

# Non-strategic Traffic and Highway improvement

<b>Appendix</b>	48
<b>Location</b>	Various locations at Sydenham Hill <ul style="list-style-type: none"><li>- The entrance of Wavel Place</li><li>- Rock Hill</li><li>- The entrance of Beltwood House 41 Sydenham Hill</li><li>- The entrance of St Clements Heights</li><li>- The entrance of Countisbury House</li><li>- The entrances of Mountacre Close</li><li>- The entrance of Tunbridge Court</li><li>- The entrance of Droitwich Close</li><li>- The SW entrance of Lewisham Estate</li><li>- The SW entrance of Lewisham Estate</li><li>- The entrance of Lewisham Estate ( access Eddisbury House and Dundry House)</li></ul>
<b>Proposal</b>	Extension of double yellow lines and Introduction of double yellow lines at the junctions / entrances of properties
<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..

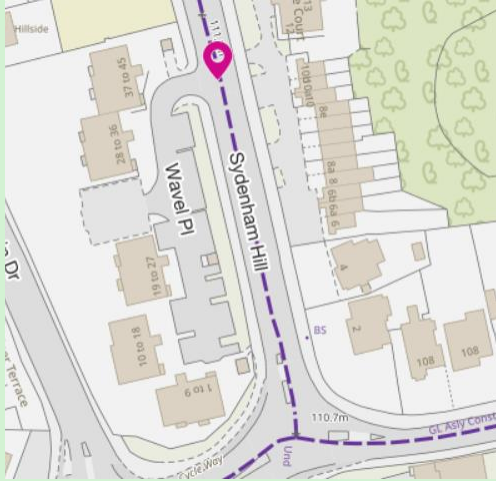
Under Part 3D of the council's constitution, the Cabinet Member is responsible for Transport Issues: To decide to implement a traffic and highway improvement project, subject to statutory consultation.

## Background / Request

- Sydenham Hill 20mph was completed in September 2023. It was reported that vehicles parked near the junctions or the entrance of private land which reduced the visibility level for road users near the junctions and blocked the operations of cycle lane. In order to improve the road safety, extension and the introduction of double yellow lines are required at the junctions / entrance of the properties.
- It was note that 'No Waiting restrictions' on site but map-based schedule was not reflected the restrictions. TMO amendment is required to reflect the change particularly on Rock Hill and the entrance of the Gate House (partially adopted highway).
- The request came from the councillor, the public and officer observation.

## Location

### The entrance of Wavel Place



### Rock Hill



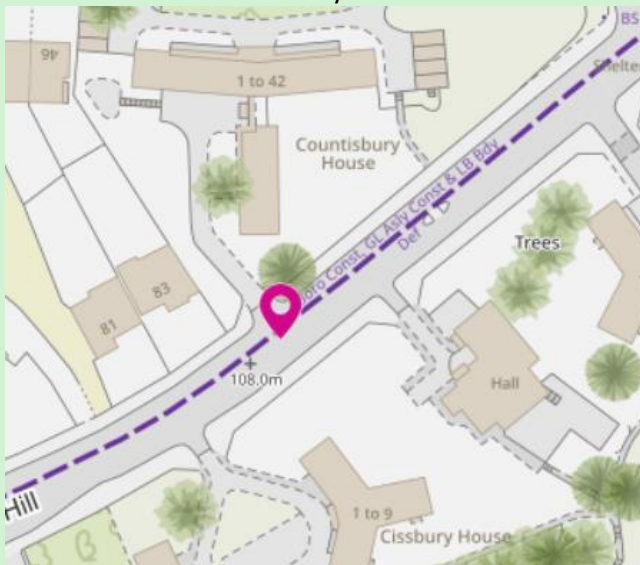
### The entrance of St Clements Heights



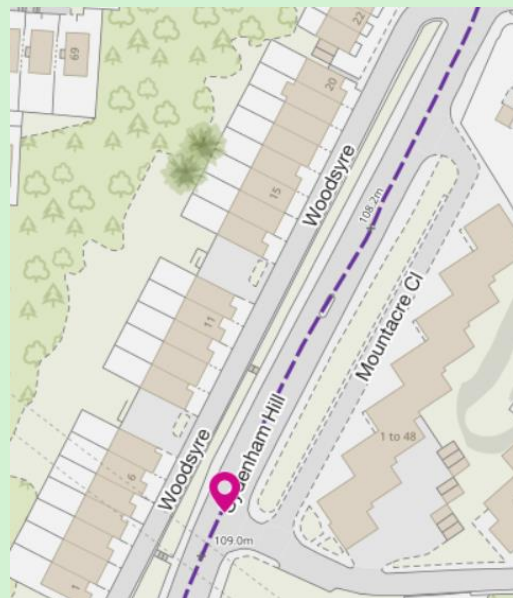
### The entrance of Beltwood House 41 Sydenham Hill



