

Item No. 12	Classification: Open	Date: 20 January 2011	Meeting Name: Rotherhithe Community Council
Report title:		Local parking amendments (Q3)	
Ward(s) or groups affected:		All wards within Rotherhithe Community Council	
From:		Senior Engineer, Network Development	

RECOMMENDATION(S)

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:
2. Timber Pond Road – proposed at any time waiting restrictions
3. Devon Street & Devonshire Grove – proposed parking restrictions as part of the Old Kent Road Integrated Waste Management Facility (IWMF)
4. Hawkstone Road – proposed loading only bay and extension of waiting restrictions
5. Silver Walk – proposed waiting restrictions (at any time and Thursday 7am-12 noon)
6. Rotherhithe Street – proposed at any time restrictions

BACKGROUND INFORMATION

7. This report presents proposals for a number of local parking amendment schemes, which are matters reserved to Community Council for decision.
8. The origins and reasons for the proposals are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Timber Pond Road (1011Q3032) – Proposed at any time waiting restrictions

9. The network development team received a complaint in October 2010 from a resident concerning parking outside Bacon's College, Timber Park Road.
10. Concerns were raised that obstructive parking is taking place in Timber Pond Road on the 90 degree bend causing visibility problems for both motorists and pedestrians. It is understood that there is a particular parking problem during the drop off / pick up times.
11. To ensure that vehicle access is maintained at all times and pedestrian and motorist visibility is not obscured, it is recommended that at any time waiting restrictions be installed on the bend in Timber Pond Road as shown in Appendix 1.

Devon Street & Devonshire Grove (1011Q3013) – Proposed parking restrictions as part of the Old Kent Road Integrated Waste Management Facility (IWMF)

12. Soutwark Council's planning committee has granted permission for Veolia Environmental Services to build an Integrated Waste Management Facility (IWMF) at the former gas works site on Old Kent Road.
13. The network development team were requested by the Principal Highway Engineers working on the scheme to evaluate, design and consult upon and appropriate waiting restrictions for the public highway approach and exit roads in the immediate area of the IWMF.
14. To enable the IWMF to work effectively some modifications are required to the road network, including:
 - Construction of a new road. This public highway will provide the exit road from the IWMF onto Old Kent Road.
 - Installation of a one-way traffic system. Vehicles will enter "in" via Devon Street and "out" via the new road.
 - Installation of a "no motor vehicles" restriction in Devonshire Grove. This will prohibit motor vehicles from driving through Devonshire Grove from a point approximately 30m north-west of Old Kent Road to its junction with Devon Street.
15. For the avoidance of any doubt this report relates only to the proposed changes to parking restrictions.
16. To ensure that the expected increase in vehicular traffic can pass along Devon Street and the new exit road without obstruction or tail-backs, the network development team initially proposed:
 - **At any time waiting restrictions – Devon Street and the new exit road**
The installation of at any time waiting restrictions (double yellow lines) to ensure that vehicle access to and from the Integrated Waste Management Facility site is maintained at all times.
 - **Parking places – Devon Street**
A section of Devon Street will remain unrestricted to enable parking for businesses and its visitors
17. Consultation was carried out with all premises on Devon Street and the section of properties on Old Kent Road between Devon Street and Sylvan Grove (26 properties) by way of a consultation document and proposal map.
18. The consultation document (Appendix 2) was posted to the properties on Friday 26 November 2010 and ran for a 3 week period closing on Friday 17 December 2010.
19. Five individuals emailed during the consultation period. One letter was received after the consultation had closed (probably caused by SE1 postal delays during adverse weather recently experienced) and has therefore been duly considered. Those responding to the consultation are summarised in the following table:

Stakeholder type	Response company	Address	Category
Occupier	Murco Petroleum Ltd	Old Kent Road	Query
Freeholder (for Units 1-7, Devon Street)	Rich Investments Ltd	43 Portland Road, W11 4LJ	Objection
Occupier	Redcoat Express Ltd.	Unit 2, Devon Street	Objection
Occupier	Belgravia Mirror & Glass Specialists	Unit 1, Devon Street	Objection
Solicitor (for Unit 1)	Jones Day (Planning Lawyers)	21 Tudor Street, London, EC4Y 0DJ	Objection
Occupier	Annelly Juda Fine Art	Unit 5, Devon Street	Objection

