

Lordship Lane loading and parking bays

Consultation Summary
November 2016

Background

About the proposals

In July and August 2016, we carried out a consultation to consider changes to parking and loading bays on Lordship Lane SE22. The site is in the London Borough of Southwark near the junction with the A205 South Circular Road. We proposed to remove a parking bay on one side of the road and reconfigure the loading and parking bays on the other side of the road. This would leave the northbound direction clear for traffic, place all the parking and loading space on the side of the road where shops are, and make better use of the kerbside space to meet local demand. A map in the Appendix shows the layout.

Traffic can be delayed by vehicles parked in the parking bay on the northbound side of Lordship Lane, near the junction with Melford Road. This affects the reliability of bus services along this road and increases journey times for bus customers and other road users. Surveys in 2015 indicated that the loading bay on the southbound side of the road was principally used for parking rather than loading.

The proposed changes would leave the road clear on the northbound side, apart from the bus stop, which is in a wider section of the road, and would improve the reliability of the bus network and reduce journey times. Two parking bays would be provided on the southbound side of the road, giving similar space for vehicles to park as now. The space for loading/unloading would be reduced by about half, reflecting the limited demand for loading space.

We did not propose to change the operating hours and other restrictions on the bus lane (07:00 - 19:00 every day) or the loading and parking bays (available every day between 10:00 and 16:00 and unrestricted between 19:00 and 07:00 each night). There would be no changes to the parking and loading/unloading on the shop forecourts, nor to their access points.

About the consultation

We consulted residents and businesses in the immediate area as well as stakeholder organisations.

There were no known local issues before consultation, although proposals are being developed for pedestrian and cycling improvements at the A205 junction.

Results of the consultation

We received nine responses to the consultation, comprising three from stakeholder organisations and six others. Of the latter, three fully supported the proposals and three expressed partial support. There were no responses opposed to the proposals.

Responses that gave full support:

- Two members of the public made no other comment
- A commuter to the area said that vehicles using the parking bays would remain a hazard to cyclists, and suggested removing the parking bays and reducing loading bays to the minimum possible

Responses that gave partial support:

- A local resident indicated 'more disagreement than agreement' with the proposals. This respondent proposed removing the parking bays and keeping only a loading bay, pointing out that parking was available in front of many of the shops. The response also suggested splitting the southbound bus stop into two stops, to allow buses on route P13 more length to pull out before making the right turn at the A205
- Another local resident was concerned that removing the existing parking bay would lead to more use of the forecourt parking, which could restrict space for pedestrians
- A visitor to the area proposed that the gaps between the bays should be removed, arguing that this would improve safety for cyclists, This response called for greater clarity in signing the cyclist access to the bus lane and Melford Road; and called for a parking bay for disabled drivers in preference to general parking bays

Stakeholder responses

London TravelWatch supported the proposals. The response called for the bus lane to be in operation 24 hours a day and widened to allow buses and cycles to pass each other safely.

The local road safety unit of the Metropolitan Police and the London Fire and Emergency Planning Authority (London Fire Brigade) had each reviewed the proposals and had no concerns.

Next steps

The responses indicate support for the proposals. We will now proceed with the statutory traffic order consultation and aim to implement these proposals in late 2016 or early 2017.

Responses to issues raised

- There were mixed views on the forecourt parking, which is on private land and is not available to customers of all shops. We feel that the proposals give an appropriate mix of on-street loading and parking spaces
- Blue Badge holders (disabled drivers or those picking up or dropping off disabled passengers) are permitted to use the bays on street. Given the availability of space in the bays during much of the day and the off-street spaces in front of the shops, we do not feel that reserved provision is appropriate in this area
- Removing the gaps between the bays, which was suggested as an improvement in cycle safety, would block some of the access points to the forecourt parking. This would also require drivers to reverse into or out of bays that they can now enter or leave directly, and restrict sight-lines that allow drivers leaving the bays to see approaching cyclists. We do not propose to remove these gaps
- Dividing the bus stop to facilitate the turning movement for route P13 is not practicable in the space available
- There would not be space for three lanes at the A205 junction if the bus lane was wider as London TravelWatch proposed. The bus lane would therefore have to end some distance short of the junction instead of continuing right up to the stop line, and buses would suffer delays as a result
- A 24-hour bus lane as suggested by London TravelWatch would not be appropriate on this stretch of road because it would require removal of the loading and parking bays and overnight parking

