

Item No.	Classification: Open	Date: 23/11/05	MEETING NAME Walworth Community Council
Report title:		Determination of objection to amendment to West Walworth (E) Controlled Parking Zone	
Ward(s) or groups affected:		Newington	
From:		Nicky Costin	

RECOMMENDATION

1. It is recommended that the community council do not accede to the objection received to the traffic management order proposed to make minor amendments to West Walworth (E) Controlled Parking Zone, for the reasons outlined below.
2. Furthermore, it is recommended that officers be authorised to make the Traffic Management Order and progress implementation.

BACKGROUND INFORMATION

3. This report requests determination of an objection to a traffic management order that does not relate to a strategic or borough wide issue. This matter is reserved to community councils for decision, under the part 3H of the 2005/6 constitution.

KEY ISSUES FOR CONSIDERATION

4. A traffic management order was proposed and advertised on 6 October 2005 (appendix B), under the provisions of the Traffic Orders Regulations, to make amendments to five parking places in Crampton Street and Amelia Street. The proposals include the removal of approximately 60 metres (~10 parking places) of resident permit holder parking places, 1 metre of business permit parking and to relocate an existing solo motorcycle bay by approximately 12 metres. More detail can be observed in appendix C to this report.
5. The proposals were drawn up in order to facilitate construction of the Oakmayne Development at a site known as Newington Industrial Estate and to allow vehicles to gain safe access to and from a new development, improve access to the remaining industrial unit (numbers 19 to 24) and to encourage the free flow of traffic in the area.
6. An objection was received by the Pullens Tenants and Residents Association, in relation to parking, on 22 October 2005 on the grounds that:

“with only half the number of parking spaces to flats in the new development, there will be further pressures on the existing street parking on Amelia Street, and Crampton Street. Therefore we object to any removal of existing parking places either for residents or business – the Pullens Yards Business Units are an integral part of our estate and they rely on clients being able to park locally”. (extract from Appendix D).

7. The Oakmayne Development was granted planning permission on 29 July 2005. As part of the planning agreement, parking beat surveys were undertaken, by consultants of the developer, in December 2004 in the vicinity of Crampton

Street/Amelia Street. These surveys demonstrate that for the roads surveyed, the proportion of (all available) spaces occupied was in the order of 50-60%. The figure for residents' bays only was in the order of 65-70%.

8. The redevelopment proposals for Units 1-18 of the Industrial Estate include circa 0.5 spaces per unit with any overspill parking being catered for on-street. Census data for Southwark shows that car ownership for the entire borough is just under 0.6 per household, whilst for the area in the immediate vicinity of the site, car ownership is under 0.5 (0.47/household) per household. Given this, it is highly unlikely that there will be a significant demand for additional on-street parking as a result of the proposed development.
9. The planning committee was made aware of the development proposals and the related on-street parking situation and resolved to grant planning permission subject to a number of planning conditions and a s106 agreement. The decision was taken in the knowledge that access would be taken via Amelia Street/Crampton Street where parking is currently available.
10. Given the number of off-street spaces proposed, the availability of spaces on-street and the low car ownership in the Borough as a whole and the local area, in particular, Southwark Planning/Traffic Officers concluded that there was no need to impose a ban on future residents of the scheme buying parking permits if they choose to do so.
11. Unconnected with the proposals discussed in this report, CPZ E is programmed for review by Parking Services, in the last quarter of 2005. The review will reevaluate the current parking provisions introduced as part of the CPZ in 1997 and will seek to readdress changes in parking demand since this date. This review will also look at motorcycle parking place provision, a point raised by the correspondent.
12. The proposals are consistent with the policies set out in the draft Parking and Enforcement Plan, which in turn reflects the Council's policy priorities as set out in the Community Strategy and the emerging Transport Plan.

RESOURCE IMPLICATIONS

13. Implementation of the proposals can be undertaken under provisions of the s106 planning permission and legal agreement.

CONSULTATION

14. Consultation for the traffic management order has been carried out in accordance with the relevant legislation, by way of press (London Gazette and Southwark News) and street notices and through distribution of the proposals to those groups on Southwark's approved statutory consultation list.
15. Should the Community Council decide not to accede to the objection, the traffic management order will be made and a press notice will be published in the Southwark News and London Gazette and the objector informed.
16. No consultation or comment has been sought from the Borough Solicitor & Secretary or the Chief Finance Officer.

COMMUNITY IMPACT STATEMENT

17. The overall impact of would appear to have little impact in terms of age, disability, faith/religion, gender, race, ethnicity or sexual orientation.

