


Reference	14/15_Q4_002	Location overview
Location	Middleton Drive	
Proposal	To Install double yellow lines adjacent to junctions with Stanhope Close, Hawke Place and off street parking areas to improve traffic flow and access.	
Community council meeting	Bermondsey and Rotherhithe	
Community council date	07 December 2016	
Ward(s) affected	Rotherhithe	

At the Bermondsey and Rotherhithe community council meeting held 15 March 2016; this local parking amendment was approved subject to the outcome of statutory consultation. As four objections were received during the statutory period, these are being presented back to the community council for determination.

Background

On 14 December 2015 the council received a request from Cllr Cryan on behalf of one of her constituent's raising concerns about obstructive and dangerous parking on Middleton Drive.

In their correspondence, the resident stated "This is becoming an urgent issue currently vehicles are parked in Middleton Drive blocking the access and exit to normal vehicles let alone emergency vehicles if needed"

An officer responded to the correspondence on 04 January 2016, explaining that their request had been logged and would be investigated as part of our LPA programme. This gave full detail of the LPA process and expected delivery dates.

An officer visited this location, 5 January 2016 and it was noted that all vehicles were parked on one side of the carriageway, however vehicle were parked close to the junctions of Stanhope Close and Hawke Place.

The highway width varies between 5.8 metres and 5.5 metres and even with parking on one side would allow access for refuse and emergency vehicles. It was noted that inter-visibility is reduced by vehicles parking at the junctions.

Further rationale for double yellow lines on a road junction:

- 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)

Statutory consultation was carried out between 26 May 2016 and 16 June 2016. During this period, the council received four objections.

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 four objections received are attached to this report. Reason for objections can be summarised as :

- Concerns that further restrictions will reduce available parking space and cause parking problems for residents
- It is felt that there is not a problem with vehicle access and dangerous/ obstructive parking hasn't been witnessed.
- Concerns that residents did not receive a formal letter through the post

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

Recommendation and next steps

The carriageway in Middleton Drive is narrow and unfortunately cannot accommodate parking on both sides of the street.

With parking currently taking place on both side of the street, this causes potential obstruction for larger emergency, waste collection and delivery vehicles.

It is recognised that parking stress is high in this area, however preventing obstructive parking and maintaining access should take priority of the loss of what is deemed as unsafe parking.

It is not standard practice for the council to carryout informal consultation when proposing local parking amendments. It's during the statutory consultation that residents have an opportunity to make a representation relating to the proposal. Street notices are erected in the street to raise awareness that statutory consultation is taking place.

It is recommended that the four objections made against the introduction of double yellow lines on the south east and south west sides and at the junctions with Stanhope Close and Hawke Place to provide and maintain access be considered and rejected, as the proposed restrictions are for highways safety reasons and access for refuse, delivery and emergency vehicles.

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

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

Objection 1

[Title]

Mrs

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]

A resident

[Whichconsultation]

H/ND/TMO1617-005 and 14/15_Q4_002

Middleton Drive

[overallresponse]

5. I wholly object to

Reference: 14/15_Q4_002 & H/ND/TMO1617-005 / Middleton Drive I write in response to the local parking amendment proposal, and wholly object.

Firstly, as a resident of Middleton Drive, I would have expected to receive some formal information in writing through my letterbox, rather than finding a paper notice 2 weeks ago (which had unexpectedly disappeared again 2 days later) on a lamppost. Secondly, the lamppost notice did not give a date by which comments should be given, or how best to do this.

With regards to the 'investigation and conclusions' section of document reference 14/15_Q4_002, the first photograph, of the entrance to Middleton Drive from Timber Pond Road shows a car parked a fair distance from Timber Pond Road, with clear and unobstructed sight lines, in contradiction to the statements in the first 2 paragraphs of that section. Your proposal to put single yellow lines on the south side of Middleton Drive, between Timber Pond and Drake Close would mean that cars approaching from the busier, northern end of Timber Pond (that is not a cul de sac) will not be able to safely turn into Middleton Drive in 1 manoeuvre as the sight line with parked cars on the northern side of MD will be obstructive. Even the Council's own refuse trucks, as well as numerous delivery lorries and vans and, skip hire lorries do not have problems navigating the corner at present – our home is on the corner, we are witnesses to this on a daily basis. The speed limit of 20 mph is already a positive step to reducing the risk at junctions on the Rotherhithe peninsula.

