

Item No. 12.	Classification: Open	Date: 19 March 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:
 - Canada Street – extend the existing double yellow lines at the junction with Wolfe Crescent
 - St Marychurch Street – install double yellow lines both sides of the highway across the entrance to Time and Talents and the junction with Mayflower Street
 - Shad Thames area - install double yellow lines across dropped kerbs in Queen Elizabeth Street, Gainsford Street, Maguire Street and Lafone Street
 - Kipling Street – install double yellow lines opposite entrance to multi-storey car park
 - Grange Walk – install new car club bay
 - St Marychurch Street and Tunnel Road - extend double yellow lines at the junction with Tunnel Road and the entrance to Adams Garden Estate
 - Hatteraick Street and Brunel Road – install double yellow lines at the junction with Brunel Road and entrance to estate
 - Fishermans Drive – extend double yellow lines (southwest side) at the junction with Timber Pond Road
 - Timber Pond Road – extend double yellow lines (southwest side) outside No.6
 - Quebec Way – extend double yellow lines (southwest side) leading to width restriction outside the Alfred Salter Primary School
 - Rotherhithe Street – install double yellow lines outside and opposite the Orange Bull public house.

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 11 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

Canada Street

6. This item was deferred at the meeting held 12 February 2014 so that officers can consult with ward members on amendments to the proposal.
7. An officer met with Councillor Hook on site to explain the proposal and the councillor agreed that the built out kerb line needed double yellow lines to prevent vehicles parking so as to improve the sight lines at the junction with Wolf Crescent.
8. Councillor Hook asked that this item be returned to community council for approval as originally recommended at the previous meeting.

Background

9. 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.
10. 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.
11. The resident believes the vehicles belong to residents and commuters and are parking all day.
12. 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.

13. 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.
14. 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.
15. 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.
16. 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.
17. 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).
18. 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).
19. It is therefore recommended that, as detailed in Appendix 1, 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.

St. Marychurch Street

20. A representative from the charity Time and Talents contacted the council requesting that yellow line is placed outside and opposite their vehicle entrance which is situated at the junction of Mayflower Street, St. Marychurch Street and Rupack Street.
21. An officer carried out a site assessment on 31 January 2014. The assessment occurred during the day and it was noted that no vehicles were parked opposite Time and Talents vehicle entrance but vehicles were parking at the priority junction of Mayflower Street and St. Marychurch Street. This junction has an extremely large turning radii and wide bell-mouth which creates a difficult environment for pedestrian to cross the road, especially for those who cannot move quickly.
22. The charity has supplied the council with photographs showing vehicles parking opposite their exit which demonstrates the difficulties they have when wanting to use their minibus.

23. Parking at junctions should be prevented for the reasons given in paragraphs 12 to 18.
24. In view of the above, it is recommended that double yellow lines are installed, as detailed in Appendix 2, at the junctions of Mayflower Street, St Marychurch Street and Rupack Street to prevent obstructive parking and improve road safety.

Shad Thames area

25. Councillor Al-Samerai contacted the council on behalf of a constituent of Tower Bridge Square, Queen Elizabeth Street.
26. The resident reported ongoing problems of vehicles parking in front of the two gates that lead to Tower Bridge Square from the off-street parking areas of this residential property. The resident has subsequently provided numerous photographs of this activity occurring. Parking in such locations prevents owners their right of access.
27. The two gates are positioned parallel to two highway vehicle crossovers, both of which have a dropped kerb. The dropped kerbs enable vehicles to leave the carriageway, cross the footway and enter the private property.
28. It is an offence to park adjacent to a dropped kerb (leading to multiple properties) irrespective of the presence or absence of any type of yellow line (single or double). In Southwark, enforcement is routinely carried out against vehicles that break this rule. Clearly it is not possible, however, to have a Civil Enforcement Officer positioned here at all times.
29. In this location, it would appear that the presence of a single yellow line in front of the gates is giving a message to motorists that it is acceptable to park here at certain times.
30. The single yellow line, like all such restrictions in G CPZ, operates Monday to Friday 8.30am - 6.30pm.
31. In view of the above it is recommended that double yellow lines are installed adjacent to the two dropped kerbs leading to Tower Bridge Square.
32. As part of the assessment into this location, it has also been identified that there are 57 vehicular crossovers in the Shad Thames area and about one third of them only have a single yellow line adjacent to them. The decision on whether or not to install a double yellow line has, previously, been taken solely upon the proximity to a road junction or the width of the road and not upon the presence of a crossover.
33. Site observations show that motorists do regularly park on these single yellow lines outside of zone hours where it appears they would not be blocking the flow of traffic along the highway.
34. To avoid setting a precedent at Tower Bridge Square that would inevitably lead to further requests for more double yellow line and an ensuing slow, incremental growth of double yellow lines (that is neither helpful for other residents nor cost efficient to the council) it is further recommended, as detailed in Appendix 3, that

