

Item No.	Classification: Open	Date: 5 March 2007	Meeting Name: Nunhead and Peckham Rye Community Council
Report title:		Rye Lane Loading (Nigel Road to Strenhall Lane)	
Ward(s) or groups affected:		The Lane	
From:		Andrew Downes, Street Scene & Transport Manager	

RECOMMENDATION

1. That the Community Council notes the content of this report.

BACKGROUND INFORMATION

2. Rye Lane is classified as a Borough Principal Road which is the next category down from the main roads operated by TfL(TLRN). A primary function is to enable vehicles to get around Southwark and gain access to the TLRN.
3. Prior to the implementation of the CPZ review in April 2006 the north bound section between Nigel Road and Strenhall Lane had single yellow line followed by double yellow line waiting restrictions. In addition this section of carriageway had a mandatory cycle lane installed, which means no vehicle other than cycles can enter. The south bound carriageway had double yellow lines followed by a bus stop.
4. As a result of the CPZ review the no waiting and no loading restrictions on the west side of Rye Lane were increased to operate between 7am and 7pm, Monday to Saturday. The restrictions were consulted upon through public exhibitions and the Nunhead and Peckham Rye Community Council before the decision was taken in December 2005.
5. Representations have been made by local businesses that the restrictions make trading difficult along this stretch of road as vehicles are no longer permitted to stop and load/unload during the day. Amongst others, these representations were considered by CPZ team and a report was issued to NPRCC on 30/10/06 that recommended that no change to the waiting/loading was made at this location as they support the councils transport policies. Local businesses and ward members requested further consideration of the issue.

KEY ISSUES

Buses

6. This section of Rye Lane and incorporating the Heaton Road junction carries many high frequency bus routes and so it is essential that the approach to the Heaton Road junction from Nigel Road is free from parked vehicles which might obstruct sight lines. Both Southwark's Local Implementation Plan (LIP) and the Mayor's Transport Strategy have as a priority to maintain high frequency bus routes free from

obstruction to aid journey time reliability. This is especially pertinent in the Peckham area where car ownership is low resulting in many local residents relying on bus services to reach destinations for work and leisure. As a result it is felt that allowing vehicles to stop on the western side of Rye Lane between Nigel Road and Strenhall Lane would have an impact on journey times for local buses.

7. In addition the road width opposite the southbound bus stop, which is located on the southbound carriageway, is narrow and vehicles parked on the western side of the carriageway would reduce this width further. This could result in head-on conflicts when moving vehicles are trying to pass parked vehicles on one side and buses on the other side of the road. The Metropolitan Police traffic safety division and London buses do not support loading and parking activity opposite bus stop location for road safety reasons.

Cycling

8. This length of road is also part of LCN+ route 22 which is a very popular route from SE London towards the West End and the City. A few years ago a mandatory cycle lane was installed at this location, and other sections of Peckham Rye, to ensure vehicles did not block the cycle lane. As a result it is an offence for vehicles to park within this mandatory cycle lane and, therefore, parking and loading operations along this section of kerblines are prohibited. To allow parking or loading along this defined section of carriageway would require the removal of the cycle lane.

9. Current design standards recommend that cycle feeder lanes into advance stop line boxes to be at least the length of queuing vehicles, which in this case is normally back to the junction of Nigel Road. For this reason it is important to keep parked vehicles to a minimum and a 7-7 no loading restriction is the minimum that should be accepted.

Parking Enforcement

10. Loading restrictions in this location assist with enforcement activity in a location where verbal and physical attacks upon Parking Attendants had previously been a problem. The council is now able to enforce the location through CCTV which was previously impossible with an absence of loading restrictions. Vehicles wishing to load and unload in this vicinity may do so in Peckham Rye in the parking bays to the south of Nigel Road, in the shared-use parking places in Nigel Road, in the loading bay outside 283 Peckham Rye or on parking places or single yellow line in Strenhall Lane (for up to 20mins of continuous loading/unloading).

CONCLUSION

11. Taking account of all the points made concerning this location and trying to maintain the network for the maximum use of all users it would be considered that the provision of loading/unloading bays at this location on Rye Lane would be unsafe with the current road layout.

Background Papers	Held At	Contact

Audit Trail

Lead Officer	Andrew Downes	
Report Author	Andrew Downes	
Version	1 st Draft	
Dated	28-02-07	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	Comments Sought	Comments included
Transport Planning	Yes	Yes
Parking	Yes	Yes
Executive Member		
Date final report sent to Constitutional Support Services		