The proposed double yellow lines will not improve access – as access is not currently a problem, to either the driveways on Middleton Drive, nor to Drake Close or Stanhope Close, Hawke Place or Hardy Close. I have lived at this address for nearly 12 years, and have never encountered problems of even a moderately frequent nature with access or parking. The great majority of vehicles parked along Middleton Drive, both alongside the canal and nearer Timber Pond Road belong to local residents, rather than commuters.

The fourth paragraph of the 'investigations and conclusions' section mentions visibility for road users. As a daily cycle commuter, I have had no problems on Middleton Drive or surrounding streets with visibility or safety. The speed limit is 20 miles an hour, and it is impossible to navigate the right angled corner from Timber Pond Road onto Middleton Drive. As your two photographs clearly show, there is no problem with visibility between road users. Paragraph 5 is therefore also irrelevant. Paragraph 6 – about cyclist deaths and serious injuries does not relate to the type of situation that occurs at the junction of Middleton Drive and Timber Pond Road, which is residential (apart from 2 primary schools and a small church), almost 2 cul de sacs or at least 2 no through roads, and with no public transport. The T junction argument is most likely to relate to side streets joining with a main road, indeed there is reference in the ROSPA report to higher speed roads, to HGVs turning at junctions (this will include T junctions), and cyclists turning from a major to minor road. <http://www.rospa.com/road-safety/advice/pedal-cyclists/facts-figures/> Evidence from the Department for Transport:

<https://www.gov.uk/government/uploads/system/.../pedal-cyclists-2013-data.pdf> states,

“Junctions are particularly dangerous for vulnerable road users especially pedal cyclists as it can be hard for other road users to see them.

Most pedal cyclists are killed or seriously injured at crossroads and t-staggered junctions (a t-staggered junction is a place where several roads meet a main road at a slight distance apart). Between 2009 and 2013, 50 per cent of pedal cyclist KSI casualties occurred at crossroads and t-staggered junctions.

Pedal cyclists involved in two vehicle accidents with at least one motor vehicle were more likely to be at a junction and recorded as ‘going ahead’ than any other vehicles involved in accidents.

Between 2009 and 2013, 40 per cent of the pedal cyclist killed or seriously injured casualties that occurred at crossroads and t-staggered junctions happened as a result of the pedal cyclist ‘going ahead’ and the other motor vehicle involved turning right or turning left and 20 per cent were as a result of both the pedal cyclist and the other vehicle ‘going ahead’.”

The above quotation indicates that the problems for cyclists are both crossroads and staggered T-junctions. The junction of Middleton Drive and Timber Pond Road is neither. Neither is there a problem of visibility for a cyclist ‘going ahead’ on Timber Pond and a vehicle exiting at the T-junction (not a staggered T-junction) of Middleton Drive. Paragraph 7 – about children and wheelchair users: the junction of Middleton Drive and Timber Pond Road, as well as the smaller closes off Middleton Drive, do not provide examples of poor visibility for either children or wheelchair users. I have 2 primary aged children myself –their safety is paramount to me, if I thought that there was an issue of road safety on Middleton Drive, I would be swift to discuss the issue with my councillor and Southwark Council, as well as canvas opinion among my neighbours.

Paragraph 8, mentioning the Highway Code. The section you are referring to is Rule 243. This is a ‘DO NOT’ rule – not a ‘MUST NOT’ which is a legal requirement (see <https://www.gov.uk/guidance/the-highway-code/introduction> for the explanation of this). So your assertion of “the Highway Code making it clear that motorists must not park within 10 metres of a junction” is not correct. Clearly safe driving and safe parking are paramount and necessary. In my experience as a long term resident of Middleton Drive, there is no issue of safety at the junction of Timber Pond Road and Middleton Drive, however if there is deemed a safety issue at this junction, then painting yellow lines on the corners of Timber Pond and Middleton could be helpful. The rest of the yellow line proposals are unrelated to this.

