

Item No 12.	Classification: Open	Date: 2 October 2013	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		Traffic management on Shand Street and Magdalen Street – determination of statutory objections	
Ward(s) or groups affected:		Riverside	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the five objections made against the proposal restriction of Shand Street to one-way working southbound, and closing Magdalen Street to vehicles at the junction of Shand Street, be considered and that officers be instructed to proceed and make the traffic order (as detailed in paragraph 3 below).

BACKGROUND INFORMATION

2. In accordance with Part 3H of the Southwark Constitution, community councils are to be consulted on the detail of non- strategic traffic schemes.
3. This report presents details of the proposed measures to improve road safety and traffic operation by instating one-way operation southbound on Shand Street. Magdalen Street will also be closed to motorised vehicles at its junction with Shand St. A bollard would be used to enforce this closure which would still allow cyclists to make this manoeuvre.
4. This item was presented to Bermondsey and Rotherhithe Community Council at the meeting of 12th March 2013. At that meeting members approved the decision to progress to statutory consultation and implementation; subject to objections received being duly considered.
5. The origins and reasons for the recommendations are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

6. The council is aware of longstanding traffic and road safety concerns arising from the narrow sections of Shand Street, the junction with Tooley Street and the tight turning space at its junction with Magdalen Street.
7. This road geometry is inappropriate for the current traffic movements and two-way operation. The owner of the property at the corner of Tooley Street and Shand Street has report numerous incidents of vehicles, especially high-sided ones, damaging their property whilst trying to negotiate the tight junction of Shand Street and Magdalen Street.

8. Works associated with the regeneration of London Bridge Station have closed Weston Street which was previously part of the London Cycle Network Route 22. A new southbound cycle route from Tooley Street to Druid St would be facilitated by these proposed network alterations.
9. Network Rail has agreed to fund and implement the above works including a cyclist right hand turn protection island on Tooley Street.
10. These works should be viewed as an interim measure as Transport for London intend to investigate way traffic on Bermondsey Street and Cycle Superhighway 4 along Tooley Street at the conclusion of the London Bridge works.

Details of objections

11. The Public Realm Projects Team advertised the council's intention to restrict Shand St to one way working and to close Magdalen St at its eastern end to vehicular traffic. Fifteen on street notices were erected in the vicinity of Shand Street and Magdalen Street.
12. The proposed TMO was advertised on 16th May 2013 by way of street and press notices in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
13. During the statutory three week consultation period five written objections were received.
14. Details of the objections are provided in Appendix 1 and summarised in the following paragraphs.

Objection 1

15. We are a local business and the proposed restrictions will increase delivery times, increase traffic congestion in and around the local streets which will increase pollution.
16. No consultation process with local residents and businesses.
17. The changes will affect our business directly.

Objection 2

18. A one way system will make it very inconvenient to access private residential parking building (Lion Court).
19. With the various building works and events that go in this location it won't be possible to always drive to our building's car park with a one way system.
20. No consultation process with local residents and businesses.

Objection 3

21. If proposing one-way traffic would prefer it to be northbound.

22. No need to provide temporary diversion of LCN Route 22.
23. Concerned that traffic island on Tooley Street will provide problems.

Further comments received after the objection period included:

24. Spoken with other cyclists and they now use Tower Bridge Road to connect to LCN 22. Does not believe route via Shand Street would be used.

Objection 4

25. No consultation process with local residents and businesses.
26. Various events and road closures already make it difficult to access residential property.
27. Concerned that frequent traffic problems, closures and accident will mean there are times where we cannot access Lion Court.
28. Proposed closures and restrictions will increase traffic on Tooley Street.

Objection 5

29. Objects to proposed closure of Magdalen St into Shand St. Proposals are excessive and reduced proposals will still address serious risk issues.
30. Closures will create extra traffic circulating for local access. Accident risk of vehicles crossing Tooley Street.
31. Suggested alternative would be to allow traffic to turn right only from Magdalen St into Shand St.

Reasons for report recommendations

32. There are known issues with the current operation of Magdalen St and Shand Street. It is of concern to officers that road geometry on Shand Street and Magdalen Street, particularly at their junctions, is not sufficient to safely allow two-way traffic.
33. Alternative cycle diversion route due to the closure of Weston Street as part of the London Bridge redevelopment works is required. Southwark Cyclists are supportive of the proposed Shand Street route including islands on Tooley Street.
34. If temporary closures on the surrounding road network are required as a result of highways works or events then provision can be made to reverse any way one working or temporary allow access through the closure to facilitate access to

properties along Shand Street.

35. In view of the above and with the key objective of maintaining safe movement of traffic (including non-motorised road users) across the network, it is considered necessary to implement the TMO for one-way operation.
36. These works should be viewed as an interim measure as Transport for London intend to investigate way traffic on Bermondsey Street and Cycle Superhighway 4 along Tooley Street at the conclusion of the London Bridge works.

Recommendation

37. In view of the above explanation, it is recommended that the Community Council:
 - a) consider the five objections;
 - b) reject the five objections;
 - c) instruct officers to make the traffic order, as proposed;
 - d) instruct officers to write to the objectors to inform them of the decision;
 - e) instruct officers to implement the point closure at the eastern end of Magdalen St and make Shand St one way working southbound.

Policy Implications

38. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly

Policy 1.10 – Improve the local cycling network and ensure people have the information and confidence to use it.

Policy 7.1 – Maintain and improve the existing road network making best use of it through careful management and considered improvements.

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

Community Impact Statement

39. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
40. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity Shand St and Magdalen Street.
41. The recommendations are not considered to have a disproportionate affect on any other community or group.
42. The recommendations support the council's equalities and human rights policies and promote social inclusion by Improving road safety, in particular for vulnerable road users, on the public highway.

Resource Implications

43. All costs arising from the implementation of this scheme will be met by Network Rail as part of the London Bridge regeneration project.

Legal Implications

44. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
45. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
46. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
47. These powers must be exercised so far as practicable having regard to the following matters:
 - e) the desirability of securing and maintaining reasonable access to premises;
 - f) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity;
 - g) the national air quality strategy;
 - h) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers;
 - i) any other matters appearing to the Council to be relevant.

Consultation

48. Informal consultation has been carried out with the restaurant owner at the corner of Tooley Street and Shand Street and with Shane Clarke from the stakeholder group Team London Bridge; both of whom endorse the proposals, supporting the view that road safety, pedestrian accessibility and protection of property would be improved.
49. The road network and parking manager has been consulted on the proposals and has no objections.
50. No consultation or comment has been sought from the borough solicitor & secretary or the chief finance officer.
51. The traffic order notice of intent was advertised in the Southwark Gazette and

fifteen street notices were erected on site.

52. Transport for London have been involved in developing the proposals and endorse the scheme.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
None		

APPENDICES

No.	Title
Appendix 1	Details of objections received.
Appendix 2	Drawings showing proposed highway layout

AUDIT TRAIL

Lead Officer	Nicky Costin – Business Unit Manager	
Report Author	Leah Coburn – Development Control Officer (Highways)	
Version	Final	
Dated	9 September 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
	Officer Title	Comments Sought
		Comments included
	Director of Legal Services	No
	Strategic Director of Finance and Corporate Services	No
	Cabinet Member	No
	Date final report sent to Constitutional Team	9 September 2013