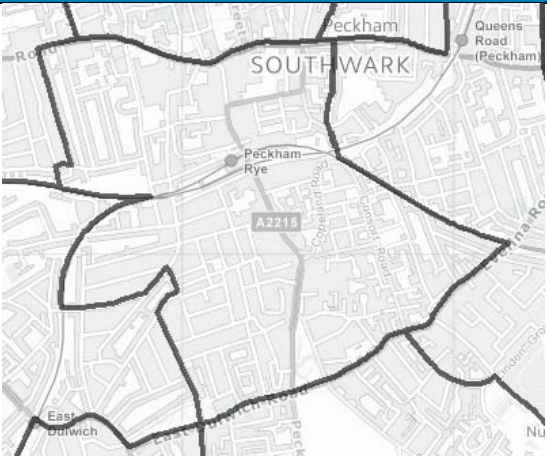


Reference	1080	Location overview
Location	The Lane Ward - junction protection	
Proposal	To install double yellow lines on all unrestricted junctions and to convert existing single yellow line to double yellow lines on existing restricted junctions to improve inter-visibility and road safety for all road users.	
Community council meeting	Peckham and Nunhead	
Community council date	29 June 2016	
Ward(s) affected	The Lane	

Background

At the meeting held 6 February 2016, the Peckham and Nunhead community council approved this proposal for statutory consultation.

The council is proposing 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 Lane 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

The Lane ward is largely covered by the Peckham (B) controlled parking zone (CPZ) which was introduced in 1974. The majority of road junctions in the ward already have double yellow lines, with approximately 80% of the road junctions protected.

The double yellow lines are being proposed at 29 junctions as detailed in the following table:

Location
Adys Road and Amott Road
Amott Road and Hinckley Road
Hinckley Road and Gowlett Road
Fenwick Road and Fenwick Grove
Scylla Road and Galatea Square
Consort Road and Scylla Road
Nunhead Green and Gordon Road
Kirkwood Road and Nunhead Green
Kirkwood Road and Barton Close
Kinsale Road and estate entrance road
Kinsale Road and estate entrance road
Nutbrook Street and Troy Town
Nutbrook Street and Waghorn Street
Nutbrook Street and Maxted Road
Howden Street and Maxted Road

Location
Gordon Road and estate road
Avondale Rise and Bellenden Road
Avondale Rise and Copleston Road
Copleston Road and Danby Street
Copleston Road and Choumert Road
Copleston Road end of road
Chadwick Road entrance to industrial estate
Highshore Road and Oliver Mews
Keston Road and Hinckley Road
Waghorn Street and Howden Street
Choumert Grove and Quantock Mews
Consort Road and Linacre Close
Pilkington Road and Sandlings Close
Gordon Road and Ellery Street

Statutory consultation was carried out between 14 April 2016 and 05 May 2016. Notices were placed in the Southwark News and copies erected on lamp columns. During this period, the council received eight objections and five emails of support.

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:

- determination of objections to traffic management orders that do not relate to strategic or borough-wide issues

Summary of objection(s)

The eight objections received are attached to this report and can be summarised as:

- Losing 30 metres parking on Hinckley Road
- Parking on Hinckley Road is a nightmare
- This proposal will further reduce parking on Adys Road
- I appreciate the reasons for this proposal, however, and would be willing to restrict my objection to the double yellow lines at the corner of the two roads that leads into the cul-de-sac (which cul de sac?)
- I support the use of double yellow lines at junctions which need them. But I object to the proposed order for double yellow lines at all the junctions in Nutbrook St and surrounding streets without a considered discussion with residents in these streets
- We have very dense parking in Nutbrook Street, and we do not want Residents Parking which I fear this is a secretive move towards, despite resident's recent objections.
- There is no need to further reduce parking in Avondale Rise by adding no parking zones near junctions
- I'm a local resident and object to the blanket imposition of double yellow lines on all road junctions in my area.

The five emails of support are also attached and can be broadly summarised as:

- Support the proposals as visibility at junctions is poor
- Would like consultation on a residents parking zone.

Officers wrote to the objectors acknowledging receipt of their representations. They were also advised that their objection would be sent to the Peckham and Nunhead community council for determination.

Recommendation and next steps

Officer recommendations remain unchanged and we still propose double yellow lines on all unrestricted junctions in The Lane Ward.

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.

It is recommended that the objections made against the proposal to install double yellow line on all unrestricted junction and to upgrade single yellow lines to double yellow lines on junctions be considered and rejected, as the proposal will improve inter-visibility and road safety for all road users.

It is also recommended that officers write to the objectors to explain the decision, and proceed with making the traffic order and implementing the road markings.

