

Item No. 17.	Classification: Open	Date: 10 October 2012	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		Local parking and traffic amendments	
Ward(s) or groups affected:		All wards within Bermondsey and Rotherhithe Community Council	
From:		Head of Public Realm	

RECOMMENDATION

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:
 - Long Lane – install at any time waiting restrictions between Tower Bridge Road and Bermondsey Street
 - Rolls Road junction with Oxley Close – remove one parking space to accommodate larger cycle gap
 - Rolls Road, southern footway, between Oxley Close and Cooper's Road - remove the existing one-way cycle lane and convert the full width of this stretch of footway to shared-use (pedestrians and cyclists)
 - Adjacent to footpath between Stevenson Crescent and Sheppard's Drive – install double yellow lines
 - Masters Drive – install double yellow lines in the turning head
 - Catlin Street junction with Stevenson Crescent - convert short stretch of southern footway to shared-use (pedestrians and cyclists).

BACKGROUND INFORMATION

2. This report presents proposals for a number of local parking amendments, which are reserved to the Community Council for decision under Part 3H of the constitution.
3. The origins and reasons for the proposals are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Long Lane - 1213Q2014

4. As part of the development works at Bermondsey Square a lay-by was constructed on Long Lane to provide a place for vehicles to pick up and set down near to the hotel. In particular, the lay-by serves the purpose of a set-down point for taxis, without holding up the flow of traffic on Long Lane, shortly after the junction with Tower Bridge Road.

5. Currently, the bay has a single yellow line running through out it, which is in operation Monday to Saturday 8am-6.30 pm.
6. It has been observed, by an officer from public realm projects (parking design) team, that vehicles are being parked (not just picking up / setting down) in the lay-by outside of the operational hours of the single yellow line.
7. This defeats the purpose of the lay-by and, as a result of the bay being full, taxis have been observed driving onto the footway to set-down passengers.
8. It is never acceptable for vehicles to mount the footway as it can cause damage to the footpath and, moreover, puts pedestrians at risk.
9. The section of Long Lane between the lay-by and Tower Bridge Road also has a single yellow line. Whilst it is unlikely many vehicles would park in this section (which would obstruct the flow of traffic very close to the junction and traffic signals) it would be sensible, if changing the lay-by to double yellow lines, to also upgrade the restrictions on the approach/exit from the junction in Long Lane. This will improve vehicle and pedestrian indivisibility.
10. Therefore it is recommended that at any time waiting restrictions (double yellow lines) are installed as per the detailed design, see Appendix 1.
11. It is noted that road markings associated with the existing, eastbound C10 bus stop adjacent to the Church Yard will be reinstated as part of these works.

CONNECT 2 PROPOSALS

12. As part of the forthcoming CONNECT2 Public Realm projects is due to implement the following measures that would provide a safer thoroughfare for cycles along the link. A number of amendments associated with Connect 2 are included in this report for decision.

Rolls Road junction with Oxley Close

13. Officers have inspected the site where it was deemed that the existing cycle facilities need improvements to meet these requirements. In particular the access across the junction from the existing segregated footway on the southern footway into Oxley Close, and visa-versa.
14. Site observations have shown that the existing (one-way) cycle gap between the existing 'shared use' parking bay on the southern side of Rolls Road would need widening to accommodate a new two-way cycle operation across the junction. This would require the removal of approximately 1 car length of shared-use (SB CPZ) parking for the installation of two new footway build-outs.
15. The loss of one space is unlikely to cause any major concern for permit holders in this zone, as on-street parking demand is considered to be low.
16. Furthermore, it is has been identified that the footway on the southern side of Rolls Road between the above junction and Cooper's Road should be converted from a one-way 'segregated' lane to a 'shared use' (pedestrians and cyclists) footway.
17. It is therefore recommended that the above parking bay is shortened by one car

length and the southern footway is changed to 'shared use' as detailed in Appendix 2.

Footpath between Stevenson Crescent and Sheppard's Drive

18. Concerns were raised about vehicles parking in Stevenson Crescent and in Sheppard's Drive adjacent to the entrance and exit of the footpath between the two streets, this obstructs access for cycles as they attempt to pass these points.
19. The footpath is an existing 'shared-use' area (cyclists and pedestrians).
20. An officer has carried out a site visit and recommends that there is a necessity to install at any time waiting restrictions (double yellow lines) adjacent to the path in both Stevenson Crescent and in Sheppard's Drive (see Appendix 3) to ensure access for cyclists.

Masters Drive

21. Concerns were raised about vehicles parking across the proposed cycle access at the closed section, particularly across the access in and out of Rotherhithe New Road.
22. An officer has carried out a site visit and considers there is a requirement for at any time waiting restrictions (double yellow lines) in Masters Drive, around the mouth of the closed section, and around the existing turning head.
23. The installation of the double yellow lines ('at any time' parking restrictions' would improve visibility for cycles and other road users, and also improve accessibility for larger vehicles, such as a fire engine or refuse vehicles to turn around.
24. To prevent obstruction from occurring it is recommended that double yellow lines are installed (see Appendix 4).

Catlin Street junction with Stevenson Crescent

25. Concerns have been raised about the accessibility for cycles across Catlin Street at the junction with Stevenson Crescent.
26. Officers have carried out a site visit; as a result they consider there is a requirement for the footway at the southern side of the junction to be converted to 'shared use'.
27. The installation of these measures would improve accessibility for cycles to and from Rotherhithe New Road.
28. To improve accessibility to and from Stevenson Crescent it is recommended that the southern footway is converted to 'shared use' (see Appendix 5).

Policy implications

29. The recommendations contained within this report are consistent with the policies of the Parking and Enforcement Plan and the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction

Policy 4.2 – create places that people can enjoy

Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

30. The proposal(s) will support the council's equalities and human rights policies and will promote social inclusion by:
- Providing improved access for emergency vehicles, 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

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

Resource implications

32. All costs arising from implementing the proposals, as set out in the report, will be fully contained within the existing local parking amendment budget, except those Connect 2 proposals which will be funded through that existing project.

Consultation

33. No informal (public) consultation has been carried out. Where consultation with stakeholders has been completed, this is described within the main body of the report.
34. Should the community council approve the item(s), 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.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Long Lane - install at any time waiting restrictions
Appendix 2	Rolls Road junction with Oxley Close – remove one parking space to accommodate larger cycle gap and install shared-use (cycle/pedestrian area)
Appendix 3	Footway between Stevenson Crescent and Sheppard's Drive – install double yellow lines
Appendix 4	Masters Drive – install double yellow lines
Appendix 5	Catlin Street junction with Stevenson Crescent – convert part of the footway to shared-use (cycle/pedestrian area)

AUDIT TRAIL

Lead Officer	Tim Walker, Senior Engineer	
Report Author	Michael Herd, Transport and Projects Officer	
Version	Final	
Dated	28 September 2012	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	28 September 2012	