

Item No.	Classification: Open	Date: 16/10/09	Meeting Name: Walworth Community Council
Report title:		Local parking amendments (Q2)	
Ward(s) or groups affected:		All wards within Walworth Community Council	
From:		Senior Engineer, Network Development	

RECOMMENDATION(S)

1. It is recommended that the local parking schemes detailed in the appendices to this report are approved for implementation subject to the outcome of any necessary statutory procedures.

BACKGROUND INFORMATION

2. This report presents proposals for a number of local parking amendment schemes, which are matters reserved to community council for decision.
3. The origins and reasons for the proposals are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Braganza Street (0910Q2044)

4. An application has been received by the network operations team for the installation of a disabled persons (blue badge) parking bay. The applicant met the necessary criteria for an origin, disabled persons parking bay.
5. The network development team has subsequently carried out a site visit to evaluate the network and ascertain the appropriate location for the disabled bay.
6. It is recommended as proposed in appendix 1, that this disabled bay be installed in Braganza Road outside 1b.

Sutherland Square (0910Q2013)

Background

7. The network development team was asked to look at concerns regarding difficulties of vehicle movements within Sutherland Square, particularly hindering large delivery vehicles.
8. This report discusses the network issues in Sutherland Square and provides recommendation on the proposed amendment to parking, a matter which is reserved for decision by the community council.
9. The Square has an established delivery route circulating clockwise around it. This is acutely necessary because of the position and layout of Iceland's off-street, goods loading bay to the rear of its Walworth Road premises. Access to the bay

can only be made via Macleod Street and exit is only possible via the south side of Sutherland Square.

10. Sutherland Square was subject to considerable public realm improvements in 2003/4 as part of a new Home Zone - successfully designed to slow down all vehicles and to enhance the local environment.
11. As part of the Home Zone all road users were considered and it was recognised that the final design must ensure that the road and parking layout remained suitable for larger vehicles – whether this be emergency services, deliveries to any local business, home deliveries, furniture removals, etc.

Site visit and vehicle demonstration

12. A site visit was carried out on 24 June 2009 with Cllr Pidgeon, residents of Sutherland Square and representatives from Iceland, including the Depot Manager and a driver, 330-334 Walworth Road.
13. During the site visit, Iceland demonstrated with a 7.5 tonne, articulated lorry the 'pinch points' around the square where difficulties occurred.
14. It was noted that that other suppliers to Iceland used 8 tonne, rigid vehicles – which are slightly less maneuverable.
15. During the walk-about it was noted that one, echelon, parking bay outside No. 61 Sutherland Square did not allow sufficient carriageway width for the vehicle to pass without driving across this bay (which was empty at the time of demonstration).
16. Should a car have been parked in that bay it was very clear that complete obstruction would have occurred as the lorry would have been unable to pass. Residents reported that this did occur, resulting in congestion and disturbance whilst vehicles were moved.
17. A further location was identified the north side of the square outside No. 48. At this point, the demonstration showed that lorries – unless with extreme care – drove across either the northern footway or the southern kerb/plant bed. The driver from Iceland (one of their most experienced) managed not to do either, however, a rigid vehicle (or with less care) would probably not make this maneuver and the result is such that lorries drop off the kerb and 'bang' onto the carriageway – a disturbance to local residents.
18. Whilst on-site, a suggestion was made to re-route deliveries out of the west side of the Square and into Penrose Street. A trial was made, however, there was insufficient turning space for the left turn without carrying out remedial works to remove one tree, footway/carriageway realignment, bollard removals and the introduction of waiting/loading restrictions outside the shop at No. 34b.

Proposal and consultation

19. In consideration of the above, officers propose to remove the permit parking bay outside No. 61 Sutherland Square.
20. Informal consultation was carried out in September by way of a letter drop to 47 properties in the immediate vicinity. Respondents were asked to email or use the Freepost address to provide any comments upon the proposal to remove the parking bay. It was made clear that the recommendations made would be based

upon comments received, rather than a 'yes/no' response.

21. Three responses were received.
22. One response was in favour of the proposal, explaining the problems of lorries getting stuck for prolonged periods whilst the (lorry) driver tried to find the owner of the vehicle. A suggestion was made that an alternative bay could be removed on the opposite side of the road outside No. 21.
23. One response recognised the council's onus to balance residential and commercial needs but thought that it was being tipped further in favour of commercial demands. However in that email they did note that their (parked) car had been damaged and that they had previously been woken early on a Sunday morning when a (lorry driver) blasted his horn twice to signal to some acquaintances.
24. The final response objected to the proposal. The reason for their objection was on the grounds that there were already too few parking spaces, made worse by the introduction of the Home Zone. They considered that the existing chicane made the road more unsafe when an inexpensive speed bump would have adequately calmed the traffic and not lost and not removed so much parking.

