

Item No. 14.	Classification: Open	Date: 26 June 2013	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Borough, Bankside and Walworth Community Council	
From:		Head of Public Realm	

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:
 - Union Street - install one disabled persons' (blue badge) parking bay.
 - Turguand Street - install one disabled persons' (blue badge) parking bay.
 - Penrose Street - install double yellow lines.
 - Red Lion Row - remove existing shared use parking bay, install double yellow lines.

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 five 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 bays – Union Street and Turguand Street.

6. Two applications have been received 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.

7. An officer has subsequently carried out a site visit to evaluate the road network and carried out consultation with each applicant to ascertain the appropriate location for each disabled bay.
8. It is therefore recommended that disabled bays be installed at the following locations, see appendices for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1314Q1012	Outside Farnham House	Appendix 1
1314Q1025	Side of No.39 Browning Street	Appendix 2

Penrose Street – 1314Q1001

9. This scheme originated from a letter sent by the Metropolitan Tabernacle, December 2012, to local ward members outlining the difficulty they have operating their Sunday School on the corner of Penrose Street and Penrose Grove due to parking restrictions (double yellow lines). Councilors requested that officers look into this matter and review the existing parking restrictions.
10. In line with the above, officers reviewed the existing parking restrictions and identified two existing lengths of 'at any time' waiting and loading restrictions that could potentially be changed to single yellow lines, which operate according to zone hours (Mon-Fri 8.30am to 6.30pm):

Site 1 - the northern side of Penrose Street to the east of Borrett Close
Site 2- the eastern side of Penrose Street to the south of Penrose Grove
11. These locations were reviewed by way of a road safety audit which concluded that site 1 had no safety issues (allowing for a 10m conversion of double yellow line into single yellow line) and that the site 2 proposal (originally converting 15m of double yellow line into single yellow line) needed to be revised to improve sightlines for vehicles exiting Penrose Grove. As a result the proposed length of single yellow line was reduced to 10m.
12. It is therefore recommended that the as detailed in Appendix 3 the existing double yellow line on the northern side of Penrose Street to the east of Borrett Close and the eastern side of Penrose Street to the south of Penrose Grove are converted to single yellow lines.

Red Lion Row 1314Q1002

13. The council was contacted by the Technical Officer working on the Aylesbury Regeneration project requesting that the shared use bay at the junction with Westmoreland Road be removed and double yellow lines installed in order to allow single decker buses and ambulance vehicles that serve the Southwark Resources Centre to exit Red Lion Close (a un-adopted one-way road).
14. At present it is almost impossible to achieve this in one manoeuvre, with cars parked lawfully in the parking bay opposite Red Lion Close. Instead, vehicles mount the pavement to make the turn which poses a clear health and safety concern. It is reported that there has been one minor collision with a bus hitting a bollard, whilst reversing.

15. It is therefore recommended that the as detailed in Appendix 4 that the shared use bay markings are removed and double yellow lines are installed.

Policy implications

16. 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

17. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
18. 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.
19. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
20. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
21. 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.
22. 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.
23. 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

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

Legal implications

25. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
26. 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.
27. 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.
28. 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.
29. 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.
30. 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

31. No informal (public) consultation has been carried out.
32. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
33. 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.
34. 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.
35. 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.
36. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.

37. 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	Union Street – proposed origin disabled bay
Appendix 2	Turguand Street – proposed origin disabled bay
Appendix 3	Penrose Street – proposed waiting restrictions (zone hours)
Appendix 4	Red Lion Row – proposed at any time waiting restrictions

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	13 June 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	13 June 2013	