

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 22 April 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	

## 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:
  - Sutherland Square – remove 4.5 metres of existing permit holder’s (J) parking space and replace with double yellow line.
  - Penrose Street – change two existing permit holder’s (E) parking bays to two doctor permit parking bays.
  - Newcomen Street – install double yellow lines outside and opposite Nos. 3 to 9 and install a new destination disabled bay,
  - Gambia Street – install double yellow lines at the following locations
    - a. outside the off-street loading area of Palestra House
    - b. opposite the off-street loading area of Palestra House
  - Tennis Street – install new Cycle Hire docking station by removing 20m of existing permit holder’s (F) parking bay and 13m of single yellow line. Additionally, convert existing single yellow lines on the opposite side of proposed docking station to double yellow line.

## 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

### Sutherland Square

5. Residents from Sutherland Square contacted the council with concerns that large

delivery vehicles are damaging the footway outside No. 48 Sutherland Square.

6. An officer met residents on 6 February 2013 to discuss options to prevent further damage occurring.
7. Residents report that, as a result of a bell bollard being installed, delivery vehicles are routinely mounting the pavement outside. They comment that the chicane in the road between Nos. 48 and 51 is too narrow and sharply curved for large lorries to negotiate. This forces the vehicle to mount the pavement and cause damage to the footway as well reversing maneuvers and resulting disturbance to residents. It is reported that this is happening several times a day, every day of the week.
8. An officer agreed with the resident's suggestion that removing 4.5 metres of permit parking (to be replaced with double yellow lines) would increase the effective width of the carriageway and, in turn, assist large delivery vehicles maneuver through this section of the square.
9. It is recommend that as shown in appendix 1 that 4.5 metres of permit holder's only bay be removed and double yellow lines are installed.

#### **Penrose Street**

10. The Penrose Surgery at No. 33 Penrose Street contacted the council requesting two doctors bays be installed near the surgery.
11. Initially, officers turned down the request on the basis that the surgery had off-street parking and that any new doctors bays could only be installed through the loss of existing resident permit parking bays.
12. The surgery subsequently provided further evidence of their increased duties and size and the resulting need for additional parking. The surgery reported that an existing permit parking space under the rail bridge is largely unused and therefore loss of that space would not negatively affect resident parking needs. The surgery gathered four letters of support from residents of Penrose Street and a ward councillor asked that this be looked at again.
13. An officer met with the surgery managers on 8 January 2013 to discuss the matter.
14. Officers concur that parking demand is low under the rail bridge and that these spaces are convenient to the surgery and therefore are suitable for change to doctor parking bays.
15. It is recommend that as shown in appendix 2 that 11 metres of permit holder's only bay be removed and two doctors bays are installed

#### **Newcomen Street**

16. Consulting engineers working on behalf of Guy's Hospital Cancer Treatment Centre contacted the council to ask if the narrow section of highway outside the Kings Arms public house be converted from single yellow line to double yellow line. The raised concern that vehicles were parking on the single yellow line and preventing minibuses from passing along the street.

17. The carriageway of Newcomen Street fluctuates in width but, in general, is unsuitable for parking on either side of the road, except where already provided for through permit parking bays.
18. On either side of the permit parking bays are single yellow lines which restrict parking during F CPZ hours (8am – 6.30pm Mon – Sat).
19. In some locations the width of the carriageway may appear to make it possible to park on the single yellow line (either outside of CPZ hours or with a blue badge on display). However the width is not sufficient and is causing passing vehicles (west of the public house) to mount the footway. This is particularly dangerous to all road users.
20. At the time of the site visit, it was observed that the single yellow line was being (legally) used for parking by a blue badge holder.
21. In view of the above it is recommended that, as shown in appendix 3, the single yellow lines between Tennis Street and Borough High Street are replaced with double yellow lines. Additionally, it is recommended that a new destination disabled bay (max stay 4 hours) is installed opposite No. 68 Newcomen Street, in replacement of an existing single yellow line.

