

# Non-strategic Traffic and Highway improvement

<b>Appendix</b>	1920B1_MTS_Objection 2
<b>Location</b>	Alleyn Road
<b>Proposal</b>	Install 3.5m of DYL lines to prevent obstructive parking and maintain access
<b>Community council</b>	Dulwich
<b>Ward(s) affected</b>	Dulwich Wood

## 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.

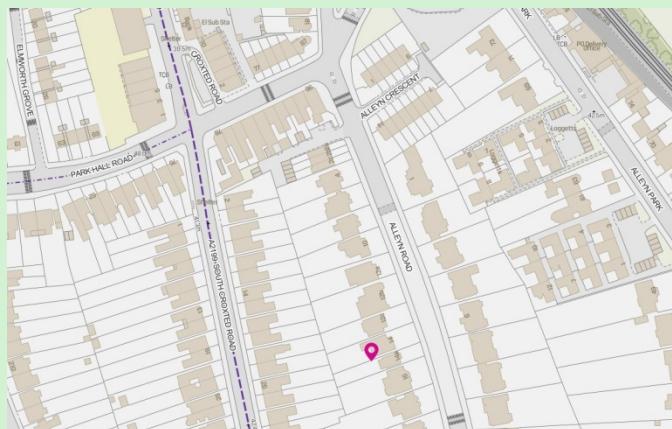
Under Part 3D of the council's constitution, the Cabinet Member is responsible for Transport Issues: To decide to implement a traffic and highway improvement project, subject to statutory consultation.

## Background / Request

- Residents have had difficulties with vehicles being parked in the space between the vehicle crossovers of 14 and 14a Alleyn Road.
- The residents have tried enforcement, but this has left them waiting, unable to access/egress their property as the vehicles remain in situ.
- An officer carried out a site visit on 22<sup>nd</sup> January 2019. At that time, the residents of the two adjacent properties had no objections to the proposal of double yellow lines.
- During the statutory consultation period, one objection was received. The objection is detailed below.

## Location

- Alleyn Road, in the vicinity of Park Hall Road and South Croxted Road shops.
- This area is not in a CPZ, allowing free parking for all.



### **Objection and officer response**

**Objection:** "I live at 14a Alleyn Road SE21 8AL and I wish to object to the proposal to add DYL in Alleyn Road between house Nos. 14 and 14a, on the grounds that:

- DYLs would present parking difficulties for visitors to 14a, whereas today there are usually no problems with parking;
- DYLs are completely unnecessary due to the fact that obstructive parking very rarely occurs between Nos. 14 and 14a (and that has been the case for the many years that I have lived at No. 14a).

Other points:

- the plan (attached) indicates that the crossovers of Nos.14 and 14a are of the same size. This is incorrect, the crossover of No. 14 is 5 metres wide, whereas that of no. 14a is 3.75 metres wide (both measurements include the ramped edges);
- most of the DYL would border No. 14a;
- there are no DYLs in Alleyn Road except at road junctions and by the width restriction at the southern end of the road.

I believe this proposal is unnecessary because I am certain that obstructive parking is no better or worse in this location than anywhere else in Alleyn Road, and would greatly inconvenience visitors to No. 14a."

**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 to prevent obstructive parking.

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**

<b>Reference</b>	1920B1_MTS_Objection 2
<b>Report author</b>	TA