
 OBJECTION REPORT – Hatcham Road industrial area		Appendix 5
Reference	15/16_Q2_025	Location overview 
Location	Hatcham Road/Penarth Street/ Manor Grove/ Record Street and Ormside Street	
Proposal	To install double yellow lines to improve traffic flow and access for large vehicles	
Community council meeting	Bermondsey and Rotherhithe	
Community council date	27 January 2016	
Ward(s) affected	Livesey	

Background

At the meeting held 17 October 2015, the Bermondsey and Rotherhithe community council approved this proposal for statutory consultation.

The parking design team was contacted by a business on Hatcham Road regarding access for large delivery vehicles to their site.

The area in which Hatcham Road is located contains five streets that make up an industrial estate. There are only two entry points off Ilderton Road into this area which contain factories, warehouses and churches.

An officer met with representatives of the business on 23 July 2015, to discuss the issue of obstructive parking that can prevent large lorries delivering materials to their factory and products being dispatched.

The factory has a yard which allows rigid vehicles to load/unload off-street but when large articulated lorries deliver or collect they tend to load/unload on-street adjacent to the gates of the yard. The majority of deliveries take place Monday to Friday and this increases during busy periods, especially before Christmas.

The London Fire Brigade (LFB) carried out two visits to this area, the first on Saturday 15 August 2015 and the second Thursday 20 August 2015. They raised concerns regarding access due to obstructive parking in different locations either during the week or on the weekend.

Hatcham Road and Record Street were a concern for the LFB for access during the week and Manor Grove, Hatcham Road and Ormside Road on the weekend.

In addition, the road network manager raised concerns with access and obstruction to the public highway on Record Street between Hatcham Road and Ilderton Road (slip road). There is a waste recycling depot at the junction of Record Street and Ilderton Road slip road and in August 2015 there was a fire at this location.

Officers have over the years visited this industrial estate and introduced at any time waiting restrictions (double yellow lines) in an ad hoc way. With feedback from the LFB and officer observations it is felt these recommendations will provide access for large vehicles to businesses in the estate and address the concerns about emergency service vehicle access.

Objections detail

Statutory consultation was carried out between 19 November 2015 and 10 December 2015. During this period one objection was received in relation to the proposal to introduce double yellow lines on Hatcham Road. The main points of the objection can be summarised as:

- There is already a lack of parking spaces for residents and would make the parking situation difficult for residents
- Concerns about the safety of staff walking to their vehicle
- Double yellow lines would not stop obstructive parking
- Concerns about anti-social behaviour

Officers wrote to the objector responding to the points they raised in their objection. They were also advised that their objections would be sent to the Bermondsey and Rotherhithe community council for determination.

Recommendation

It is recommended that the double yellow lines are installed to improve access for large vehicles and to prevent obstruction:

- On the west side of Hatcham Road (between Penarth St and Manor Grove)
- The south side of Record Street (Between Hatcham Road and Ilderton Road)
- The north side of Record St (between Ormside St and Hatcham Road)
- The north side of Penarth St (between Hatcham Road and Ilderton Road)
- Short lengths along Manor Grove

As detailed in drawing, officers recommend that the objection be considered and rejected. The original intention of this scheme is to facilitate safety and vehicular access and there is no other way of achieving this within the public highway other than the provision of waiting restrictions. It is also recommended that officers be instructed to write to the objector to explain the decision, and then proceed to make the traffic order and implement the works.

Herd, Michael

From: [REDACTED]
Sent: 02 December 2015 10:11
To: Herd, Michael
Subject: Re: [REDACTED] - Hatcham Road - objection to proposed WR

Dear Michael Herd

Thank you for this and passing these issues to the Parking Ops and Community Safety Teams. I await the meeting on 27th January with interest.

Yours sincerely

[REDACTED]

On 2 Dec 2015, at 09:44, Herd, Michael <Michael.Herd@southwark.gov.uk> wrote:

Dear [REDACTED],

Thank you for your reply and acknowledge that you wish to maintain your objection.

Your objection will now be sent to Bermondsey and Rotherhithe community council at the meeting being held 27 January 2015. At that meeting councillors will determine the objection and instruct officer accordingly.

I feel that I should clarify the situation regarding the site meeting, held 23 July 2015, this was at the request of one of the businesses on Hatcham Road to discuss their issues regarding access and loading/unloading availability. We were solely responding to the request of the business and did not invite any other businesses.

I will pass your concerns regarding the illegal parking to the council Parting operations team.

I will also forward your email regarding the anti-social behaviour and concerns regarding staff safety onto the councils Community Safety and Enforcement Team who will contact you directly.

I feel that you should also contact the police regarding the criminal behaviour you mention in your response.

Regards

Michael Herd

From: [REDACTED]
Sent: Tuesday, December 01, 2015 8:09 PM
To: Herd, Michael
Subject: Re: [REDACTED] - Hatcham Road - objection to proposed WR

Dear Michael Herd

Thank you for your prompt response.

We met with no officers on the 23rd July 2015. We received no correspondence to inform us of a proposed visit. The cafe next door to us has told us that that is their experience also and

our other neighbour, whom I approached this morning, has said the same. I was on annual leave on 23rd July but find it highly unlikely that such a notification would not have come to me through my staff and our management communications systems. Could you provide copies of the notification or proof of delivery please? Thank you.

It is no surprise at all that the LFB raised concerns due to obstructive parking, especially at the weekends but at all times during the week and both in the daytime and at night. This is due to the visitors to the church parking illegally, double parking, blocking business entrances and parking on the kerbs. The local residents and business owners have complained bitterly and at length about the failure to curtail the churches activities, most especially when they operate as night clubs and hostels, and about the aggressive behaviour shown to the workforce on the estate by the gangs who frequent the churches. The notion that the people currently parking illegally, often with fake number plates and fake disability stickers, will adhere to the new yellow lines is risible. Creating double yellow lines will not prevent obstructive parking. Tackling the illegal activities of the churches will.

