

Item No. 14.2	Classification: Open	Date: 28 January 2015	Meeting Name: Bermondsey and Rotherhithe Community Council.
Report title:		Southwark Park Road - Introduction of a loading bay with time and day restrictions.	
Ward(s) or groups affected:		Riverside	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the following non-strategic parking arrangements, detailed in the drawings attached to this report, are approved for implementation subject to any necessary statutory procedures:
2. Southwark Park Road – between house nos.383 and 393
 - Amend the existing traffic management order to revoke 1 on-street parking bay.
 - Provide a loading bay to operate between the times of 7.00am and 7.00pm Monday to Friday (maximum stay 40 minutes).

BACKGROUND INFORMATION

3. Part 3H of the Southwark constitution delegates decision making for non-strategic traffic management matters to the community council.
4. 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
5. This report gives recommendations to introduce a loading bay with time and day restrictions and to revoke one existing on-street parking bay in Southwark Park Road between house numbers 383 and 393.
6. The origin and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

7. The proposal made is related to the re-development of Southwark Park Primary School which was given planning permission (12/AP/2704) on 22th November 2012 and allows for the refurbishment and extension of the existing school buildings.

Parking matters

8. The development is located within Bermondsey G parking zone.
9. The planning permission has a condition (no.10) that requires the developer to install a loading bay located on Southwark Park Road.
10. The proposed loading bay is to ensure an acceptable form of development and to maintain pedestrian and highway safety in accordance with Policy 5.2 and Policy 5.3 of the Transport Plan 2011. The loading bay is designed to provide safer access for daily deliveries to the school.

Policy implications

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

Policy 1.6 – Seek to support loading requirements in CPZ areas.

Community impact statement

12. The policies within the transport plan upheld within this report have been subject to an equality analysis.
13. The recommendations are area based and will therefore have greatest effect on the school.
14. Limiting the loading bay with regards to times and days of operation will benefit the residents in the vicinity. This will allow the residents to park in the loading bay outside of the prescribed loading hours.
15. The recommendations are not considered to have a disproportionate effect on any community or group.
16. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Improving road safety by removing the need for delivery vehicles to load and unload in undesignated areas in the vicinity of the school to make deliveries.

Resource implications

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

Legal implications

18. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
19. Should the recommendation 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.

20. 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.
21. 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.
22. 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.
23. 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.
24. 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.
25. 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

26. No informal (public) consultation has been carried out.
27. Should the community council approve the recommendation, statutory consultation will take place as part of the making of the traffic management order. This process is defined by national regulations.
28. 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.
29. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
30. 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: Southwark transport plan 2011 - Southwark Council	Roger Taylor 0207 525 0889

APPENDICES

No.	Title
Appendix 1	Decision notice
Appendix 2	Existing parking
Appendix 3	Proposed loading bay

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Roger Taylor, Development Management Officer	
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	