Conclusion and recommendation

25. Iceland have provided additional signage, in their loading bay, to alert drivers to the Home Zone and to instruct that drivers: proceed with maximum care at no more than 10mph, not to mount kerbs and to keep noise to a minimum by switching off their refrigerator units.
26. Whilst the efforts by Iceland are very much welcomed, problems on the road network still occur due to the designated parking bay.
27. These problems are not limited to commercial deliveries (which may be the most prevalent) but would also extend to residents wanting to take home deliveries or carry out furniture removals. It should also be noted that the current arrangement would also hinder access by a fire brigade appliance, causing undue delay.
28. The council has a duty placed upon it by the Traffic Management Act, 2004 to ensure the expeditious movement of traffic on its road network and to keep traffic flowing.
29. Having considered all of the above it is recommend, in the interests of the community and in accordance with the council's duty, to remove the parking bay outside No. 61 Sutherland Square and to replace with double yellow lines.
30. It is therefore recommended that this parking bay revoked and replaced with double yellow lines.

Macleod Street (0910Q3011)

31. A previous local parking amendment (08/09Q3046) introduced¹ a loading ban on the northern side of Macleod Street, which falls within the South Walworth (J) Controlled Parking Zone (CPZ).

¹ Item (0809Q3046) approved at Walworth Community Council 11/2/09

32. The loading ban was only introduced on the northern side of the road, so loading/unloading could continue to take place for up to 40 minutes on the south side of the road for residents of Abbey Court.
33. Since the installation of the loading ban, concerns have been raised by a resident that vehicles can continue to load/unload on the south side of the street causing vehicular access problems and obstruction.
34. Officers have inspected the location where it is noted that the carriageway narrows in width westwards towards Sutherland Square. Due the narrow carriageway width and the existing allowance for loading (and blue badge parking for up to three hours) it would not be possible for a vehicle to pass a stationary vehicle.
35. Based on officer observations, where blue badge parking was occurring it is recommended that a restriction preventing loading at any time (double kerb blips) is introduced on part of the southern side of the road (Appendix 2).
36. It is noted that the loading ban is not proposed between the two, tree build-outs so as to maintain legal loading into 1 to 21 Abbey Court, Macleod Street. Vehicle tracking concludes that loading at this location does not pose an obstruction.

POLICY IMPLICATIONS

37. The recommendations contained within this report are consistent with the policies of the PEP and associated Local Implementation Plan (LIP)
38. The proposals will support the council's equalities and human rights policies and will promote social inclusion by:
 - provide origin disabled bays to assist residents with mobility improvements;
 - providing improved access for emergency vehicles, refuge vehicles, residents and visitors; and
 - improving sight lines for all road users.

COMMUNITY IMPACT STATEMENT

39. The policies within the Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

RESOURCE IMPLICATIONS

40. All costs arising from implementing the proposals, as set out in the report, will be fully contained within the existing local parking amendment budget.

CONSULTATION

41. Informal consultation, where carried out, is discussed within the body consultation has been carried out.
42. Should the community council approve the item, statutory consultation will take place as part of the making of the traffic management order. A proposal notice will

be erected in proximity to the site location and a press notice will be published in the Southwark News and London Gazette. If there are objections a further report will be re-submitted to the community council for determination.

