

<b>Item No.</b> 11	<b>Classification:</b> Open	<b>Date:</b> 26 February 2013	<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>		Strategic Director of Environment and Leisure	

## 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:
  - Lorrimore Road - install one disabled persons' (blue badge) parking bay.
  - Lorrimore Road – extend permit holder (J) parking bays in the following locations
    - Outside No. 58.
    - Outside No. 73.
    - Outside No. 77.
    - Opposite No. 93.
    - Adjacent to No. 98.
  - Congreve Street - install double yellow lines outside the entrance to garages adjacent to Barker House and extend the adjacent permit holder (M1) parking bay.
  - Hopton Street - install a 20m new permit holder (C1) parking bay in proximity to Hopton Point.

## 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

### Lorrimore Road - 1213Q3030

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 a disabled bay be installed at the following location, see appendix for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1213Q3030	Outside No. 90 Lorrimore Road	Appendix 1

#### **Lorrimore Road - 12134Q3016**

8. The parking design team was contacted by local residents asking if the (zone J) permit parking bays in Lorrimore Road could be extended.
9. The general frustration was that single yellow lines which, in this zone, allow parking overnight and at weekends could not be used during the day by permit holders.
10. An officer carried out a site visit, 18 October 2012 to ascertain the bays that could be extended without causing obstruction to the flow of traffic. It is noted that there is a bus route, the P5, small single deck bus (9.3m in length), route takes in Lorrimore Road.
11. At the time of the site visit it was noted that there was a large amount of single yellow line between the existing permit bays which could be converted to permit parking to increase availability by approximately 12 spaces (61 metres).
12. The junctions will remain protected by double yellow lines and some single yellow line will remain to provide passing gaps for two oncoming vehicles (including the P12) to pass one another.
13. Therefore it is recommended that, as shown in appendix 2, the existing permit holder only bays are extended to increase parking availability for permit holders.

#### **Congreve Street - 12134Q3034**

14. Councillor Anood Al-Samerai, on behalf of a constituent, contacted the parking design team to pass on concerns about an entrance to a collection of off-street garages being obstructed by parked vehicles.
15. At present the entrance to the garages adjacent to Barker House have a single yellow line in front of them which operates during M1 zone hours (Monday to Friday 8.30am to 6.30pm).
16. Officers were advised that the obstruction takes place when the single yellow line is not in operation, i.e. evenings and weekends.
17. Outside of the operational hours of the yellow line, the council's Civil Enforcement Officers are unable to enforce against (i.e. issue a parking ticket) any vehicle that obstructs the entrance.

18. It is an offence<sup>1</sup>, enforceable by the council (irrespective of the presence or absence of yellow lines) to park adjacent to a dropped kerb. However it is not an offence, without yellow lines, if the dropped kerb leads to a shared driveway, as in this case.
19. To protect the entrance to the garages it is recommended that the existing single yellow line is converted to a double yellow line (no waiting at any time). Furthermore, and to help offset the loss of night time evening/weekend parking availability, the existing M1 permit holders bay is recommended for extension as shown in appendix 3

### **Hopton Street - 12134Q3043**

20. The council's traffic orders define double yellow lines (no waiting at any time) in Hopton Street, close to Falcon Point, at the end of the street which leads to the Bankside Secure Cycle Park.
21. The traffic order was written for these double yellow lines during the period that parking and access was not permitted to that length of street during construction of Blackfriars station.
22. As the street has now reopened the double yellow lines have been installed in accordance with the order, however there is capacity in the street for parking.
23. A resident of Falcon Point has asked a new permit holder (C1) parking bay be installed to replace some of the double yellow line.
24. It is noted that parking bays previously existed in this location, prior to the station works, and there is capacity for a parking bay to be reinstated.
25. Therefore it is recommended that a new permit holder (C1) parking bay, approximately 20 metres in length, is installed as shown in appendix 4.

### **POLICY IMPLICATIONS**

26. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly policy 4.2 – create places that people can enjoy.

### **COMMUNITY IMPACT STATEMENT**

27. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
28. 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.
29. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
30. The introduction of yellow lines at junctions gives benefit to all road users through

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<sup>1</sup> [Traffic Management Act, provision 86](#)

the improvement of inter-visibility and therefore road safety.

31. 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.
32. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
33. 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**

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

#### **LEGAL IMPLICATIONS**

35. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
36. 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.
37. 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.
38. 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.
39. 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.
40. 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**

- 41. No informal (public) consultation has been carried out.
- 42. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
- 43. 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.
- 44. 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.
- 45. 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.
- 46. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
- 47. 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	Lorrimore Road – proposed origin disabled bay
Appendix 2	Lorrimore Road – proposed extension of existing permit bays
Appendix 3	Congreve Street – proposed double yellow lines and permit bay extension
Appendix 4	Hopton Street – proposed permit bay

## 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>	17 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>	28 January 2013	