I also fully understand that the council has a duty to ensure safety above providing parking. I believe that the yellow lines will endanger my staff as they will have to walk further, in the hostile atmosphere of the estate, to their cars or public transport. My building has been 'tagged' three times in the last two weeks by rival gangs. It is common knowledge that the recent shooting has exacerbated an always virulent gang culture prevalent amongst the churches rival gangs and our once calmly industrious estate now hosts an ongoing turf war between gangs armed with knives and guns. It is no exaggeration to say that our staff are concerned for their safety and we have had delivery drivers refuse to enter the estate, not because of a lack of double yellow lines but because of the aggressive behaviour they have endured from the young men that now patrol our area.

We run an industrious law-abiding company that has contributed to Southwark for more than a quarter of a century. The failure to curtail illegal activities has seriously hampered our ability to conduct our business and we are now being asked to pay for the anti-social activities of others. The implementation of yellow lines will put our staff in danger. I believe some will leave as a result and I believe it will be almost impossible to recruit replacements. We have always had a proud history of recruiting a much higher number of women than the industry norm. They now have to be accompanied to their cars in the evening when it is dark. We often do the same for our male staff. We need to enable our staff to park close by the company for their health and well-being.

We maintain our objection.

Yours sincerely

[REDACTED]

On 26 Nov 2015, at 12:34, Herd, Michael
<Michael.Herd@southwark.gov.uk> wrote:

Dear [REDACTED],

Thank you for your objection, dated 26 November 2015, in regard to the proposed waiting restrictions (double yellow lines) on Hatcham Road.

Background

The area in which Hatcham Road is located contains five streets that make up an industrial estate. There are only two entry points off Ilderton Road into this area which contain factories, warehouses and churches.

An officer met with representatives of the business on 23 July 2015, in Hatcham Road to discuss the issue of obstructive parking that can prevent large lorries delivering materials to their factory and products being dispatched.

The London Fire Brigade (LFB) carried out two visits to this area, the first on Saturday 15 August 2015 and the second Thursday 20 August 2015. They raised concerns regarding access due to obstructive parking in different locations either during the week or on the weekend.

Hatcham Road and Record Street were a concern for the LFB for access during the week and Manor Grove, Hatcham Road and Ormside Road on the weekend.

The majority of deliveries take place Monday to Friday and the number of deliveries increases before the Christmas period.

In addition, the road network manager raised concerns with access and obstruction to the public highway on Record Street between Hatcham Road and Ilderton Road, slip road.

There is a waste recycling depot at the junction of Record Street and Ilderton Road slip road and in August 2015 there was a fire at this location and there were concerns regarding the amount of skips and vehicles on the highway.

Officers have over the years visited this industrial estate and introduced at any time waiting restrictions (double yellow lines) in an ad hoc way. With feedback from the LFB and officer observations it is felt these recommendations will provide access for large vehicles to businesses in the estate and address the concerns about emergency service vehicle access.

On 17 October 2015 the Bermondsey and Rotherhithe Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines in the Hatcham Road area to improve access, sight lines at junctions with Manor Grove and to improve junction safety for all road users.

The double yellow lines are proposed not only to assist large delivery vehicle at the junctions but to provide better access to businesses within the area, and to provide access for emergency vehicles which was a concern raised by the London Fire Brigade.

Vehicles parked at or close to a junctions 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.

- 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.
- 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.
- 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.
- 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).

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

It is therefore recommended that, as shown attached drawing, that double yellow lines are installed to improve access for large vehicles and to prevent obstruction:

- on the west side of Hatcham Road (between Penarth St and Manor Grove)
- The south side of Record Street (Between Hatcham Road and Ilderton Road)
- The north side of Record St (between Ormside St and Hatcham Road)
- The north side of Penarth St (between Hatcham Road and Ilderton Road)
- Short lengths along Manor Grove.

Part of the proposal is to install double yellow lines opposite your business (west side of Hatcham Road (between Penarth St and Manor Grove), this will provide a loading/unloading facility for your business as double yellow lines still allow loading to take place and east side where your business is situation remains unrestricted

Please let me know by 3 December 2015, if I have answered your concerns or if you wish to maintain your objection to this proposal.

Regards

Michael; Herd
Network development officer
Network development
Highways

-----Original Message-----

From: Herbert, Richard On Behalf Of traffic orders
Sent: Thursday, November 26, 2015 8:39 AM
To: Herd, Michael
Subject: [REDACTED] - Hatcham Road - objection to proposed WR

-----Original Message-----

From: Administrator, Information
Sent: Wednesday, November 25, 2015 5:32 PM
To: traffic orders
Subject: Consultation response

[Title]
Mr

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone_number]

[REDACTED]

[Email_address]

[REDACTED]

[Areyou]

A business

[Whichconsultation]

Hatcham Road

PRP/ND/TMO1516-030

[overallresponse]

5. I wholly object to

[response]

To restrict the parking opportunities so drastically would be to effectively eradicate our business, established on Hatcham Road for more than 25 years. The vast majority of parking problems have emerged as a result of the churches that have been allowed to emerge on what should be a strictly commercial area. That we at [REDACTED], who have contributed to the business area for a quarter of a century, should be effectively driven out of business because Southwark Council have failed to curtail the often illegal activities of some of these churches is little short of a disgrace. We have staff who need to park, we take deliveries which require substantial time to complete and we have to receive visitors from all over London, many of whom expect to park their cars in the area. I beg you to reconsider this proposal and am not exaggerating when I say that I honestly believe it will drive a significant amount of business from the Southwark Borough.

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