the other dropped kerbs in this area have double yellow lines installed.

Kipling Street

35. A housing officer from Leathermarket JMB contacted the council to report concerns raised at a resident's meeting regarding obstructed access to the garages at Hamilton Square which is not public highway and is situated off Kipling Street.
36. As shown in Appendix 4, the carriageway of Kipling Street gently increases in width with distance from Snowfields. The entrance to Hamilton Square is directly opposite the entrance / exit to Snowfields NCP multi-story car park.
37. At present, the west side of the street, between the public house and the permit holders (F) bay, has a single yellow line which operates Monday to Saturday 8am - 6.30pm.
38. Residents reported and provided photographs to show vehicles parking too close to the entrance to Hamilton Square making it very difficult for residents to turn right from their off-street parking areas onto the one-way of Kipling Street.
39. A site assessment has been carried out and no vehicles were observed parked at this location.
40. However, it is clear that when parking occurs on this side of the road (permitted outside of zone hours) it would obstruct the northbound cycle contra flow. Parking in this location, as well as creating difficulties for Hamilton Street residents, forces cyclists into the oncoming (southbound) traffic which increases risk of collision further exacerbated by the reducing road width and the two car park entrances.
41. It is recommended that double yellow lines are installed, as detailed in Appendix 4, to prevent obstructive parking, improve access and improve cycle safety.

Grange Walk

42. The development site known as Bermondsey Spa Site C5 included a legal agreement (S106/140716/10-AP-3010) and condition to introduce a car club bay on the highway adjacent to the new residential development.
43. Car clubs are well supported in Southwark and provide a cleaner, economical alternative to private car ownership. They are also shown to reduce parking and traffic congestion.
44. The s106 also includes the conditions that the developer will promote the car club to future occupiers.
45. It is recommended that, as detailed in Appendix 5, one car club bay is installed in Grange Walk in close proximity to the development.

Rotherhithe Peninsula

46. On 10 February 2014 an officer met with Councillor Hook to visit various locations on the Rotherhithe peninsula to discuss proposals to deal with

obstructive parking. The following locations were visited:

- St Marychurch Street / Tunnel Road
- Hatteraick Road / Brunel Road
- Fishermans Drive
- Timber Pond Road
- Quebec Way
- Rotherhithe Street / Odessa Street

St Marychurch Street / Tunnel Road

47. St Marychurch Street is narrow and parking is prevented, in some locations, by existing double yellow lines outside and opposite the Church.
48. At the site meeting it was proposed to extend the existing double yellow lines to the junction with Tunnel Road to improve sight lines and provide a passing place for approaching vehicles.
49. During the investigation it was noted that the approach road to Adams Garden estate off Tunnel Road was parked with vehicle that would obstruct access for refuse and emergency vehicles.
50. It is recommended that double yellow lines are installed at the junction with Tunnel Road and the approach to the as detailed on Appendix 6 to prevent obstructive parking and improve traffic flow.

Hatteraick Road / Brunel Road

51. Hatteraick Road is the approach road to Adams Garden Estate, is narrow and at present parking is occurring on both sides which would make access to the estate difficult for emergency vehicles, particularly the London Fire Brigade (LFB).
52. LFB contacted the council to ask that double yellow lines are repainted on the northeast side and that new double yellow lines are introduced at the junction with Brunel Road.
53. An officer visited this location with Councillor Hook and the proposals to introduce double yellow lines at the junction Brunel Road, the junction with the estate road and on the north east side between Brunel Road and the estate road were discussed.
54. In addition to the site meeting, officers consider that the existing single yellow line (from the bus stop adjacent to No 35 to outside the Bermondsey Underground Station) should also changed to double yellow line to improve traffic flow.
55. It is recommended that double yellow lines are installed, as detailed in Appendix 7, to prevent obstructive parking and improve traffic flow.

