

Item No. 14.1	Classification: Open	Date: 12 February 2014	Meeting Name: Camberwell Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Camberwell 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:
 - Vale End - install double yellow lines to provide access to garages and to the rear of properties of Grove Vale
 - Warner Road - remove 3.2 metres of permit bay and install a double yellow line to provide access to a planned new dropped kerb and vehicle crossover leading to No 53.

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 setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays.
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

Vale End

6. The parking design team was contacted by a resident of Grove Vale who raised concern about a number of matters occurring on the public highway in Vale End.
7. This report considers those issues that can potentially be resolved through a decision by the community council in relation to non-strategic traffic management matters. However, it is important to note that various other teams within the council have been involved in attempting to address other concerns that were raised.
8. Vale End is a narrow stretch of public highway that consists of two arms: north to south and west to east. The north to south arm provides a link road between Grove Vale and Besant Place. The west to east arm is a cul-de-sac providing access to rear of Nos.17 to 53 Grove Vale.
9. The resident was particularly concerned about the frequency with which motor vehicles were parked in various sections of Vale End that caused obstruction of the highway to pedestrians and to other motor vehicles.
10. The carriageway of Vale End varies in width, being slightly narrower (4.8m) in the north to south arm than the west-to east arm (5.8m). Neither width is sufficient to allow parking to occur on both sides of the road yet, currently, there are no parking restrictions in any part of Vale End.
11. An officer visited this location on 5 September 2013 and observed one vehicle being parked in an obstructive position (at the dog-leg). However, photographs have been provided that demonstrate this is a frequent occurrence and occasionally with more than one vehicle being parked in a position that would certainly prevent a fire engine from proceeding through this section of the street.
12. During the visit, it was noted that vehicles were parked along the west to east arm and repair work was being carried out on these vehicles, opposite the repair garage. The repair garage is a small business that operates out of a double sized garage.
13. The west to east arm is wide enough to accommodate parking on one side of the carriageway. Vehicles were parked right to the end of the cul-de-sac which makes it impossible to turn a car round. It is noted that this section of the carriageway has a cobbled surface that is in a poor condition and installing yellow lines will not be a straightforward or tidy job.
14. In view of the above it is recommended that, as shown in Appendix 1, double yellow lines are installed in those locations of Vale End where parking cannot safely be accommodated.

Warner Road

15. The council's asset management team have received, considered and approved in principle (subject to this decision and statutory consultation) the construction of a dropped kerb and vehicle crossover leading to No.53 Warner Road.
16. The proposed crossover location currently has a permit holder's only parking bay in front of it, this bay is part of Camberwell (K) Controlled Parking Zone (CPZ).

17. It is not possible to maintain a parking bay and dropped kerb at the same location as the presence of both would provide a conflicting message to motorists.
18. Officers are proposing to progress a local parking amendment such that the parking bay is removed and a waiting restriction (double yellow line) is installed; this will result in the loss of approximately one parking space.
19. Double yellow lines prohibit waiting (generally referred to as parking) 'at any time' however loading and unloading is permitted.
20. It is noted that double yellow lines are now the council's standard restriction for crossovers located within a parking zone. This is part of a wider objective to reduce sign clutter and to improve comprehension of restrictions at the point of parking.
21. It is recommended, as shown in Appendix 2 that the bay marking outside No.53 is removed and 3.2 metres of double yellow line is installed.

Policy implications

22. 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

23. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
24. 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.
25. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
26. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
27. 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.
28. 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.

29. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- providing improved access for key services such as emergency and refuge vehicles
 - improving road safety, in particular to vulnerable road users, on the public highway.

Resource implications

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

Legal implications

31. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
32. 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.
33. 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.
34. 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.
35. 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.
36. 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

37. No informal (public) consultation has been carried out.

38. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
39. 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.
40. 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.
41. 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.
42. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
43. 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 Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Vale End – at any time waiting restriction (double yellow lines)
Appendix 2	Warner Road – at any time waiting restriction (double yellow lines)

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	30 January 2014	
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	30 January 2014	