

Item No. 15.	Classification: Open	Date: 17 April 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:
2. Kirkwood Road – install one disabled persons’ (blue badge) parking bay.
3. Wood’s Road – install one disabled persons’ (blue badge) parking bay.
4. Hollydale Road – make mandatory an existing school keep clear outside St Thomas the Apostle College.
5. Green Hundred Road - convert unrestricted free parking bay to 30min time restricted free parking bay outside Lewes House.
6. Amott Road – install double yellow lines at its junction with Fenwick Road.
7. Blake’s Road – install double yellow lines at the following locations:
 - a. adjacent to the crossover leading to the car park of Granville Square.
 - b. adjacent to the crossover leading to the 4 off-street spaces located between the blocks of Nos. 1 to 12 and Nos. 49 to 72 Granville Square.

BACKGROUND INFORMATION

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

KEY ISSUES FOR CONSIDERATION

Origin disabled bays - Kirkwood Road and Wood’s Road

11. Two 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.

12. 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.
13. It is therefore recommended that disabled bay be installed at the following locations, see appendices for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1213Q4012	Outside No.94a Kirkwood Road	Appendix 1
1213Q4013	Outside No.80 Wood's Road	Appendix 2

Hollydale Road

14. Outside St Thomas the Apostle College there is an existing school keep clear road marking on the public highway, installed as part of a previous planning decision
15. The school keep clear is currently advisory (ie not a mandatory restriction) and is therefore unenforceable by the Council.
16. It is strongly recommended that the school keep clear is converted to a mandatory restriction through the advertising and making of a traffic management order and the installation of a traffic sign, as shown in Appendix 3.

Green Hundred Road

17. A Ward Councillor asked if short-stay parking bays could be introduced near the parade of shops situated at the northern (Old Kent Road) end of Peckham Park Road, approximately outside Nos. 1 to 21.
18. Currently, parking is not permitted outside the shops on Peckham Park Road due to existing traffic and layout constraints. In particular, Peckham Park Road is classified (B216) as a local distributor with two bus routes (78, 381 and N381).
19. The shops are also very close to the signalised junction with Old Kent Road, three side roads (Green Hundred Road, Shard's Square and Livesey Place) and a private access road leading to an electricity substation.
20. The above constraints mean that it is not possible to provide parking on this stretch of Peckham Park Road without having a significant impact upon traffic flow and, in particular, a negative impact on capacity through the traffic signals. Further traffic analysis would be necessary and this is not feasible within this local parking amendment programme.
21. In view of the above and with the objective of providing some short-stay parking an alternative street has to be considered.
22. Officers consider that it is feasible to introduce short-stay parking on Green Hundred Road close to its junction with Peckham Park Road. This is the nearest side road to the parade of shops.

23. At present there is unrestricted free parking on Green Hundred Road which is observed as being very well occupied at all times throughout the day and therefore giving little opportunity for short-stay visitors to park.
24. It is noted that parking on Green Hundred Road was (between 2003 and 2005) part of Trafalgar (T) Controlled Parking Zone (CPZ). During that period, all bays in Green Hundred Road were shared-use (permits or pay and display) and had significantly lower levels of parking demand, with many spaces. Since the zone was removed from this street parking occupancy levels have risen substantially such that demand now exceeds supply.
25. A length of short-stay parking could replace the unrestricted parking in Green Hundred Road. It is proposed that a length of 20 meters (approx 4 spaces) of short-stay parking is provided to provide turn-over of space and provide opportunity for visitor parking.
26. It is therefore recommended, as detailed in Appendix 4, that 30 minute time restricted free parking is introduced to improve parking opportunities for customers using the parade of shops on Peckham Park Road.

Amott Road

27. A ward councillor contacted the parking design team on behalf of one of their constituents requesting that double yellow lines are introduced at the junction of Amott Road and Fenwick Road as vehicles are parking too close to the junction..
28. An officer visited this location on 13 February 2013, to ascertain the need for waiting restrictions. It was noted at the time of the visit that one vehicle was parked close to the junction causing an obstruction to sight lines.
29. 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).
30. It was also noted that a Royal Mail post box is sited right on the junction and this could obstruct the sight lines and view of the Dewar Street junction.
31. It is therefore recommended, as detailed in Appendix 5, at any time waiting restrictions (double yellow lines) are installed on both sides of the junction of Amott Road and Fenwick Road

Blake's Road

32. The council was contacted by a resident requesting that double yellow lines are installed across the entrance to their car park and off-street parking spaces due to obstructive parking.
33. At present Blake's Road is uncontrolled and the resident stated that vehicles park across or close to the car park entrance, resulting in resident finding it difficult to enter or leave their parking spaces.

¹ [Highway Code, rule 243](#)

34. The four off-street spaces adjacent to the entrance to Flats 1 to 4 Granville Square have a dropped kerb in front and the resident informs us that vehicle have parked in such a way as to restrict access to these spaces.
35. An officer visited this location on 13 February 2013 and noted that although vehicles were parked close to the car park or off-street spaces, none were actually obstructing access. However 'streetview' images from May 2012 shows a parked vehicle overhanging the car park entrance.
36. Currently the council does not enforce against vehicles that are parked adjacent to a dropped kerb that leads to a shared off-street area. Therefore, at these locations no enforcement action is taking place against vehicles that might obstruct access to local residents.
37. Therefore to provide a greater deterrent and to enable enforcement it is recommended that double yellow lines are installed in front of the two dropped kerbs, as shown in appendix 6

Policy implications

38. The recommendations contained within this report are consistent with the polices 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

39. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
40. 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.
41. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
42. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
43. 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.
44. 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.

45. 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

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

Legal implications

47. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
48. 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.
49. 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.
50. 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.
51. 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.
52. 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

53. No informal (public) consultation has been carried out.
54. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.

55. 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.
56. 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.
57. 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.
58. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
59. 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	Kirkwood Road – proposed origin disabled bay
Appendix 2	Wood's Road – proposed origin disabled bay
Appendix 3	Hollydale Road – proposed school keep clear
Appendix 4	Green Hundred Road - proposed 30min time restricted free parking bay
Appendix 5	Amott Road – proposed at any time waiting restrictions
Appendix 6	Blake's Road – proposed at any time waiting restrictions

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
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 Community Council Team	8 April 2013	