Objection 1

From:

Sent: Sunday, April 10, 2016 6:17 PM

To: traffic orders

Subject: Consultation response

[Title]

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]

A resident

[Whichconsultation]

H/ND/TMO1516-041

[overallresponse]

4. I object to part

[response]

I object to 30 linear metres of double yellow line being painted on Hinckley Road SE15. This short, dead-end road currently has approximately 180 linear metres of parking space which is fully occupied most evenings. Losing 30 metres (approximately 20% of the current parking space) will cause parking difficulties for residents. I request that we lose less parking space (perhaps 5m at each junction rather than 7.5m). I also request that no double yellow lines are painted on the junction of Keston Road and the most westerly section of Hinckley Road which is immediately adjacent to the dead-end. There is not need for trucks to be negotiating this corner.

Objection 2

From:

Sent: Wednesday, April 13, 2016 10:08 PM

To: traffic orders

Subject: Consultation response

[Title]

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]

A resident

[Whichconsultation]

Borough-wide junction protection: The Lane Ward The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. *) Order 201* Hinckley Road

[overallresponse]

4. I object to part

[response]

Parking on Hinckley Road is a nightmare! There are several vans parked here from an address on East Dulwich which are for days at a time taking precious parking spaces. I object to the proposal to place double yellow lines in Hinckley Road and Keston Road, at the junctions to both roads, as there is already limited parking space in this road for the residents' cars. I appreciate the reasons for this proposal, however, and would be willing to restrict my objection to the double yellow lines at the corner of the two roads that leads into the cul-de-sac, as these seem totally unnecessary because large vehicles do not go down the cul-de-sac.

Objection 3

From:

Sent: Tuesday, April 05, 2016 7:03 PM

To: traffic orders

Subject: Consultation response

[Title]

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]

A resident

[Whichconsultation]

H/ND/TMO1516-041

[overallresponse]

4. I object to part

[response]

I object to proposal section 2[i] (ADYS ROAD on the north-east side at its junction with Nutbrook Street). This section of Adys Road often has inadequate parking for existing residents and visitors and the proposed restriction would further reduce available parking.

The council should instead be focussing on reducing the high volumes of traffic on this residential road, rather than improving sightlines for those using this road as a high-speed shortcut to avoid the Peckham Rye junction.

Objection 4

From:

Sent: Saturday, April 02, 2016 6:30 PM

To: traffic orders

Subject: Consultation response

[Title]

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]

A resident

[Whichconsultation]

Borough-wide junction protection: The Lane Ward The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. *) Order 201* Hinckley Road

[overallresponse]

4. I object to part

[response]

I object to the proposal to place double yellow lines in Hinckley Road and Keston Road, at the junctions to both roads, as there is already limited parking space in this road for the residents' cars. I appreciate the reasons for this proposal, however, and would be willing to restrict my objection to the double yellow lines at the corner of the two roads that leads into the cul-de-sac, as these seem totally unnecessary because large vehicles do not go down the cul-de-sac.

Objection 5

From:]

Sent: Wednesday, April 13, 2016 10:12 PM

To: traffic orders

Subject: H/ND/TMO1516-041.

Dear Council traffic orders department

I support the use of double yellow lines at junctions which need them.

But I object to the proposed order for double yellow lines at all the junctions in Nutbrook St and surrounding streets without a considered discussion with residents in these streets who are very familiar with the junctions. Not all junctions need this draconian blanket treatment.

They need to be assessed individually.

It wouldn't matter if there was not a severe car parking problem in the area. This will be made much worse by the extent of the proposed yellow lines, so the yellow lines restrictions must not be more than are necessary.

Objection 6

From:

Sent: Wednesday, April 13, 2016 5:48 PM

To: traffic orders

Subject: H/ND/TMO1516-041.

Dear Sir/Madam,

I live in Nutbrook Street and am alarmed at the proposal to put double yellow lines on the junction corners of our road, as part of a general scheme to do so across the board in the area.

We have very dense parking in Nutbrook Street, and we do not want Residents Parking which I fear this is a secretive move towards, despite residents recent objections.

Motorists tend to be very sensible about junctions, with the Highway Codes guidelines followed.

At the Adys Road junction with Nutbrook Street there is a wider pavement preventing parking anyway and this creates a kind of parking bay which is self-evident to users. At the Maxted junction with Nutbrook street there are iron posts.

The Highway Code directs the illegality of parking on a corner – the length of yellow lines proposed is going to have a negative impact on local residents without alleviating the true danger in our roads- large delivery lorries seeking a short cut to the main roads.

The danger at these junctions is not caused by parked cars but by huge lorries, directed by their sat navs, through inappropriately sized residential streets and this is what should be addressed. These lorries threaten to hit any parked cars, however far from the junction. I do wish the council would address this issue instead of putting law abiding motorists under even more pressure. It cannot be too much of a burden on the Councils budget to implement signs that discourage large vehicles from coming down our residential streets without specific purpose.

