

Item No. 13.	Classification: Open	Date: 4 February 2015	Meeting Name: Camberwell Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		Camberwell Green and South Camberwell	
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:
 - Adys Road – install double yellow lines at the junction with Oglander Road to improve sight lines.
 - Toulon Street – install double yellow lines adjacent to entrance to underground storage business to provide access at any time.
 - Blanchedowne – install double yellow lines adjacent to a planned vehicle crossover that will provide access to No. 48.

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

Adys Road

6. The council was contacted by a local resident who is concerned about vehicles that are parked on the junction of Adys Road and Oglander Road reducing the inter-visibility between road users.
7. Adys Road and Oglander Road have unrestricted parking with short sections of waiting restrictions and disabled parking bays.
8. The resident reported that they had a traffic collision at this junction and it was a result of the significantly reduced visibility as cars can park all the way round the shallow corner.
9. As the resident reported that they had been involved in a traffic collision we contacted the road safety team and they responded that they had reviewed the junction and there have been no collisions reported to the police (Stats19) within the last 3 years (up to the end of July 2014).
10. However, the road safety team also commented that they considered installing double yellow lines at this location would improve sight lines for all road users which would improve safety.
11. An officer carried out a site visit on 9 September 2014 and there were vehicles parked within 5 metres of this junction.
12. It is recommended, as shown in Appendix 1, that double yellow lines are installed to improve visibility at a priority road junction.

Toulon Street

13. The owner of civilised car storage contacted the parking design team to request that double yellow lines be installed outside the entrance to their business on Toulon Street.
14. Toulon Street is part of the North Camberwell (NC) controlled parking zone and has an arrangement of single yellow lines, double yellow lines, school keep clear restrictions and permit parking bays.
15. At present there is an existing single yellow line which operates Monday to Friday 8.30am – 6.30pm across the entrance to the underground car park. If vehicles are parked on it outside of those hours they are not committing a decriminalised parking offence that the council can enforce against
16. The storage business, located in an underground car park, stores vehicles and requires access at any time so their clients can retrieve or have their vehicles delivered.
17. It is recommended, as shown in Appendix 2, that double yellow lines are installed so that vehicle access can be maintained at all times

Blanchedowne

18. The council's adopted streetscape design manual (SSDM) provides the policy framework for the appearance and design of streets where the council acts as local highway authority.
19. The SSDM contains design standards that set out the detailed requirements for construction of highway features. Design standard DS.132 (Appendix 3) explains how any new vehicle crossover must be designed.
20. It is a requirement of that standard that any new crossover must provide no waiting at any time restrictions (double yellow lines) for at least 2 metres on either side of the crossover. This is to ensure a degree of visibility to motorists exiting from the driveway.
21. Double yellow lines prohibit waiting (generally referred to as parking) "at any time" however loading and unloading is permitted.
22. The council's asset management team have received, considered and approved in principle (subject to this decision and statutory consultation) the construction of a dropped kerb and vehicle crossover serving No. 48 Blanchedowne.
23. It is recommended, as shown in Appendices 4, that double yellow lines are installed so that the vehicle crossing outside No.48 may be approved for construction.

Policy implications

24. 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

25. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
26. 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.
27. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
28. 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.

29. 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.
30. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
31. Providing improved access for key services such as emergency and refuge vehicles.
32. Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

34. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
35. 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.
36. 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.
37. 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.
38. 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.
39. 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

40. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
41. 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.
42. 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
43. 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.
44. 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

45. 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
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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	Adys Road – install double yellow lines
Appendix 2	Toulon Street – install double yellow lines
Appendix 3	Vehicle Crossings design standard DS.132
Appendix 4	Blanchedowne – install double yellow lines

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Project Engineer	
Version	Final	
Dated	22 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	22 January 2015	