
 Local parking amendment Determination of statutory objection		Appendix Obj1
Reference	16/17_Q2_012	
Location	Kerfield Place	
Proposal	To install new single yellow lines outside Nos. 8 and 9 and adjacent to the existing private parking areas to maintain access to off street parking and to improve inter-visibility with vehicles on Kerfield Place	
Community council	Camberwell	
Ward(s) affected	Brunswick Park	

Background

At the Camberwell community council meeting held on 23 November 2016, members approved this proposal, subject to the outcome of statutory consultation.

The proposal originates from a resident who raised concerns about obstructive parking adjacent to the private parking places during the day.

This type of parking activity can pose a safety risk to all road users.

Kerfield Place is within the South Camberwell (L) controlled parking zone which operates Monday to Friday 8.30 am – 6.30 pm. There are two private parking places adjacent to the public highway.

Statutory consultation was carried out between 1 December 2016 and 22 December 2016. During this period, the council received one objection. In line with Part 3D of the council's constitution, the Cabinet Member shall determine statutory objections to a traffic and highway improvement project.

Summary of objection(s)

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

- Nowhere for service vehicles to park
- Removal of free parking for resident

Officers wrote to the objectors acknowledging receipt of their representation. They were also advised that their objection would be formally considered and determined.

Recommendation and next steps

It is recommended that the objection made against the proposal to the introduction of a single yellow line to prevent obstructive parking, be considered and rejected.

Kerfield Place is public highway and falls within the South Camberwell (L) controlled parking zone. The entire carriageway should be marked with either parking bays or yellow lines. Our proposals do not result in any loss in parking and ensures that no obstruction is caused to the private parking areas.

Objection 1

Sent: Monday, December 12, 2016 5:07 PM
To: traffic orders
Subject: Consultation response

[Title]

Mr

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]

A resident

[Whichconsultation]

h/nd/tmo1617/.019.

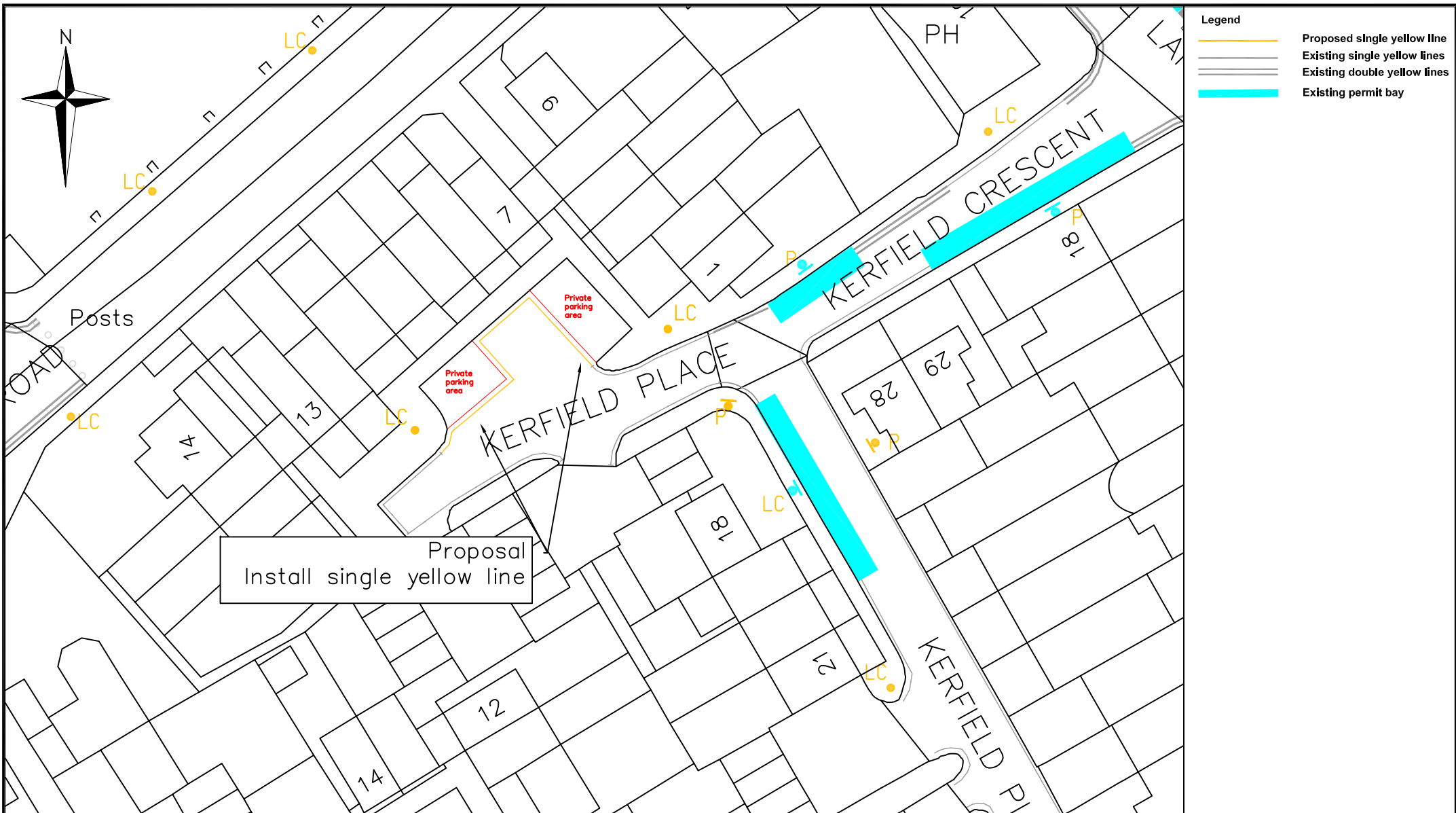
Re Kerfield Place.

[overallresponse]

5. I wholly object to

[response]


My wife and I are pensioners living at Kerfield place and we sometimes need to park our car in that area. Also there will be nowhere to park for service vehicles attending these properties . The area is a cul-de -sac so there is no through traffic. We have lived here for over ten years and there has never been a problem. The possible alternative would be to make the area a limited waiting time restriction. We object to the proposal.



Legend	
	Proposed single yellow line
	Existing single yellow lines
	Existing double yellow lines
	Existing permit bay

<div>Public Realm Projects Parking Design</div> <div>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</div> <div>www.southwark.gov.uk/parkingprojects</div>		Project LOCAL PARKING AMENDMENT 1617		Community Council CAMBERWELL										
		Drawing Title KERFIELD PLACE PROPOSED SINGLE YELLOW LINE		Ward(s) BRUNSWICK PARK										
				Date 15/07/16	Scale 1:500 @ A4	Drn MH	Chk PG	App PG						
				Dwg No. 1617Q2012					Rev					
Status DETAILED DESIGN				A					Rev	Date	Description	Drn	Chk	App

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Reference	16/17_Q2_009	Location overview
Location	Village Way	
Proposal	To install new double yellow lines adjacent to the existing vehicles crossovers outside Nos.3 and 4, to maintain access to off street parking and to improve inter-visibility with vehicles on Village Way.	
Community council	Dulwich	
Ward(s) affected	Village	

Background

At the Dulwich community council meeting held on 28 September 2016, members approved this proposal subject to the outcome of statutory consultation.

The proposal originates from two residents who raised concerns about obstructive parking adjacent to parking adjacent to their vehicles crossover dropped kerbs.

This type of parking activity can pose a safety risk to all road users.

Village Way is mainly unrestricted except for small sections of yellow lines. The area is mainly residential and is on the boundary of the Herne Hill (HH) and North Dulwich (P) controlled parking zones (CPZ), which both operate Monday to Friday Noon – 2pm.

As Village Way is within short walking distance to North Dulwich train station and being on the periphery of existing CPZs, there is likely to be a high demand for on-street parking.

Statutory consultation was carried out between 1 December 2016 and 22 December 2016. During this period, the council received one objection.

In line with Part 3D of the council's constitution, the Cabinet Member shall determine statutory objections to a traffic and highway improvement project.

Summary of objection(s)

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

- Whilst I agree that residents driveways should not be obstructed it seems to me that your proposals can only result in the exacerbation of an already difficult parking problem which is impacting adversely upon the sustainability of the Grafton Dance Centre, as a business

Officers wrote to the objectors acknowledging receipt of their representation. They were also advised that their objection would be sent to the decision maker for determination.