BACKGROUND DOCUMENTS

. Background Papers	Held At	Contact
The draft Parking and Enforcement Plan	Parking Section, Environment and Leisure Department	Tim Walker 020 7525 2021

APPENDIX A

Audit Trail

Lead Officer	Nicky Costin
Report Author	Tim Walker
Version	Final
Dated	15/11/05
Key Decision?	No
Date final report sent to Constitutional Support Services	15/09/05

APPENDIX B

LONDON BOROUGH OF SOUTHWARK

REMOVAL OF RESIDENTS' AND BUSINESS PARKING SPACE IN CRAMPTON STREET AND AMELIA STREET AND RELOCATION OF SOLO MOTOR CYCLE BAY AND INTRODUCTION OF AT ANY TIME WAITING RESTRICTIONS IN CRAMPTON STREET (CPZ E)

The London Borough of Southwark (Waiting Restrictions and Parking Places) (No2) (Amendment) Order 2005/---

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Southwark propose to make the above-mentioned Order under sections 6, 45, 46 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984.
2. The general nature and effect of the Order would be to:
 - (i) remove a residents' permit parking place in Amelia Street, the north-west side, by its junction with Crampton Street;
 - (ii) reduce the length of a business permit parking place in Amelia Street, the north-west side, by its junction with Robert Dashwood Way;
 - (iii) reduce the length of three residents' permit parking places in Crampton Street, outside Nos. 120 to 166 and opposite Iliffe Street;
 - (iv) relocate a solo motorcycle bay in Crampton Street, outside Nos. 136 to 150 (the bay would be moved south-eastward for a distance of 6 metres);
 - (v) prohibit waiting by vehicles (otherwise than for the purpose of delivering or collecting goods or loading or unloading a vehicle subject to certain time limits and conditions) at any time in Crampton Street, the north-east side, opposite Nos. 120 to 134.
3. The Order is necessary to allow vehicles to gain safe access to and from a new development and encourage the free flow of traffic in the area.
4. A copy of the proposed Order and of other relevant documents may be inspected until the last day of a period of 6 weeks beginning with the date on which the Order is made, or as the case may be, until the Council decides not to make the Order, at Southwark Environment and Leisure Department, Council Offices, 151-153 Walworth Road, London, SE17 1RY, during normal office hours on Mondays to Fridays inclusive.
5. Persons desiring to object to the proposed Order, or to make any representations in respect of them should send a statement in writing to that effect and in the case of an objection, stating the grounds thereof, to the Council's agents in the matter: Project Centre, Saffron Court, 14b St. Cross Street, London, EC1N 8XA, quoting reference PCL/TMO/LB273331100121 by 28th October 2005. For enquiries please contact the Project Centre on 020 7430 6903.
6. Under the Local Government (Access to Information) Act 1985, any letter you write to the Council in response to this Notice may be made available to the press and to the public, who would be entitled to take copies of it if they so wished.

Dated: 6th October 2005

Nicky Costin
Business Unit Manger
Parking, CCTV and Street Metal Works Services

INSERT – APPENDIX C (Detailed Design)

APPENDIX D

From: Ms Linda Bailey – Chair
Pullens Tenants and Residents Association
c/o 41 Iliffe Street
London
SE17 3LJ

Date: 22nd October 2005

Project Cente
Saffron Court
14b St Cross Street
London EC1N 8XA

To Whom It May Concern:

Ref. PCL/TMO/LB273331100121

I am writing on behalf of the Pullens Estate Tenants and Residents Association in Walworth, London SE17 to formally object to the proposed changes to residents, business and motorcycle parking bays on Amelia Street and Crampton Street in London SE17.

We believe that these changes are being done purely to facilitate the Oakmayne Development taking place on the former Newington Industrial Estate, and will impact negatively on the lives of the existing residents in the area. This development has so far resulted in the loss of a BT Phone Box, a Royal Mail Post Box and 2 mature London Plane Trees, and no acknowledgment by either the developers or the Council of the negative impact this development has had so far on our lives.

Our grounds for objecting are that with only half the number of parking spaces to flats in the new development, there will be further pressures on the existing street parking on Amelia Street, and Crampton Street. Therefore we object to any removal of existing parking places either for residents or business – the Pullens Yards Business Units are an integral part of our estate and they rely on clients being able to park locally.

With reference to the motorcycle parking bays, we are objecting as we would like a more creative and holistic solution taken to this issue. I have had previous correspondence with Southwark Council and the promise of more motorcycle bays in the area, and was assured that these would be incorporated into any plans for future changes. The current proposal takes no account of this assurance. Thank you for your consideration of this issue. Please keep me informed as to the progress of this objection. A paper copy of this e-mail has been posted first class to you today.

Yours sincerely

Ms Linda Bailey
Chair – Pullens Tenants and Residents Association.

c.c. Cllr Caroline Pidgeon
John East
Dan Hollas

Linda Bailey
Chair, Pullens Tenants and Residents Association