

Item No. 14.1	Classification: Open	Date: 29 November 2014	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		Objection determination report – proposed double yellow lines in Rotherhithe Street and Hatteraick Street / Brunel Road	
Ward(s) or groups affected:		Surrey Docks	
From:		Head of Public Realm	

RECOMMENDATIONS

1. It is recommended that the one objection, made in relation to proposed waiting restrictions in Rotherhithe Street, is considered and rejected and that the proposals are implemented.
2. That the petition received made against the proposal to introduce waiting restrictions in Hatteraick Street and Brunel Road, is 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 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.
5. This report makes recommendations to determine a number of objections made to a non-strategic traffic management order.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Rotherhithe Street

7. This item was originally presented to Bermondsey and Rotherhithe Community Council on 21 July 2014. At that meeting members approved the decision to progress to statutory consultation. The statutory consultation resulted in an objection which is presented here for determination.

Background to the proposals

8. The building management company which maintains Stanton House and represents their residents contacted the council about problems with access and visibility for motorists using the entrance and exit to their car park

9. This section of Rotherhithe Street is mainly residential but to the south of Stanton House is Surrey Docks Farm.
10. The management company advised that there are no restrictions across the entrance to the car park and that vehicles park too close to the vehicle crossover. On occasion, this physically prevents access and, more regularly, reduces the sight lines for motorists exiting the car park.
11. An officer carried out a site visit and found that vehicles were parked adjacent to the dropped kerb (inhibiting sight lines) but there were no vehicles physically obstructing the entrance to the car park. At the time of this visit, there were a number of free parking spaces available nearby so we anticipate that any proposal to install yellow lines would have little impact upon those who do want to park on the highway.
12. During the site visit, it was also noted that the condition of the existing double yellow lines in this vicinity were poor. The actual extents of these faded lines are not clearly defined and, in turn, this is unintentionally providing opportunity for parking.
13. It was clearly the engineer's intention, when these restrictions were installed, that parking should be restricted on the east side of Rotherhithe Street to enable two-way working of traffic between the Bryan Road / Surrey Docks bus stop (Stop ID 485) and Surrey Docks Farm. This would improve reliability of the route C10 bus.
14. The current condition of the lines suggests to motorists that up to six cars can park on the east side of the road, resulting in approximately four pinch-points to the bus route. Each pinch point means that the bus must wait for oncoming traffic before overtaking a stationary car, thus causing delay along the entire route.
15. It is therefore recommended that in addition to the new lines outside Stanton House, the eastern section is refreshed and new orders made (as per Appendix 1).

Consultation

16. The traffic management order was advertised in accordance with legislation. Statutory consultation commenced on 21 August 2014 and ended 11 September 2014.
17. During that period, the council received 1 objection. The objection can be summarised as:
 - Portions of this proposal encroach on street parking used by residents

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. The consultation has, however, generated an objection and therefore officers have looked carefully at the objection and at the design to see if that objection 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.

Recommendation

20. In view of the above reasons, it is recommended that the community council:
- consider the objection
 - reject that objection and
 - agree to the original design shown in Appendix 1

Hatteraick Street / Brunel Road

21. This item was presented to Bermondsey and Rotherhithe Community Council on 21 July 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.
22. Hatteraick Street provides access to Adams Garden Estate. The street is narrow and prior to re-instating the badly faded and worn double yellow lines, parking was occurring on both sides which made access to the estate difficult for emergency vehicles, particularly the London Fire Brigade (LFB).
23. Prior to the previous meeting, LFB contacted the council to ask that double yellow lines be repainted on the northeast side and that new double yellow lines be introduced at the junction with Brunel Road. An officer visited this location with Cllr Hook where the suggestions made by LFB were discussed.
24. In addition to the locations identified by LFB, officers also consider that the existing single yellow line (from the bus stop adjacent to No 35 Brunel Road to outside the Rotherhithe Station) should also be changed to double yellow line to prevent evening parking so as to improve traffic flow, particularly for buses.

Consultation

25. The traffic management order was advertised in accordance with legislation. Statutory consultation commence on 21 August 2014 and ended 11 September 2014.
26. During that period, the council received a petition containing 289 signatures, the petitioners object to the proposal and the petition stated:
- We the undersigned hereby petition Southwark Council to withdraw its proposal to implement double yellow lines on Brunel Road alongside Rainbow restaurant. The restaurant is a valuable asset to the town and its surrounding community and this proposal will inflict too much pressure on businesses at this already challenging time.

Reason for report recommendations

27. 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.

28. The consultation has, however, generated an objection and therefore officers have looked carefully at the design to see if that objection can be resolved.
29. 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) to improve traffic flow, particularly for buses.
30. It is noted that parking will remain unrestricted along the flank wall of the Rainbow Restaurant.

Recommendation

31. In view of the above reasons, it is recommended that the community council:
 - consider the petition
 - reject that petition and
 - agree to the original design shown in Appendix 2

Policy implications

32. 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

33. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
34. 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.
35. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
36. 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.
37. 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.
38. 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

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

Legal implications

40. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
41. 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.
42. 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.
43. 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.
44. 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.
45. 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

46. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
47. 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.

48. The statutory consultation has generated the objections that this report is now considering.
49. 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

50. If these items are approved by the community council they will progressed in line with the following approximate timeframe:
 - Traffic orders (made notice) – January 2015
 - Implementation – February 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 020 7525 2021

APPENDICES

No.	Title
Appendix 1a	Rotherhithe Street – proposed double yellow lines
Appendix 1b	Rotherhithe Street – aerial photograph
Appendix 2	Hatteraick Street / Brunel Road – install double yellow lines

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Project Engineer	
Version	Final	
Dated	18 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	19 November 2014	