43. The road network and parking manager has been consulted on the proposals and has no objections.

44. No consultation or comment has been sought from the borough solicitor & secretary or the chief finance officer.

BACKGROUND DOCUMENTS

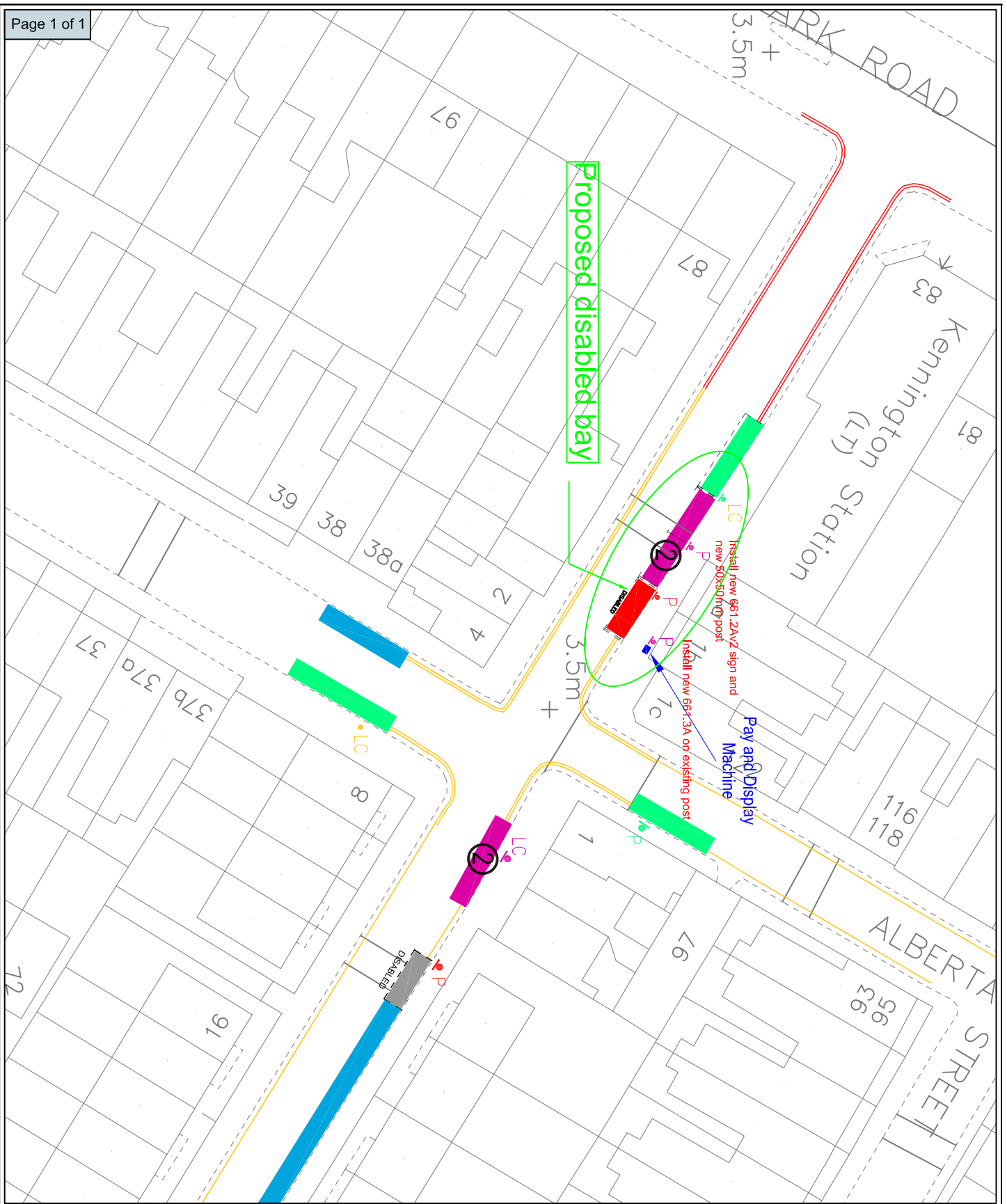
Background Papers	Held At	Contact
Parking and Enforcement Plan	Network development, Environment and Housing Department	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Braganza Street (0910Q2044)
Appendix 2	Sutherland Square (0910Q2013) & Macleod Street (0910Q3011)

AUDIT TRAIL

Lead Officer	Tim Walker	
Report Author	Michael Herd	
Version	1.0	
Dated	16/10/09	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director for Legal and Democratic Services	No	No
Finance Director	No	No
Parking operations and development manager	No	No
Network manager	Yes	No
Parking and network management business unit manager	Yes	No
Executive Member	No	No
Date final report sent to Constitutional/Community Council/Scrutiny Team	16/10/09	



NETWORK DEVELOPMENT



Environment & Housing Dept, Public Realm Division
 PO Box 64529, London SE1 5LX

LEGEND

- At any time waiting restriction
- Zone waiting restriction
- Proposed disabled bay
- Existing disabled bay
- Existing resident's permit bay
- Existing business permit bay
- Existing pay and display bay