Recommendation and next steps

It is recommended that the objection made against the proposal to the introduction of double yellow lines adjacent to the dropped kerb for Nos. 3 and 4 Village Way to maintain access and to improve inter-visibility be considered and

rejected.

Objection 1

15 December 2016

Introduce 'at any time' waiting restriction on the South-West side outside Nos.3 and 4 Village Way.

Reference: H/ND/TMO1617-019

For the Attention of the Traffic Orders Officer, Highways, Southwark Council

Dear Sirs

I object to the introduction of 'any time' waiting restrictions as proposed on the south west side outside number's 3 and 4 Village Way.

I refer you to my letter of 24 November 2016 addressed to Mr Herd, Network Development Officer Highways – Parking Design, to which I have not yet received a reply, which outlines the reasons for my objections.

As recognised in another letter from Mr Herd, dated November 2016, (your ref 1617Q3007):
'There is a *high demand for parking in Village Way* (my Italics) and as a result vehicles may be parking inconsiderately causing obstruction.'

I would reiterate my points that in my view the parking difficulties need to be addressed holistically rather than piecemeal. Whilst I agree that residents driveways should not be obstructed it seems to me that your proposals can only result in the exacerbation of an already difficult parking problem which is impacting adversely upon the sustainability of the Grafton Dance Centre, as a business.

Yours Faithfully

Dear Mr Herd

Re: Village Way – proposal to introduce double yellow line adjacent to vehicle crossover dropped kerbs

Further to our telephone conversation on Friday 18 November 2016, regarding your letter dated November 2016 about the above proposal, I have the following comments.

As a business in Village Way I would bring to your attention the fact that I have already been seriously affected by the issue of displaced parking since the introduction of the North Dulwich Triangle, (NDT) Parking Zone, which has not yet been effectively addressed and I fear your proposals would make the situation even worse.

Since the implementation of the NDT, parking displacement has had a deleterious effect on my operation. It is no longer speculative but rather a fact that I have in recent months lost 3 morning fitness classes and one children's evening class. In addition, 2 professional dance coaches have also decided to find alternative studios to work from. Quite frankly, these are financial losses that my business can ill afford.

I note that it is your expressed wish not to revisit in a reactive way, multiple requests for installation of double yellow lines adjacent to private driveways, as it is not good practice and is certainly poor value for money. The displacement issue that will arise should be taken into account, not only in Village Way but in adjacent roads, as this would undoubtedly lead to further unfavourable reactions.

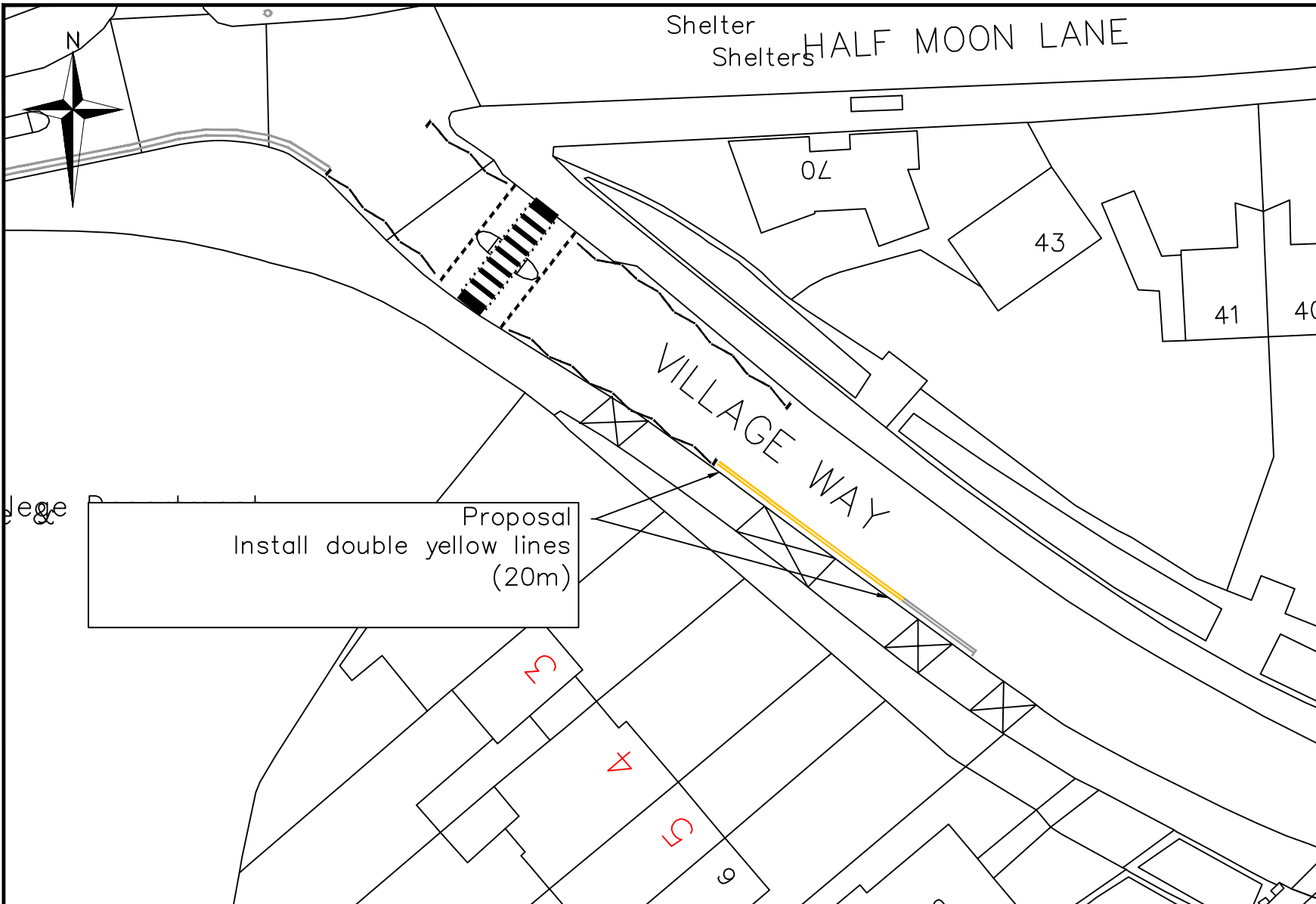
I note you also say that all motorists may park on double yellow lines for up to 40 minutes for loading purposes, which would suggest an element of flexibility, but I refer you to Southwark Council's own report June 16, entitled 'Borough Wide Junction protection Dulwich Community Council Area' which states that 'In our experience motorists have a clearer understanding of the meaning of a double yellow line compared to their understanding of the high way code and will therefore abide by them without the need for enforcement' which in effect means people will not consider stopping on them. In order to avoid confusion I would be grateful if you could clarify the legal position on this?

I would emphasise here that I am not against double yellow lines being installed at residents' driveways as I recognise the occasional inconvenience that residents experience due to inconsiderate parking, by no means all of which is attributable to Grafton attendees. But to introduce your proposal would be to unduly diminish the already restricted parking availability in Village Way as a whole and would therefore request that you consider the following:


1. Due consideration be given as to whether a continuous double yellow line is necessary for the facility of vision and access to residents' driveways or that individual delineation of driveways be more appropriate, thus conserving space for parking bays.
2. That, as already recognised by the Dulwich Community Council, the sustainability of the Grafton Dance Centre should be retained and that this should be taken into account before any proposals are finalised.
3. The implementation of Double yellow lines is delayed and considered as part of the 17/18 parking project programme.
4. That the 17/18 parking project be brought forward and dealt with simultaneously, preferably with the provision of parking bays.

