

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 30 January 2013	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Bermondsey and Rotherhithe Community Council	
<b>From:</b>		Strategic Director of Environment and Leisure	

## RECOMMENDATIONS

1. It is recommended that the following local parking amendments, detailed in the appendices to this report, be approved for implementation subject to the outcome of any necessary statutory procedures:
  - Bermondsey Wall East – install one disabled persons' (blue badge) parking bay.
  - Thurland Road – convert two existing, unrestricted parking bays to G zone permit holder parking bays.
  - Rotherhithe Street – install double yellow lines at the following locations:
    - a. adjacent to the dropped kerb leading from the Swan Road Estate
    - b. adjacent to the dropped kerb leading to No.133, Hay's Court
    - c. at the junction of Swan Road and Rotherhithe Street.

## BACKGROUND INFORMATION

2. This report presents recommendations for a number of local parking amendments.
3. Part 3H of the Southwark Constitution delegates decision making for local non-strategic traffic management matters to the Community Council.
4. The origins and reasons for the recommendations are discussed within the key issues section of this report.

## KEY ISSUES FOR CONSIDERATION

### **Bermondsey Wall East – 1213Q3006**

5. An application has been received by the network operations team for the installation of a disabled persons (blue badge) parking bay. In this case, the applicant met the necessary criteria for an origin, disabled persons parking bay.
6. 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 each disabled bay.
7. It is therefore recommended that disabled bay be installed at the following

location, see Appendix 1 for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1213Q3006	Opposite No. 200 Bermondsey Wall East	Appendix 1

#### **Thurland Road – 1213Q3028**

8. An officer from the public realm division identified two areas of the public highway, in Thurland Road, that are currently being used for informal parking but are not designated as such.
9. A site visit was carried out on 8 November 2012 and noted that, at present, there are 2 recessed bays on the western side, opposite the churchyard. These areas currently have no designation and vehicles are parking here without causing an obstruction.
10. These bays were constructed as part of the Bermondsey Spa development and have the same appearance as the other, adjacent recessed (and designated) parking bays.
11. It is therefore recommended that the existing recessed bays on Thurland Road are designated as Bermondsey (G) permit holders only parking bays as shown in Appendix 2.

#### **Rotherhithe Street – 1213Q2023**

12. A resident services officer from Housing and Community Services asked if the exit from the Swan Road Estate could be protected by double yellow lines on Rotherhithe Street to improve egress from the estate.
13. A site visit was carried out on 9 October 2012 and it was noted that vehicles were parking very close to the dropped kerb that leads from the estate car park. The exit is located between two high sided buildings and is not immediately obvious to those who may choose to park there.
14. Immediately opposite the Swan Road Estate exit is the vehicle entrance to No.133 Hay's Court, this entrance/exit is through an arch in the wall and has very limited sight lines exacerbated by the absence of a footway. Vehicles were parked very close to this exit which further reduces sight lines.
15. Additionally the engineer noted that the sight lines at the junction with Swan Road and Rotherhithe Street were reduced by parked vehicles. At the time of the visit vehicles were parked on the junction causing vehicles existing Swan Road to creep into Rotherhithe Street.
16. Parking close to a junction or a dropped kerb reduces the inter-visibility between all road users. In particular, vehicles parked close to a junction are likely to reduce the sight lines between a vehicle proceeding along the street and a vehicle entering into that street. This can lead to an increasing risk (or severity) of collision. Vulnerable road users such as cyclists and pedestrians are at

greatest risk of injury in such circumstances.

17. The Highway Code<sup>1</sup> makes clear that motorists must not park within 10 metres of a junction, unless in a designated bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
18. It is not an offence, to park adjacent to a dropped kerb if that dropped kerb leads to a shared driveway, as in these cases, unless a traffic order and waiting restrictions (yellow lines) are implemented.
19. It is therefore recommended, as detailed in Appendix 3, that at any time waiting restrictions (double yellow lines) are introduced to protect sight lines and enable enforcement at:
  - a) the dropped kerb leading from the Swan Road Estate
  - b) the dropped kerb leading to No.133, Hay's Court
  - c) the junction of Swan Road and Rotherhithe Street

## **POLICY IMPLICATIONS**

20. The recommendations contained within this report are consistent with the policies of 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

## **COMMUNITY IMPACT STATEMENT**

21. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
22. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
23. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
24. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
25. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
26. With the exception of those benefits and risks identified above, the

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<sup>1</sup> [Highway Code, rule 243](#)

recommendations are not considered to have a disproportionate affect on any other community or group.

27. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved parking facilities for blue badge (disabled) holders in proximity to their homes.
  - Providing improved access for key services such as emergency and refuge vehicles.
  - Improving road safety, in particular for vulnerable road users, on the public highway.

### **RESOURCE IMPLICATIONS**

28. All costs arising from implementing the recommendations will be fully contained within the existing local parking amendment budget.

### **Legal implications**

29. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
30. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
31. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
32. Should any objections be received they must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
33. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
34. These powers must be exercised so far as practicable having regard to the following matters
- a) the desirability of securing and maintaining reasonable access to premises
  - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
  - c) the national air quality strategy
  - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
  - e) any other matters appearing to the Council to be relevant.

## Consultation

35. No informal (public) consultation has been carried out.
36. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
37. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
38. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
39. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
40. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
41. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark Constitution.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	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	Bermondsey Wall East – proposed origin disabled bay
Appendix 2	Thurland Road – proposed permit holders only bays
Appendix 3	Rotherhithe Street – proposed at any time waiting restrictions

**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	7 January 2013	
<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 of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Community Council Team</b>	21 January 2013	