

Item No. 13.	Classification: Open	Date: 23 July 2014	Meeting Name: Camberwell Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		All wards within Camberwell Community Council	
From:		Head of Public Realm	

RECOMMENDATIONS

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:
 - Dowlas Street, Coleman Road and Rainbow Street – install double yellow lines on all junctions
 - Besant Place – install double yellow lines outside and opposite No.5
2. It is further recommended that 12 statutory objections, made in relation to proposed waiting restrictions in Crossthwaite Avenue, are considered and rejected and that the proposals are 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 three local traffic and parking amendment, 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

Dowlas Street / Coleman Road / Rainbow Street

7. An officer from the Camberwell community warden service contacted the parking design team on behalf of a street leader who raised concern about parking that regularly takes place very close to the junction of Dowlas Street and Rainbow Street. The street leader considered that parking was causing a blind spot and that double yellow lines should be introduced to restrict parking in this location.
8. Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are not part of a parking zone. They are mainly residential and are bounded by Southampton Way and Wells Way.
9. An officer carried out a site meeting with the street leader and a resident. It was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.
10. The street leader's main concern was the junction of Dowlas Street and Rainbow Street as vehicles parked right up to the junction and the visibility was poor.
11. However, the situation is similar at all junctions in the area so it is recommended to install double yellow lines at all junctions to improve sight lines. They are proposed not only to assist motorists exiting the junctions but are also important for pedestrians who are using the dropped-kerbs and need to see oncoming traffic. The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.
12. It is recommended that double yellow lines are installed all junctions, as detailed on Appendix 1 to improve sight lines and improve traffic flow.

Besant Place

13. The council was contacted by a resident during the statutory consultation for Vale End who requested that double yellow lines be installed opposite the address to improve vehicular access to their property.
14. Besant Place is part public highway and part private road. The public highway is not part of a parking zone however double yellow lines have recently been installed in adjacent Vale End to improve access. It is likely that this will have had an effect on parking patterns in Besant Place.
15. Besant Place is a no-through road with a bollard positioned in the carriageway outside No.5. The bollard encourages motorists to park adjacent to the bollards which prevents vehicular access to the off-street parking of No.5.
16. An officer visited this location and noted that vehicles were parked outside and opposite the existing dropped kerb (vehicle crossover) and that this does obstruct access.
17. It is recommended that double yellow lines outside and opposite No.5 Besant Place, as detailed on Appendix 2 to provide access to off street parking.

Crossthwaite Avenue - Determination of statutory objections

18. This item was presented to Camberwell Community Council on 1 April 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

19. The parking design team was contacted by three Woodfarrs residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in Crossthwaite Avenue and Woodfarrs. It was reported that the absence of parking restrictions was encouraging motorists to park in locations that are too narrow for larger vehicles to pass safely eg. refuse, delivery and emergency service vehicles. .
20. Officers have carried out two site assessments on 27 January and 24 February, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch. LFB attended the site in order to test and demonstrate access requirements.
21. In general, access problems for LFB will occur where vehicles park:
 - within 7.5m of a junction; and/or
 - in locations that reduce the effective carriageway width to less than 3.1 metres (ie where cars are parked on one or both sides of the road leaving less than 3.1 metres to pass).
22. Measurements made during the site assessments identified that parking was occurring on Crossthwaite Avenue and Woodfarrs that reduced the effective carriageway to 2.3 metres in some locations. Such a width would allow a car to pass but not a fire appliance.
23. During the site assessments a number of locations were identified where fire appliances, refuse or delivery vehicles would be obstructed:
 - Crossthwaite Avenue – parking on both sides reduces the width to 2.3m
 - Woodfarrs (between Crossthwaite and Nairne Grove) – parking on both sides reduces the width to 2.4m
 - Dylways – parking at its junction with Crossthwaite Avenue prevents LFB turning (Dylways into Crossthwaite Avenue)
 - Nairne Grove – parking adjacent to the traffic island at the junctions with Dylways and Woodfarrs prevents access for refuse and delivery vehicles.
24. It is noted that Dylways is considerably narrower (5.3m kerb to kerb) than Woodfarrs and Crossthwaite Avenue. However it is of such a width that it is very clear that parking can only be accommodated on one side. Doing otherwise would completely obstruct the carriageway and therefore motorists will generally avoid parking here. In view of this, yellow lines are not considered necessary in Dylways except at the junction with Crossthwaite Avenue, to facilitate turning.
25. Comment has been sought from Bessemer Grange Primary School on the proposals. The Head has responded that the double yellow lines throughout

Woodfarrs and down to the triangle traffic island are most welcome.

Consultation

26. The traffic management order was advertised in accordance with legislation and the statutory consultation period started 5 June 2014 and ended 26 June 2014.
27. During that period, the council received 16 objections. Four objections were subsequently withdrawn (when the proposal was further explained) but 12 objectors asked to maintain their objection. The objections are provided in Appendix 3. They can be summarised as;
 - Parking is already difficult, additional restrictions will make it worse
 - Parking pressure is caused by commuters (going to Kings College Hospital or onto trains and buses) and from displacement as a result of a new parking zone on the Lambeth side of Herne Hill
 - A controlled parking zone should be introduced
 - There is no problem, fire appliances and large vehicles can get round.

Reason for report recommendations

28. The original recommendation to install double yellow lines adjacent was made so as to meet the duty placed upon the authority to secure the expeditious, convenient and safe movement of vehicular and other traffic.
29. It is clear from the observations made and the support by the London Fire Brigade that restrictions are, unfortunately, necessary so as to discharge that duty. This may result in parking being prevented in locations that motorists previously selected to park.
30. The consultation has, however, generated objections and therefore officers have looked carefully at each objection and at the design to see if those objections can be resolved. Unfortunately this does not seem possible and officers consider that the original proposal should be maintained as the locations cannot accommodate parking without impacting upon access or safety (with particular regard to fire brigade).

Recommendation

31. In view of the above reasons, it is recommended that the community council:
 - consider the twelve objections
 - reject those objections and
 - agree to the original design shown in Appendix 4.
32. 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

33. 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

34. The policies within the Transport Plan are upheld within this report have been subject to an equality impact assessment.
35. 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.
36. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
37. 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.
38. 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.
39. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - consider the providing improved access for key services such as emergency and refuge vehicles
 - reject Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

41. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
42. 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.
43. 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.
44. 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.

45. 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.
46. 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

47. No informal (public) consultation has been carried out.
48. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
49. 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.
50. 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.
51. 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.
52. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
53. 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

54. 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 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	Dowlas Street/Coleman Road/ Rainbow Street - install double yellow lines
Appendix 2	Besant Place - install double yellow lines
Appendix 3	Crossthwaite Avenue / Woodfarrs / Dylways - objections
Appendix 4	Crossthwaite Avenue / Woodfarrs / Dylways - install double yellow lines

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm		
Report Author	Tim Walker, Senior Project 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