

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

Background

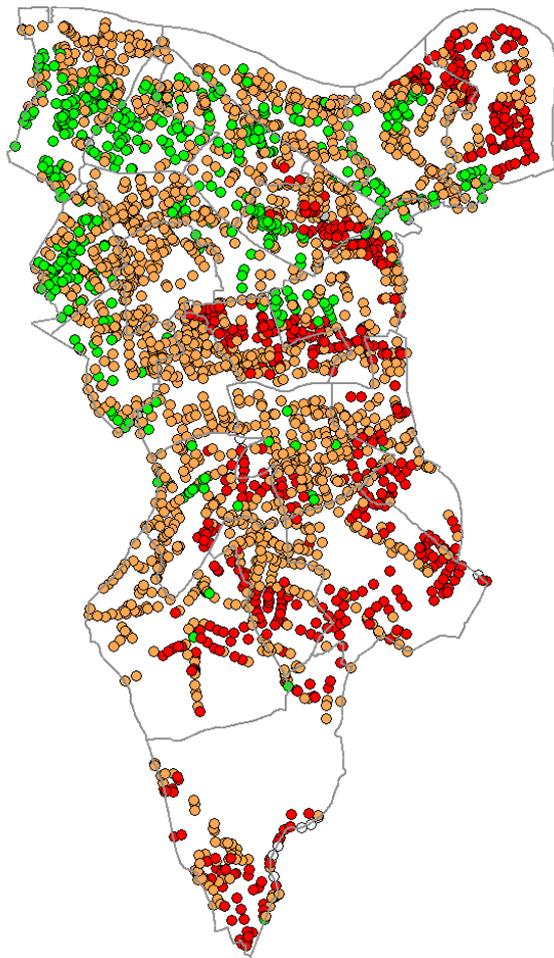
As a part of the council's commitment to increasing road and pedestrian safety we are proposing the installation of double yellow lines on all road junctions that currently don't have them in Southwark, on a ward by ward basis.

- 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

Ward	Number of road junctions						Total no. of junctions
	Existing double yellow line junction protection	%	Proposed double yellow line junction protection	%	Upgrade from single yellow line to double yellow line	%	
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.

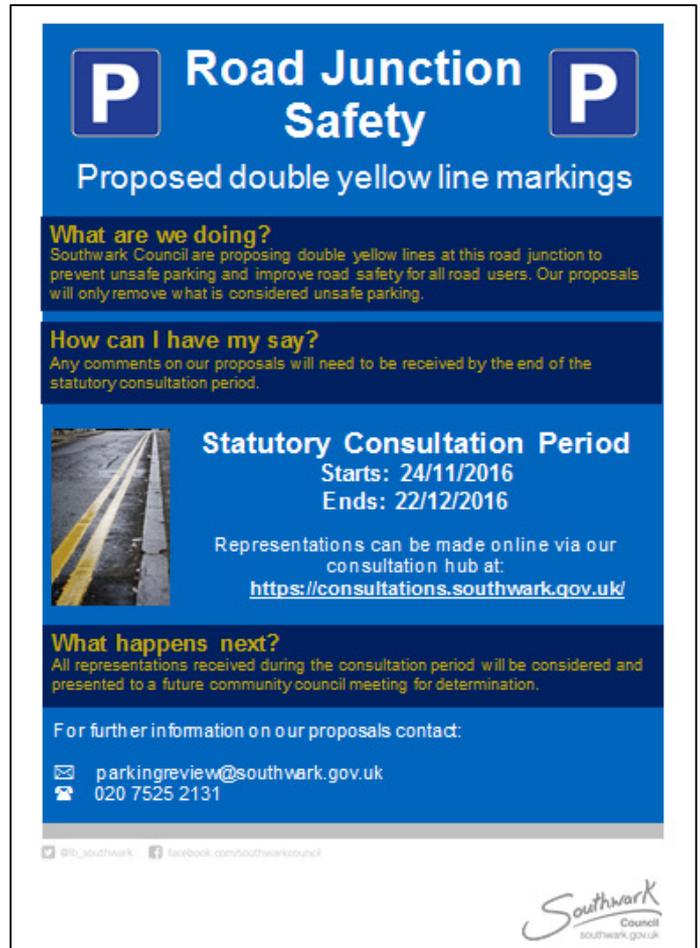
An informal notice, as shown on the right was also erected at every site to draw attention to the fact that the statutory consultation was taking place.

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.



P Road Junction Safety P

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

📍 @tw_southwark 📺 facebook.com/southwarkcouncil

Southwark Council
southwark.gov.uk

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

The community council are being asked to comment on the proposals and/or any individual road junctions before a final decision is made by the Cabinet Member for Environment and Public Realm on how to proceed.

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 BELVIOR 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 & MELBROUNE 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
BEAVAL 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 & BEAVAL 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 & BEAVAL 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.

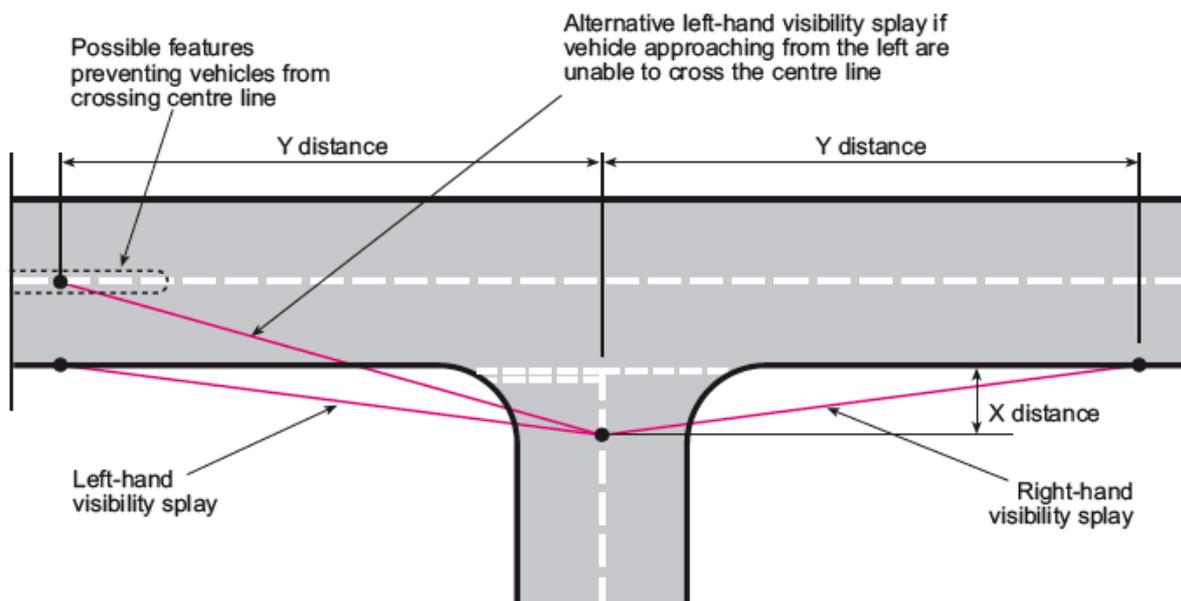
Almost two thirds of cyclists killed or seriously injured in 2013 were involved in collisions at, or near, a road junction. Children and those in wheelchairs (whose eye level is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction.

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.