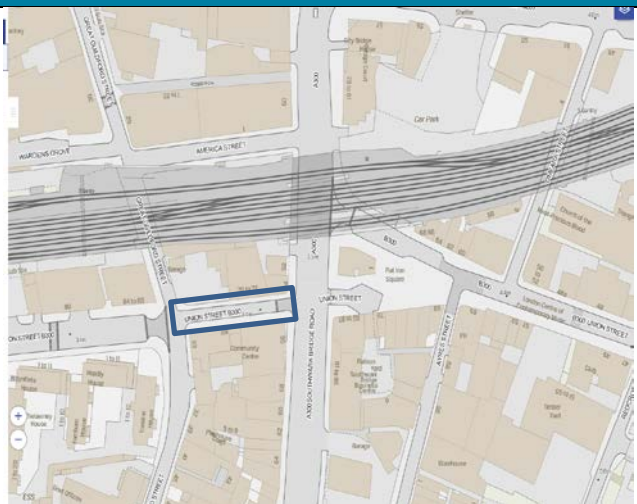
I seek the Authority's continuing assurances that as a business and social amenity the dance centre's reasonable needs can be met.

Yours Sincerely



- Legend
- Existing single yellow lines
 - Existing double yellow lines
 - Proposed double yellow lines
 - Existing school keep clear
 - Proposed school keep clear

<div>Highways Parking Design</div> <div>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</div> <div>www.southwark.gov.uk/parkingprojects</div>		Project	Community Council												
		1516 LOCAL PARKING AMENDMENT	DULWICH												
		Drawing Title	Ward(s)												
		VILLAGE WAY PROPOSED DOUBLE YELLOW LINES	Date	Scale	Drn	Chk	App								
			20/06/2016	1:500 @ A4	MH	PG	PG								
			Dwg No.	1617Q2009			Rev								
			Status	DETAILED DESIGN											
© Crown copyright. All rights reserved ((0)100019252) 2013															

Reference	16/17_Q3_018_QW14	Location overview
Location	Union Street	
Proposal	As part of Quietway 14 Cycling scheme, Union Street between Great Guildford Street and Southwark Bridge Road to be pedal cycle only except for access.	
Community council	Borough, Bankside and Walworth	
Ward(s) affected	Cathedrals	

Background

Quietway 14 runs between Blackfriars Road and Tower Bridge Road providing a continuous and safe cycle route. Quietway 14 route is subdivided in to four sections and falls within Cathedrals, Grange and Chaucer wards.

Section A – Nicholson Street, Chancel Street & Dolben Street.

Section B – Union Street Between Great Suffolk Street and Borough High Street)

Section C – Newcomen Street, Kipling Street and Guy Street.

Section D – Weston Street, Leather Market Street, Bermondsey Street and Tanner Street.

As part of the proposal, a number of traffic movement restrictions would be put in place to provide a safe cycle route and to improve road safety. One of the measures involve:

- Union Street between Great Guildford Street and Southwark Bridge Road to be 'pedal cycle only' except for access for motorised vehicles.

A public consultation was held October to November 2015 for the area concerned and the scheme had 47 percent support on this section of Union Street.

Statutory consultation was carried out between 7 October 2016 and 3 November 2016. During this period, the council received three objections from one apartment block and one supporting the scheme.

In line with Part 3D of the council's constitution, the Cabinet Member shall determine statutory objections to a traffic and highway improvement project.

•

Summary of objection(s)

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

- it will not increase the amenity aspect of the area as traffic noise from adjoining streets will still be heard, especially with increases in traffic flow diverted from using this part of Union Street
- it is highly likely that 'overflow' gathering of people at highly unsocial hours will occur as they are moved-on from Flat Iron Square as it becomes increasingly busy with the development of bars, music facilities and restaurants developments
- With no traffic flow in daytime and especially in the evenings, then local security in this part of the street will be reduced. Apartments have suffered several attempted break-ins

Recommendation and next steps

It is recommended that the objections made against the proposal to make Union Street between Great Guildford Street and Southwark Bridge Road pedal cycle only and access only for motorised vehicles be considered and rejected.

The council consider by making this narrow section of highway 'pedal cycle only' will provide a safe and cycle friendly route and will reduce the traffic noise levels at this location. The scheme will also improve the footways, carriageway and lighting levels at this location thus making it a safer route for the cyclist as well as pedestrians. The benefits of the scheme will outweigh the three objections received and the scheme as a whole is supported by the community.

Objection 1

1 November 2016

Subject: Objection to QW14 proposal Union Street

Reference: H/ND/TMO1617-015

To whom it may concern.

I strongly object to the proposal of the new cycle lane along Union Street (SE1). As a longtime resident and property owner on Union Street I do not feel this would benefit the efficiency of traffic nor the safety of road users.

Please feel free to contact me should you require further detail or specifics to my objections.

Regards

Objection 2

2 November 2016

Subject: objection to QW14 proposals Union Street

Reference: H/ND/TMO1617-015 cyclerooute Q14

Dear Sir ,Madam,

I am writing to you in response to the notice which was put up in front of our building.
The note relates to Pedal cycle quiet ways route Q14: Blackfriars to Borough High Street
Ref H/ND/TMO1617-015

I am a resident and owner of one of the properties in the residential block of Ciba apartments, 101 Union Street, SE1 0LQ.

We were given a leaflet earlier in the year, illustrating the potential changes in form of a public consultation. The reasons for my objections remain unchanged.

I would like to object to the proposal of closing off Union Street between Great Guildford Street and Southwark Bridge Road on the following grounds:

- With the recent (so far welcomed) addition of the lowline /Flat Iron Square development of flea market, eateries, bakery, bars and music venue, there is a lot happening in this part of SE1, but closing off Union Street at this section would create chaos in my opinion in the adjoining (not very well coping as they are in the first place) roads, like Copperfield and Great Guildford Street, America Street and Southwark Bridge Road. The traffic is really congested on the junction of Great Guildford Street and Southwark Bridge Road, cars manoeuvring a narrow entrance between parked cars and contra flow traffic. Closing off Union Street would divert the traffic down Gt Guildford Street or America St, which both are too small to take on any additional traffic.

- making this part of Union Street pedestrian might invite people to hang out, when moved on from Flat Iron Square. We have had a lot of problems with antisocial behaviour from drinking and people urinating constantly on our door. There is also a homeless hostel in Gt Guildford Street and making a pedestrian zone will invite people to gather as it is the case on Flat Iron Square.

- increased risk of break ins to our property as there would be less traffic flow in front of the house. At the moment the car traffic in the street is acting as a deterrent for people trying to break into our property. (Police reports of the break ins can be obtained if necessary, there were quite a few instances in the past few years and the break ins always happen in quieter months)

- it would make no difference realistically to the cycle traffic as this stretch is only a few meters long and in the 15 years I lived at this address I have never had any issues with cycles and pedestrians colliding. Cycles go fairly slow as it is so short.

Thank you for taking my objections into deliberation.

Objection 3

2 November 2016

Subject: Proposed closure of Union Street between Great Guildford Street and Southwark Bridge road

Reference: H/ND/TMO1617 -015

Dear Sirs,

I wish to object to the proposed closure of Union Street between Great Guildford Street and Southwark Bridge Road Ref H/ND/TMO1617 -015.

The grounds for this are several fold:

- it will not increase the amenity aspect of the area as traffic noise from adjoining streets will still be heard, especially with increases in traffic flow diverted from using this part of Union Street

- it is highly likely that 'overflow' gathering of people at highly unsocial hours will occur as they are moved-on from Flat Iron Square as it becomes increasingly busy with the attendant development of bars, music facilities and restaurants developments

- with no traffic flow in daytime and especially in the evenings, then local security in this part of the street will be reduced. Number 101 Ciba Apartments, Union Street has suffered several attempted break-ins (approximately one a year for the past four years or so) with considerable damage to the main door, which has been reported to the police on each occasion.

This objection is added to that already recorded at the Southward Borough Council's Overview and Scrutiny Committee meeting of 19 July. It reported that: "52% of responses opposed the proposal whilst 47% of the total

responses supported the closure” in response to the question “Do you support the proposed closure of Union Street between Guildford Street and Southwark Bridge Road?”.

Support 1

23 October 2016

Subject: support for Q14 Union St proposal

Reference: H/ND/TMO1617-015











As a resident of the section of Union Street between Great Guildford St and Southwark Bridge Road I wholly support the proposal to close this section to motor traffic. It is very disconcerting how many large vehicles, articulated lorries, coaches and vans, use this street as a cut-through when there is main road access so close by on Southwark Street. In rush hour this heavy traffic stacks up and makes the junction at Guilford Street very dangerous for pedestrians and cycles. This proposal is excellent.