20. Five of the six pieces of correspondence objected to the proposals. One was an enquiry seeking clarity on highway extents adjacent to the Murco fuel station.
21. A considerable number of points were raised in the numerous emails between stakeholders and officers. Officers have attempted to answer (or seek answers from the Principal Highway Engineers where the matter related to an already established attribute of the scheme) each query raised.
22. Of the points raised, that related to the proposed parking arrangements, the primary concern and objection was that waiting restrictions outside Units Nos. 1 to 5 would prevent the occupiers of the units from operating their businesses effectively. The point being made was that the units took deliveries and had collections of bulky shipments.
23. Waiting restrictions (double yellow lines) do allow for loading and unloading to take place but not parking. This is an established allowance on the public highway in the UK. Southwark parking services allow goods vehicles to load and unload without limit on any yellow line (where no loading ban is in operation), provided this activity is continuous.
24. However, stakeholders in the consultation made clear that they did not consider yellow lines to be suitable.
25. The matter has been discussed with the Principal Highway Engineers and a revised proposal prepared. The revision to the design ensures that yellow lines will not be installed outside Units Nos. 1 to 5 but, instead, a continuous 'loading only' bay will be installed. The bay would operate at all times and without a maximum stay limit.
26. It is intended that the provision of a loading bay would ensure that vehicles did not obstruct each unit's dropped kerb entrance (that may be caused by unlimited parking) and would provide a facility for loading and unloading to take place; thus facilitating the daily operations of the local businesses. This arrangement already exists in the London Borough of Southwark adjacent to other commercial/industrial premises in Raymouth Road, Elephant Road, Camberwell Station Road and Druid Street and has proved to be a successful initiative.
27. Based on officer recommendations and feedback from the consultation, it is recommended to proceed to statutory consultation on the proposed at any time waiting restrictions, unrestricted free parking places and loading bay in Devon Street and the new exit road as shown in appendix 3.

Hawkstone Road (1011Q2029) – Proposed Loading only Bay

28. The network development team received correspondence from a local business in

July 2010 concerning the lack of available loading opportunity outside their premises on Lower Road.

29. An engineer from network development visited this location to ascertain the loading availability and to locate possible options for loading to the businesses..
30. Lower Road is a primary road and at the location where the business is located there are existing "at any time" waiting and loading restrictions. The highway is too narrow to support a 2.7m wide loading bay. On further inspection the engineer feels the only option is to locate the loading only bay on Hawkstone Road.
31. The proposal will result in the loss of 4 existing pay and display spaces through the introduction of a 10m Loading only bay and 10m of "at any time" waiting restriction. The extension to the waiting restrictions is required as the large, mature tree on the footway would otherwise prevent loading and unloading taking place and make an adjacent loading bay unusable.
32. To ensure that there is loading availability for the local businesses it is recommended that a 10m Loading only bay and 10m of "at any time waiting" restrictions be installed on Hawkstone Road as shown in Appendix 4.

Silver Walk (1011Q2001) – Proposed at any time and Thursday 7am- 12 Noon waiting restrictions

33. The network development team received a complaint in May 2010 from Silver Walk management concerning parking Silver Walk and in particular outside the entrance to the underground car park.
34. An engineer from network development and a representative from Silver Walk management visited this location to ascertain the requirements for waiting restrictions.
35. The engineer noted that a number of vehicles were parked near the garage entrance making it difficult to enter and leave. It was explained that this becomes more of an issue in the evening and at weekends.
36. It was further identified that the current parking activity prevents large (waste or emergency service vehicles) proceeding along this cul-de-sac due the narrowness of the road.
37. The engineer also spoke the landlady of The Clipper public house who explained they receive their dray delivery on a Thursday morning.
38. Care has been taken to keep the length of the restrictions to a minimum so as to ensure that vehicle access is maintained at all times, pedestrian and motorist visibility is not obscured and that the public house can receive deliveries whilst attempting to keep as much on-street parking as possible.
39. In view of the above it is recommended that at any time and Thursday 7am-12 Noon waiting restrictions be installed on Silver Walk as shown in Appendix 5.