In conclusion, there are no issues of unsafe parking on Middleton Drive. The current parking arrangements suit the residents of Middleton Drive and the surrounding closes. It is indeed the case that for several houses in some of the closes – Stanhope and Hardy in particular – they have more than 1 off road parking space outside their houses. These residents will not be affected by new parking restrictions, it is residents of the other roads and closes who will be adversely affected by this. As a resident, cyclist, and parent of young children, I have no concerns about the current parking arrangements or the current practice of those parking on Middleton Drive. Indeed, I am always pleasantly surprised by how well road traffic and parking work here. The council seem to be reacting unnecessarily disproportionately to an issue raised by one resident only.

Objection 2

[Title]

Mr

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]

A resident

[Whichconsultation]

H/ND/TMO1617-005 / Middleton Drive

[overallresponse]

5. I wholly object to

[response]

I have considered the contents of Local Parking Amendment APPENDIX 1 (14/15_Q4_002) and wholly object to the proposal. Having lived on Middleton Drive for over 10 years I have never personally experienced, or witnessed, obstructive or dangerous parking that the single constituent has raised. It would be useful if the council could show the evidence put forward the evidence of "vehicles.... blocking the access and exit to normal vehicles let along emergency vehicles". Council refuse lorries, which I guess are larger than ambulances and the same width as fire engines, have been able to visit us over 600 times without any difficulty.

As can be seen in the photographs taken as part of the "Investigation and conclusions" cars are parked neatly down one side of the road. The imposition of double yellow lines would do nothing to assist this.

Given the imposition of a 20mph speed limit throughout the whole area I don't believe that cars would be travelling fast enough that parked cars would cause a hazard in the development.

As the area where the proposal is suggested is a cul-de-sac, it is likely to be either residents who know the layout of the road, or visitors who are likely to be travelling lower than the speed limit in order to find the house they are visiting. Double Yellow Lines would not reduce any danger in this.

The sight lines from Timber Pond Road into Middleton Drive are not obstructed from either direction, and the 12m stopping distance (at 20mph) should be more than sufficient without the need for imposed parking restrictions.

In summary I believe that this is a solution looking for a problem that does not exist, and that the Council should into account the views of all residents giving views on this consultation, rather than imposing the views of a single local resident. As a parent of young children, as well as a local resident, if I believed for a second that the proposed arrangements would help in an emergency I would be fully supportive, but I don't believe they do and therefore I wholly object.

