

Item No. 13.1	Classification: Open	Date: 15 November 2014	Meeting Name: Camberwell Community Council
Report title:		Objection determination report – proposed double yellow lines in Dowlas Street / Rainbow Street, Bonsor Street and Coleman Road	
Ward(s) or groups affected:		All wards within Camberwell Community Council	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that seven objections, made in relation to proposed waiting restrictions in Bonsor Street, Coleman Road, Dowlas Street and Rainbow Street are considered and rejected and that the proposals are implemented.

BACKGROUND INFORMATION

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
3. Paragraph 17 of Part 3H of the Southwark Constitution states that the community council will determine objections to traffic management orders that do not relate to a strategic or borough wide issue.
4. This report makes recommendations to determine seven objections made to a non-strategic traffic management order.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Bonsor Street, Coleman Road, Dowlas Street and Rainbow Street

6. On 23 July 2014 Camberwell Community Council approved the introduction of waiting restrictions (double yellow lines) at the junctions of the above roads, subject to the outcome of statutory consultation.
7. Statutory consultation resulted in a number of objections which are presented here for determination.

Background to the proposals

8. In March 2014 a Street Leader raised concern about the frequency of parked vehicles at the junction of Dowlas Street and Rainbow Street.
9. The Street Leader was concerned that parking caused a blind spot and suggested that double yellow lines could be introduced at the junction to restrict

parking which would provide greater visibility between road users.

10. Bonsor Street, Coleman Road, Dowlas Street and Rainbow Street have very few parking restrictions, the area is not within an existing parking zone. Casual observations identify that parking occupancy levels are very high (>90%) in this area.
11. In April 2014 an officer carried out a site meeting with the Street Leader and another 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.
12. The Street Leader's main concern was at the junction of Dowlas Street and Rainbow Street where vehicles were observed parked very close to the junction and inter-visibility between road users was poor.
13. Officers also identified that the parking pattern was similar at the other junctions in this immediate area.
14. In July 2014, it was therefore recommended to Camberwell Community Council that double yellow lines should be installed at all junctions subject to statutory consultation.

Consultation

15. The traffic management order was advertised in accordance with legislation. Statutory consultation commence on 21 August 2014 and ended 11 September 2014.
16. During that period, the council received eight objections. One objection was subsequently withdrawn when confirmation was received that the area will undergo a controlled parking zone consultation this year, but seven objectors maintained their objections.
17. Copy of the objections are provided in Appendix 1. They can be summarised as:
 - Parking is already difficult, additional restrictions will make it worse
 - Parking pressure is caused by commuters (onward travel by trains and buses) and from displacement as a result of a new parking zone introduced to the west of Wells Way
 - A controlled parking zone should be introduced as well as double yellow lines

Reason for report recommendations

18. The original recommendations to install double yellow lines were made so as to meet the duty placed upon the authority to secure the expeditious, convenient and safe movement of vehicular and other traffic.
19. Double yellow lines at junctions provide two primary functions
 - Improve visibility between road users
 - Provide sufficient space for vehicles to turn

20. The proposals are particularly important for pedestrians who want to cross at a junction. Vehicles that are parked immediately adjacent to a dropped kerb obscure sight lines for those pedestrians. Those who are unable see over the height of the parked car (e.g. those in wheelchairs or children) cannot see oncoming traffic (and vice versa) and are therefore disproportionately disadvantaged by such parking behavior.
21. The proposals will assist motorists turning into or exiting from each junction. Adequate space at a junction is particularly important to enable larger vehicles to turn, for example a fire tender. Swept path analysis shows that parking immediately at the junction would prevent a London Fire Brigade tender from making all turns at these junctions.
22. Yellow lines at junctions can also provide passing places for two vehicles to pass one another. This is of particular help in streets that are not wide enough to accommodate two way traffic and have high levels of parking occupancy.
23. 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.
24. The council places road safety above the provision of parking and therefore officers consider that yellow lines are justified in these locations.
25. The initial recommendations already applied the absolute minimum length of yellow line that our design standards allow. It is therefore unfortunate that no modifications can be made to the design without impacting upon the effectiveness of the proposals to improve access and safety.

Recommendation

26. In view of the above reasons, it is recommended that the community council
 - consider the seven objections
 - reject those objections and
 - agree to the original design shown in Appendix 2

Policy implications

27. 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

28. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
29. 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.

30. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
31. 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.
32. 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.
33. 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

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

Legal implications

35. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
36. 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.
37. 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.
38. 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.
39. 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.
40. 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

- 41. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
- 42. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations¹ which include statutory consultation and the consideration of any arising objections. The statutory consultation has generated the objections that this report is considering. The Community Council must 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

- 43. If these items are approved by the community council they will progressed in line with the following approximate timeframe:
 - Traffic orders (statutory consultation) – November to December 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	Bonsor Street, Coleman Road, Dowlas Street and Rainbow Street objections
Appendix 2	Bonsor Street, Coleman Road, Dowlas Street and Rainbow Street plan showing extents of proposed double yellow lines

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker	
Version	Final	
Dated	4 November 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	04 November 2014	