LEGEND / NOTES.

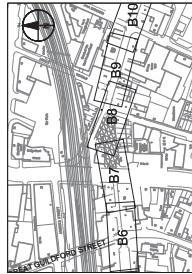
NOTES:

1. This drawing is to be read in conjunction with sign schedule, road marking schedule and relevant drawing series
 2. All road markings and signs are to be in accordance with the Traffic Signs Regulations and General Directions (TSRGD) 2016
 3. All new sign posts and street furniture except lighting columns should be set a minimum of 450mm from the kerb face
 4. Refer to SSD/MTR drawing LBS /C303, detail E (sheet 3 of 3) for surface finishes around sign post bases
- Road markings at side roads to tie in with existing

KEY:

- | | |
|---|---|
|  | TFL single red lines - 100mm wide |
|  | TFL double red lines - 100mm wide, 100mm gap |
|  | White thermoplastic road markings |
|  | Primrose yellow road marking |
|  | New post and sign: refer to traffic sign schedule |
|  | New sign on existing lamp column - refer to Traffic Sign Schedule |
|  | New sign on new lamp column - refer to Traffic Sign Schedule |
|  | New sign on bollard: refer to traffic sign schedule |
|  | Existing post and sign: refer to traffic sign schedule |
|  | Road marking reference: Refer to road marking schedule (see 60343387-C0884-B-1200-09) |

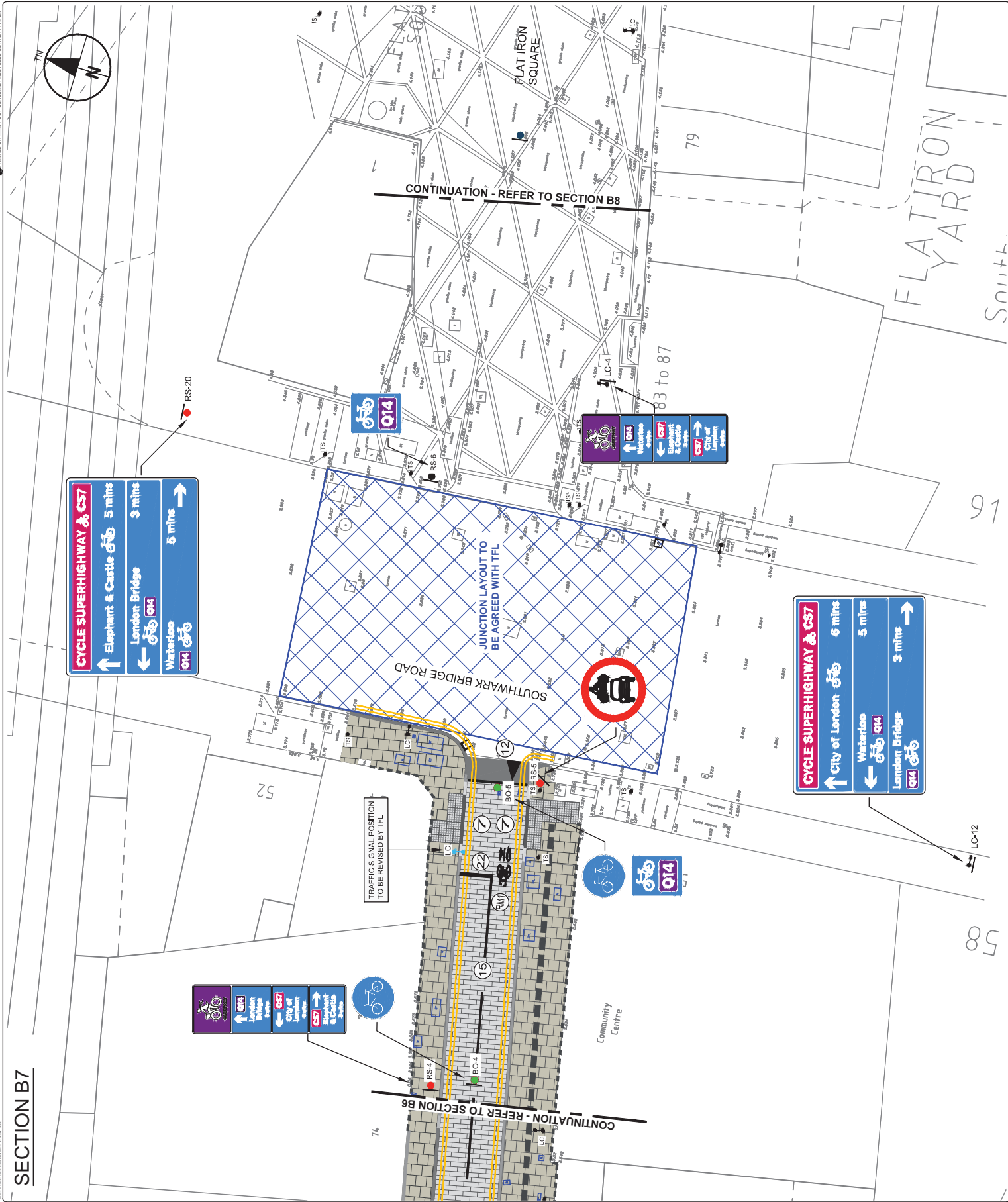
LOCATION PLAN

[illegible]

QUIETWAY 14 - SECTION B
DETAILED DESIGN
HA-14-152

**TITLE: SERIES 1200 - ROAD MARKINGS & SIGNS
SECTION B7**

CONTRACT NO	60343287-C0284				MP
SCALE	1 : 200 @ A3	PURPOSE	APPROVAL		DRAWN
		CHECKED	DR	APPROVED	DESIGNED
				ACB	JL
DRAWING NO:		60343287-C0284-B-1200-05		REV	
				B	
DATE DRAWN	MAY 2016		DATE ISSUED		13 JULY 2016



Road junction safety

Proposed double yellow line markings

Determination of statutory objections



Before and After – Ardbeg Road / Half Moon Lane



Before and After – Gairloch Road / Vestry Road

Dulwich community council meeting – 1 February 2017

Although it is no longer required following recent changes to the council's constitution, Dulwich community council was given an opportunity to comment on this report before a formal decision is taken by the Cabinet Member for Environment and Public Realm. The following comments were made at the meeting:

College Ward

Cllrs Simmons:

- Dulwich Wood Park and Farquhar Road – Would like to see the DYs cut back as proposal seems excessive
- Rouse Gardens – not to proceed with this location as it is a cul-de-sac and not a typical road junction
- College Road and Fountain Drive – not to proceed as no one ever parks at the junction
- Would like to see junctions that are recommended as withdrawn, re added to the list as there is a parking problem:
 - Sydenham Hill and Couchmans Close
 - Sydenham Hill and Woodsyre (x2)

East Dulwich Ward

Cllr Barber:

- 7.5m return seems over the top. Against all proposals unless they were 2-3m return at each junction

Cllr Smith

- Against all junction proposals as it will create a parking problem and lead to CPZs
- Measures should only be considered at junction near Goodrich School.

Village Ward

Cllr Lyons:

- Would like to feedback further comments from stakeholders for the IDM, in particular to do with 7 junctions where there were a number of objections:
 - Beauval Road and Milo Road
 - Colwell Road and Playfield Crescent
 - Court Lane and Court Lane Gardens
 - Court Lane and Druce Road
 - Court Lane and Eastlands Crescent
 - Dovercourt Road and Eastlands Crescent
 - Thorncombe Road and Hillsboro Road

Cllr Lyons forwarded further emails to the council on 8/2/2017, the majority being objections from the Woodward Road and Court Lane area.