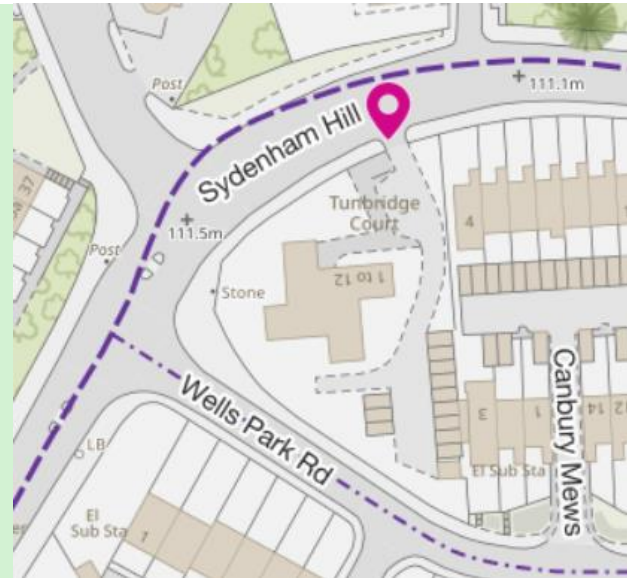
The entrance of Countisbury House



The entrance of Mountacre Close



The entrance of Tunbridge Court



The entrance of Droitwich Close



The SW entrance of Lewisham Estate



The SE entrance of Lewisham Estate



The entrance of Lewisham Estate (access Eddisbury House and Dundry House)



- Since the completion of Sydenham Hill 20mph scheme in September 2023, 'No Waiting Restrictions' have been installed.
- It was found that vehicles parked at various locations between the entrance of the properties and cycle lane.
- In order to maintain the visibility and the road safety at the junctions/ the entrance of the properties, extensions of double yellow lines and introduction of double yellow lines are required.

## Investigation and conclusions

### Wavel Place

- Introduction of double yellow lines to ensure vehicles are not parked at the entrance.
- It aligns with the rest of the junctions/ entrance of the properties along Sydenham Hill



### Rock Hill

- The restriction was installed since 2018



### St Clements Heights

- Below photo shows the problem that vehicles constantly parked between St Clements Heights entrance and the cycle lane. It reduces the visibility for the road users and cyclists using the cycle lane on Sydenham Hill.



### The entrance of Beltwood House 41 Sydenham Hill

- Carriageway is partially adopted
- Double yellow lines was installed since 2018 ( before development)



### Countisbury House junction

- To extend the double yellow lines at the entrance to avoid vehicles parked between the entrance and double yellow lines and to increase the visibility level for road users.



#### Montacre Close South entrance

- To extend the double yellow lines at the entrance to avoid vehicles parked between the entrance and double yellow lines and to increase the visibility level for road users.



#### Montacre Close North entrance

- To extend the double yellow lines at the entrance to avoid vehicles parked between the entrance and double yellow lines and to increase the visibility level for road users.



#### The entrance of Tunbridge Court

- To extend the double yellow lines at the entrance to avoid vehicles parked between the entrance and double yellow lines and to increase the visibility level for road users.





#### The entrance of Droitwich Close

- To extend the double yellow lines at the entrance to avoid vehicles parked between the entrance and double yellow lines and to increase the visibility level for road users.



#### The SW entrance of Lewisham Estate

- To extend the double yellow lines at the entrance to avoid vehicles parked between the entrance and double yellow lines and to increase the visibility level for road users.



#### The SE entrance of Lewisham Estate

- To extend the double yellow lines at the entrance to avoid vehicles parked between the entrance and double yellow lines and to increase the visibility level for road users.



The entrance of Lewisham Estate (access Eddisbury House and Dundry House)

- To introduce double yellow lines at the entrance to avoid vehicles parked between the entrance and double yellow lines and to increase the visibility level for road users.



### Recommendation

Issues have been identified during the monitoring period of Sydenham Hill 20mph scheme. It's recommended to amend the traffic order

i/ to improve the road safety along Sydenham Hill

ii/ to support the double yellow lines that are installed on site particularly on Rock Hill and the entrance of Gate House

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).

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

### Audit trail

<b>Reference</b>	48
<b>Report author</b>	CM
<b>Ward members notified</b>	Yes
<b>Referral</b>	N/A