Objection 3

Hello,

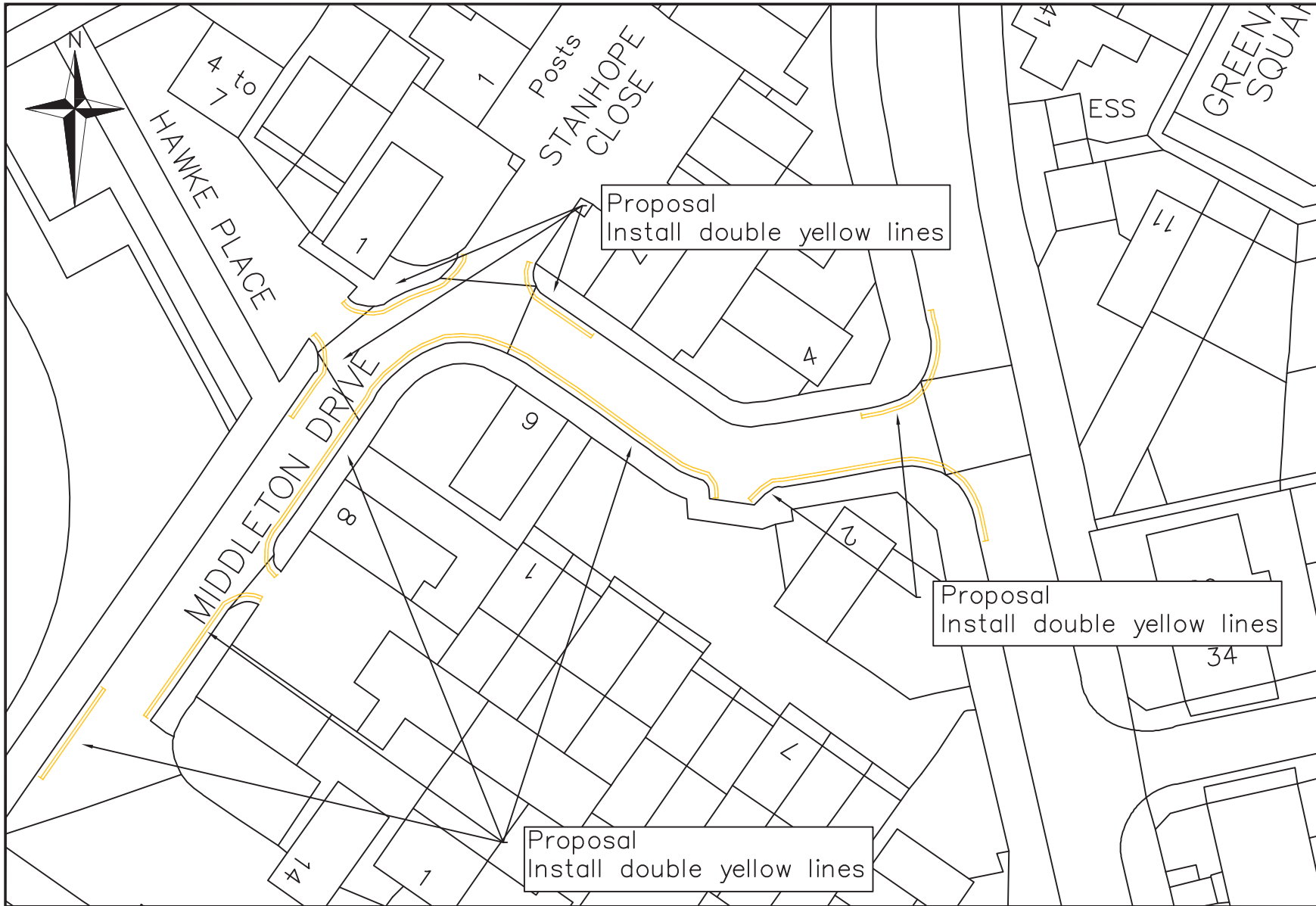
I object to the proposal for yellow lines to be added to Middleton drive apart from directly at the start of the road where it joins Timber Pond Road (vehicles parked too close to the junction)


As I live in Drake Close, I imagine that this would therefore cause further issues with people parking directly outside our front door and garage making access difficult.


Kind regards

Objection 4

I object to your proposal to install double lines in Middleton Drive or any other parking restrictions in total. I have not received any written information through the post or had any other form of consultation for these proposals and can see no reasons for them. This is not a through road and heavy traffic I.E. council refuse lorries, delivery vehicles of all sizes, skip lorry's and emergency service vehicle's all use the road without any problems. There has never been any reason in the years that I have lived here (20+) for any authority to remove a vehicle that was causing an obstruction. You have made us aware that only one resident has made a complaint, these proposals cannot be carried out in these circumstances. You propose to put these lines adjacent to 2, Middleton Drive, this side of the road up to the entrance to Drake Close has been the only parking place used since the development was completed in 1987. Parking on the opposite side inhibits safe access and exit to and from Drake Close. These proposal's will cause the loss of parking spaces for local residents and for friends and family of same who visit. This is a knee jerk reaction to a problem that does not exist.



Legend
 Proposed double yellow lines

<p>Network development Highways</p> <p>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</p> <p>www.southwark.gov.uk/parkingprojects</p>		<p>Project</p> <p>1516Q4 LOCAL PARKING AMENDMENTS</p>	<p>Community Council BERMONDSEY AND ROTHERHITHE</p>										
		<p>Drawing Title</p> <p>MIDDLETON DRIVE PROPOSED DOUBLE YELLOW LINES</p>	<p>Ward(s) ROTHERHITHE</p>										
			<p>Date</p> <p>05/01/16</p>	<p>Scale</p> <p>1:500@A4</p>	<p>Drn</p> <p>MH</p>	<p>Chk</p> <p>PG</p>	<p>App</p> <p>PG</p>						
			<p>Dwg No.</p> <p>1516Q4_002</p>				<p>Rev</p>						
			<p>Status</p> <p>DETAILED DESIGN</p>				<p>Rev</p> <p>A</p>	<p>Date</p>	<p>Description</p>	<p>Drn</p>	<p>Chk</p>	<p>App</p>	