

Item No. 13.	Classification: Open	Date: 7 February 2015	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		Chaucer	
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:
 - Meadow Row – install double yellow lines and extend existing permit holder only parking bays to improve access and resident parking availability.
 - Newcomen Street – remove existing permit parking bay and replace with double yellow lines and reprovide the parking bay to east of the junction with Tennis Street.

BACKGROUND INFORMATION

2. Paragraph 16 of Part 3H of the Southwark constitution delegates decision making for non-strategic traffic management matters to the community council:
 - 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.
3. This report gives recommendations for two local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
4. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Meadow Row

5. The parking design team was contacted by Councillor Maugham, on behalf of constituents of Meadow Row, who is concerned by obstructive parking on Meadow Row.
6. Meadow Row connects New Kent Road to Rockingham Street and is part of

Newington (D) controlled parking zone (CPZ) that operates Monday to Friday 8.30am to 6.30pm. Parking is permitted within an existing (D) CPZ permit holder bay (two spaces) and a blue badge (disabled) bay (one space). The remaining kerb is restricted with a single yellow line that operates during CPZ hours.

7. Residents report that, in the evenings and at the weekend, motorists park obstructively in Meadow Row with wheels on the footway and on the single yellow lines. This causes obstruction in the street to pedestrians and other vehicles. Residents consider that the vehicles are associated with visitors to the Coronet on New Kent Road.
8. An officer carried out a site visit on 26 September 2014 and also met with Councillor Maugham and two members of the Albert Barnes TRA on 31 October 2014 to discuss the parking.
9. During the meeting residents raised concerns about the behaviour of visitors and suggested that double yellow lines may prevent problems occurring. The officer explained that the council can only install double yellow lines to deal with traffic and parking issues and not directly to deal with (or deter) anti-social behaviour.
10. Photographs have been provided to give an example of the obstructive parking and officers consider that new restrictions are justified to enable the movement of traffic.
11. It is recommended, as shown in Appendix 1, that the existing permit (D) parking bay is extended, a new permit (D) parking bay installed to increase resident parking availability and that the single yellow line is converted to double yellow lines to prevent obstructive and dangerous parking at any time.

Newcomen Street

12. An officer noted damage was occurring to the tactile paving (installed to assist the blind and partially sighted) at the junction of Tennis Street and Newcomen Street.
13. Damage is caused when left turning vehicles (from Tennis Street into Newcomen Street) overrun the footway. Large vehicles are forced to overrun the pavement when the permit parking bay opposite the junction is occupied.
14. An officer carried out a site visit on 16 October 2014 and identified that removal of the parking bay and replacement with double yellow lines would enable the left turning vehicles to turn without overrun.
15. It is known that parking pressure (permit to space ratio) in this parking zone (London Bridge - F) is high and therefore officers have identified that the permit bay can be reprovided in Newcomen Street, to the east of the junction with Tennis Street. Swept path analysis shows that this proposal will not inhibit vehicles leaving Northfleet House.
16. It is recommended, as shown in Appendix 2, that the existing permit holder (F) bay is removed (and relocated to east of the junction with Tennis Street) and double yellow lines are installed to prevent obstructive parking.

Policy implications

17. 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

18. The policies within the transport plan are upheld within this report and have been subject to an equality impact assessment.
19. 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.
20. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
21. 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.
22. 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.
23. 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

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

Legal implications

25. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
26. 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.

27. 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.
28. 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.
29. 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.
30. 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

31. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
32. 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.
33. 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.
34. 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.
35. 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

36. 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	Meadow Row – extend existing and install new permit holders bays and install double yellow lines
Appendix 2	Newcomen Street – relocate existing permit bay and install double yellow lines

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	27 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	27 January 2015	