

<b>Item No.</b> 11.2	<b>Classification:</b> Open	<b>Date:</b> 1 April 2014	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Camberwell 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, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - Crossthwaite Avenue / Woodfarrs – install double yellow lines to provide access for refuse and emergency vehicles.
  - Maude Road – remove 7 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 36 Vestry Road.

## 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

### **Crossthwaite Avenue / Woodfarrs / Dylways**

6. The parking design team has been contacted by three Woodfarrs residents and

London Fire Brigade (LFB) who have all raised concern about obstructive parking occurring in Crossthwaite Avenue and Woodfarrs. It was reported that the absence of parking restrictions is encouraging motorists to park in locations that are too narrow for larger vehicles to pass safely eg. refuse, delivery and emergency service vehicles.

7. Officers have carried out two site assessments on 27 January and 24 February, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch. LFB attended the site in order to test and demonstrate access requirements.
8. In general, access problems for LFB will occur where vehicles park:
  - within 7.5m of a junction; and/or
  - in locations that reduce the effective carriageway width to less than 3.1 metres (ie where cars are parked on one or both sides of the road leaving less than 3.1 metres to pass).
9. Measurements made during the site assessments identified that parking was occurring on Crossthwaite Avenue and Woodfarrs that reduced the effective carriageway to 2.3 metres in some locations. Such a width would allow a car to pass but not a fire appliance.
10. During the site assessments a number of locations were identified where fire appliances, refuse or delivery vehicles would be obstructed:
  - Crossthwaite Avenue – parking on both sides reduces the width to 2.3m
  - Woodfarrs (between Crossthwaite and Nairne Grove) – parking on both sides reduces the width to 2.4m
  - Dylways – parking at it's junction with Crossthwaite Avenue prevents LFB turning (Dylways into Crossthwaite Avenue)
  - Nairne Grove – parking adjacent to the traffic island at the junctions with Dylways and Woodfarrs prevents access for refuse and delivery vehicles.
11. It is noted that Dylways is considerably narrower (5.3m kerb to kerb) than Woodfarrs and Crossthwaite Avenue. However it is of such a width that it is very clear that parking can only be accommodated on one side. Doing otherwise would completely obstruct the carriageway and therefore motorists will generally avoid parking here. In view of this, yellow lines are not considered necessary in Dylways except at the junction with Crossthwaite Avenue, to facilitate turning.
12. Comment has been sought from Bessemer Grange Primary School on the proposals. The Head has responded that the double yellow lines throughout Woodfarrs and down to the triangle traffic island are most welcome.
13. In view of the above it is recommended that, as shown in Appendix 1, double yellow lines are installed in Crossthwaite Avenue, Dylways and Woodfarrs.

### **Maude Road**

14. 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 rear of No.36 Vestry Road.

15. The proposed crossover location currently has a permit holders' only parking bay in front of it, this bay is part of Lucas Gardens (LG) Controlled Parking Zone (CPZ).
16. 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.
17. 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.
18. Double yellow lines prohibit waiting (generally referred to as parking) 'at any time' however loading and unloading is permitted.
19. 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.
20. It is recommended, as shown in Appendix 2 that the bay marking at the side of No.36 Vestry Road is removed and 7 metres of double yellow line is installed.

### **Policy implications**

21. 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**

22. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
23. 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.
24. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
25. 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.
26. 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.

27. 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 for vulnerable road users, on the public highway.

### **Resource implications**

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

### **Legal implications**

29. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
30. 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.
31. 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.
32. 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.
33. 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.
34. 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**

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

36. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
37. 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.
38. 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.
39. 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.
40. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
41. 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: <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>	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	Crossthaite Avenue / Woodfarrs – at any time waiting restriction (double yellow lines)
Appendix 2	Maude Road – at any time waiting restriction (double yellow lines)

**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Project Engineer	
<b>Version</b>	Final	
<b>Dated</b>	20 March 2014	
<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>	20 March 2014	