
		<b>Local parking amendment Determination of statutory objection</b>
<b>Reference</b>	15/16_Q3_003	<b>Location overview</b>
<b>Location</b>	Larcom Street - outside No.34 to 38	
<b>Proposal</b>	To convert existing single yellow line to permit holders (M1) parking bay.	
<b>Community council meeting</b>	Borough, Bankside and Walworth	
<b>Community council date</b>	29 June 2016	
<b>Ward(s) affected</b>	East Walworth	

### Background

At the meeting held 27 January 2016, the Borough Bankside and Walworth community council approved this proposal, to convert existing single yellow line to permit holders (M1) parking bay for statutory consultation.

The parking design team was contacted by a local resident requesting that the council look at providing additional permit parking for residents.

Larcom Street is part of Walworth (M1) parking zone where all kerbside parking spaces is prioritised and allocated. All remaining kerbside space is restricted by single or double yellow lines. The single yellow lines operate during zone hours of Monday to Friday 8.30am – 6.30pm.

Statutory consultation was carried out between 14 April 2016 and 05 May 2016. During this period, the council received one objection.

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:

- determination of objections to traffic management orders that do not relate to strategic or borough-wide issues

### Summary of objection(s)

The objection received is attached to this report and can be summarised as:

- Removing the loading gap will cause problems for residents
- Forcing refuse vehicle to stop in flow of traffic
- Delivery drivers/ removals vehicles will have to haul their goods for the majority of the street because of inadequate space between the parked cars to reach the kerb

Officers wrote to the objector acknowledging receipt of their representation. They were also advised that their objection would be sent to the Borough, Bankside and Walworth community council for determination.

### Recommendation and next steps

It is recommended that the objection made against the proposal to convert the single yellow line to permit holders (M1) parking bays be considered and rejected, as the proposal will provide additional permit parking for residents.

The single yellow line was installed when the CPZ was introduced in 2001, by converting it to permit holders this means the parking could become more spread out throughout the street, providing more areas for loading and unloading instead of it being confined to outside No.s 34-38. Whilst it was often done historically, it is no longer normal practice to provide 'loading gaps' in parking zones in residential areas. Loading is permitted in the parking bays.

Officers will also check if the disabled bays are still required, if not they can be returned to permit bay use but this requires a separate investigation and consultation.

It is also recommended that officers be instructed to write to the objector to explain the decision and proceed with making the traffic order and implement the works.

The extent of the proposed restrictions is shown in the plan overleaf.

## Objection 1

**From:**

**Sent:** Thursday, May 05, 2016 12:01 AM

**To:** traffic orders

**Subject:** Local parking issues Larcom Street H/ND/TMO1516-042

Dear Sir/Madam

I am writing to make my objections known about the proposal to remove the yellow line outside of 32-38 Larcom Street.

Ref :H/ND/TMO1516-042

The yellow line is situated half way along the street between the residents bays and is classed as a loading gap by government guideline's.

The purpose of which is to allow for vehicles to stop without blocking the flow of traffic on the single lane carriageway on this one way street.

Removal of the loading gap will only cause further problems for us residents, such as:-

forcing the dustmen to block the flow of traffic the whole way down the road while they empty the bins.

Delivery drivers/ removals vehicles will have to haul there goods for the majority of the street because of inadequate space between the parked cars to reach the kerb.

Forcing Taxi's to either stop in the flow of traffic and cause further problems and arguments with impatient drivers, or to drop the passengers at the end of the road. Given that they could be one of the elderly residents of Larcom St on the way back from the supermarket with bags of shopping, that have to have the use of a taxi because they can no longer afford to keep a car.

I think these very real problems should be taken into consideration before any action is taken.

I think the suggestion of the removal of the yellow line is in very poor judgment and it would only gain enough space for three cars, when other options are available.

I therefore strongly object to it being changed to residents bays.

If more parking is required then maybe some thought could be given to putting a width restriction at the Walworth road junction to stop lorries from driving down Larcom street. This would then allow the residents bays to be pushed all the way to the corners at 75D,58 and the vicarage, without having to worry about large vehicles hitting the parked cars as they try to negotiate the corners, as recently happened to the Vicars car.

At present the "unsuitable for large vehicles" sign is located at the junction of Larcom street and Ethal street, this sign serves no purpose in this location because by the time the lorries get to it, it is too late for them to reverse back onto the Walworth road and they cannot turn around because it's a one way.

So they ignore the sign and continue to drive down Larcom street anyway.

Fitting a width restriction will remove their ability to even turn into the street and then avoid the risk getting stuck once further up the road.