Cllr Mitchell:

- Read a statement of support for DYs from safer routes to school

Background

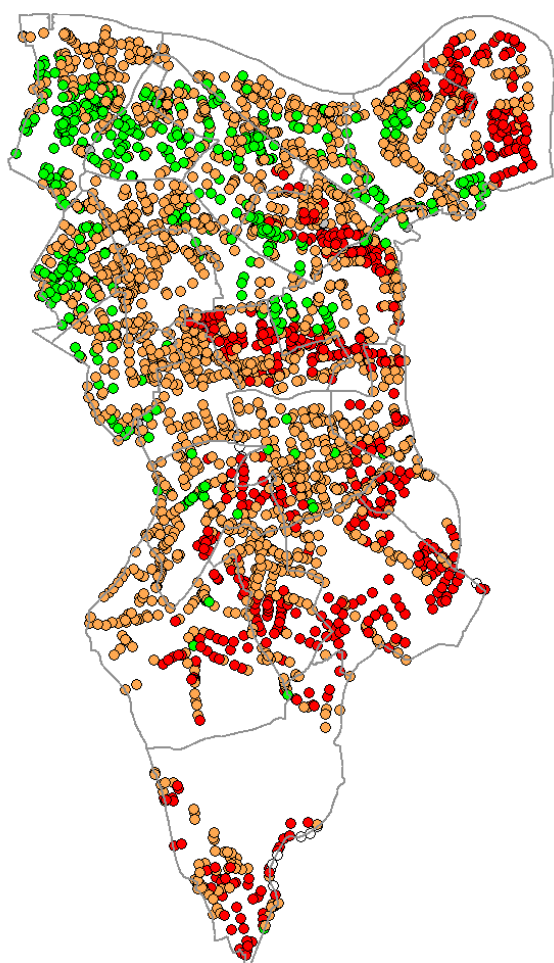
As a part of the council's commitment to increasing road and pedestrian safety we are proposing the installation of double yellow lines on all road junctions that currently don't have them in Southwark, on a ward by ward basis.

- Southwark has been introducing double yellow lines on an ad-hoc basis since 1970.
- The borough wide approach will ensure that all road junctions are safe and clear of parking. We acknowledge that not all junctions currently experience parking problems; however it is inevitable that we will have to revisit more locations in the future.
- There is no evidence that junction protection causes parking problems; 65% of Southwark's junctions are already protected. Parking on junctions is unsafe; we are proposing double yellow lines on the remaining 35% of road junctions.
- The council aims to have all road junctions protected within the next two years. This means that the council no longer have to visit junctions on a reactive basis which can take up to 9 months when following the constitutional and statutory process.

Progress to date

Date	Milestone
23 February 2016	Email sent to Dulwich members informing of the council's intent to install double yellow lines on all road junctions
15 March 2016	Report presented to Dulwich community council recommending double yellow lines on all road junctions. <ul style="list-style-type: none">• <i>Recommendations deferred by the community council</i>
12 April 2016	Email sent to Dulwich members with a list of all road junctions where double yellow lines are being proposed. Members encouraged to carryout their own informal consultation with local stakeholders
7 June 2016	Email sent to Dulwich members suggesting a meeting to discuss the proposals in detail <ul style="list-style-type: none">• 13 June 2016 – meeting held with College ward members• 20 June 2016 – meeting held with Village ward members
22 June 2016	Report presented to Dulwich community council summarising ward members' informal consultation findings <ul style="list-style-type: none">• <i>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</i>
24 November 2016	Start of statutory consultation
22 December 2016	End of statutory consultation

Road Junctions in Southwark



- Existing double yellow lines
- Existing single yellow lines (to be upgraded to double)
- Proposed double yellow lines

Entire borough

2760	Estimated number of road junctions in Southwark
80%	Majority of road junctions in Southwark are protected with either double yellow lines or single yellow lines
20%	Of road junctions in Southwark do not have yellow line protection

Dulwich community council area

369	Estimated number of road junctions in the Dulwich community council area
67%	Majority of road junctions in the Dulwich community council area are protected with either double yellow lines or single yellow lines
33%	Of road junctions in the Dulwich Community Council area that do not have yellow line protection

Number of road junctions							
Ward	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	94	69%	35	26%	7	5%	136
College	65	54%	54	45%	1	1%	120
East Dulwich	79	70%	34	30%	0	0%	113
All Wards	238	64.5%	123	33.3%	8	2.2%	369

Statutory consultation

Statutory consultation	
Statutory consultation commenced	24 November 2016
Statutory consultation closed	22 December 2016

Statutory notices were erected to street furniture where the council are proposing double yellow lines.


An informal notice, as shown on the right was also erected at every site to draw attention to the fact that the statutory consultation was taking place.

The notice provided information on:


- What the council are doing
- How to have your say
- What happens next

The notice also provided:

- The date of the statutory consultation period
- A link to an online form where anyone interested could make a representation
- An email address and telephone number should stakeholders require any further information.




Road Junction Safety



Proposed double yellow line markings

What are we doing?
Southwark Council are proposing double yellow lines at this road junction to prevent unsafe parking and improve road safety for all road users. Our proposals will only remove what is considered unsafe parking.

How can I have my say?
Any comments on our proposals will need to be received by the end of the statutory consultation period.





Statutory Consultation Period



Starts: 24/11/2016
Ends: 22/12/2016


Representations can be made online via our consultation hub at:
<https://consultations.southwark.gov.uk/>

What happens next?
All representations received during the consultation period will be considered and presented to a future community council meeting for determination.

For further information on our proposals contact:

 parkingreview@southwark.gov.uk
 020 7525 2131

 @ts_southwark  facebook.com/southwarkcouncil



Summary of representations

Representations received via the online form

316 valid responses were received via the online form. Two responses were omitted because they referred to junctions in Peckham & Nunhead.

As shown in the table below, the majority of respondents (71%) wholly object to the proposal. When added to those who object to part of the proposal and neutral to other elements, 83% of respondents object to the proposal at least in part. 11% of respondents support the proposal wholly plus 5% partially support - giving 16% in total. 1% are neither for or against the proposal and 1% did not answer the main question.

Ward	1. I wholly support this proposal	%	2. I support this proposal, but would like the council to consider additional or alternative measures	%	3. I neither support or object to this proposal, but would like the council to consider another related matter in this area	%	4. I object to part of the proposal, but support or am neutral to other elements of it	%	5. I wholly object to this proposal	%	Not Answered	Grand Total
All	11	26%	1	2%		0%	5	12%	25	60%		42
College		0%	4	13%		0%	5	17%	20	67%	1	30
East Dulwich	7	9%	4	5%	1	1%	8	10%	57	74%		77
Village	17	10%	6	4%	1	1%	19	11%	123	74%	1	167
Grand Total	35	11%	15	5%	2	1%	37	12%	225	71%	2	316
Percentages	11%		5%		1%		12%		71%		1%	

College Ward

30 responses were received from College Ward. 67% wholly object to this proposal which when added to those who object to part of it equates to 84%. 13% support parts of the proposal and 3% did not answer the main question. 0% wholly support the proposal.

East Dulwich Ward

77 Responses were received from East Dulwich Ward. 74% wholly object to this proposal which when added to those who object to part of it equates to 84%. 9% wholly support the proposal which is 14% when added to those who support part of the proposal. 1% is neutral.

Village Ward

167 responses were received from Village Ward. 74% wholly object to this proposal which when added to those who object to part of it equates to 85%. 10% wholly support the proposal which is 14% when added to those who support part of the proposal. 1% is neutral and 1% did not answer the main question.

All Wards

42 responses referred to the whole Dulwich area. 60% wholly objected to the proposal which when added to the amount of people who partly objected to the proposal equals 72%. 26% wholly support the proposal which is 28% when added with those who partly support it.

Representations received via email

The majority of representations were made via the online form, the representations made by email is summarised in the following table.

Ward	Objection received	Support received
College	4	6
East Dulwich	11	8
Village	18	2
TOTAL	33	16

Conclusions & recommendations

Overall response summary by ward and junction

Overall, a total of 365 representations were made; 316 via the online form and 49 by email.

Across the community council area, there are 16,659 postal addresses meaning that we have received representations from approx. 2% of households.

It should be noted that 45 representations made objected to all our proposals across all wards. The amount of importance placed on these responses should be relative to their distance to an actual junction.

The following pages provide a junction by junction / ward by ward breakdown of representations received via both the online form and email. Any discrepancy between the total figures and figures shown in previous pages is due to some respondents not providing a specific location/junction.

Officers have categorised each junction as detailed in the following table with a suggestion on how to proceed with the proposal.

Category	Junction status	Officer suggestion
A	Public highway road junction – no junction safety	Proceed with proposal
B	Public highway road junction – extend existing double yellow line	Proceed with proposal
C	Future project, e.g. Quietway	Proposal delayed and to be considered as part of a future project
D	Non road junction, e.g. access to housing estate	Proposal withdrawn

Having reviewed each road junction, the council is now proposing double yellow lines at 63 road junctions. Even though we have received objections at these sites, our recommendations remain unchanged for the reasons set out in appendix 2. At several of these locations the exact extent is being reduced to reflect local on site conditions.

