

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 24 September 2012	<b>Meeting Name:</b> Peckham and Nunhead Community Council
<b>Report title:</b>		Local Parking Amendments	
<b>Ward(s) or groups affected:</b>		All wards within Peckham and Nunhead Community Council	
<b>From:</b>		Head of 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:
2. Heaton Road, Limesford Road and Elcot Avenue – Install one disabled persons (blue badge) parking bay at each location
3. Astbury Road – Install 7.5 metres of at any time waiting restrictions approximately outside entrance to No. 35.

## **BACKGROUND INFORMATION**

4. 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.
5. The origins and reasons for the proposals are discussed in the main body of the report.

## **KEY ISSUES FOR CONSIDERATION**

### **Origin disabled bays – Heaton Road, Limesford Road and Elcot Avenue**

6. Three applications have been received for the installation of a disabled persons (blue badge) parking bay. In each case, the applicant met the necessary criteria for an origin disabled persons parking bay.
7. 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.
8. It is therefore recommended that disabled bays be installed at the following locations, see appendices for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1213Q2012	Outside 36 Heaton Road	Appendix 1
1213Q2013	Outside 46 Limesford Road	Appendix 2
1213Q2021	Outside 20 Elcot Avenue	Appendix 3

### **Astbury Road - 1213Q2001**

9. A resident Street Leader contacted the council with a complaint concerning traffic flow and parking in Astbury Road.
10. An officer met with the resident and carried out a site visit to observe the parking arrangements and to ascertain the requirement for waiting restrictions (yellow lines).
11. During the site visit the resident drew attention to the parking and loading arrangements at the entrance to the business at No. 35 Astbury Road.
12. No. 35 Astbury Road is a commercial property situated behind the terrace of houses, accessed via a narrow arch within the terrace.
13. The business located at No. 35 is a graphic design and large format print company. The owners of the business had asked the Street Leader to bring to the council's attention the difficulties they faced with deliveries.
14. The entrance through the terrace is insufficient in size to accommodate most vehicles except small cars and vans. It would not be possible to widen the entrance as the walls are component parts of the adjacent houses at No. 33 and No. 37
15. The above situation means that larger sized vehicle must make deliveries on-street. However, because of the high levels of on-street parking occupancy, the Street Leader reports that deliveries are often 'forced' to double park which then results in traffic being fully obstructed.
16. In view of the above, it is recommended that the entrance to No.35 has a length (7.5m) of at any time waiting restriction (double yellow lines) installed. This will serve the purpose of providing a location for loading/unloading to take place into the business and deter stopping in the middle of Astbury Road. The recommendations are detailed in appendix 4.
17. Concern was also raised about rat-running (between Queens Road and New Cross Road). In particular, that unsuitably large vehicles sometimes drove down Astbury Road. The point made was that on those occasions when large vehicles drove through the area, there were sometimes cars parked too close to junctions and large vehicles had difficulty turning.
18. During the site visit it was noted that no vehicles were parked on the corners and no large vehicles proceeded down Astbury Road. It is therefore not recommended that double yellow lines be installed in Astbury Road at its junctions with Loder Street, Colls Road or Colls Road junction with Dayton Road. Were this to be recommended it would likely further exasperate the route to be used as a rat run.
19. During the site visit it was also suggested that Astbury Road be made one way (northwards). This is outside the scope of this project however the suggestion has

been passed to colleagues in transport planning.

### **Policy implications**

20. The recommendations contained within this report are consistent with the policies of the Parking and Enforcement Plan and the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction

Policy 4.2 – create places that people can enjoy

Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

21. The proposal(s) 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

### **Community Impact Statement**

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

### **Resource Implications**

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**

23. No informal (public) consultation has been carried out. Where consultation with stakeholders has been completed, this is described within the main body of the report.

24. 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.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker 020 7525 2021

## APPENDICES

No.	Title
Appendix 1	Heaton Road - proposed disabled bay
Appendix 2	Limesford Road - proposed disabled bay
Appendix 3	Elcot Avenue - proposed disabled bay
Appendix 4	Astbury Road - proposed double yellow lines

## AUDIT TRAIL

<b>Lead Officer</b>	Tim Walker, Senior Engineer	
<b>Report Author</b>	Michael Herd, Transport and projects Officer	
<b>Version</b>	Final	
<b>Dated</b>	13 September 2012	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director, Finance and Corporate Services	No	No
Cabinet Member	No	No
<b>Date final report sent to Constitutional Team</b>	13 September 2012	