

<b>Item No.</b> 15.	<b>Classification:</b> Open	<b>Date:</b> 29 September 2014	<b>Meeting Name:</b> Borough, Bankside and Walworth Community Council
<b>Report title:</b>		Traffic Management Report: Newcomen Street	
<b>Ward(s) or groups affected:</b>		Chaucer	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

1. It is recommended that the following non-strategic traffic and parking arrangements, detailed in the drawings attached to this report, be approved for implementation subject to any necessary statutory procedures:
  - Newcomen Street - Retain 'temporary' zebra crossing as permanent facility

## 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 introduction of disabled parking bays
  - the setting of consultation boundaries for consultation on traffic schemes.
4. This report gives recommendations for retaining the existing 'temporary' zebra crossing on Newcomen Street as a permanent facility. Crosby Row and Snowfields fall within Grange Ward and a similar report has been presented to Bermondsey and Rotherhithe Community Council for consideration of these elements which are the retention of the existing 'temporary' zebra crossing as a permanent feature, the returning of Crosby Row to two-way operation and amending the existing two-way system on Snowfields between Kipling Street and Great Maze Pond (although this system has itself been suspended for the duration of development work on the site).
5. The origin and reasons for the recommendations are discussed within the key issues section of this report.

## **KEY ISSUES FOR CONSIDERATION**

6. The developer was granted planning permission (12- AP- 2062) on 31 January 2013 which allows a re-development of premises that include the erection of a 14 Storey building for a cancer treatment centre (with additional 2 storeys of roof plant) 71 meters in height and 29,000 sqm floor area with preservation insitu of a scheduled ancient monument (Roman Boat), public realm works, disabled parking, cycle parking facilities and basement link to hospital campus.

### **Parking matters**

7. The existing restrictions including double yellow lines along Newcomen Street would be shortened by the proposal.
8. There would be no loss of parking spaces.

### **Traffic matters**

9. The Section 106 agreement schedule 1 requires the provision of pedestrian crossing facilities (zebra crossing).

### **Policy implications**

10. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 6.1 – Make our streets more accessible to pedestrians.

Policy 7.1 – Maintain and improve the existing road network making the best use of it through careful management and considered improvements.

### **Community impact statement**

11. The policies within the transport plan upheld within this report have been subject to an equality analysis.
12. The recommendations are area based and will therefore have greatest effect upon those people living in the vicinity of the area.
13. The recommendations are not considered to have a disproportionate effect on any community or group.

### **Resource implications**

14. All costs arising from implementing the recommendations will be fully met by the developer.

### **Legal implications**

15. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
16. 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.

17. 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.
18. 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.
19. 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.
20. 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 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.
21. By virtue of sections 45 - 46, the council may, by order designate parking places on highways in their area for vehicles or vehicles of any class specified in the order; and the authority may make charges (of such amount as may be prescribed under section 46) for vehicles left in a parking place so designated.
22. The exercise by council of functions under this section shall not render council subject to any liability in respect of the loss of or damage to any vehicle in a parking place or the contents or fittings of any such vehicle.

### **Consultation**

23. No informal (public) consultation has been carried out.
24. Should the community council approve the recommendations, statutory consultation will take place as part of the making of the traffic management order. This process is defined by national regulations.
25. 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.
26. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
27. 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	Southwark Council Environment and Leisure Public Realm 160 Tooley Street, London SE1 2QH  Online: <a href="#">Southwark transport plan 2011 - Southwark Council</a>	George Hutchful 020 7525 5473

## APPENDICES (circulated to members in Supplemental Agenda No.1)

No.	Title
Appendix 1	Decision notice
Appendix 2	Section106 agreement
Appendix 3	Proposed layout

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	George Hutchful, Engineer (Highway development)	
<b>Version</b>	Final	
<b>Dated</b>	17 September 2014	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	17 September 2014	