Yours

Objection 7

From:
Sent: Friday, April 08, 2016 1:19 PM
To: traffic orders
Subject: Consultation response

[Title]

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]
A resident

[Whichconsultation]
H/ND/TM01516-041

[overallresponse]
4. I object to part

[response]

There is no need to further reduce parking in Avondale Rise by adding no parking zones near junctions. Parking in this street has already been reduced (again) by the unnecessary expansion of bus stops to double the size. Is it the plan to keep reducing parking until it becomes so impossible that a CPZ is introduced?

I do not run a car myself but this affects my friends and neighbours.

If Southwark is strapped for cash this money should go into education or home care, not into making residents' lives more difficult for no good reason.

Objection 8

From:
Sent: Monday, April 11, 2016 11:21 AM
To: traffic orders
Cc:
Subject: Consultation on H/ND/TMO1516-041

I'm a local resident and object to the blanket imposition of double yellow lines on all road junctions in my area. Specifically, I object to this statement from the public notice:

"It is not good practice... to implement junction protection as and when they arise." This is clearly nonsense. The fact that individual, as-needed implementation is not value for money compared with blanket implementation serves only the Council's internal budgeting not the real concerns of residents.

Support 1

Sent:
To: traffic orders
Subject: Ref: H/ND/TMO1516-041

Dear Sir/Madam,

I would like to express my support for the introduction of double yellow lines at local junctions. As a resident of Maxted Road for the past 10 years, I frequently experience complete lack of visibility when leaving a junction.

However, Maxted road is already a very busy parking road for people going to Peckham Rye station or dropping their children at The Belham primary school and leaving their car on Maxted whilst they go to work. I regularly see this happen and know parents at the school who confirm this is their practice.

As we are reducing parking spaces through the introduction of double yellow lines, pls can we consider some kind of residents permit parking system on Maxted Road? Even just one that is valid 9.30am-10.30am to avoid commuters leaving their car all day but not to impact local business on bellenden road.

It's extremely frustrating not being able to park near your house, especially with young children, because commuters are parking in your road.

Thanks

Support 2

From:
Sent: Tuesday, April 12, 2016 9:14 AM
To: traffic orders
Cc: [i](#)
Subject: Ref H/ND/TMO1516-041 - Double yellow lines. Lane Ward. Nutbrook Street parking.

Hi,

We live on Nutbrook street and I would like to register our concerns over the already congested parking in the area which would be exacerbated by the loss of around 4 spaces on each of the junctions you are proposing to add lines to.

I actually agree that parking needs to be better enforced in the area because people regularly park on, or over, junctions making it dangerous for all road users. So I actually am happy with the plans in that respect.

However, with new homes and schools being built in the area plus all of the commuters that come to the area to use Peckham Rye station it seems to me that the residents, who already find it difficult to park may start to find it impossible. Are there any plans to make any of the roads in our area (Howden/Nutbrook etc) resident permit holders only and, given that the parking difficulties are not of our own making are there any plans to make any such permits available at an affordable rate to residents?

Thanks,

Support 3

From:
To: traffic orders
Subject: H/ND/TMO1516-041

H/ND/TMO1516-041

Yellow Lines at end of roads

Dear Sir or Madam,

I do not object to the lines on the corners as agree that it will be safer.

However I am increasingly aware of the fact parking in the area is near impossible already and the yellow lines will reduce spaces even more. If the yellow lines do go ahead surely permit parking must be considered.

If I take the car out I can never park on my road again when I return so often end up walking from 3 or 4 roads away, with two small children carrying everything I have with me. This has become a real problem over the last year. I have to go out at night to bring the car back to our house so it is convenient when I have the kids in the morning. In the morning when I pull out of the space there are cars circling and vying for my space. I also constantly see people parking up and heading off in the direction of the station to work. We are just a road away from restrictions and since the Station has expanded and therefore the demand increased, people are coming from further to park and walk to the station.

I have spoken to many people in the area and they agree the problem is stopping us doing things as feel if we move out cars it will be such a hassle to park again (with two sleeping kids for instance) that we don't go.

I understand our area is not under review for permit parking but please can you tell me how we can get it considered? Should we start a petition to show interest?
Who do we contact?

Just an hour of permit parking would discourage people parking up all day to get to station.

Look forward to hearing from you,

Best wishes,

Support 4

From:
Sent: Sunday, April 10, 2016 12:14 PM
To: traffic orders
Subject: H/ND/TMO1516-041.

I fully support the introduction of double yellow lines at junctions.

Car and vans regularly park on corners on my street (Howden St SE15 4LB), blocking sight lines and endangering lives.

Support 5

From:

Sent: Tuesday, April 12, 2016 12:41 PM

To: traffic orders

Subject: H/ND/TMO1516-041

Good afternoon,

I am a resident on nutbrook street and I am writing to support the addition of double lines at junctions. It is dangerous when cars park too close to junctions as this makes visibility for oncoming cars very poor.

It is however extremely difficult to park on nutbrook street as it is so I think this needs to be combined with residents parking.

Many thanks,

Best wishes,