Appendix A: Consultation letter

Transport for London



Transport for London
Consultation Team
10th Floor, Zone G4, Palestra
197 Blackfriars Bridge Road
London
SE1 8NU

Consultations@tfl.gov.uk

7 July 2016

Dear Sir / Madam

Have your say on proposed changes to the loading and parking bays on Lordship Lane between Melford Road and the South Circular Road

We are proposing changes to the parking and loading provision on Lordship Lane near the junction with the A205 Dulwich Common (the South Circular Road). This stretch of road is managed by TFL as part of the Transport for London Road Network.

A review identified that traffic can be delayed when the parking bay on the northbound side is in use in busy periods. This has an impact on the reliability of the bus routes along this road and increases journey times for bus passengers.

We therefore propose to relocate this bay to the southbound side, and make other changes which would make better use of the kerbside space in this area. This would ease the pinch point and improve the reliability of local bus services.

We propose to make the following changes:

- Remove the parking bay on the northbound side of the road, with alternative parking provided on the other side of the road
- Split the 24 metre southbound loading bay into a 14 metre loading bay and 9.9 metre parking bay
- Replace the 7 metre southbound loading bay with a parking bay
- Remove the 9 metre southbound parking bay and extend the bus stop cage
- Resurface the bus lane, which has suffered some damage

MAYOR OF LONDON



VAT number 755 2789 90

Page 2 of 2

These changes would leave the road clear on the northbound side, apart from the bus stop, and allow free movement at all times. Two new parking bays would be provided on the southbound side of the road, giving space for four vehicles to park. The space for loading/unloading would be reduced by about half, reflecting the limited use made of this space. Parking and loading/unloading will continue to be permitted on many of the shop forecourts, determined by the policies of the shops. We are not proposing any changes to the shop forecourts or their access points.

Operating hours and other restrictions on the loading and parking bays would be unchanged: the bays would be available between 10am and 4pm on any day of the week, with a maximum 20 minutes for loading or parking and no return to the parking bays within 40 minutes. The bays would also continue to be available for parking and loading overnight (from 7pm until 7am).

We do not propose to make changes to the southbound bus lane on this stretch of road, which operates between 7am and 7pm every day.

Please see the enclosed map for further details.

Depending on the outcome of the consultation and the formal traffic order process, we intend to make these changes in late 2016 or early 2017.

How to comment

We would like to know what you think about the proposed changes. You can let us know your views by:

- Visiting consultations.tfl.gov.uk/roads/lordship-lane-parking and filling in the online survey
- Emailing us at consultations@tfl.gov.uk, with 'Lordship Lane parking bays' in the subject line, or
- Writing to us at
Lordship Lane parking bays
FREEPOST TFL CONSULTATIONS

