

Item No. 9.	Classification: Open	Date: 17 April 2013	Meeting Name: Camberwell Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Camberwell 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:
2. Baldwin Crescent – remove one permit bay and install a double yellow line to provide access to a planned new dropped kerb and vehicle crossover leading to No. 11.
3. Grove Lane – remove one permit bay and install a double yellow line to provide access to a planned new dropped kerb and vehicle crossover leading to No. 165.
4. Everthorpe Road - install double yellow lines at the junction of Oglander Road and Oxenford Street.

BACKGROUND INFORMATION

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

KEY ISSUES FOR CONSIDERATION

Baldwin Crescent

8. The council's asset management team have received, considered and approved in principle (subject to this decision and statutory consultation) the construction of a dropped kerb and vehicle crossover leading to No. 11 Baldwin Crescent.
9. The proposed crossover location currently has a permit holder's only parking bay in front of it, this bay is part of Camberwell (K) Controlled Parking Zone (CPZ).
10. It is not possible to maintain a parking bay and dropped kerb at the same location as the presence of both would provide a conflicting message to motorists.
11. Officers are proposing to progress a local parking amendment such that the

parking bay is removed and a waiting restriction (double yellow line) is installed; this will result in the loss of approximately one parking space.

12. Double yellow lines prohibit waiting (generally referred to as parking) 'at any time' however loading and unloading is permitted.
13. It is noted that double yellow lines are now the council's standard restriction for crossovers located within a parking zone. This is part of a wider objective to reduce sign clutter and to improve comprehension of restrictions at the point of parking.
14. It is recommended, as shown in Appendix 1 that the bay marking outside No. 11 is removed and 6 metres of double yellow line is installed.

Grove Lane

15. The council's asset management team have received, considered and approved in principle (subject to this decision and statutory consultation) the construction of a dropped kerb and vehicle crossover leading to No. 165 Grove Lane.
16. The proposed crossover location currently has a permit holder's only parking bay in front of it, this bay is part of South Camberwell (L) Controlled Parking Zone (CPZ).
17. It is not possible to maintain a parking bay and dropped kerb at the same location as the presence of both would provide a conflicting message to motorists.
18. Officers are proposing to progress a local parking amendment such that the parking bay is removed and a waiting restriction (double yellow line) is installed; this will result in the loss of approximately two parking spaces.
19. Two parking spaces are being lost because the proposed dropped kerb is due to be located at the northwest boundary line of the property. One space could have been retained if the crossover was located at the southeastern boundary line however this would have required the relocation of a lamp column which is prohibitively costly.
20. Double yellow lines prohibit waiting (generally referred to as parking) 'at any time' however loading and unloading is permitted.
21. It is noted that double yellow lines are now the council's standard restriction for crossovers located within a parking zone. This is part of a wider objective to reduce sign clutter and to improve comprehension of restrictions at the point of parking.
22. It is recommended, as shown in Appendix 2 that the bay marking outside No.165 is removed and 9.5 metres of double yellow line is installed.

Everthorpe Road

23. The council was contacted by the street leader asking that double yellow lines are installed at the junctions of Everthorpe Road and Oglander Road.
24. The street leader stated at present the number of vehicles parking in Everthorpe

Road has increased and he is concerned that they are parking close to the junction.

25. At present Everthorpe Road is uncontrolled and vehicles are parking too close to the junction mentioned above, on 26 March 2013, an officer carried out a site visit to this location and found vehicles were parked closer than 10 metres to the junction reducing the sight lines.
26. The Highway Code¹ 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).
27. 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 the junctions of Everthorpe Road and Oglander Road.

Policy implications

28. 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

29. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
30. 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.
31. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
32. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
33. 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.
34. 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.
35. The recommendations support the council's equalities and human rights policies

¹ [Highway Code, rule 243](#)

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

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

Legal implications

37. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
38. 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.
39. 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.
40. 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.
41. 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.
42. 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

43. No informal (public) consultation has been carried out.
44. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
45. 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.
46. 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.
47. 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.
48. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
49. 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	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH 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	Baldwin Crescent – at any time waiting restriction (double yellow lines) outside No.11
Appendix 2	Grove Lane – at any time waiting restriction (double yellow lines) outside No.165
Appendix 3	Everthorpe Road – at any time waiting restriction (double yellow lines) junctions of Everthorpe Road and Oglander Road

AUDIT TRAIL

Lead Officer	Head of Public Realm - Des Waters	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	8 April 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 Constitutional Team	8 April 2013	