

Non-strategic Traffic and Highway improvement

Appendix	1920B1_MTS_Objection 1
Location	Crystal Palace Road
Proposal	To install 3.5m DYL to prevent obstructive parking
Community council	Dulwich
Ward(s) affected	Goose Green

Non-strategic Traffic and Highway improvement

A non-strategic traffic and highway improvement is a small project where the council proposes to modify the existing Highway layout. This may include changes to waiting and loading restrictions, traffic calming, improved crossing facilities etc.

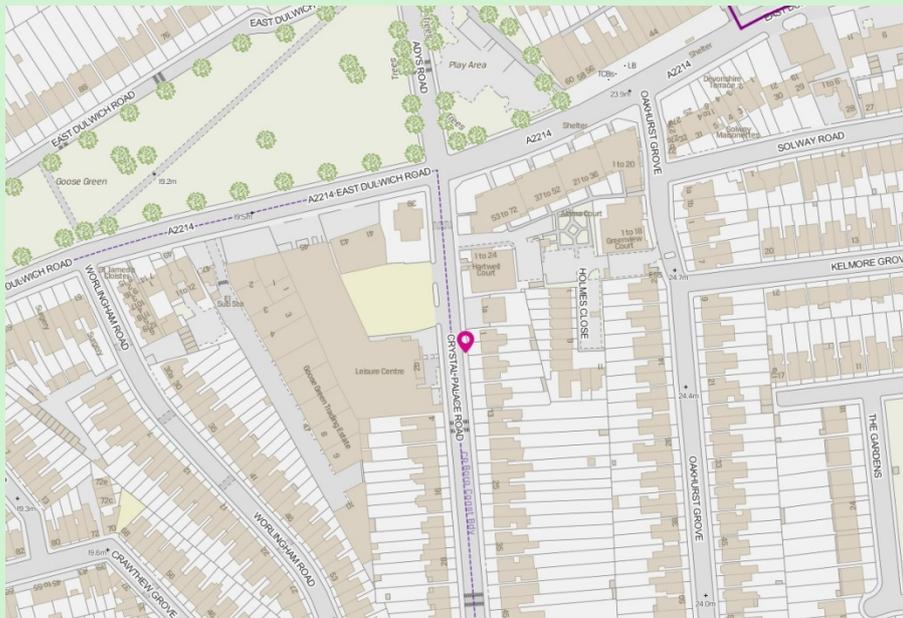
Under Part 3D of the council's constitution, the Cabinet Member is responsible for Transport Issues: To decide to implement a traffic and highway improvement project, subject to statutory consultation.

Background / Request

- Following the installation of a vehicle crossover outside 5 Crystal Palace Road in December, the resident has contacted the Highways department after vehicles parked on multiple occasions in the space between the vehicle crossovers at 5 and 7 Crystal Palace Road.
- During the statutory consultation period, one objection was received. The objection is detailed below.

Location

- Outside number 5 Crystal Palace Road.
- Crystal Palace Road is not in a controlled parking zone (CPZ), allowing free parking for all.



Objection and officer response

Objection: “I am writing to object to the plan to put double Yellow lines to the east side of 7 Crystal Palace Road. I believe that this would have been requested because this is a small parking space for a car and may cause problems for the drives at either side. Although we understand that it may not be appropriate for a large car to park here, it seems crazy that you can’t Allow small cars or motorbikes to park here. Could you not put down markings for motorbikes only? Parking on Crystal Palace Road is very difficult (and is about to get a lot worse because of the new parking zones), so we feel that it’s really important to leave as many parking spaces available as possible. We are quite frustrated because this problem arose after number 7 dropped their curb on the wrong side of their property, leaving an awkward sized space, in effect losing 2 parking spaces. We were surprised that it was allowed. While we accept that this is now done, we feel strongly that small cars and motorbikes should still be able to use the space- I attach a photo of a smart car using the space without causing any issues to either drive.”

Officer response: The length of the space between the two vehicle crossovers is 3.5m, which is smaller than standard parking bays in the borough. TSRGD 2016: Traffic Signs Manual – Chapter 3 states in Section 13.6.2c (page155): “Individual spaces parallel to the carriageway must have a minimum length of... 4500mm.” Unfortunately, parking in the existing 3.5m gap causes obstruction and visibility issues for any vehicles entering or exiting the adjacent crossovers.

As the residents have had their dropped kerbs partially blocked/obstructed by vehicles parking in that gap and enforcement has been unable to alleviate the problem, double yellow lines were proposed at the location. This is because we are unable to enforce the size of cars that park in the gap.

Recommendation

It is recommended that 3.5m of double yellow lines be installed between the crossovers at 5 and 7 Crystal Palace Road.

A detailed design drawing of the proposal is provided within this document.

Next steps

Should this non-strategic Traffic and Highway improvement objection be overturned, arrangements will be made to implement the installation of 3.5m in the location detailed in the attached plan.

Audit trail

Reference	1920B1_MTS_Objection 1
Report author	TA