Modifications are proposed at 12 junctions (upgrading or extending existing double yellow lines).

40 junctions previously proposed will be withdrawn and considered as part of future planned projects to allow a more refined holistic approach to street design.

29 junctions have been omitted from our proposals as following a detailed review of the locations and comments received, they are considered to be sufficiently minor to not require measures. For example, access to housing estates or service roads.

Of 144 proposals originally advertised, 48% will therefore not be proceeding.

Junction status	College	East Dulwich	Village	Total sites
Public highway road junction – no junction safety	21	25	17	63
Public highway road junction – extend existing double yellow line	0	9	3	12
Future project, e.g. Quietway	2	20	18	40
Non road junction, e.g. access to housing estate	17	7	5	29

COLLEGE WARD	Category	Objections	Support	Recommendations
ALLEYN PARK & ACACIA GROVE	A	1		Proceed
ALLEYN PARK & PARK HALL ROAD	A	1		Proceed
ALLEYN ROAD & ALLEYN CRESCENT	A			Proceed
ALLEYN ROAD & CHURCH APPROACH	A	3		Proceed
ALLEYN ROAD & PARK HALL ROAD	A	1		Proceed
COLLEGE ROAD & DULWICH WOOD PARK	A			Proceed
COLLEGE ROAD & FOUNTAIN DRIVE	A	1		Proceed
DULWICH WOOD AVENUE & COLBY ROAD	A			Proceed
DULWICH WOOD AVENUE & DULWICH WOOD AVENUE	A			Proceed
DULWICH WOOD PARK & FARQUHAR ROAD	A			Proceed
DULWICH WOOD PARK & LYMER AVENUE	A			Proceed
FARQUHAR ROAD & TYLNEY AVENUE	A	2	3	Proceed
ILDERSLY GROVE & PARK HALL ROAD	A			Proceed
KINGSWOOD DRIVE & KINGSWOOD DRIVE	A		2	Proceed
OVERHILL ROAD & LORDSHIP LANE	A			Proceed / modify
ROUSE GARDENS & ROUSE GARDENS	A	1		Proceed
SYDENHAM HILL & CRESCENT WOOD ROAD	A			Proceed
SYDENHAM HILL & ROCK HILL	A			Proceed
UNDERHILL ROAD & BELVOIR ROAD	A		1	Proceed
UNDERHILL ROAD & LANGDON RISE	A			Proceed
UNDERHILL ROAD & OVERHILL ROAD	A	1	1	Proceed
CRYSTAL PALACE PARADE & SYDENHAM HILL	C			Delay
FARQUHAR ROAD & DULWICH WOOD AVE	C	8	1	Delay
ALLEYN ROAD & BACK TO SHOPS	D	1		Withdraw
COLLEGE ROAD & CRYSTAL COURT	D			Withdraw
CROXTED ROAD & ENTRANCE TO SHOPS	D			Withdraw
FARQUHAR ROAD & ACCESS ROAD TO NOS 1-34	D			Withdraw
FARQUHAR ROAD & FARQUHAR ROAD	D			Withdraw
FARQUHAR ROAD & FARQUHAR ROAD	D			Withdraw
FARQUHAR ROAD & GLENHURST COURT	D	7	3	Withdraw
FOUNTAIN DRIVE & HOGARTH COURT	D			Withdraw
PARK HALL ROAD & ENTRANCE TO SHOPS	D	1		Withdraw
SYDENHAM HILL & COUCHMANS CLOSE	D			Withdraw
SYDENHAM HILL & ENTRANCE TO COUNTISBURY HOUSE	D			Withdraw
SYDENHAM HILL & ENTRANCE TO COUNTISBURY HOUSE	D			Withdraw
SYDENHAM HILL & ENTRANCE TO COUNTISBURY HOUSE	D			Withdraw
SYDENHAM HILL & ENTRANCE TO LODGE	D			Withdraw
SYDENHAM HILL & WOODSYRE	D			Withdraw
SYDENHAM HILL & WOODSYRE	D			Withdraw
UNDERHILL ROAD & ACCESS BELVIOIR LODGE	D			Withdraw

EAST DULWICH WARD	Category	Objections	Support	Recommendations
BARRY ROAD & SILVESTER ROAD	A	1		Proceed
BLACKWATER STREET & BASSANO STREET	A	8	1	Proceed
CREBOR STREET & DUNSTANS ROAD	A	1	1	Proceed
CYRENA ROAD & CYRENA ROAD	A	1		Proceed
CYRENA ROAD & HEBER ROAD	A	1		Proceed
CYRENA ROAD & PELLATT ROAD	A	1		Proceed
CYRENA ROAD & PELLATT ROAD	A			Proceed
CYRENA ROAD & RODWELL ROAD	A			Proceed
CYRENA ROAD & SILVESTER ROAD	A	1		Proceed
ETHEROW STREET & NORCROFT GARDENS	A			Proceed
GOODRICH ROAD & DUNSTANS ROAD	A	4	7	Proceed
GOODRICH ROAD & FRIERN ROAD	A	3	1	Proceed
LANDCROFT ROAD & GOODRICH ROAD	A			Proceed
LANDCROFT ROAD & HEBER ROAD	A	2		Proceed
LANDCROFT ROAD & JENNINGS ROAD	A	1	1	Proceed
LANDCROFT ROAD & PELLATT ROAD	A			Proceed
LANDCROFT ROAD & RODWELL ROAD	A	2		Proceed
LANDCROFT ROAD & SILVESTER ROAD	A		1	Proceed
LANDCROFT ROAD & THOMPSON ROAD	A	1		Proceed
LANDELLS ROAD & GOODRICH ROAD	A	1	1	Proceed
LANDELLS ROAD & SILVESTER ROAD	A	3		Proceed
UNDERHILL ROAD & UPLAND ROAD	A	4		Proceed
UPLAND ROAD & CREBOR STREET	A	1	1	Proceed
UPLAND ROAD & DUNSTANS ROAD	A	2	3	Proceed
UPLAND ROAD & GOODRICH ROAD	A			Proceed
BARRY ROAD & UPLAND ROAD	B			Proceed
ZENORIA STREET & OXONIAN STREET	B			Proceed
CRAWTHEW GROVE & ARCHDALE ROAD	B	2		Proceed
CRAWTHEW GROVE & LACON ROAD	B	4		Proceed
CRAWTHEW GROVE & WORLINGHAM ROAD	B	3		Proceed
FROGLEY ROAD & CRAWTHEW GROVE	B	2		Proceed
FROGLEY ROAD & NUTFIELD ROAD	B	1		Proceed
MATHAM GROVE & EAST DULWICH GROVE	B	2	1	Proceed
WHATELEY ROAD & LANDCROFT ROAD	B			Proceed
ASHBOURNE GROVE & MELBOURNE GROVE	C	1		Delay
BLACKWATER STREET & MELBOURNE GROVE	C		1	Delay
CHERSTERFIELD GROVE & MELBOURNE GROVE	C			Delay
CRYSTAL PALACE ROAD & ENTRANCE NO.174	C			Delay
CRYSTAL PALACE ROAD & ESTATE ROAD	C			Delay
CRYSTAL PALACE ROAD & GOODRICH ROAD	C	1		Delay
CRYSTAL PALACE ROAD & GOODRICH ROAD	C	1		Delay
CRYSTAL PALACE ROAD & HEBER ROAD	C	1		Delay
CRYSTAL PALACE ROAD & HEBER ROAD	C	1		Delay
CRYSTAL PALACE ROAD & JENNINGS ROAD	C	1		Delay
CRYSTAL PALACE ROAD & PELLATT ROAD	C	1		Delay

