

<b>Item No.</b> 14	<b>Classification:</b> Open	<b>Date:</b> 10 October 2012	<b>Meeting Name:</b> Borough, Bankside and Walworth Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Borough, Bankside and Walworth Community Council	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

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:
  - Garden Row - Install disabled persons parking place
  - Longville Road - Convert existing permit holder bays to shared use bays (permit and pay and display/pay by phone)
  - Hayles Street - install double yellow lines and permit holder's only bay

## 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 bay – Garden Row

4. An application has been received 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 the applicant to ascertain the appropriate location for the disabled bay.
6. It is therefore recommended that a disabled bay is installed at the following location, see appendix 1 for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1213Q1017	Opposite 14 Garden Row	Appendix 1

### **Longville Road - 1213Q2025**

7. The Elephant and Castle (E&C) Development Team are due to arrange suspension of pay and display bays in Brook Drive to accommodate access into the leisure centre site. The suspension may be in place for 18 months from January 2013 to June 2014.
8. In order to offset this loss and continue to provide visitor parking in this area the E&C development team have requested provision of alternative visitor parking.
9. An assessment has been made and Longville Road has been identified as having existing C2 permit holder only parking bays that could be changed to shared-use (C2 permit holders and pay and display or pay by phone) parking.
10. As standard in the zone for shared-use, visitor parking will be limited to a maximum stay period of 4 hours. There will be no limit on length of stay for permit holders.
11. This location is considered suitable for the following reasons
  - a. it is geographically close to the bays that are due to be suspended
  - b. a visual assessment suggests that the bays have a low level of use
  - c. the location does not front residential properties (therefore low risk of objection) unlike providing in Oswin Street, for example
  - d. any permit holders who do currently use the bay will be able to continue to do so, as the bays will be shared use (ie permit holders can use the bay as well as pay and display visitors)
12. It is therefore recommended that the existing permit holder's bay are converted to shared use (permits/pay by phone/pay and display) bays, see appendix 2 for the detailed design.

### **Hayles Street - 1213Q1024**

13. The Hayles Street Tenants' and Residents' Association have raised concern regarding the road width, and the number of parked vehicles that are being damaged in Hayles Street.
14. An officer visited the location to assess road widths and to make proposals to change the restrictions, if required.
15. The northern end of Hayles Street gradually narrows from a width where parking is designated on one side to a point where there is insufficient width for parking (on the carriageway) on either side. At this point there are existing single yellow lines which operate Mon-Fri 8.30am-6.30pm. This restriction allows parking overnight and at weekends in a location which is clearly too narrow to park.
16. It has been observed that vehicles drive onto the footway to pass those vehicles parked on the single yellow line.
17. The overrunning of the footway is not acceptable at any time as it causes damage to the footway and puts pedestrians at considerable risk. It would also appear to explain why complaints were made that parked cars were being knocked.
18. In view of the above it is considered that the existing restrictions should be

changed from single yellow lines (Mon-Fri 8.30am-6.30pm) to double yellow lines operating at any time, even if this results in a loss of casual overnight parking space.

19. To help offset the increase of restrictions it is proposed that an additional permit holder's bay (2 spaces) is installed at the junction with St George's Road.
20. Therefore it is recommended that at any time waiting restrictions (double yellow lines) are installed from the junction of St George's Road to outside No.12 Hayles Street and a new permit holder's only bay is installed at the junction with St George's Road, see appendix 3 for the detailed design.

### **Policy implications**

21. 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

22. 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**

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

### **Resource implications**

24. All costs arising from implementing the proposals, as set out in the report, will be fully contained within the existing local parking amendment budget, except Longville Road which is being funded by the Elephant & Castle development team.

### **Consultation**

25. 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.
26. 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	Garden Row - Proposed disabled bay
Appendix 2	Longville Road - Convert permit holder's bay to shared use bays
Appendix 3	Hayles Street - Install double yellow lines and permit holder's bay

## 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>	26 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>
Finance Director	No	No
Cabinet Member	No	No
<b>Date final report sent to Constitutional Team</b>		1 October 2012