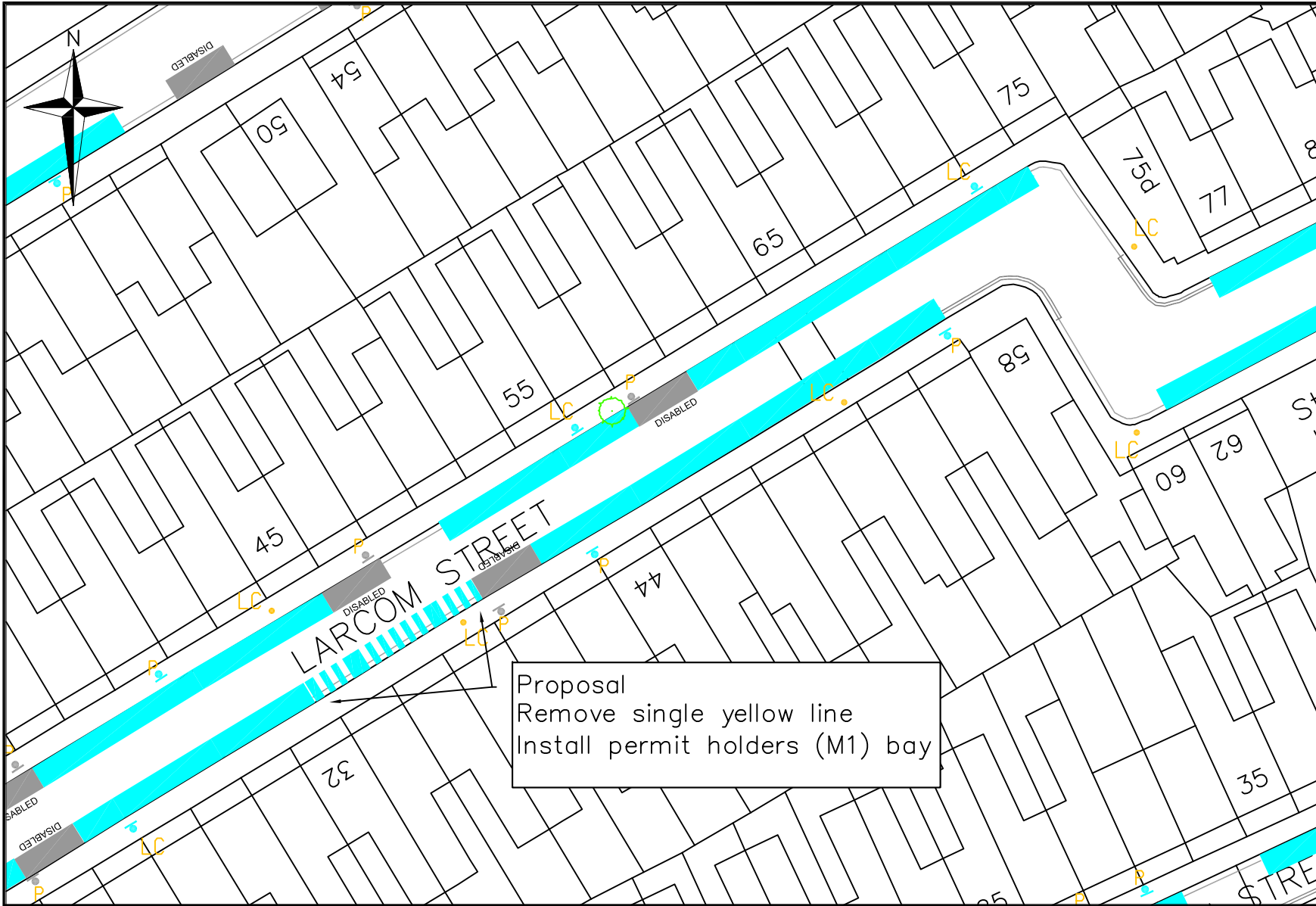
Another alternative that would gain three parking spaces would be to remove the Disabled parking bays outside numbers 33, 47 and 40 Larcom Street. All three bays were the result of one resident living at all three addresses over the years and insisting she had her own bay.

She now no longer resides in Larcom street but the bays have never been removed.

As far as i know there are no people at those houses that are registered as disabled and have the use of a vehicle.

This would be a far simpler solution and a cheaper option because it would only require the removal of the signs and a couple of white lines.

Yours truly



- Legend**
- Existing single yellow line
  - Existing double yellow line
  - Proposed permit holders bay
  - Existing permit holders bay
  - Existing short stay bay
  - Existing disabled bay
  - Existing loading only bay
  - Existing motorcycle bay
  - Existing bus stop

Proposal  
Remove single yellow line  
Install permit holders (M1) bay

Public Realm Projects  
Parking Design

Environment and Leisure  
Floor 3, hub 1  
Southwark Council  
160 Tooley Street  
PO Box 64529  
London, SE1P 5LX

[www.southwark.gov.uk/parkingprojects](http://www.southwark.gov.uk/parkingprojects)



Project  
1516 LOCAL PARKING AMENDMENT

Drawing Title  
LARCOM STREET  
PROPOSED PERMIT BAY EXTENSION

Community Council BOROUGH. BANKSIDE AND WALWORTH				
Ward(s) EAST WALWORTH				
Date	Scale	Drn	Chk	App
10/10/2015	1:500 @ A4	MH	PG	PG
Dwg No.	1516Q3003			Rev
Status	DETAILED DESIGN			A

Rev	Date	Description	Drn	Chk	App

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