

Item No. 16.	Classification: Open	Date: 29 January 2014	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		Local traffic and parking 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 traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
 - Hawkstone Road - install 4 hour destination disabled bay outside the Park Medical Centre
 - Rollins Street - install double yellow lines adjacent to the entrance to Jewson's yard and Leathams yard
 - Canada Street – extend the existing double yellow lines at the junction with Wolfe Crescent
 - Redriff Road – install double yellow lines both sides of the highway between Lower Road and Worgan Street
 - Melior Place – install double yellow lines across dropped kerb and entrance to 17 Snowfields
 - Devonshire Grove – reposition bollards and amend associated prohibition of vehicular traffic.

BACKGROUND INFORMATION

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the Community Council.
3. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the Community Council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays.

4. This report gives recommendations for six local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Hawkstone Road

6. The parking design team was contacted by the Practice Secretary of Park Medical Centre, 57 Hawkstone Rd. The surgery has a patient participation group that meets to discuss issues affecting patients registered with the surgery.
7. The group identified a need for disabled parking in the vicinity of the surgery.
8. An officer met with the group, explained where blue badge holders could currently park, summarised as:
 - 12 x pay and display bays (free of charge) adjacent to Southwark Park
 - 5 x 30 minute free parking bay outside the surgery.
9. The group explained that, whilst helpful for picking up and setting down, the existing 30 minute free parking does not allow sufficient time for patients to park, wait for their appointment and complete their consultation with the doctor.
10. The group requested a destination disabled parking bay outside the surgery for patients with disabilities, particularly those with disabled children. They requested that the destination disabled bay allow blue badge holders to park for 3 hours.
11. The officer explained that the council's standard is to provide destination bays with a 4 hour maximum stay. This is to encourage blue holders to use the bay instead of parking on yellow lines (which allow up to 3 hours with a blue badge). This is also good merit in the council being consistent in this approach and it is one that is used by many other boroughs.
12. It is therefore recommended that, as detailed in Appendix 1, that a 4 hour destination disabled bay is installed outside the Park Medical Centre to provide a disabled parking facility to assist patients with disabilities when visiting the surgery.

Rollins Road

13. The council was contacted by SGBD Property who are developing a new yard for Jewson's Building Merchants in Rollins Road. SGBD request that new double yellow lines are installed at the entrance to the yard to improve access for large vehicles.
14. Southwark council is the highway authority in Rollins Street from its junction with Ilderton Road to the western edge of the railway bridge. This street is mainly commercial with the new Jewson's yard on the north side and Leathams Food Factory on the south side.

15. Large vehicles will be delivering to the yard and they do not want to load/unload on the highway as there is a provision within the yard.
16. Officers contacted Leathams and asked if they have had access issues into their factory. They stated support for new double yellow lines on either side of the entrance to their factory yard as, at times, vehicles parked too close to the entrance and large vehicles have had their access blocked.
17. It is therefore recommended that, as detailed in Appendix 2, that double yellow lines are installed either side Jewson's entrance and Leathams entrance to provide access.

Canada Street

18. A local resident contacted the parking design team regarding problems gaining access from Wolf Crescent on to Canada Street. They inform us that the existing double yellow lines on the north side of the junction of Canada Street and Wolf Crescent were not long enough and the junction is dangerous with cars parked on it.
19. An officer visited this location and found vehicles parked on the junction adjacent to the double yellow lines causing an obstruction to the sight lines.
20. The resident believes the vehicles belong to residents and commuters and are parking all day.
21. Ensuring adequate visibility between road users is important to safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to break and come to a stop.
22. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD) which is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, eg pedestrian, cyclist or a stopped vehicle.
23. It is noted that almost two thirds of cyclists killed or seriously injured in 2012 were involved in collisions at, or near, a road junction, with T junctions being the most commonly involved.
24. Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.
25. At this junction dropped kerbs have been installed to assist pedestrians wanting to cross the road. Before stepping off the kerb it is important that pedestrians have a clear line of sight of any oncoming vehicles.
26. The Highway Code makes clear that motorists must not park within 10 metres of a junction, unless in a designated bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent

implementation of waiting restrictions (yellow lines).

27. The proposal to extend the yellow lines at this junction is proposed in accordance with the council's adopted [Southwark Streetscape Design Manual \(SSDM\)](#) standard on Highway Visibility ([DS114 - Highway Visibility](#)).
28. It is therefore recommended that as detailed in Appendix 3 that double yellow lines are extended by 7.5 metres on the north side the junction of Wolf Crescent and Canada Street to improve sight lines and junction safety for all road users.

