

Item No 16.	Classification: Open	Date: 2 October 2013	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		Grange and Rotherhithe	
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:
 - Goodwin Close – install double yellow lines at junction with Lucey Road to protect sight lines
 - Rayment Road – 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 two 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

Goodwin Close - 1314Q1017

6. A local resident contacted the parking design team regarding problems gaining access to Goodwin Close. They inform us that the junction of Lucey Road and Goodwin Close dangerous with cars parked on it.
7. An officer visited this location with the resident and an employee from Hyde Housing and found vehicles parked on the junction causing an obstruction to the

sight lines.

8. The resident believes the vehicles belong to residents and commuters and are parking all day.
9. Vehicles parked at or close to a junction have two primary effects upon the road network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.
10. Ensuring adequate visibility between road users is important to safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to break and come to a stop.
11. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD) which is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, eg pedestrian, cyclist or a stopped vehicle.
12. It is noted that almost two thirds of cyclists killed or seriously injured in 2012 were involved in collisions at, or near, a road junction, with T junctions being the most commonly involved.
13. Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.
14. At this junction dropped kerbs have been installed to assist pedestrians wanting to cross the road. Before stepping off the kerb it is important that pedestrians have a clear line of sight of any oncoming vehicles.
15. The Highway Code 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).
16. The proposal to install yellow lines at this junction is proposed in accordance with the council's adopted [Southwark Streetscape Design Manual \(SSDM\)](#) standard on Highway Visibility ([DS114 - Highway Visibility](#)).
17. It is therefore recommended that the as detailed in appendix 1 that double yellow lines are installed on of the junction of Goodwin Close and Lucey Road to provide access for refuse and emergency vehicles.

Raymouth Road - 1314Q2022

18. The council was contacted by Apulia Blend Ltd which is an olive oil wholesaler with premises at 38 Raymouth Road. The company's manager contacted the council to request that an existing loading bay outside the entrance to their premises be removed and replaced with double yellow lines.

19. An officer carried out a site visit, 09 August 2013, to see if there is a requirement for waiting restrictions to be installed outside the entrance to the railway arch.
20. At present there is a dropped kerb providing vehicle access to the railway arch where Apulia Blend is based. In front of this dropped kerb is a loading only bay.
21. 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.
22. At the time of the site visit there were vehicles adjacent to the dropped kerb but were not obstructing access.
23. 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.
24. Access to the railway arch is required Monday to Saturday.
25. 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.

Policy Implications

26. 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

27. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
28. 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.
29. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
30. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
31. 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.

32. 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.
33. 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

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

Legal Implications

35. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
36. 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.
37. 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.
38. 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.
39. 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.
40. 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

- 41. No informal (public) consultation has been carried out.
- 42. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
- 43. 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.
- 44. 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.
- 45. 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.
- 46. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
- 47. 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	Goodwin Close – proposed at any time waiting restrictions
Appendix 2	Raymouth 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	20 September 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	20 September 2013	