

Item No. 14.2	Classification: Open	Date: 29 September 2014	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		East Walworth	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the following local traffic and parking amendment, detailed in the appendices to this report, is approved for implementation subject to the outcome of any necessary statutory procedures:
 - Glengall Terrace – remove two parking bays that are partially on the footway, relocate the bay on the south side so that it is entirely on the carriageway and install double yellow lines in the remaining length of the street.

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

Glengall Terrace – 1415Q2002

6. Glengall Terrace is situated between Glengall Road and Trafalgar Avenue, although only cycles may proceed through the junction with Trafalgar Avenue.
7. The street is of such a width where cars cannot park fully on the carriageway

whilst providing adequate space for another vehicle to pass between them. This restriction in width has led to a layout where two parking bays (totaling approx. 17 car spaces) are positioned partially on the footway (i.e. vehicles must park with two wheels on the footway).

8. It is noted that parking on a footway has been banned in London since 1974, except where explicitly signed (as in this case).
9. The existing road markings were installed when the CPZ was introduced in 2003, and the layout would have been selected to maximize the number of parking spaces in the street. It is likely that this layout mirrored the existing parking patterns at that time. The layout is also extremely unusual in Southwark and this street is one of only four (within a CPZ) where footway parking is permitted.
10. An issue was raised by a local resident that a lamp column was positioned within the parking bay. Not only does this pose a significant risk of damage to the column and public but it is also a poor parking layout.
11. One option that was considered was to break the parking bay on either side of the lamp column and to introduce double yellow lines. However, the council has an adopted policy¹ to remove footway parking whenever it has opportunity.
12. The reason for this policy is to allow pedestrians to move and socialise without concern about potential conflict with vehicles. The council's highway standard requires footways, in streets such as these, to be at least 1.8m in width.
13. A site assessment identified that the effective width of the footway (with parked cars) is 1.2 metres. Such a width would make access difficult for wheelchair users or people with a pushchair. Removing the parking bays would increase the width to 1.9 metres.
14. An informal consultation was carried out between 8 August and 10 September 2014. This involved delivery of a letter and proposal plan (Appendix 1) to the 12 directly affected properties.
15. We received two responses to the consultation, one was in support of the proposals and was against. The comments made are summarised as:

Against

- Loss of parking - not enough parking
- Parked cars are on the edge of footway and there's enough space for pedestrians to get by

For

- Okay with proposal – wanted double yellow lines to go into Glengall Road
- Wants footway kept clear for pedestrians

16. Officers have assessed the parking occupancy level and do not agree that there is insufficient parking space. There is substantial capacity² (as a ratio of permits issued to permit spaces) in the wider Trafalgar (T) parking zone. More specifically, the occupancy in Glengall Terrace was substantially reduced in June 2014 when the parking signs were replaced. The previous signage had led to a situation where free parking might be claimed (due to the absence of a pay and

¹ [DS.208 Effective footway widths for pedestrians](#)

² 60% occupancy, 2012/13

display machine). Appendix 2 provides before and after photographs to illustrate this change in parking demand.

17. In view of the above and the council's existing policy it is recommended that the parking layout is changed to reflect the proposed design detailed in Appendix 3.

Policy implications

18. 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

19. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
20. 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.
21. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
22. 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.
23. 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.
24. 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

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

Legal implications

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

27. 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.
28. 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.
29. 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.
30. 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.
31. 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

32. Informal public consultation has been completed and is described within the key issues section of the report.
33. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national regulations³ which include statutory consultation and the consideration of any arising objections.
34. 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 website⁴ or by appointment at 160 Tooley Street, SE1

³ <http://www.legislation.gov.uk/uksi/1996/2489/contents/made>

⁴ <http://www.southwark.gov.uk/trafficorders>

- a 21 day consultation period during which time any person may comment upon or object to the proposed order
35. 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.
36. 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

37. 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	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, Tel: 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Glengall Terrace – footway parking consultation document
Appendix 2	Glengall Terrace – before / after photographs
Appendix 3	Glengall Terrace – footway parking proposal plan

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	17 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	17 September 2014	