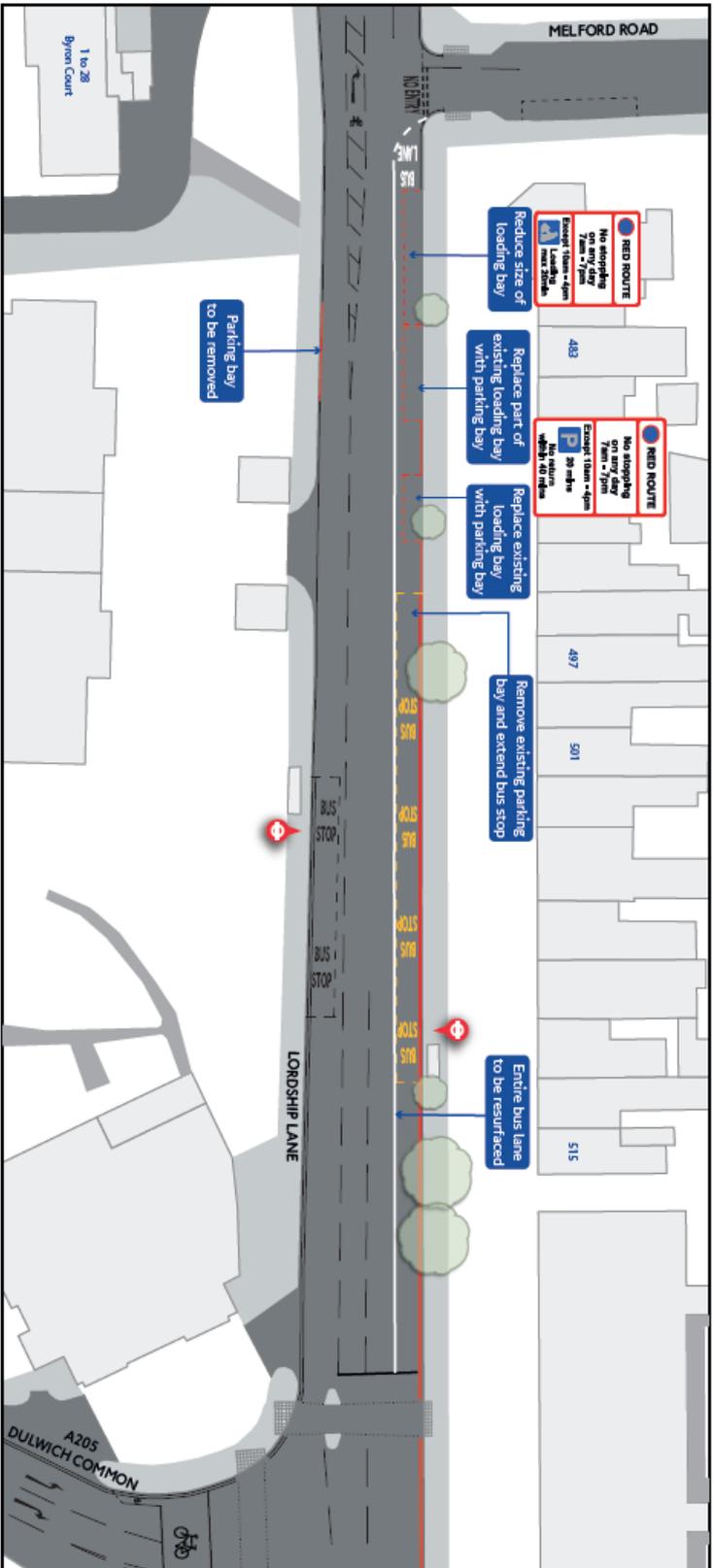
To have your say, please contact us by Wednesday 31 August 2016.

Yours faithfully,

Luke Howard
Consultation Team
Transport for London



A2216 Lordship Lane Proposed Bus Priority Scheme



Key:

- Existing footway or traffic island
- Existing carriageway
- Buildings
- Existing road markings
- New red road markings
- New white road markings
- New yellow road markings
- Existing bus stop
- Existing tree

Appendix B: Stakeholder list

London TravelWatch

London Borough of Southwark

Greater London Authority

Councillors for College Ward, Southwark

London Assembly members

Harriet Harman MP

Helen Hayes MP

Metropolitan Police

London Ambulance Service

London Fire Brigade

King's College Hospital NHS Foundation Trust

London Cycling Campaign (Southwark)

RNIB

Disability Rights UK

Royal Mail

Local residents' groups