

Item No. 16.	Classification: Open	Date: 11 January 2012	Meeting Name: Borough and Bankside Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Borough and Bankside Community Council	
From:		Senior Engineer, Parking Design, Public Realm	

RECOMMENDATIONS

1. It is recommended that the following local parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
 - Webber Street – Install one disabled persons (blue badge) parking bay
 - Brook Drive and surrounding streets – Install ‘at any time’ waiting restrictions on junctions and in narrow streets

BACKGROUND INFORMATION

2. This report presents proposals for a number of local parking amendments, which are reserved to the Community Council for decision under Part 3H of the constitution.
3. The origins and reasons for the proposals are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Origin disabled bays – Rushworth Street

4. One application has been received by the network operations team for the installation of a disabled persons (blue badge) parking bay. The applicant met the necessary criteria for an origin, disabled persons parking bay.
5. The parking design team has subsequently carried out a site visit to evaluate the road network and carried out consultation with each applicant to ascertain the appropriate location for each disabled bay.
6. It is therefore recommended that a disabled bay be installed at the following location, see appendices for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1112Q3014	Rushworth Street (replacing part of the loading bay)	Appendix 1

Brook Drive area – Proposed ‘at any time’ waiting restrictions

7. The parking design team received a letter (Appendix 2) on 24 November 2011 from the London Fire Brigade (LFB) reporting the difficulties fire crew experienced due to parked vehicles in Brook Drive.
8. On Sunday 30 October 2011 a fire engine was unable to make either a left or right turn out of Hayles Street into Brook Drive due to parked vehicles at this junction. Similar difficulties with parked minibuses at the junction of Brook Drive and Church Yard Row were also experienced.
9. Brook Drive and adjacent streets fall within the existing Borough (C2) Controlled Parking Zone (CPZ). The CPZ operates Monday-Friday, 8.30am-6.30pm, meaning that vehicles are entitled to park on the existing single yellow lines outside the controlled hours including weekends where it is safe to do so.
10. Based on the comments received from the LFB an officer carried out a site inspection on a Sunday to assess the parking demand.
11. Most parked vehicles were observed not to be committing a parking contravention as such (i.e. they were parked on single yellow lines that were not in operation) which the council could not issue a PCN for. However many vehicles were causing an obstruction of the highway such that a fire appliance (or other large vehicle) would not be able to proceed or turn at a junction.
12. Photos taken from the Sunday site inspections (Appendix 3) show that there is a clear parking problem.
13. There are clearly many "parking generators" in the area, not least the proximity to a tube station as well as events at the Leisure Centre, Metropolitan Tabernacle and the London College of Printing.
14. Vehicle sweep analysis has been carried out to determine the access required in Brook Street and adjacent streets. Our analysis has identified that in certain locations it would be impossible for a fire engine to gain access when vehicles are parked on the single yellow lines

Consultation

15. An initial design was prepared and circulated for comments to ward members, London Fire Brigade, the Metropolitan Tabernacle, the Fusion Leisure Centre and the Latin American Church.
16. London Fire Brigade supported all the proposals made.
17. Fusion Leisure Centre supported whatever measures were appropriate to ensure emergency access
18. Cllr. Morris expressed support for double yellow lines on corners and very congested areas but considered that some single yellow line should be retained to avoid displacing visitors into adjacent (resident) permit bays (which only operate Monday to Friday).

19. The Metropolitan Tabernacle gave detailed comments on each proposed location.
20. We have considered all points raised and amended the initial design slightly. Unfortunately we have not been able to concede any proposals to reduce the amount of double yellow line. The amounts proposed in the initial design were kept to the minimum.
21. Officers are of the view that allowing vehicles to drive with two wheels on the pavement to pass parked cars (in Churchyard Row) is unacceptable; especially when the location is part of the Cycle Super Highway and a key route for cyclists avoiding the Elephant and Castle junctions.

Recommendation

22. Based on a number of factors, including the correspondence received from the LFB, officer observations and the vehicle sweep analysis, it is proposed to upgrade the single yellow lines to double yellow lines as shown in Appendix 4 and detailed in figure 1, to ensure that vehicle access is maintained at all times in the case of an emergency:

Figure 1. Locations where single yellow lines are to be upgraded to 'at any time' waiting restrictions (double yellow line)
• Brook Drive junction with Austral Street
• Brook Drive junction with Hayles Street
• Brook Drive junction with Elliott's Row
• Brook Drive junction with Oswin Street
• Brook Drive junction with Churchard Row
• Brook Drive junction with Dante Road
• Brook Drive (section between Dante Road and Churchyard Row)
• Churchyard Row (entire street)
• Dante Street (cul-de-sac section between no.s 3 and 7)
• Longville Road junctions with Dante Road and Churchyard Row
• Pastor Street (entire street)

POLICY IMPLICATIONS

23. The recommendations contained within this report are consistent with the policies of the Parking Enforcement Plan and associated Local Implementation Plan (LIP)
24. The proposals will support the council's equalities and human rights policies and will promote social inclusion by:
 - Providing improved access for emergency vehicles, refuge vehicles, residents and visitors
 - Improving sight lines for all road users
 - Improving junction and pedestrian safety, especially those with limited mobility or visual impairment; and
 - Provide origin disabled bays to assist residents with mobility impairments

COMMUNITY IMPACT STATEMENT

25. The policies within the Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

RESOURCE IMPLICATIONS

26. All costs arising from implementing the proposals, as set out in the report, will be fully contained within the existing local parking amendment budget.

CONSULTATION

27. Where consultation with stakeholders has been completed, this is described within the main body of the report.

28. Should the community council approve the item(s), statutory consultation will take place as part of the making of the traffic management order. A proposal notice will be erected in proximity to the site location and a press notice will be published in the Southwark News and London Gazette. If there are objections a further report will be re-submitted to the community council for determination.

29. The road network and parking manager has been consulted on the proposals and has no objections.

30. No consultation or comment has been sought from the Strategic Director of Communities, Law & Governance or the Finance Director.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Parking and Enforcement Plan	Public realm Environment and Leisure 160 Tooley Street	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Proposed disabled bay in Rushworth Street
Appendix 2	Brook Drive – Letter from London Fire Brigade
Appendix 3	Brook Drive – Photos
Appendix 4	Brook Drive – Drawing (proposed double yellow lines)

AUDIT TRAIL

Lead Officer	Tim Walker, Senior Engineer	
Report Author	Paul Gellard, Transport and projects officer	
Version	Final	
Dated	21 December 2011	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Communities, Law & Governance	No	No
Finance Director	No	No
Parking operations and development manager	No	No
Network manager	No	No
Parking and network management business unit manager	Yes	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	21 December 2011	