Rotherhithe Street (1011Q2044) – Proposed at any time restrictions

40. Transport for London, in conjunction with Southwark officers, carried out a

complete route test of the bus service C10 on 16 November 2010.

41. The bus route runs between Canada Water bus station and Victoria Station
42. The purpose of the test was to evaluate the suitability of new 10.2m buses on the route and to look at any problems that the additional rear door may cause.
43. The route is currently operated with 8.8m single door, single deck buses with additional short workings between Canada Water and Elephant and Castle using 10.2m dual door, single deck buses
44. The change in bus type (along the whole route during all service hours) to a 10.2m bus is as a result of a change in contract of the bus route operator. This will commence on 19 March 2011.
45. A number of locations were identified along the whole route where changes were required however only two locations relate to Southwark.
46. The first location relates to the turn from Salter Road into Rotherhithe Street around the junction and traffic island. It is noted that this location has previously been identified by residents and officers. Additional double yellow lines were approved by the community council and are pending implementation.
47. The second location is Rotherhithe Street between the junctions of Bryan Road and Salter Road, close to Surrey Docks Farm.
48. A second site visit was conducted on 7 January 2011 and it was observed that the current absence of parking restrictions on the south, south-east and east side of the road (approximately outside No. 311 to 315 Rotherhithe Street) results in opportunity for vehicles to park on the bend.
49. Irrespective of bus route changes, this poses a road safety danger as vehicles (proceeding south-westward) must overtake parked cars in the middle of the road and on a blind bend.
50. Furthermore, to assist the flow of two-way traffic with the new bus it is considered that parking should be prevented. The location has been reported by bus route drivers (and London Buses performance team) as a current problem, though mostly occurring at weekends.
51. Whilst the problem is reportedly more frequent at weekends (possibly attributed to visitors to Surrey Docks Farm) it is clearly an obstructive and potentially unsafe location to park at any time.
52. In view of the above and with particular regard to road safety and the unobstructed movement of traffic it is recommended that at any time waiting restrictions be installed on the bend in and to the junction with Salter Road, as shown in Appendix 6.

POLICY IMPLICATIONS

53. The recommendations contained within this report are consistent with the policies of the PEP and associated Local Implementation Plan (LIP)

54. The proposals will support the council's equalities and human rights policies and will promote social inclusion by:

- providing improved access for emergency vehicles, buses, refuge vehicles, residents and visitors;
- improving sight lines for all road users;
- improving junction and pedestrian safety, especially those with limited mobility or visual impairment; and

COMMUNITY IMPACT STATEMENT

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

RESOURCE IMPLICATIONS

56. 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

57. Where informal consultation has already been carried out this is discussed in the key issues section of the report.

58. Should the community council approve these items, 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.

59. The Road Network and Parking Manager has been consulted on the proposals and has no objections.

60. 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	Timber Pond Road – proposed at any time waiting restrictions
Appendix 2	Devon Street & Devonshire Grove – proposed parking restrictions as part of the Old Kent Road Integrated Waste Management Site (IWMS)
Appendix 3	
Appendix 4	Hawkstone Road – proposed Loading only bay
Appendix 5	Silver Walk – “at any time” and Thursday 7am – 12 Noon waiting restrictions
Appendix 6	Rotherhithe Street –proposed at any time restrictions

AUDIT TRAIL

Lead Officer	Tim Walker, Senior Engineer	
Report Author	Paul Gellard, Engineer	
Version	Final	
Dated	10 January 2011	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Communities, Law & Governance	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
Cabinet Member	No	No
Date final report sent to Constitutional/Scrutiny Team		