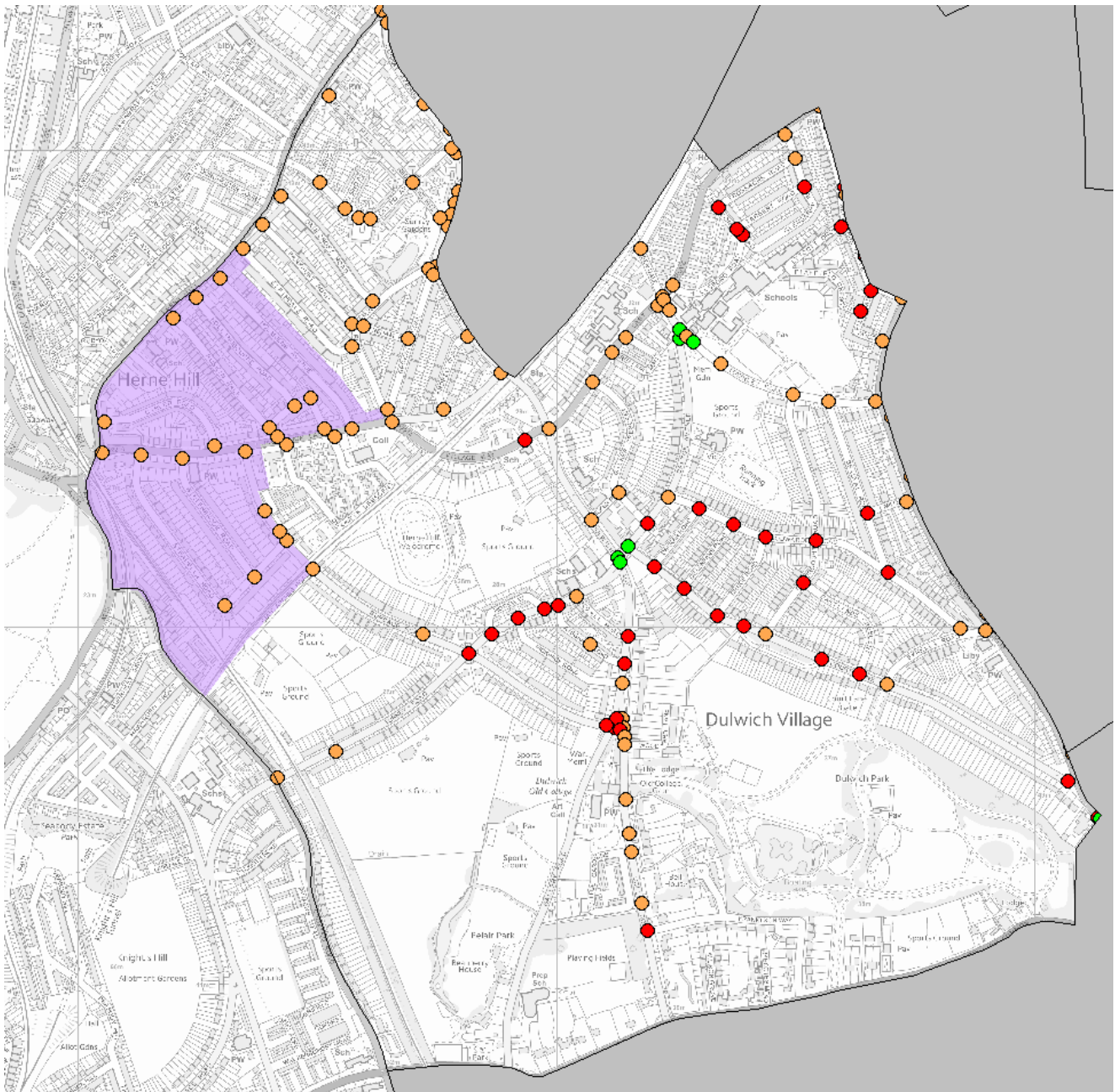


Figure 3

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 junction¹.
- 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](#))

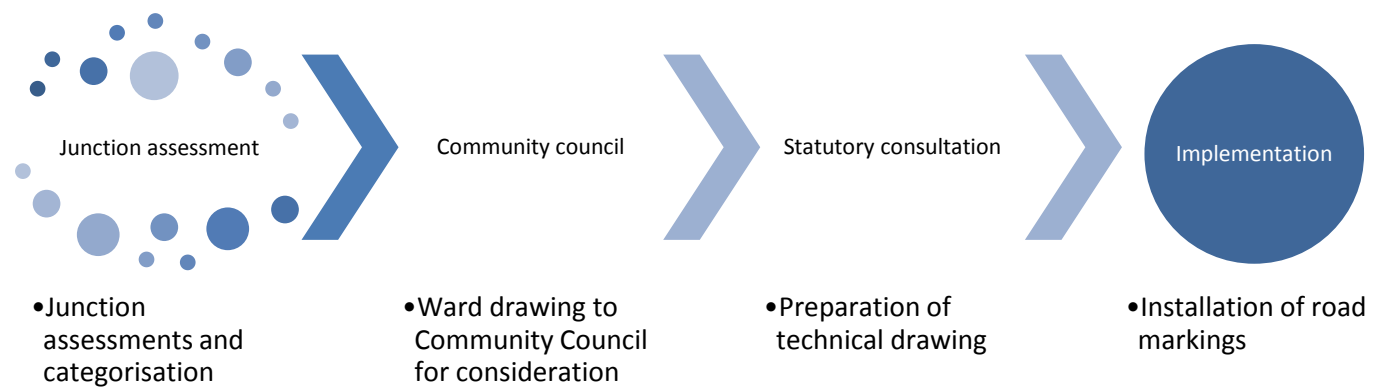
¹ <http://www.rospa.com/rospaweb/docs/advice-services/road-safety/cyclists/cycling-accidents-factsheet.pdf>

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



		Expected delivery dates		
Ward	Junction assessments	Community council	Statutory consultation	Implementation
All wards	January 2016	June 2016	Summer 16	Autumn 2016