

Item No. 13.	Classification: Open	Date: 23 March 2015	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		Livesey and Riverside wards within Bermondsey and Rotherhithe Community Council	
From:		Head of Public Realm	

RECOMMENDATIONS

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 consultation and procedures
 - Ilderton Road – install a loading only bay on Penarth Street to service recently redeveloped building on Ilderton Road.
2. It is recommended that the community council consider the following local traffic and parking amendment and resolve whether to approve it for implementation, subject to the outcome of any necessary statutory consultation and procedures:
 - Bermondsey Wall East – removing an existing solo motorcycle parking bay.

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
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays.
5. This report gives recommendations for two local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Ilderton Road / Penarth Street

7. The council was contacted by the developers of 180 Ilderton Road, V22 London Ltd, requesting loading facilities in Penarth Street and Hatcham Road to service the redeveloped building which has recently been subdivided into artists' studios.
8. Penarth Street and Hatcham Road are part of self-contained group of streets surrounding an industrial estate off Ilderton Road.
9. Parking is prohibited on junctions and narrow sections of the street (or adjacent to vehicle crossovers) to ensure the free flow of traffic and to maintain legal access to off-street parking and loading areas. The remaining lengths of kerb are free and unrestricted but have high levels of parking occupancy.
10. The high demand for parking space reduces opportunity for loading and unloading into those premises that do not have off-street provisions.
11. An officer met with a representative from the developers on site, 13 February 2015, to discuss potential options for a convenient loading facility for the studios at 180 Ilderton Road. It was noted that:
 - kerb space should be prioritised in favour of loading/unloading above general unrestricted parking for reasons of good parking management and health and safety (this principle is established in adopted council policy in the Parking Hierarchy)
 - the two main entrances to the studios are on Penarth Street and at the junction of Penarth Street and Ilderton Road (as shown on plan).
 - locations for a possible loading bay were considered on Hatcham Road and Penarth Street
 - if a loading bay was installed it could be used by anyone, as it would be situated on the public highway.
12. The developer explained that demand for a loading facility would be between Monday and Saturday and between 10am and 7pm as this loading only bay will be available for all businesses it is recommended that the bay operates at any time with a max stay of 1 hour.
13. In view of the above it is proposed, as shown in appendix 1, that an at any time loading only bay is installed in Penarth Street adjacent to the junction with Hatcham Road so that it can service the two main entrances to the building as well as surrounding industrial and commercial premises.

Bermondsey Wall East

14. The Cherry Gardens Pier Residents Group contacted the council with concerns regarding the early morning noise made by motorcycles using the existing solo motorcycle bay on Bermondsey Wall East.
15. Bermondsey Wall East is part of the Bermondsey (G) controlled parking zone which operates Monday to Friday 8.30am – 6.30pm, the street is primarily residential. There is access to the river via Cherry Gardens Pier.

16. The existing parking arrangements for this section of Bermondsey Wall East are a combination of permit holders (G) parking bay, a solos motorcycle bay outside Nos.144 -154, loading only bay adjacent to Cherry Gardens Pier and double and single yellow lines
17. Cherry Garden Pier Residents Group wrote and explained that motorcycle noise has been an issue for some time. They have provided 'an indicative log' (Appendix 2) of times and dates that disturbances have taken place during the period September to November 2014. In their correspondence they have told us that:
 - motorcycles that arrive during the night cause a disturbance
 - arrivals mostly occur between midnight and 1am or between 5am and 6am
 - they believe that the motorcycle owners are employees of City Cruises
 - the group have contacted Southwark Council's noise and nuisance team on a number of occasions who most recently advised them to speak directly to City Cruises to ask if their staff could be more considerate;
 - They have spoken directly to a motorcycle rider about the noise and whose response was 'quite threatening'.
18. It is not possible for highway project officers to verify many of the details of the complaint, however we have confirmation by the noise and nuisance team that complaints have been made and investigated. The noise and nuisance team did not pursue these complaints as the motorcycles were parked in a bay designated for motorcycles.
19. It has been suggested that the motorcycle bay is deleted from Bermondsey Wall and re-provided in Fulford Street as this location does not have any residential frontages and therefore the noise will not be a nuisance. Whilst this option is legally open to the council, as traffic authority, it does have limitations and disadvantages as follows:
 - The parking zone only operates Mon-Fri 8.30am to 6.30pm. Outside of those hours anyone (including motorcyclists) can park in the permit bays or single yellow lines. It will therefore be ineffective in dispersing the problem if vehicles are parked outside out of zone hours.
 - Relocating the bay to a location is not overlooked may compromise motorcycle security
 - Local residents who use the motorcycle bay may be disadvantaged by the bay's removal (although they may apply for a resident permit to park within the permit bays)
 - There is another motorcycle bay in Paradise Street that is closer to Bermondsey Wall East than Fulford Street so logically motorcycles would displace there instead. This bay is also located outside a residential apartment block.
20. In view of the above, as shown in Appendix 3, it is recommended that the community council give consideration to removing the motorcycle bay from Bermondsey Wall East (and not providing a new facility in Fulford Street) so as to reduce the reported noise nuisance to local residents.

Policy implications

21. 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

22. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
23. 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.
24. 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.
25. 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.
26. 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

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

Legal implications

28. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
29. 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.
30. 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.
31. 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.

32. 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.
33. 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

34. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
35. 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.
36. 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
37. 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.
38. 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

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

- Traffic orders (statutory consultation) – May to June 2015
- Implementation – July to August 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	Ilderton Road / Penarth Street – install a loading only bay
Appendix 2	Bermondsey Wall East – resident noise log
Appendix 3	Bermondsey Wall East – remove existing solo motorcycle bay

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Project Engineer	
Version	Final	
Dated	10 March 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
List other officers here	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	10 March 2015	