

<b>Item No</b> 12.	<b>Classification:</b> Open	<b>Date:</b> 26 June 2013	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Bermondsey and Rotherhithe Community Council	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

1. It is recommended that the following local parking amendments, detailed in the appendices to this report, be approved for implementation subject to the outcome of any necessary statutory procedures:
  - Neptune Street – install disabled persons' parking bay
  - Ormside Road – install double yellow lines
  - Roberts Close - install double yellow lines at to protect vehicle access
  - Goodwin Close - install double yellow lines at to protect vehicle access
  - Drummond Road - covert redundant doctor bays and ambulance bay to permit holders only bay
  - Albion Street - install double yellow lines to protect vehicle access

## BACKGROUND INFORMATION

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the Community Council.
3. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
  - the introduction of single traffic signs
  - the introduction of short lengths of waiting and loading restrictions
  - the introduction of road markings
  - the introduction of disabled parking bays
  - the setting of consultation boundaries for consultation on traffic schemes
4. This report gives recommendations for six local parking amendments, involving traffic signs and road markings.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

## KEY ISSUES FOR CONSIDERATION

### Origin disabled bay – Neptune Street

6. An application has been received for the installation of a disabled persons (blue badge) parking bay. The applicant met the necessary criteria for an origin, disabled persons' parking bay.
7. An officer 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 this disabled bay.
8. It is therefore recommended that disabled bays be installed at the following location, see appendices for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1314Q1010	Outside 12 Blick House Neptune Street	Appendix 1

### Ormside Street/Record Street

9. The parking design team was contacted by a local business that has concerns about the access to their business. This company is an event based and requires access late at night and on weekends
10. Ormside Street is part of larger industrial estate with warehouses, factories and places of worship. The carriageway is narrow (6.3 metres kerb to kerb) and not able to support parking on both sides of the street. The southern end of the street has double yellow lines to protect one kerb line to improve traffic flow. See photograph in appendix 2
11. An officer visited Ormside Street on 10 April 2013 and met with 2 owners of businesses to discuss access to their properties. During the visit it was noted that vehicles were parked on both sides of the carriageway and vehicles larger than a Mercedes Sprinter sized van could not pass along the carriageway. This prevents deliveries and would prevent fire brigade access.
12. A similar situation is occurring on adjacent Record Street between Ormside Street and Hatcham Road.
13. It is therefore recommended that the as detailed in appendix 3 that double yellow lines are installed on Ormside Street (west side) from the junction with Penarth Street to Record Street and Record Street (south side) from the junction of Ormside Street to Hatcham Road

### Roberts Close

14. A police community support officer (PCSO) from the Surrey Quays neighborhood team contacted the parking design team on behalf of a business based on Roberts Close. The business has called the police about the highway being obstructed on a number of occasions due to vehicles parking on both sides of the carriageway. This results in large vans and Lorries being unable to pass along the road, thus preventing deliveries to the business.

15. Roberts Close is a narrow access road leading to warehouses which are part of the larger Surrey Quays industrial and Retail Park. The carriageway in Roberts Close is narrow (6.2 metres kerb to kerb) and is not able support parking on both sides of the street. See photograph in Appendix 4.
16. An officer visited this location on 17 April 2013 and met with a representative from the business to ascertain the need for double yellow lines along one side of the road.
17. At the time of the site meeting it was noted that vehicles (12 cars) were parked on the northwest side of the carriageway but the southeast side was clear.
18. On the northwest side there are a set of gates that lead into the Alfred Salter primary school. Across these gate are school keep clear road markings, they are informal as there is no time plate.
19. It therefore recommended as shown in Appendix 5 that double yellow lines are installed at the junction with Quebec Way, on the southeast side of Roberts Close from the junction with Quebec Way to north side of the entrance to the warehouse and that the 'school keep clear' is formalised with a traffic sign.

#### **Goodwin Close**

20. Waste management contacted the parking design team regarding problems gaining access to Goodwin Close. They inform us that the inside bend of Goodwin Close is tight and with cars parked on it, it prevents vehicles from accessing the Close which prevents waste collections from being made.
21. An officer visited this location and found no vehicles parked causing an obstruction. However it was noted that if vehicles parked on the corner outside No. 4 this would certainly reduce the width of the highway sufficiently to restrict access for refuse and fire vehicles. See photograph in appendix 6.
22. It is therefore recommended that the as detailed in appendix 7 that double yellow lines are installed on the southern kerb line of Goodwin Close to provide access for refuse and emergency vehicles.

#### **Drummond Road**

23. The parking design team was contacted by a resident regarding the redundant ambulance and doctor bays on Drummond Road.
24. Drummond Road is mainly residential with some areas of retail/commercial property. It is adjacent to the Four Squares housing estate
25. An officer visited this location on 2 May 2013 to evaluate the existing parking layout. It was noted that there were no vehicles parked in the double length ambulance bay or the three doctors bays. However, parking occupancy levels were high in the adjacent permit holders (G) parking bays.
26. The NHS clinic and surgery have closed and the building is now occupied by a children's nursery. The ambulance and doctor parking bays are therefore redundant and now used (at risk of a parking ticket) by other motorists.

27. It is therefore recommended that, as detailed in Appendix 8, these redundant bays be changed back to the default parking bay for the zone which is a G permit holder bay. In view of the adjacent nursery it is further recommended that the permit bays allow for 15min pick-up and set-down parking to assist parents and their children. This type of bay is in operation on Southwark Park Road outside Scallywag's Nursery.

### **Albion Street**

28. The waste management team contacted us regarding problems gaining access for their refuse vehicles along the residential section of Albion Street, between Canon Beck Road and Swan Road.
29. This section of Albion Street does not have a parking zone but is immediately on the boundary with the Rotherhithe (H) parking zone
30. The carriageway is narrow, 6 metres wide, and is unable to support parking on both sides of the highway. At present when this happens it leaves less than 2 metres of un-restricted carriageway, this is not enough for refuse or emergency vehicles. Photographs were supplied by waste management showing parking occurring on both sides of the road.
31. It is therefore recommended that as detailed in appendix 9 that double yellow lines are installed on the southern kerb line of Albion Street and at the junction with Canon Beck Road.

### **Policy implications**

32. 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**

33. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
34. 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.
35. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
36. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
37. 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.

38. 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.
39. 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**

40. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets.

### **Legal implications**

41. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
42. 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.
43. 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.
44. 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.
45. 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.
46. 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**

- 47. No informal (public) consultation has been carried out.
- 48. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
- 49. 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.
- 50. 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.
- 51. 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.
- 52. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
- 53. 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	Neptune Street – proposed origin disabled bay
Appendix 2	Ormside Street/Record Street– proposed at any time waiting restrictions
Appendix 3	Ormside Street – photograph
Appendix 4	Roberts Close – proposed at any time waiting restrictions
Appendix 5	Roberts Close – photograph
Appendix 6	Goodwin Close – proposed at any time waiting restrictions
Appendix 7	Goodwin Close – photographs
Appendix 8	Drummond Road – proposed convert existing ambulance and doctor bays to permit holders (G) only bays
Appendix 9	Albion Street – proposed at any time waiting restrictions

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Transport and projects manager	
<b>Report Author</b>	Tim Walker, Senior Engineer	
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<b>Dated</b>	13 June 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 Constitutional Team</b>		13 June 2013