Fishermans Drive

56. An officer visited this site with Councillor Hook who highlighted the issue of parked vehicles causing traffic to wait in the middle of the road when at the

junction.

57. The existing layout of the junction has a wide mouth and the existing double yellow lines do not extend far enough to allow vehicles proceeding westbound along Fishermans Drive to move over to the left side.
58. It is recommended that, as detailed in Appendix 8, the existing double yellow lines are extended, on the southwest side, by 5 metres at the junction with Timber Pond Road to prevent obstructive parking and improve traffic flow.

Timber Pond Road

59. An officer visited this site with Councillor Hook who highlighted the issue of parked vehicles reducing the forward visibility of north-westward bound vehicles, shortly after they have turned left at the 'dog-leg' outside Bacon College.
60. Parking regularly occurs on both sides of Timber Pond Road and reduces the carriageway to a single lane so that vehicles have to give-way to one another.
61. It is reported that that the lack of forward visibility results in north-westbound vehicles proceeding until such a point that they can see oncoming (south-eastward bound) traffic, by which point, the heavy parking means that one vehicle must reverse.
62. It is considered that by extending the existing double yellow lines on the southwest side this will improve the situation by providing greater opportunity for north-westward bound vehicles to see forward and to wait for any oncoming traffic to pass before proceeding.
63. It is therefore recommended that the existing double yellow lines are extended by 5 metres at the junction with Timber Pond Road as detailed in Appendix 9.

Quebec Way

64. An officer visited the site with Councillor Hook who highlighted the difficulty of proceeding westward through the width restriction outside Alfred Salter School due the regular occurrence of parked cars on the approach.
65. Quebec Way is part of an industrial estate and the 7'6" width restriction was introduced to prevent large vehicles such as HGVs from passing the school.
66. The width restriction is protected by existing double yellow lines however it appears that they do not extend far enough to allow westward bound vehicles to pull left and straighten up sufficiently.
67. It is recommended that the existing double yellow lines are extended by 5 metres on the eastern (westward bound) approach to the width restriction as detailed on Appendix 10.

Rotherhithe Street / Odessa Street

68. An officer visited this site with Councillor Hook who reported that parking frequently occurred at the junction of Rotherhithe Street and Odessa Street near The Orange Bull public house.

69. During the site visit no vehicles were parked in this location. However Cllr Hook reported that parking levels were highest in the evenings when residents returned home.
70. It is clear that parking at this location, which has poor visibility due to the geometry of the road, would cause some degree of congestion (and possible reversing maneuvers) whilst vehicles negotiated their way passed parked cars.
71. On the basis of Councillor Hook's experience, it is recommended that, as detailed in Appendix 11, existing double yellow lines are installed at the junction to prevent obstructive parking and improve traffic flow.

Policy implications

72. 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

73. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
74. 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.
75. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
76. 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.
77. 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.
78. 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 refuse vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

80. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
81. 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.
82. 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.
83. 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.
84. 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.
85. 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

86. No informal (public) consultation has been carried out.
87. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
88. 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.
89. 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.
90. 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.

91. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
92. 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	Canada Street - install double yellow lines
Appendix 2	St Marychurch Street - install double yellow lines
Appendix 3	Shad Thames area - install double yellow lines
Appendix 4	Kipling Street - install double yellow lines
Appendix 5	Grange Walk - Car Club bay
Appendix 6	St Marychurch Street/Tunnel Road - install double yellow lines
Appendix 7	Hatteraick Street/Brunel Road - install double yellow lines
Appendix 8	Fishermans Drive - install double yellow lines
Appendix 9	Timber Pond Road - install double yellow lines
Appendix 10	Quebec Way - install double yellow lines
Appendix 11	Rotherhithe Street/Odessa Street - install double yellow lines

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Project Engineer	
Version	Final	
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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	7 March 2014	