

Item No. 13.	Classification: Open	Date: 21 July 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:
 - Ilderton Road – install double yellow lines between Penarth Street and Record Street
 - Rotherhithe Street - install double yellow lines outside the entrance to the car park of Stanton house and adjacent to Somerville Point
 - Brunel Road and Hatteraick Street – install double yellow lines at the junction and also adjacent to the entrance to Adams Gardens Estate.
2. It is further recommended that eight statutory objections, made in relation to proposed waiting restrictions in the Shad Thames area, are considered and that the proposals are modified and subsequently implemented.

BACKGROUND INFORMATION

3. Part 3H of the Southwark constitution delegates decision making for non-strategic traffic management matters to the community council.
4. 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.
5. This report gives recommendations for four local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Ilderton Road

7. The parking design team was contacted by a business on Ilderton Road which raised concerns that the highway was being obstructed by vehicles and they requested double yellow lines to be installed.
8. The section referred to is situated between Penarth Street and Record Street. It is not part of the main section of Ilderton Road (that connects Rotherhithe New Road to Old Kent Road) but is a small slip road that runs parallel to that and is sometimes, incorrectly, referred to as Record Street.
9. The road is part of small network of streets that surround what was previously an industrial estate but now has a more varied land-use including an art studio and gallery, catering services and places of worship.
10. The section of road is very narrow (2.6 metres) which is only wide enough to allow one vehicle to pass along it.
11. An officer carried out a site visit and noted that two vehicles were parked on the carriageway, fully obstructing any vehicle that may want to proceed along this stretch of Ilderton Road. The officer spoke with the business concerned who said that they had stopped the vehicles on the carriageway to allow them to move other vehicles out of their premises. Once this was done, they said they would park the vehicles on their own property.
12. It is recommended that double yellow lines are installed, as detailed in Appendix 1, be installed along the section of highway between Penarth Street and Record Street to provide access and to maintain traffic flow.

Rotherhithe Street

13. The building management company which maintains Stanton House and represents residents contacted the parking design team regarding problems with access and visibility when using the entrance / exit to their car park. The car park entrance is under the building.
14. This section of Rotherhithe Street is mainly residential but to the south of Stanton House is Surrey Docks Farm.
15. The management company advised that as there are no restrictions across the entrance to the car park, vehicles park too close to the vehicle crossover that leads to their car park. On occasion, this prevents access and, more regularly, reduces the sight line of motorists exiting the car park.
16. An officer carried out a site visit and found that vehicles were parked adjacent to the dropped kerb but there were no vehicles obstructing the entrance to the car park. At the time of this visit, there were a number of free parking spaces such that any proposal to install yellow lines would have little impact upon those who do want to park on the highway.
17. It was noted that there are existing double yellow lines opposite Stanton House

which are in a poor condition (broken and faded). These yellow lines were originally installed as part of bus priority measures to improve the flow of traffic but motorists are taking advantage of the broken yellow lines to park.

18. It is recommended that new double yellow lines are installed, as detailed in Appendix 2, in front of the car park entrance and north of the car park entrance to Somerville Point to improve access, sight lines and traffic flow.

Hatteraick Street / Brunel Road

19. This item was previously presented to Bermondsey and Rotherhithe Community Council on 19 March 2014. At that meeting, the decision was deferred.
20. Hatteraick Street 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).
21. Prior to the previous meeting, LFB contacted the council to ask that double yellow lines be repainted on the northeast side and that new double yellow lines be introduced at the junction with Brunel Road.
22. An officer visited this location with Councillor Hook where the suggestions made by LFB were discussed.
23. In addition to the locations identified by LFB, officers also consider that the existing single yellow line (from the bus stop adjacent to No 35 Brunel Road to outside the Rotherhithe Station) should also be changed to double yellow line to prevent evening parking so as to improve traffic flow, particularly for buses.
24. It is recommended that double yellow lines are installed, as detailed in Appendix 3, to prevent obstructive parking and improve traffic flow.

Shad Thames area – consideration of statutory objections

25. This item was presented to Bermondsey and Rotherhithe Community on 19 March 2014. At that meeting members approved the decision to progress to statutory consultation. The statutory consultation resulted in a number of objections which are presented here for determination.

