

Non-strategic Traffic and Highway improvement

Appendix	13
Location	Calton Avenue/Townley Road
Proposal	Convert single yellow lines to double yellow lines and install double yellow lines
Ward(s) affected	Dulwich Village

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.

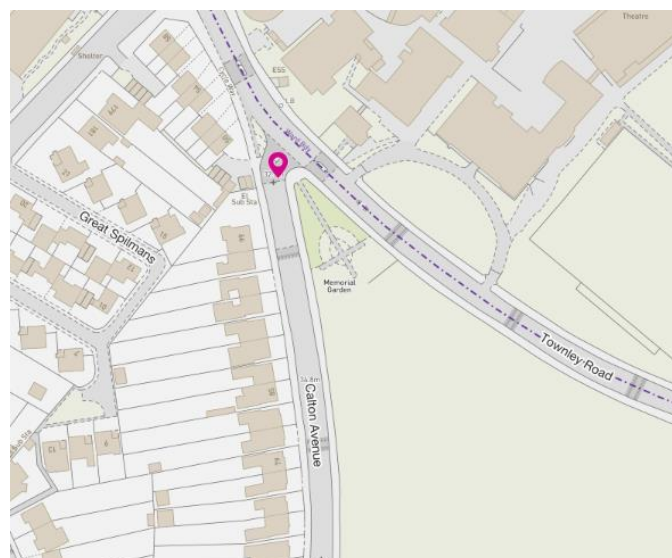
Under Part 3D of the council's constitution, the Cabinet Member is responsible for Transport Issues: To decide to implement a traffic and highway improvement project, subject to statutory consultation.

Background / Request

This request came from resident, informing Highways that during school pick up times vehicles are parking on this bend making it dangerous for people to walk/cycle round the bend. We also received a request regarding vehicles that park on the bend on the other side where one car can fit but this makes visibility for cyclist dangerous.

Location

- Calton Avenue, Dulwich Village
- Calton Avenue is not in a controlled parking zone, allowing free parking for all.
- There are currently single yellow lines on the right hand side of the bend and nothing on the other side between the existing double yellow lines and the drop kerb



Investigation and conclusions

- Officers visited site and noticed that the existing single yellow lines allow people to park on this bend which is extremely dangerous especially during school peak hours. Officers also noted that there was a space on the bend that was unrestricted, meaning a vehicle can park here and cause visibility issues and cause a hazard.

Recommendation

It is recommended to convert the existing single yellow lines to double yellow lines and extend the existing double yellow lines 5m.

This proposal is subject to Traffic Management Order (TMO) statutory consultation. A TMO is the legal mechanism the council as traffic authority uses to control aspects of the way that the highway is used. They provide the legal backing to signs and road markings used on the highway and allow them to be enforceable.

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

Next steps

Should this non-strategic Traffic and Highway improvement proposal be approved, then arrangement will be made to carryout statutory consultation.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage).

Should objections be received during the statutory consultation period, these will be presented to the Cabinet Member for determination.

Reference	13
Report author	KH
Ward members notified	Yes
Comments	None