

Item No. 10.	Classification: Open	Date: 29 April 2013	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Bermondsey and Rotherhithe Community Council	
From:		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:
 - a. Warndon Street – adjust the position of existing disabled bay outside Silverlock Medical Centre
 - b. Lynton Road – install double yellow lines outside the entrance to No. 304 to 312 (Cedars Assist recovery yard)
 - c. Sharratt Road – install double yellow lines between Ilderton Road and electrical substation (outside and opposite the Leathams Factory)
 - d. Rymouth Road – install double yellow lines outside railway arch No.36.
 - e. Bermondsey Street – make the following adjustments:
 1. remove existing 'loading only' bay outside No. 176 and replace with a single yellow line
 2. extend the existing permit holder's (F) parking bay outside No.179 by one approximately space, to replace a double yellow line
 - f. Tanner Street – extend the existing permit holder's (F) bay outside Nos. 5 to 7 by approx 2 metres, to replace a single yellow line
 - g. Tooley Street (below Duke Street Hill) – make the following adjustments:
 1. install new Cycle Hire docking station outside Colechurch House, to replace existing single yellow line.
 2. convert the existing single yellow lines in this stretch of Tooley Street to double yellow lines except where an existing double Car Club bay is to be retained
 - h. Snowfields – make the following adjustments:
 1. install new Cycle Hire docking station opposite No. 147 Raquel Court, to replace 5 spaces of existing permit holder's (F) parking bay
 2. convert 10 metres of existing double yellow line outside No. 147 Raquel Court, to a permit holder's (F) parking bay
 - i. Melior Street – extend the existing permit holder's (F) parking bay outside No. 1 by one approximately space, to replace a double yellow line (to

compensate for loss of parking at the proposed Snowfields Cycle Hire docking station)

- j. Weston Street – make the following adjustments (to compensate for loss of parking at the proposed Snowfields Cycle Hire docking station):
 1. change 11m of existing pay and display bay outside No. 58-60 to a permit holder's (F) parking bay
 2. change 6m of existing single yellow outside No. 50/54 to a pay and display bay.

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

Warndon Street

5. Councillor Al-Samerai contacted the council on behalf of the Silverlock Medical Centre asking if the existing destination (4hr max stay) blue badge disabled bay could be made more accessible for disabled people visiting the medical centre.
6. At present the disabled bay is sited on top of a speed hump, just to the north of the entrance to the medical centre.
7. To improve accessibility it is proposed that the bay is relocated 6 metres to the south of its existing position. This would provide a more level surface between the car and the footway for those using the blue badge bay.
8. It is therefore recommended, as detailed in Appendix 1, that the existing 4hr blue badge disabled bay to relocated 6 metres south and the existing position converted to a permit holder's (N) bay.

Lynton Road

9. The council was contacted by Cedars Assist, who are a vehicle recovery company with premises at No. 304 to 312 Lynton Road.
10. The company asked that the council consider their request for double yellow lines to be installed outside the entrance to their yard, in particular to a very short stretch of kerb immediately to the east of their yard entrance (next to Frank Mews).
11. Cedars Assist provide a vehicle recovery service to the Metropolitan Police Service, for vehicles involved in accidents and those that have been stolen. The company require 24 hour access to their off-street yard.

12. The business explained that recovery vehicles are required to reverse into the yard to unload recovered vehicles. The need to reverse into the yard means that any vehicle parked immediately east of their entrance will add substantial complication to the maneuver.
13. An officer visited this location on 20 February 2013 to consider the request and to ascertain the requirement for waiting restrictions. It was noted that, at the time of the visit, no vehicles were parked in the problem location however it was clear that should a car have been parked here it would have prohibited the maneuver.
14. As there are no restrictions at the problem location any motorist may park here without realising the problems that this may cause.
15. The council has a duty to provide reasonable access to premises and in view of the above it is therefore recommended, as shown in Appendix 2, that at any time waiting restrictions (double yellow lines) are introduced to improve access to the yard.

Sharratt Road

16. The council was contacted by Leathams Foods who are a food supplier based at No. 227-255 Ilderton Road. The company request that double yellow lines are installed in the vicinity of their two entrances located on both sides of Sharratt Street.
17. The business explained that their HGV Lorries are frequently obstructed by cars parked in Sharratt Street.
18. HGVs need to enter and exit the goods-in facility to the north of Sharratt Street and their off-street parking area of Foley Yard, to the south of Sharratt Street.
19. An officer visited this location, 2 January 2013, to ascertain the requirement for waiting restrictions. It was noted that at the time of the visit vehicles were parked adjacent to both entrances of the factory.
20. Large articulated Lorries are required to back in to the off-street loading docks and this is made difficult by vehicles parking outside or opposite the entrance.
21. It is therefore recommended, that at any time waiting restrictions (double yellow lines) are introduced to improve access to the loading docks, as detailed in Appendix 3.

Raymouth Road

22. The council was contacted by Bellissimoto who are a car detailing specialist with premises at No. 36 Raymouth Road. The company director contacted the council to request that an existing loading bay outside the entrance to their premises be removed and replaced with double yellow lines.
23. An officer carried out a site visit, 30 January 2013, to see if there is a requirement for waiting restrictions to be installed outside the entrance to the railway arch.
24. At present there is a dropped kerb providing vehicle access to the railway arch

where Bellissimoto is based. In front of this dropped kerb is a loading only bay. This bay runs in front of all the railway arches along Raymouth Road and could lead to vehicles parking in front of the dropped kerb obstructing access.

