

Item No. 14.	Classification: Open	Date: 1 February 2013	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Borough, Bankside and Walworth Community Council	
From:		Head of Public Realm	

RECOMMENDATIONS

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:
 - Steedman Street – change single yellow line to double yellow line between Hampton Street and the railway bridge to remove risk of obstruction at weekends and overnight.
 - Great Dover Street – designate all bays in Great Dover Street (where Southwark Council is traffic authority) as permit holder (D) parking.

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 two local parking amendments, involving traffic signs 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

Steedman Street- 1314Q3019

6. The parking design team was contacted by a local resident who raised

concerns about vehicles parking between Hampton Street and the railway bridge causing obstruction to vehicular traffic in the evenings and at weekends.

7. Steedman Street is part of the West Walworth (E) controlled parking zone (CPZ) which operates Monday to Friday 8.30am - 6.30pm.
8. The section of the street that the resident was particularly concerned with has an existing five car permit holder (E) parking bay on the east side. The remaining lengths of the street are protected by a single yellow line which is only in operation during CPZ times.
9. An officer visited Steedman Street on 24 October 2013 and noted that the full width of the carriageway at this location is 6 metres. This is sufficient to allow car parking to take place on one side only (eg. in the permit parking bay). If a car was to be parked on the single yellow line, opposite an occupied permit bay, this would leave just 2m of space for vehicles to pass which is well below the minimum required for emergency services or waste collection vehicles.
10. At the time of the visit there were no vehicles parked causing an obstruction, however the visit took place during CPZ operational hours. The resident has, however, supplied photos that demonstrate the obstructive parking taking place at the weekend, see Appendix 1.
11. Clearly the presence of the single yellow line may mislead motorists into thinking that parking would not cause an obstruction outside of CPZ times and it is therefore considered prudent to change this restriction.
12. The recommendations include double yellow lines on the junction with Hampton Street in vicinity of the dropped kerb. The recommendations will also assist with cyclists who use these streets which are part of the Elephant and Castle bypass route.
13. It is therefore recommended that, as detailed in appendix 2, double yellow lines are installed from Hampton Street to the railway bridge on the west side and at its junction with Hampton Street.

Great Dover Street - 1314Q3045

14. An officer from the parking design team met with representatives from Transport for London (TfL) to discuss the parking layout on Great Dover Street.
15. Great Dover Street is part of the Transport for London Road Network (TLRN) which is also known as the 'red route'. Transport for London (TfL) are the highway and traffic authority for the majority of Great Dover Street where they are responsible for traffic management, enforcement and maintenance.
16. There are, however, exceptions from the TLRN and Southwark Council acts as traffic authority for approximately half of the parking bays in the street. TfL manages the remaining bays.
17. All of TfL's bays on Great Dover Street allow 20 mins loading or 3 hours disabled parking, during 10am to 4pm Monday to Saturday. During peak hours (7 – 10am and 4 – 7pm) no stopping is permitted.

18. The traffic orders for Southwark's parking bays designate a minority of the bays as Controlled Parking Zone (CPZ) D permit holder parking with the remaining majority of bays classified as unrestricted, free parking.
19. It should be noted that Great Dover Street is within the boundary of Newington (D) CPZ and surrounding properties are eligible for a resident or business permit.
20. It has been observed that the Southwark parking bays are heavily parked, presumably by those appreciating this highly unusual arrangement of free, unrestricted parking within zone 1.
21. It is against the council's policy to provide free, unrestricted parking in a CPZ and it is recommended that a new traffic order is advertised and made so that all parking bays in Great Dover Street (where Southwark council is the traffic authority) are designated as D permit holder bays.
22. The proposal is fairer than the current arrangement and will give benefit to existing D CPZ permit holders by reducing pressure in streets where the ratio of permits to space is high (eg. Trinity Street and Cole Street).
23. Community council members were advised of these proposals on 7 January and no comments were received.
24. It is therefore recommended that, as detailed in Appendix 3, all bays in Great Dover Street (where Southwark Council is traffic authority) are designated as permit holder (D) parking.

Policy implications

25. 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

26. The policies within the transport plan are upheld within this report have been subject to an Equality Impact Assessment.
27. 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.
28. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
29. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
30. 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.

31. 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.
32. 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

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

Legal implications

34. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
35. 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.
36. 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.
37. 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.
38. 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.
39. 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

40. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
41. 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.
42. 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.
43. 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.
44. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
45. 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	Southwark Council Environment and Leisure Public Realm projects Parking design 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	Steedman Street - photograph of obstructed highway
Appendix 2	Steedman Street - install new double yellow lines
Appendix 3	Great Dover Street - install new permit holder (D) bays

AUDIT TRAIL

Lead Officer	Des Waters, Head of public realm	
Report Author	Tim Walker, Senior engineer	
Version	Final	
Dated	22 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	22 January 2014	