### **Gambia Street**

22. The council was contacted by the building manager from Palestra House requesting double yellow lines are installed outside and opposite their loading area and car park entrance on Gambia Street.
23. At present vehicles make deliveries either within the building's dedicated garage (with turntable) or on the (cobbled) apron which extends from the building line to the edge of the public carriageway.
24. Security is being increased around Palestra House due to the relocation of certain transport controls rooms and high security bollards are currently being considered through the planning process (planning application 13/AP/0406). The bollards are proposed will extend along the boundary between Palestra House and the footway.
25. Should these bollards be approved it will prevent loading on the apron and will increase the need for the full width of the carriageway to be available for vehicles to turn into and out of the loading garage and the car park garage.
26. In view of the above it is recommended that, as shown in appendix 4, double yellow lines are installed on both sides of Gambia Street, except where existing parking bays are located.

### **CYCLE HIRE – PHASE 3**

#### **Background**

27. The first phase of Cycle Hire was implemented in 2010 across nine London boroughs and the Royal Parks in an area that covered approximately 44km<sup>2</sup>. This phase roughly extended across the zone 1 area of London.

28. Phase 2 of London Cycle Hire was launched in March 2012, adding 25km<sup>2</sup> to the east of the London Cycle Hire area.
29. Phase 3 will add a further 25km<sup>2</sup> to the southwest bringing the total extent of Cycle Hire to approximately 94km<sup>2</sup>.
30. Cycle Hire has been very successful since its launch in 2010, resulting in over 14 million cycle hires by members and 6 million hires by casual users.
31. There are now over 8,300 cycles within the system that operate from over 580 docking stations across the capital.
32. Phase 3 includes plans to increase the number of Cycle Hire docking stations where Southwark Council is the traffic authority with the general objective of intensifying the density of docking stations within the zone 1 area.
33. It is noted that all cycle hire locations are subject to planning permission and this is being sought separately but in advance of this report, Members are being asked to consider the impact upon the highway of these proposals, with particular regard to traffic and parking and traffic.

#### **Tennis Street – proposed Cycle Hire docking station**

34. Southwark officers met with Transport for London colleagues to identify feasible sites for new docking stations.
35. Currently there are gaps in the Cycle Hire network in the area surrounding London Bridge station. Tennis Street is one of three locations being recommended for approval of a Cycle Hire docking station that would attempt to address this network gap.
36. The road network in this area is complex and there are very few locations where Southwark is highway authority that are suitable for Cycle Hire. Officers have considered and dismissed a considerable number of locations as part of this process.
37. Officers consider that Tennis Street is a suitable location that would have only limited impact upon parking.
38. TfL carried out a parking occupancy survey that showed only moderate levels of use of the permit bay. It is noted that the two housing blocks that are immediately adjacent to the proposed location (Betsham House and Northfleet House) have off-street (estate) parking.
39. The proposals will also have the benefit of improving visibility at the junction with Newcomen Street as well as improving the ability for two vehicles to pass one another.
40. In view of the above it is recommended, as detailed in Appendix 5, to :
  - a. remove the existing 20 metre (F) parking space (approx 4 spaces)
  - b. remove the existing single 13 metre single yellow line
  - c. replace the permit space and single yellow line with a Cycle Hire docking station

- d. change the single yellow lines on the opposite side of proposed docking station to double yellow line to improve safety and access for road users.

### **Policy implications**

41. 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 1.11 - Lobby TfL for the further extension of the Cycle Hire scheme to zone two and beyond.

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**

42. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
43. 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.
44. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
45. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
46. 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.
47. 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.
48. 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**

49. All costs arising from implementing the recommendations will be fully contained within existing public realm and Transport for London budgets.

## **Legal implications**

50. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
51. 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.
52. 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.
53. 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.
54. 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.
55. 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**

56. No informal (public) consultation has been carried out.
57. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
58. 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.
59. 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.
60. 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.
61. Any person wishing to comment upon or object to the proposed order will have

21 days in which do so.

62. 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: <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	Sutherland Square – proposed removal of permit bay
Appendix 2	Penrose Street – proposed Doctor only bays
Appendix 3	Newcomen Street – proposed at any time waiting restrictions
Appendix 4	Gambia Street – proposed at any time waiting restrictions
Appendix 5	Tennis Street – proposed Cycle Hire docking station and modifications to parking 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>	10 April 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>	10 April 2013	