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| Item No. 15. | Classification: Open | Date: 23 July 2014 | Meeting Name: Borough, Bankside and Walworth Community Council |
| Report title: | | Local traffic and parking amendments | |
| Ward(s) or groups affected: | | All wards within Borough, Bankside and Walworth 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:
 - Congreve Street – install double yellow lines to prevent obstructive parking adjacent to parking bays over night and at weekends along its entire length
 - Borough Road – extend existing bus stand to accommodate buses from route 136 outside Nos. 49 to 60.

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 traffic and parking amendment, 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

Congreve Street

6. The parking design team was contacted by a representative from the Redeemed Christian Church of God with concerns about obstructive parking taking place in Congreve Street.
7. Congreve Street is located within Walworth (M1) controlled parking zone (CPZ). M1 CPZ operates Monday to Friday 8.30am - 6.30pm after which time it is free to parking in permit bays and on single yellow lines.
8. An officer met with a representative from the church for a site meeting on the 26 March 2014. They explained that, in the evenings and at weekends when the single yellow lines is not in operation, some motorists regularly park on the single yellow line considering that this was safe to do.
9. Parking in such locations reduces the carriageway to 2 metres which would be sufficient for a small car to pass but larger vehicles, such as a standard fire pumping appliance, could not.
10. The Highway Code requires motorists to park in safe locations and not to obstruct the carriageway, irrespective of the presence or absence of yellow lines. However, it would seem that, at best, the presence of a single yellow line is confusing some motorists into believing that it is acceptable to park there.
11. It therefore seems appropriate to change the single yellow line to a double yellow line so as to remove any misleading messages that the road markings may give.
12. It is noted that there are many streets in this old parking zone with such an arrangement (i.e. where parking on a single yellow line would be obstructive). When this zone was introduced, legislation placed a greater burden on authorities wanting to install double yellow lines that it does today. This led to many locations having single yellow lines installed in very narrow streets that were obviously too narrow to accommodate overnight parking. The authority would not design parking zones like this today and so will retrospectively upgrade singles to doubles when problems arise.
13. Congreve Street is particularly affected as demand for parking is high due to its proximity to Old Kent Road which is part of Transport for London's (TLRN) road network and has no stopping restrictions and very little available parking.
14. The representative from the church stated that the supermarket is now enforcing the time limit in their car park and this is likely to have caused further additional displacement into Congreve Street.
15. It is recommended that all existing single yellow lines on Congreve Street are converted to double yellow lines, as detailed on Appendix 1 to prevent obstructive parking and improve traffic flow.

Borough Road

16. The Southern Area Manager for Transport for London's (TfL) bus operations contacted the council requesting an extension the existing bus stand on the north side of Borough Road to accommodate buses on Route 136.
17. Recent changes to the 136 route have extended the route to terminate at Elephant and Castle. As a result, the route requires a stand for buses to wait

before commencing the return, south-bound journey.

18. Borough Road is located within Borough (C2) controlled parking zone (CPZ) which operates Monday to Friday 8.30am - 6.30pm. The street has a mix of paid parking bays and permit bays.
19. The extension of the bus stand would replace an existing single yellow line, which operates Monday to Saturday 7am-7pm and an advisory cycle lane by 12 metres.
20. At present the existing bus stand is 36 metres in length and can accommodate three buses but TfL's new requirements are that the bus stand accommodates four buses.
21. There is a high demand for bus stands around the Elephant and Castle area and this location is considered the most suitable location for this route.
22. It is recommended that the existing bus stand on the northern side of Borough Road, as detailed on Appendix 2 is extended by 12 metres and remaining single yellow line is converted to double yellow lines to accommodate standing buses from Route 136.

Policy implications

23. 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

24. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
25. 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.
26. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
27. 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.
28. 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.
29. 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

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

Legal implications

31. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
32. 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.
33. 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.
34. 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.
35. 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.
36. 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

37. No informal (public) consultation has been carried out.
38. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
39. 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.

40. 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.
41. 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.
42. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
43. 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

44. If these items are approved by the community council they will 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 | Congreve Street - install double yellow lines |
| Appendix 2 | Borough Road - extend existing bus stand |

AUDIT TRAIL

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|---|----------------------------------|--------------------------|
| Lead Officer | Des Waters, Head of Public Realm | |
| Report Author | Tim Walker, Senior Engineer | |
| Version | Final | |
| Dated | 11 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 | 11 July 2014 | |