Background to the proposals

26. Councillor Al-Samerai contacted the council on behalf of a constituent of Tower Bridge Square, Queen Elizabeth Street.
27. 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.
28. 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.

29. 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.
30. 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.
31. The single yellow line, like all such restrictions in G CPZ, operates Monday to Friday 8.30am - 6.30pm.
32. 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.
33. 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.
34. Site observations by officers show that motorists regularly do park on these single yellow lines outside of zone hours which, in some circumstances, blocks access but does not block the flow of traffic along the carriageway.

Consultation

35. The traffic management order was advertised in accordance with legislation and the statutory consultation period started 5 June 2014 and ended 26 June 2014. The design associated with that traffic order is contained in Appendix 4.
36. During that consultation period, the council received 12 objections. Four objections were subsequently withdrawn (when the proposal was further explained) but eight objectors asked to maintain their objections. The objections are provided in Appendix 5. They can be summarised into five themes:
 - Not all of the double yellow lines are needed
 - Proposal penalises residents
 - Proposal will affect residents and businesses parking at weekends
 - No traffic congestion problem
 - Proposal is disproportionate to the complaint by one resident

Reasons for report recommendations

37. The original recommendation to install double yellow lines adjacent to the crossovers was made so as to meet the duty placed upon the authority to provide access to property from the highway and to remove any ambiguity of having a single yellow line (effectively 'allowing' overnight and weekend parking) and a dropped kerb (where parking is an offence at any time, in most circumstances) at precisely the same location.

38. It is clear, from reports provided, that vehicles are preventing access in a number of locations and that the existing road markings are, at best, unhelpful and, at worst, exacerbating the problem.
39. It would be undesirable (and a waste of public money) to deal with each crossover problem in this self-contained area in a piecemeal approach and therefore officers consider that the original principles of addressing all locations at once are correct.
40. The consultation has, however, generated objections and therefore officers have looked carefully at each objection and at the design to see if these objections can be resolved. In particular, officers have re-evaluated the design to see if the existing single yellow line can be kept in some locations (rather than changing it to a double yellow line).
41. Officers consider that in the following three locations a single yellow line is sufficient and the kerb can accommodate overnight / weekend parking whilst still meeting the original principles. These locations are identified in a red cloud in Appendix 6.
- Gainsford Street – adjacent to No. 57
 - Gainsford Street – opposite the entrance to the multistory carpark
 - Maguire Street – adjacent to No. 5
42. Officers consider that, in all other locations, the original proposal should be maintained as those locations cannot accommodate parking without impacting upon access or safety (with particular regard to fire brigade access into the enclosed yards).
43. As this redesign reduces the effect of the restrictions from the original proposal, there is no legal requirement to re-consult.

Recommendation

44. In view of the above reasons, it is recommended that the community council:
- consider the eight objections
 - partially accede to those objections and
 - agree to the modified design shown in Appendix 6
45. Should the recommendations be approved, officers will make the traffic order, as amended and write to the objectors to inform them of the council's decision.

Policy implications

46. 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

47. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
48. 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.
49. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
50. 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.
51. 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.
52. 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

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

Legal implications

54. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
55. 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.
56. 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.
57. 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.
58. 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.

59. 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

60. No informal (public) consultation has been carried out.
61. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
62. 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.
63. 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.
64. 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.
65. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
66. 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.

Programme timeline

67. If these items are approved by the community council they will be progressed in line with the below, approximate timeframe:
- Traffic orders (statutory consultation) - August to September 2014
 - Implementation – September to October 2014

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	Ilderton Road - install double yellow lines
Appendix 2	Rotherhithe Street - install double yellow lines
Appendix 3	Hatteraick Street / Brunel Road - install double yellow lines
Appendix 4	Shad Thames area - install double yellow lines original proposal
Appendix 5	Shad Thames area - objections
Appendix 6	Shad Thames area - install double yellow lines amended proposal

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm		
Report Author	Tim Walker, Senior Project Engineer		
Version	Final		
Dated	9 July 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			9 July 2014