Redriff Road

29. A member of the public contacted the council requesting that the existing single yellow lines on Redriff Road be converted to double yellow lines as there is obstructive parking at night and over the weekend.
30. This section of Redriff Road has two lanes in both directions and carries a large volume of traffic visiting Surrey Quays shopping centre. The single yellow line operates Monday to Saturday 8am-6.30pm and vehicles are parking on both sides when the yellow lines are not operational reducing the road the single carriageway in both directions.
31. An officer visited this site on 9 December 2013. This was done during the day to confirm the existing restrictions and street furniture. The existing single yellow lines were clear at the time of the visit and the traffic was following freely. However officers have observed the reported weekend parking which reduces the capacity of the road network and disruption to traffic, particularly buses.
32. It is recommended that double yellow lines are installed between Lower Road and Worgan Street and Deal Porter Way as detailed on Appendix 4 to prevent obstructive parking and improve traffic flow.

Melior Place

33. Councillor Al-Samerai contacted the council to report concerns raised by a constituent regarding obstructed access to the car park entrance to the flats at 17 Snowfields.
34. Melior Place is a small cul-de-sac off Snowfields which connects (pedestrians only) to Melior Street. It is close to Guys Hospital and London Bridge underground and railway stations.
35. The resident states that the access to the carpark is regularly obstructed when the single yellow line is not in operation. They have sent photographic evidence to show the ongoing obstruction, see Appendix 5.
36. An officer visited this location and it was noted that two vehicles (both blue disabled badge holders) were parked on the single yellow lines adjacent to the permit holders (F) parking bay.
37. Whilst blue badge holders are permitted to park on any yellow line (single or double) for up to 3 hours, our experience shows that they will generally avoid double yellow lines recognizing that they are in place to deter dangerous or obstructive parking, rather than single yellow lines that imply that parking is safe

but is undesirable at certain (usually peak) times.

38. If obstructive parking continues after the installation of double yellow lines then the council will consider introducing a loading ban but this is usually not necessary.
39. It is recommended that double yellow lines are installed on Melior Place as detailed on Appendix 6 to prevent obstructive parking and improve access.

Devonshire Grove

40. An application has been made by the council's Waste and Transport Manager, to move the bollards as shown in Appendix 7 to allow vehicular access to and from the land the Council owns on Devonshire Grove via the Devon Street one way system.
41. The bollards are proposed to be repositioned but retained so as to continue preventing through access from Old Kent Road onto Devon Street. By relocating the bollards southward the Council's fleet will be able to use Devon Street to access the land on Devonshire Grove. This will mean that they can access the site to and from the north and south bound lanes on the Old Kent Road where the current access and egress from Devonshire Grove is one direction only.
42. It is recommended that bollards and associated prohibition of vehicular traffic are amended as detailed in Appendix 7.

Policy implications

43. The recommendations contained within this report are consistent with the policies of 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

Community impact statement

44. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
45. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
46. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
47. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
48. With the exception of those benefits and risks identified above, the

recommendations are not considered to have a disproportionate affect on any other community or group.

49. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved access for key services such as emergency and refuge vehicles
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

50. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets.

Legal implications

51. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
52. 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.
53. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
54. Should any objections be received they must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
55. 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.
56. These powers must be exercised so far as practicable having regard to the following matters:
- a) the desirability of securing and maintaining reasonable access to premises
 - b) 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
 - c) the national air quality strategy
 - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - e) any other matters appearing to the Council to be relevant.

Consultation

57. No informal (public) consultation has been carried out.

58. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
59. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
60. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
61. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
62. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
63. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the southwark constitution.

Background Documents

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

APPENDICES

No.	Title
Appendix 1	Hawkstone Road - 4 hour Destination disabled bay
Appendix 2	Rollins Street - install double yellow lines
Appendix 3	Canada Street - install double yellow lines
Appendix 4	Redriff Road - install double yellow lines
Appendix 5	Melior Place - obstruction photos
Appendix 6	Melior Place - install double yellow lines
Appendix 7	Devonshire Grove – reposition bollards and associated prohibition of traffic

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Project Engineer	
Version	Final	
Dated	17 January 2014	
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	17 January 2014	