CRYSTAL PALACE ROAD & CRYSTAL PALACE ROAD	C	1		Delay
CRYSTAL PALACE ROAD & RODWELL ROAD	C			Delay
CRYSTAL PALACE ROAD & RODWELL ROAD	C			Delay
CRYSTAL PALACE ROAD & SILVESTER ROAD	C			Delay
CRYSTAL PALACE ROAD & SILVESTER ROAD	C	1		Delay
CRYSTAL PALACE ROAD & THOMPSON ROAD	C	1		Delay
CRYSTAL PALACE ROAD & THOMPSON ROAD	C	1		Delay
LANDCROFT ROAD & CRYSTAL PALACE ROAD	C	1		Delay
TELL GROVE & MELBOURNE GROVE	C	4	2	Delay
FRIERN ROAD & ACCESS TO 343-437	D			Withdraw
BARRY ROAD & HALLIWELL COURT	D			Withdraw
BASSANO STREET & OUTSIDE NO.22	D			Withdraw
EAST DULWICH GROVE & TELL GROVE	D	2	1	Withdraw
FRIERN ROAD & ENTRANCE TO NO.343	D			Withdraw
TELL GROVE & OUTSIDE NO.2	D			Withdraw
UNDERHILL ROAD & VICTORIA CLOSE	D			Withdraw

VILLAGE WARD	Category	Objections	Support	Recommendations
BEAUVAL ROAD & MILO ROAD	A	5		Proceed /modify
COLLEGE ROAD & FRANK DIXON WAY	A			Proceed
COLWELL ROAD & PLAYFIELD CRESCENT	A	5		Proceed
COURT LANE & COURT LANE GARDENS	A	9	1	Proceed
COURT LANE & DRUCE ROAD	A	10	2	Proceed
COURT LANE & EASTLANDS CRESCENT	A	10	5	Proceed
COURT LANE & LORDSHIP LANE	A	1		Proceed
COURT LANE & DESENFANS ROAD	A	1		Proceed
DEKKER ROAD & COURT LANE	A			Proceed
DOVERCOURT ROAD & EASTLANDS CRESCENT	A	4	2	Proceed
GLENGARRY ROAD & TARBERT ROAD	A			Proceed
GLENGARRY ROAD & THORNCOMBE ROAD	A			Proceed / modify
PLAYFIELD CRESCENT & LYCOTT GROVE	A	1		Proceed
TARBERT ROAD & GLENGARRY ROAD	A			Proceed
THORNCOMBE ROAD & HILLBORO ROAD	A	7	1	Proceed
THORNCOMBE ROAD & TARBERT ROAD	A	1		Proceed
THORNCOMBE ROAD & TROSSACHS ROAD	A	2		Proceed
COURT LANE & DOVERCOURT ROAD	B	2	1	Proceed
TOWNLEY ROAD & BEAUVAL ROAD	B	5		Proceed
TOWNLEY ROAD & DOVERCOURT ROAD	B	5		Proceed
CALTON AVENUE & COURT LANE	C	1	1	Delay
CALTON AVENUE & DESANFANS ROAD	C			Delay
CALTON AVENUE & DULWICH VILLAGE	C	1		Delay
CALTON AVENUE & GILES CRESCENT	C	1		Delay
CALTON AVENUE & GILKES CRESCENT	C	2		Delay
CALTON AVENUE & TOWNLEY ROAD	C	1		Delay
MELBOURNE GROVE & COLWELL ROAD	C	1		Delay
MELBOURNE GROVE & LYCOTT GROVE	C			Delay
TURNEY ROAD & AYSGRATH ROAD	C	1		Delay
TURNEY ROAD & BURBAGE ROAD	C	3	2	Delay
TURNEY ROAD & PICKWICK ROAD	C	2		Delay
TURNEY ROAD & ROSEWAY	C			Delay
TURNEY ROAD & ROSEWAY	C			Delay
WOODWARDE ROAD & BEAUVAL ROAD	C	18	1	Delay
WOODWARDE ROAD & DEKKER ROAD	C	9		Delay
WOODWARDE ROAD & DESENFANS ROAD	C	7	3	Delay
WOODWARDE ROAD & DOVERCOURT ROAD	C	16	1	Delay
WOODWARDE ROAD & DRUCE ROAD	C	9		Delay
COLWELL ROAD & OUTSIDE NO.10	D	2		Withdraw
GLENGARRY ROAD & OUTSIDE NO.34	D			Withdraw
PLAYFIELD CRESCENT & OUTSIDE NO.4	D	1		Withdraw
THORNCOMBE ROAD & ACCESS ROAD	D	1		Withdraw
THORNCOMBE ROAD & END OF ROAD	D	2	1	Withdraw

The following table contains the most common grounds for objection raised during the statutory consultation and the council's response.

Grounds for objection	Council response
The proposed double yellow lines on junctions will create a parking problem / make parking worse	<p>The proposal to introduce double yellow lines on junctions is not a case of removing parking places. The council is proposing to install double yellow lines on junctions, where parking is deemed unsafe.</p> <p>There is no evidence to suggest that double yellow lines on road junctions create parking problems and lead to the introduction of CPZs. The majority of roads junctions in Dulwich already have yellow line protection and the council have received no complaints from residents about these causing a parking problem.</p>
The proposal is a waste of money / is an attempt to raise revenue	<p>If double yellow lines are proposed at junctions on an ad hoc basis and in a reactive way, then the council must conduct site assessments, preparation of drawings, public consultation, project management, road safety audits, traffic order statutory consultation and the installation of markings each time. Conducting a review of a large number of junctions at one time is much more efficient.</p> <p>The proposal to install double yellow lines on junctions is not an attempt to raise revenue, if motorists obey the restriction (as is intended) and do not park on the yellow lines, then no Penalty Charge Notices (PCN) will be issued and no revenue generated.</p>
There is no evidence of accidents on junctions / How many accidents have there been?	<p>The proposal to install waiting restriction on junctions is not based on reported accident data, the proposal is an opportunity for the council to be proactive and not reactive after an event, (i.e. a collision).</p> <p>Parking at, or close to junctions, poses an increased risk of collision particularly to vulnerable road users. Road safety should be the primary consideration.</p>
The proposal is an attempt to eventually force a Controlled Parking Zone (CPZ) in the area	<p>The proposed double yellow lines on junctions are to ensure safety of all road users and providing parking spaces must be a secondary consideration.</p> <p>The council only considers the introduction of CPZs where there is demand from residents and where there is support during the consultation stage of a parking study.</p>
The Highway code is a guideline and not legal requirement	<p>It is expected that all motorists obey the Highway Code. It is an established guide that can be used in legal proceedings where an accident has occurred.</p> <p>Although failure to comply with the rules of The Highway Code will not, in itself, cause a person to be prosecuted, The Highway Code may be used in evidence in any court proceedings under the Traffic Acts to establish liability. This includes rules which use advisory wording such as 'must/must not' or 'do/do not'.</p> <p>Many of the rules in the Code are legal requirements, and if you disobey these rules you are committing a criminal offence. You may be fined, given penalty points on your licence or be disqualified from driving. In the most serious cases you may be sent to prison. Such rules are identified by the use of the words 'MUST/MUST NOT'.</p> <p>In the absence of yellow lines, the council does not have powers to enforce against vehicles parked dangerously on corners. The police retain that power but in practice they are unlikely to put resources into such enforcement, this led to the decriminalisation of parking offences in 1991. Since 1991, local traffic authorities have taken over such enforcement but can only do so when yellow lines have been installed.</p> <p>Formal parking controls are more effective than relying solely on the Highway Code, as civil enforcement officers can enforce them. It is also clearer to the motorist and gives a more consistent message across the area</p>
The proposal will create additional street clutter in the area	<p>Double yellow line marking would be required on each junction to enforce any parking contraventions. The yellow lines are installed using less-intrusive primrose coloured paint in the narrowest permitted 50mm wide lines.</p>
The double yellow lines are too long / excessive and will take away too many existing parking spaces.	<p>The minimum double yellow line distance being proposed at a junction is 7.5m, which is as per the principle and standard we have previously adopted. National guidance says that the stopping sight distance should be 25m, our proposals are a compromise safe distance of 7.5m taking into account the prevailing speed limit and other local factors.</p>

Appendix 1 – Redacted objections

These have intentionally been excluded from this report as there are 143 pages.

The redacted objections are available on request by contacting parkingreview@southwark.gov.uk

Appendix 2 – Reasons for junction safety

Safety

Ensuring adequate visibility between road users is paramount. Visibility should be as such that road users can see dangers and brake in good time. Vehicles parked on junctions substantially reduce visibility and the stopping sight distance (SSD). Double yellow lines ensure that adequate visibility is maintained at junctions and prevents parking over dropped kerbs and vehicle crossovers.

