

Item No. 13.	Classification: Open	Date: 28 January 2015	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		Grange, South Bermondsey and Rotherhithe	
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:
 - Pages Walk – install double yellow lines at all vehicle entrances off Pages Walk to provide access at any time and along the east side between Willow Walk and Grange Road.
 - Raymouth Road – install double yellow lines adjacent to an existing vehicle crossover that will improve sight lines at No.38.
 - St James’s Road – install double yellow lines to prevent parking on one side (west side) to improve traffic flow and that the temporary double yellow lines at the junction with Blue Anchor Lane are made permanent.
 - Cadet Drive – install double yellow lines adjacent to a vehicle crossover that provides access to off-street parking.

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 four local traffic and parking amendments, 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

Pages Walk

6. The parking design team was contacted by Councillor Green on behalf of one of their constituents who reported that access into Guinness Square was being inhibited due to parking taking place at the entrance to the square from Pages Walk.
7. Pages Walk is located within Grange (GR) controlled parking zone which operates Monday to Friday 8am – 6.30pm. These hours of operation apply to all parking bays and to single yellow lines, unless signed otherwise. Double yellow lines operate at any time (24/7).
8. The entrance to Guinness Square has an existing single yellow line that operates during zone hours, such restrictions are enforced by the council's Civil Enforcement Officers (CEO). Outside of these hours, parking is not restricted by the single yellow line however obstruction of the highway remains an offence but can only be enforced by the police. Such matters are usually of low priority to the police.
9. An officer carried out a site visit on 17 September 2014. It was identified that vehicles should not be parked at this junction (as per Highway Code) and that the existing single yellow line may cause some ambiguity of whether or not it was acceptable to park in the location outside of zone hours (ie overnight and at weekends).
10. Officers therefore recommend that the single yellow line is changed to a double yellow line to clearly show that parking is not acceptable at any time at a junction and also to enable enforcement by the council's CEOs outside of zone hours.
11. During the site assessment, it was noted that various other locations in Pages Walk have a single yellow line (implying that overnight / weekend parking is acceptable) but, in fact, those locations cannot safely accommodate parking. In the interests of consistency, officers further recommend that each of these locations should be changed from a single to a double yellow line so as to avoid any ambiguity about whether or not it is safe to park.
12. It is noted that single and double yellow lines both provide the same allowances for loading and unloading to take place.
13. Furthermore, opportunity has been identified to provide an additional parking bay outside Nos.22/20 which currently has a single yellow line that was once in situ to protect a (now removed) vehicle crossover.
14. It is therefore recommended, as shown in Appendix 1, that the existing single yellow lines are converted to double yellow so that access to the above vehicle entrances are maintained at any time. It is also recommended that the single yellow line outside Nos.22/20 is removed and shared use parking bays extended.

Raymouth Road

15. The owner of the Olive Oil Company contacted the Council to request that the existing double yellow lines outside the entrance their yard be extended to improve the sight lines for exiting vehicles.
16. Raymouth Road has commercial properties located in the railway arches along its entire length on the south side. On the opposite side there are residential properties which are included in the South Rotherhithe (N) controlled parking zone.
17. An officer carried out a site assessment on the 17th September 2014, and met with the owner of the Olive Oil Company when it was noted that no vehicles were parked reducing the sight lines. The owner has however provided evidence of large vehicles parked on the existing loading only bay. In addition there is an electrical substation building adjacent to the front of the yard and this also has the effect of reducing visibility.
18. In view of the above it is recommended, as shown in Appendix 2, that the existing loading only bay is reduced by 8.5 metres and that double yellow lines are installed to prevent parking at any time and to improve sight lines.

St James's Road

19. The parking design team was contacted by Cllr Al-Samerai and separately by residents asking that the council, as a high priority, to install double yellow lines to improve junction safety and traffic flow along St James's Road between the railway viaduct and Alexis Street.
20. Officers carried out two site visits to observe the parking patterns taking place in the area. It was noted that vehicles were parking in locations that reduced sight lines at the junction with Blue Anchor Lane and reduced the effective carriageway along St James's Road.
21. Vehicles at the junction of Blue Anchor Lane and St James's Road were parked on the junction reducing the sight lines for pedestrians and making crossing at this junction difficult for pedestrians.
22. In October 2014 and in view of the urgency of this safety problem, the Road Network and Parking Team agreed to make a temporary traffic order under Section 14 of the Road Traffic Regulation Act for new double yellow lines. Section 14 provides the council with the power to introduce temporary restrictions without statutory consultation where it is considered that there is a likelihood of danger to the public. Approval for such orders is also delegated to officers (and not the community council) and therefore the restriction could be introduced relatively quickly.
23. The effect of the order was to introduce yellow lines at the junction of Blue Anchor Lane and St James's Road, extending from the railway viaduct (both sides) to the pedestrian overbridge. The objective was to prevent obstructive and dangerous parking and to allow enough forward visibility to enable vehicles to stop and wait for oncoming vehicles.

24. This approach was an unusual step to be taken by the council. It is usually only applied where work is taking place on or adjacent to the highway and it reflects our concerns about safety at this junction.
25. The second issue raised was congestion on the highway as the carriageway is too narrow to support parking on both sides and allow two-way traffic. St James's Road is a main route for vehicles from Jamaica Road to Southwark Park Road and the traffic volume is high.
26. In view of this it is recommended, as shown in Appendix 3, that the temporary double yellow lines at the junction with Blue Anchor Lane are made permanent and double yellow lines are installed on the west side of St James's Road to prevent obstructive parking and improve traffic flow at any time.

Cadet Drive

27. The parking design team was contacted by a resident who asked that double yellow lines be installed to protect the off-street resident parking.
28. Cadet Drive is residential and many of the properties have off-street parking. It is on the boundary of Grange (GR) controlled parking zone.
29. An officer carried out a site visit on 13 November 2014, where it was noted that vehicles were parked in front of the dropped kerbs for the off-street resident parking bays.
30. Cadet Drive is closed to through traffic and this area in front of the off-street parking is a turning head made up of two arms. At present there are no restrictions and vehicles are parking inconsiderately preventing residents from parking in their off street parking bays.
31. It is therefore recommended, as shown in Appendix 4, that double yellow lines are installed to allow access at any time to the off-street parking bays and ensure that the turning head is kept clear.

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 effect 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 pursue overall traffic reduction
 - Improving road safety, in particular for vulnerable road users, on the public highway
39. Providing improved access for key services such as emergency and refuge vehicles.
40. Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

42. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
43. 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.
44. 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.
45. 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.
46. 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.
47. These powers must be exercised so far as practicable having regard to the

following matters

- the desirability of securing and maintaining reasonable access to premises
- 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
- the national air quality strategy
- facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
- any other matters appearing to the council to be relevant.

Consultation

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

49. 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.

50. 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.

51. 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.

52. 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

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

- Traffic orders (statutory consultation) – March to April 2015

- Implementation – May to June 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 1	Pages Walk – install double yellow lines
Appendix 2	Raymouth Road – install double yellow lines
Appendix 3	St James's Road – install double yellow lines
Appendix 4	Cadet Drive – install double yellow lines

AUDIT TRAIL

Lead Officer	Head of Public Realm - Des Waters	
Report Author	Tim Walker, Senior Project Engineer	
Version	Final	
Dated	15 January 2015	
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	15 January 2015	