Revision details	By	Date	Suffix
			A
			B

Project Number
 0910_Q2_HOTSPOTS

Title
 BRAGANZA STREET
 PROPOSED DPPP
 Layout

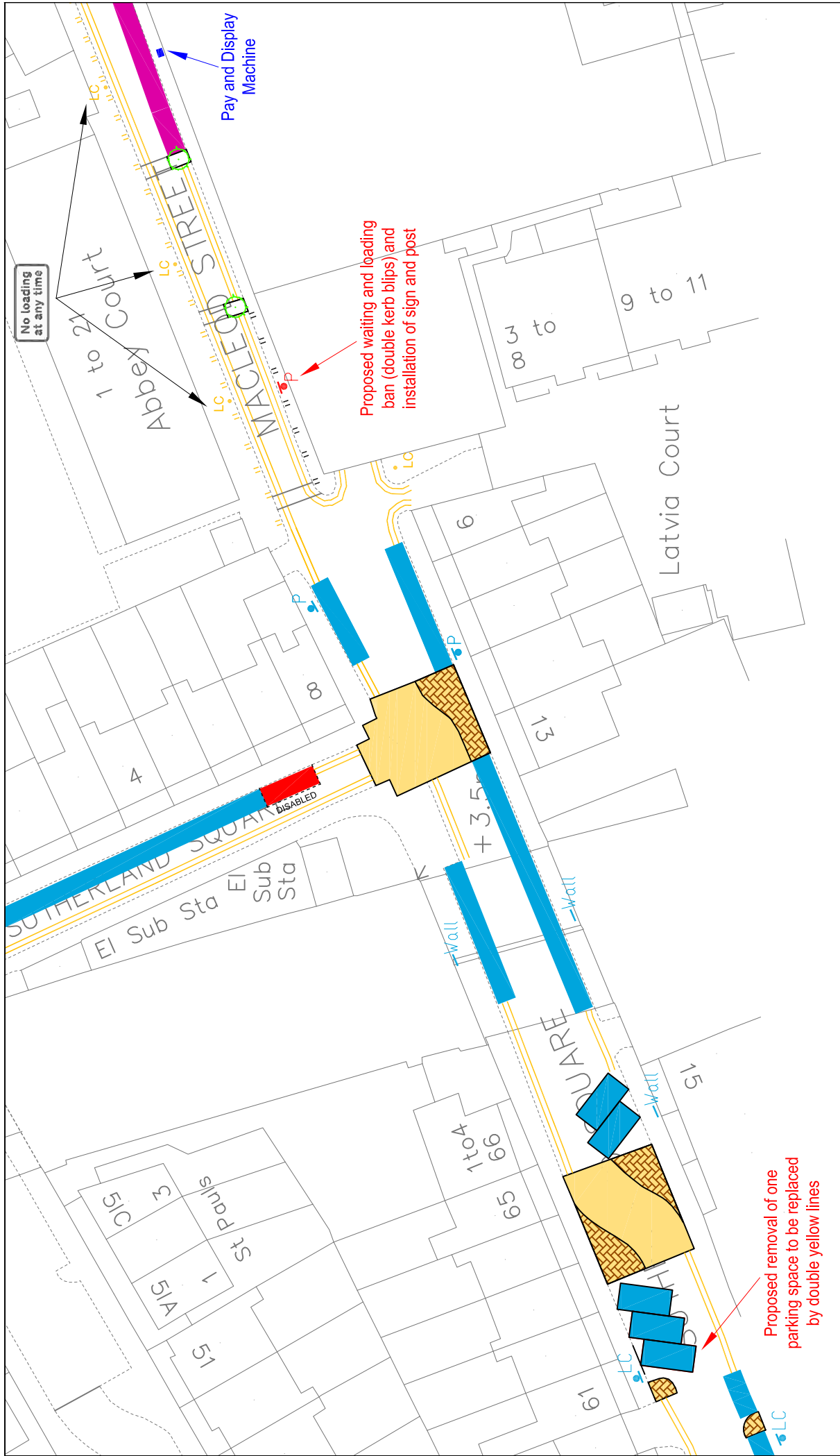
Appendix 1

Scale
 1:500

File Name
 0910Q2_044

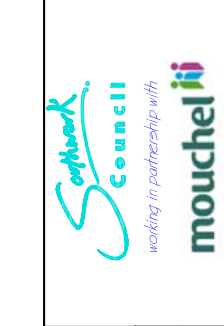
Drawn	Designed	Checked	Approved
MH	MH	TW	TW
23/07/09	23/07/09	25/09/09	25/09/09

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APPENDIX 2

PROJECT	09-10 Hotspots
TITLE	Macleod Street (Zone J)
DRAWING NUMBER	0910_Q3_011
SCALE	1:750



REVISION	DESIGNED BY & DATE	CHECKED BY & DATE	APPROVED BY & DATE
A	PG - 10/09	MH - 10/09	TW - 10/09
Network Development Parking and Network Management Public Realm Environment and Housing London, SE17 1RY			Draft Issue

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Existing loading bay (double kerb blips)
 Proposed loading bay (double kerb blips)
 Resident permit holders bay

Proposed removal of one parking space to be replaced by double yellow lines

Proposed waiting and loading ban (double kerb blips) and installation of sign and post

No loading at any time

Pay and Display Machine

DISABLED

+3.5m wall
 -wall

LC
 P

Sutherland Square
 Latvia Court
 Abbey Court
 St Pauls
 1 to 24
 1 to 4
 6
 8
 13
 15
 19
 2
 51A
 51
 65
 66

KEY
 ■ Existing loading bay (double kerb blips)
 ■ Proposed loading bay (double kerb blips)
 ■ Resident permit holders bay