

Item No. 13	Classification: Open	Date: 2 March 2013	Meeting Name: Peckham and Nunhead Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Peckham and Nunhead Community Council	
From:		Strategic Director of Environment and Leisure	

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:

- Ledbury Street – install one disabled persons’ (blue badge) parking bay.
- Grummant Road – install one disabled persons’ (blue badge) parking bay.
- Lanbury Road – install one disabled persons’ (blue badge) parking bay.
- Nunhead Grove - install one disabled persons’ (blue badge) parking bay.
- Chandler Way - install one disabled persons’ (blue badge) parking bay.
- King’s Grove - re-locate one disabled persons’ (blue badge) parking bay.
- Consort Road - install double yellow lines at the junction with Manaton Close.
- Blackpool Road - install double yellow lines outside and opposite the Peckham Bus Garage entrance.
- Scutari Road - install double yellow lines at the junction with Marmora Road.
- Holly Grove/Elm Grove - amend the hours of operation of the existing Loading only bays.

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

Origin disabled bays – Ledbury Grove, Grummant Road, Lanbury Road,

Nunhead Grove and Chandler Way.

5. Five applications have been received by the network operations team 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.
6. 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.
7. 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
1213Q3009	Outside 10 Ledbury Grove	Appendix 1
1213Q3010	Outside 4 Mallard House Grummant Road	Appendix 2
1213Q3011	Outside 1 Lanbury Road	Appendix 3
1213Q3024	Outside 1-5 Nunhead Grove	Appendix 4
1213Q3036	Outside 105 Chandler Way	Appendix 5

King's Grove - 1213Q3038

8. The parking design team was contacted by a local resident who wishes to have their existing origin disabled parking bay outside Nos.63/65 relocated.
9. The disabled bay is currently positioned under a mature Laciniatum tree. The resident has complained that the tree is causing a number of problems affecting their use of their disabled bay.
10. The resident reports that bird droppings from birds roosting in the tree are damaging the paintwork of their car.
11. The resident notes that, during autumn, many leaves fall and make the area slippery and this is hazardous to the disabled resident.
12. Another factor reported by the resident is that the leaves can obscure the bay markings and other vehicles are parking without knowing there is a disabled bay.
13. Parking design contacted the trees team and they are not aware of any issues with this tree and they would not cut down a tree for the reasons stated above.
14. It is therefore recommended that the existing disabled parking bay is relocated approximately 6 metres north to outside Nos.61/63 so the bay is not under the tree, as shown in appendix 6

Consort Road - 1213Q30122

15. A local resident contacted us to raise their concerns regarding road safety and obstruction on Consort Road at the junction with Manaton Close.
16. The obstruction is caused by vehicles parking too close to the pedestrian refuge outside No.185 Consort Road.

17. An officer visited this location, 5 October 2012 and at the time of this visit no vehicles were observed causing an obstruction.
18. It was noted that a large van was parked south of the junction with Manaton Close and this reduced the sight lines forcing vehicles to creep out on to Consort Road.
19. It is recommended that double yellow lines are installed to improve the sight lines and traffic flow at the junction with Manaton Close, as shown in Appendix 7.

Blackpool Road - 1213Q3021

20. The performance manager at the Peckham Bus Garage wrote to the council stating that vehicles are parking and obstructing buses entering and leaving the bus garage.
21. Blackpool Road is part of the Peckham (B) controlled parking zone and the entrance to the bus garage is protected by a single yellow line which operates Monday to Saturday 8.30am to 6.30pm.
22. Buses leave and enter this location at all times of the night and day.
23. Therefore to reduce obstruction and delays to the buses it is recommended that the existing single yellow lines is converted to double yellow lines, as shown in Appendix 8.

Scutari Road - 1213Q3026

24. Councillor Hamvas contacted officers as one of her constituents, a local resident, has concerns with the sight lines at the junction of Scutari Road and Marmora Road.
25. An officer visited this location on 9 October 2012, at present this junction is not protected by any waiting restrictions (yellow lines).
26. It was observed that vehicles park right up to the junction reducing the sight lines and forcing traffic to creep out on the junction.
27. 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.
28. The Highway Code 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).
29. It is recommended that double yellow lines, as detailed in Appendix 9 are introduced at the junction of Scutari Road and Marmora Road to improve sight lines and junction safety.

Holly Grove/Elm Grove - 1213Q3032

30. The transport manager from Allied Bakeries emailed officers asking that we increase the hours of operation for the Loading only bay on Holly Grove.
31. At present the Loading only bay operates Monday to Saturday 8.30am-6.30pm and is free to park at all other times. The surrounding restrictions prevent loading taking place at any time, due to the carriageway width.
32. The shops on Rye Lane are open seven days per week and the transport manager reports that delivery drivers are finding it impossible to find a loading space as the loading only bays are parked in. This causes long delays for drivers and sometimes no delivery to the shops.
33. It is proposed that the loading only bays in Holly Grove and Elm Grove have their hours extended to operate at any time.
34. This would provide space for deliveries to load and unload in the evenings and well as on Sundays.
35. It is therefore recommended that the 1 loading only bay on Holly Grove and the 2 loading only bays on Elm Grove have their hours extend to at any time, as set out in Appendix 10.

POLICY IMPLICATIONS

36. 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

37. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
38. 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.
39. The introduction of blue bade parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
40. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
41. 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.

42. 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.
43. 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

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

LEGAL IMPLICATIONS

45. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
46. 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.
47. 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.
48. 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.
49. 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.
50. 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

51. No informal (public) consultation has been carried out.

52. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
53. 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.
54. 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.
55. 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.
56. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
57. 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: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker (020 7525 2021)

APPENDICES

No.	Title
Appendix 1	Ledbury Road - proposed origin disabled bay
Appendix 2	Grummant Road - proposed origin disabled bay
Appendix 3	Lanbury Road - proposed origin disabled bay
Appendix 4	Nunhead Grove - proposed origin disabled bay
Appendix 5	Chandler Way - proposed origin disabled bay
Appendix 6	King's Grove - proposed re-location existing origin disabled bay
Appendix 7	Consort Road - proposed double yellow lines
Appendix 8	Blackpool Road - proposed double yellow lines
Appendix 9	Scutari Road - proposed double yellow lines
Appendix 10	Holly Grove/Elm Grove - proposed consolidation of Loading only bay hours of operation

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	17 January 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Community Council Team	28 January 2013	