25. At the time of the site visit there were vehicles adjacent to the dropped kerb but were not obstructing access.
26. Whilst the loading bay does not allow long-term parking to take place, there clearly is a conflicting message to the motorist between the allowance for loading and the presence of a dropped kerb.
27. Access to the railway arch is required Monday to Sunday.
28. The council has a duty to provide reasonable access to premises and in view of the above it is therefore recommended, as shown in Appendix 4, that at any time waiting restrictions (double yellow lines) are introduced.

Bermondsey Street and Tanner Street

29. Councillor Capstick contacted the Council about a number of parking matters around Bermondsey Street and on 7 March 2013 arranged for site meeting with an officer and a local resident.
30. The general point made by the councillor and resident was that more parking spaces were needed for resident permit holders. The officer explained that the surrounding streets were almost at capacity and there were few opportunities for provision of additional bays without compromising road safety.
31. During the meeting, one additional space was identified outside No.179 Bermondsey Street to replace double yellow lines.
32. The existing loading only bay outside No. 176 Bermondsey Street was also discussed. The sign for the loading bay has been unlawfully removed or painted over on at least three occasions in the past two years. When the sign is unlawfully removed it prevents any parking enforcement taking place and enables the vandal to park without any time limit. This renders the loading bay unusable for its designed purpose and also causes a bottleneck in this one-way street with a cycle contra-flow.
33. Officers recommend that the loading bay is removed and replaced with a single yellow line. It is noted that a single yellow line will still allow businesses to carry out genuine loading but will remove the opportunity for illegal sign vandalism by those whose are intent on providing themselves with long-stay parking.
34. A Tanner Street resident has subsequently been in touch to request that a bay outside No. 5 to 7 Tanner Street could be extended by 2 metres which will then allow three cars to park more comfortably.
35. In view of the above it is therefore recommended that changes are made in Bermondsey Street and Tanner Street as shown in Appendix 5.

CYCLE HIRE – PHASE 3

Background

36. The first phase of Cycle Hire was implemented in 2010 across nine London boroughs and the Royal Parks in an area that covered approximately 44km². This phase roughly extended across the zone 1 area of London.
37. Phase 2 of London Cycle Hire was launched in March 2012, adding 25km² to the east of the London Cycle Hire area.
38. Phase 3 will add a further 25km² to the southwest bringing the total extent of Cycle Hire to approximately 94km².
39. 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.
40. There are now over 8,300 cycles within the system that operate from over 580 docking stations across the capital.
41. 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.
42. 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.
43. Southwark officers met with Transport for London colleagues to identify feasible sites for new docking stations.
44. Currently there are gaps in the Cycle Hire network in the area surrounding London Bridge station.
45. 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.
46. Tooley Street and Snowsfields are two of three locations being recommended for approval of a Cycle Hire docking station that would attempt to address this network gap.

Tooley Street – proposed Cycle Hire docking station

47. Officers consider that Tooley Street (north of Duke Street Hill, just east of and below London Bridge) is a suitable location for a Cycle Hire docking station from a traffic and parking perspective.
48. In view of the background (paragraphs 36 to 46) it is recommended, as detailed in Appendix 6, to:
 - a. install a Cycle Hire Docking station in replacement of a single yellow line

- b. introduce new double yellow lines to the rest of this stretch of Tooley Street except where the docking station is proposed and except where a double car club bay will be retained, so as to improve visibility and access for all road users

Snowsfields – proposed Cycle Hire docking station and replacement parking bays in Melior Street and Weston Street

49. Officers consider that Snowsfields southwest of St. Thomas Street is a suitable location for a Cycle Hire docking station from a traffic and parking perspective.
50. In view of the background (paragraphs 36 to 46) it is recommended, as detailed in Snowsfields in Appendix 7, Melior Street in Appendix 8 , Weston Street in Appendix 9 to:
 - a. install a Cycle Hire docking station in replacement of approximately five F permit holder parking bays
 - b. install a new two space F permit bay immediately south of the proposed docking station, in replacement of a double yellow line
 - c. install a new one space F permit bay in Melior Street in replacement of a double yellow line
 - d. install two new permit bays in Weston Street through the removal of a short length of single yellow line and removal of one pay and display space.

Policy implications

51. 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

52. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
53. 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.
54. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
55. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
56. 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.

57. 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.
58. 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

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

Legal implications

60. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
61. 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.
62. 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.
63. 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.
64. 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.
65. 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

66. No informal (public) consultation has been carried out.
67. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
68. 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.
69. 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.
70. 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.
71. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
72. 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	Warndon Street – relocate disabled persons' bay
Appendix 2	Lynton Road – proposed at any time waiting restrictions
Appendix 3	Sharratt Road – proposed at any time waiting restrictions
Appendix 4	Raymouth Road – proposed at any time waiting restrictions
Appendix 5	Bermondsey Street – proposed at any time waiting restrictions
Appendix 6	Tooley Street – proposed Cycle Hire docking station and changes to waiting restrictions
Appendix 7	Snowsfields – proposed Cycle Hire docking station and changes to parking and waiting restrictions
Appendix 8	Melior Place – proposed changes to parking and waiting restrictions to offset loss of permit parking associated with Snowsfields Cycle Hire
Appendix 9	Weston Street – proposed changes to parking and waiting restrictions to offset loss of permit parking associated with Snowsfields Cycle Hire

AUDIT TRAIL

Lead Officer	Head of Public Realm, Des Waters	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	18 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	18 April 2013	