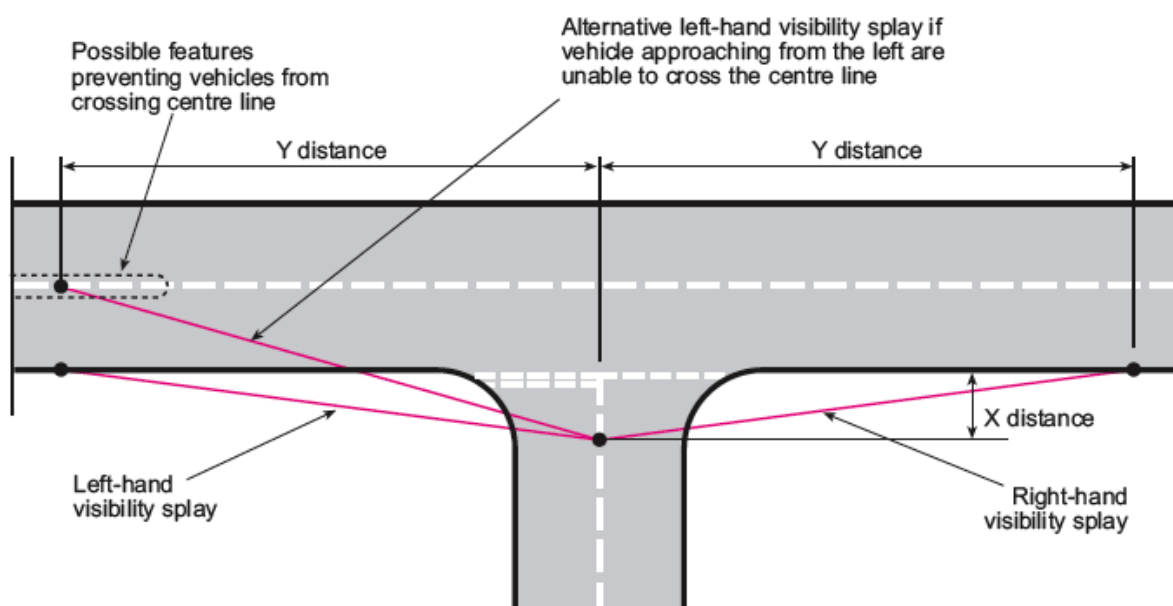
Almost two thirds of cyclists killed or seriously injured in 2013 were involved in collisions at, or near, a road junction. Children and those in wheelchairs (whose eye level is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction.

The Highway Code

The Highway Code states that motorists must not park within ten metres of a junction, unless in a designated parking bay. However, this is not enforceable without the introduction of a traffic order and yellow lines. It is clear that motorists have a better understanding of the meaning of double yellow lines compared to the Highway code and will therefore abide by them without the need for enforcement.

Visibility and sight stopping distance

Sight Stopping Distance is the distance needed for a driver to react and stop, a national formula:



$Y = 25\text{m}$ at 20mph but can be reduced

Other London Boroughs

Camden, City of London, Islington, Kensington and Chelsea and Westminster already have all their road junctions protected. Many others such as Hounslow, Harrow and Barking and Dagenham are working towards this.

Benefits of junction safety

Safety

This is the pro-active approach to implementing safety improvements in a borough with increasing demand for on street parking causing more and more inconsiderate and unsafe parking.

Time

If junctions are protected on an ad hoc basis, the council must conduct site assessments, preparation of drawings, public consultation, project management, road safety audits, traffic order statutory consultation and the installation of markings each time. **Conducting a review of a large number of junctions at one time is much more efficient.**

Cost

Between 2011 and 2016, the council implemented double lines on 136 junctions costing £150k. The cost of the statutory consultation process remains the same (approximately £3k), whether we implement double yellow lines on one or multiple road junctions, it's for this reason it is more cost effective to take a proactive approach and consider double yellow lines in a blanket approach rather than piecemeal.

Traffic & Highway Enforcement project Determination of statutory objection



Appendix Obj6

Reference	16/17_Q3_020_E dmund Street	Location overview
Location	Edmund Street, Southampton Way, Notley Street, Sam King Walk and Dobson Walk	
Proposal	Formalise the re- configured parking on Edmund Street and Notley Street and the new parking on the rest.	
Community council	Brunswick and Camberwell	
Ward(s) affected	Brunswick and Camberwell	

Background

- The proposals are related to the development of the site bounded by Edmund Street, Southampton Way and Notley Street.
- Planning permission (ref: 11-AP-4309) was granted on 22nd March 2012.
- This allowed the re-development of the site for residential housing, construction of two new roads; now named Sam King Walk and Dobson Walk.
- The extension of Notley Street to connect through to Edmund Street. Public consultation was undertaken as part of the planning process.
- Parking spaces on Edmund Street reconfigured due to new junctions that require visibility splays

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

- 'I continue to object and will raise this issue through other avenues as well. I struggle to understand how Notting Hill and council make agreements that clearly discriminates people. How is it possible that a council tenant can have permits -more than one when already living in subsidised living and for other people paying mortgage, rent service charge etc. and trying to keep this going parking would not be allowed'.
- 'Consider allocated loading bays because double yellow lines require the vehicle to be attended while unloading. This is not practical and I get fines while loading Zip cars that I've booked from half a mile away or more and parked outside. Unloading would now block the road. I have also attached a photo of how commercial vehicles are interpreting the lack of loading areas. (Tesco Van squarely on the pavement)

Recommendation and next steps

It is recommended that the objections made against the proposals be rejected.

The proposals were consulted upon prior to planning permission being granted. The objection on the basis that the resident is not eligible for a parking permit is not valid as the developer is obligated through the s106 to notify all prospective purchasers of housing units whether they are eligible or not. The agreed allocation methodology as been followed and the developers have confirmed that.

The objection on the basis that there are no loading bays and double yellow lines are not suitable should be rejected as loading and unloading is allowed on double yellow lines. The enforcement would be for cars left parked with no loading and unloading activity. The zipcar bay has been processed, Zipcar have said they have sufficient cars for the area, please see email from Zipcar.

Objection 1

14 December 2016

Subject: Edmund Street and neighbouring streets parking reconfiguration

I continue to object and will raise this issue through other avenues as well. I struggle to understand how Notting Hill and council make agreements that clearly discriminates people. How is it possible that a council tenant can have permits -more than one when already living in subsidised living and for other people paying mortgage, rent service charge etc. and trying to keep this going parking would not be allowed.

Objection 2

9 January 2017

Subject:

As Zipcar point out there is not yet a Zipcar on the development.

When will this be in place?

I still contend that one is insufficient based on one years experience as the others are normally booked.

It is not a sufficient trade off for the loss of being able to apply for a parking permit.

I also pointed out the problems with loading if we do get hold of a zipcar as well commercial vehicles parking on the pavement (photo in last email)

Double yellow lines require the vehicle to be attended while unloading. This is not practical and I get fines while loading zipcars that I've booked from half a mile away or more and parked outside. Unloading would now block the road. I have also attached a photo of how commercial vehicles are interpreting the lack of loading areas. (Tesco Van squarely on the pavement)

I'm glad you agree that the parking scheme is designed to act as a traffic calming measure frustrating the flow of vehicles, my point being this stops the flow of traffic when articulated and large goods vehicles meet in opposite directions or stubborn drivers are trapped by a build up behind them leading to the loud confrontations and increased pollution from congestion.

Unfortunately your points do not change the situation in any way:

1. The parking suspension is temporary. The congestion and stand-offs between larger vehicles continues.
2. The pavement widening has reduced the width available to vehicles. I watched them repaint the centre line further over because only 2/3 of a lane remained on the south west side.
3. It is now 18 months since we moved in, and no car-club car is on site or within 0.4km radius. We agreed to waive our right to a parking permit in return for zip car membership. As the attached map shows there are zero vehicles on or nearby the development.

Please consider:

- A) Traffic controls such as lights or a single direction priority
- B) Car Club Spaces to make good on the social contract with the residents
- C) Allocated loading bays.

I look forward to your response.