

| | | | |
|------------------------------------|--------------------------------|---|--|
| Item No. 17. | Classification: Open | Date: 17 September 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:
 - Alexis Street – install a destination blue badge disabled parking bay outside Cherry Garden School.

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 one, 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

Alexis Street

6. The Administration Secretary of Cherry Garden School contacted the council requesting that disabled parking is installed for parents of disabled children that attend the school. A number of the children arrive at school using private transport and at times parents need to attend the school with their child.

7. At present there is a car park attached to the school which is used by the school buses to drop off pupils and for staff to park.
8. The surrounding streets, Alexis Street, Mack's Road are not part of a parking zone and are mostly unrestricted, however there are 'at any time' waiting restrictions and no stopping restrictions in both streets.
9. An officer carried out a site visit on 8 July 2014 to ascertain the feasibility of a destination disabled bay and noted that there were three possible locations.
10. Mack's Road: outside the entrance to school. We looked at this location as it is the closest to the main entrance of the school but discounted it as there are visibility problems due to its proximity to the raised table at the junction with Southwark Park Road and school keep clear markings.
11. Alexis Street: This is one of two locations officers felt would suit the school as it is adjacent to an entrance to the school and there would be no need for parents to cross the road with their children.
12. Southwark Park Road: This location is the furthest away from the school but does have the same advantage as Alexis Street as parents would not have to cross the road with their children.
13. On 5 August 2014 details of all three locations were sent to the school for their comments. They replied that they considered that the proposed location on Alexis Street would best suit the school and the needs of parents visiting.
14. When introducing destination disabled bays, the council limits the maximum stay period to four hours. This time limit ensures that the parking bay has turn-over of space allowing multiple visitors per day. Four hours is considered sufficient for most visits and provides a more generous allowance than a waiting restriction (yellow line) where blue badge holders may park for up to three hours. Yellow lines are usually introduced to reduce congestion and therefore are not ideal locations for disabled parking.
15. It is therefore recommended that a 4 hour max stay blue badge destination disabled bay is installed and the existing double yellow lines are reduced by 2 metres, as shown in Appendix 1, to assist parents with disabled children visiting Cherry Gardens School.

Policy implications

16. 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

17. The policies within the Transport Plan are upheld within this report have been

subject to an Equality Impact Assessment.

18. 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.
19. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
20. 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.
21. 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.
22. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
23. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved parking facilities for blue badge (disabled) holders in proximity to places of destination.
 - 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

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

Legal implications

25. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
26. 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.
27. 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.
28. 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.
29. 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.

30. 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

31. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
32. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations which include statutory consultation and the consideration of any arising objections.
33. Should the recommendations be approved the council must follow the procedures contained within Part II and III of the Regulations which are supplemented by the council's own processes. This process is summarised as:
- publication of a proposal notice in a local newspaper (Southwark News)
 - publication of a proposal notice in the London Gazette
 - display of notices in roads affected by the orders
 - consultation with statutory authorities
 - making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1
 - a 21 day consultation period during which time any person may comment upon or object to the proposed order
34. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send it to the address specified on the notice.
35. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposals, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme timeline

36. If these items are approved by the community council they will progressed in line with the below, approximate timeframe:

- Traffic orders (statutory consultation) – October to November 2014
- Implementation – December 2014 to January 2015

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 | Alexis Street – install 4hour destination disabled bay |

AUDIT TRAIL

| | | |
|---|-------------------------------------|--------------------------|
| Lead Officer | Des Waters, Head of Public Realm | |
| Report Author | Tim Walker, Senior Project Engineer | |
| Version | Final | |
| Dated | 1 September 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 | 1 September 2014 | |