

Item No. 12.2	Classification: Open	Date: 27 June 2015	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		Rotherhithe and Surrey Docks wards	
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, be approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
 - St Marychurch Street – install double yellow lines adjacent to a proposed vehicle crossover that will provide access to No.1
 - Moodkee Street – convert existing single yellow line to double yellow lines to provide vehicle access to the park at any time
 - Bryan Road – extend existing double yellow lines at the junction with Rotherhithe Street to ensure sufficient space for two vehicles to pass at the junction
 - Downtown Road – install double yellow lines to improve inter-visibility at the junctions with Steers Way and Somerford Way
 - Plough Way – install double yellow lines to prevent obstructive parking and improve traffic flow and improve inter-visibility at the junctions with Lighter Close and Sweden Gate.

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

St Marychurch Street

6. 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.
7. The SSDM contains design standards that set out the detailed requirements for construction of highway features. Design standard DS.132 (Appendix 1) explains how any new vehicle crossover must be designed.
8. 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.
9. Double yellow lines prohibit waiting (generally referred to as parking) "at any time" however loading and unloading is permitted.
10. 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 outside No.1 St Marychurch Street.
11. It is recommended, as shown in Appendix 2, that double yellow lines are installed so that the above vehicle crossing may be approved for construction.

Moodkee Street

12. Councillor Barrie Hargrove reported to officers, on behalf a constituent, that cars were being parked across the dropped kerb that provides entry into King George's Fields on Moodkee Street. Vehicles parked in this manner limit access into the park, particularly disadvantaging those in wheelchairs or with pushchairs.
13. Moodkee Street is part of the Rotherhithe (H) controlled parking zone which operates Monday to Friday 8am – 6.30pm. The street is primarily residential.
14. The existing parking arrangements for this section of Moodkee Street are a combination of permit holders (H) parking bays, motorcycle bay, origin disabled bays and double and single yellow lines.
15. The gate into King George's Fields from Moodkee Street is located at the end of the street and has a single yellow line in front of it. If vehicles park on the single yellow line (outside of the controlled hours) they are not committing a parking offence. The obstruction of access is not enforceable.
16. In view of the above, as shown in Appendix 3, it is recommended that the

existing single yellow line is converted to double yellow lines to provide unrestricted access to King George's Fields.

Bryan Road

17. The parking design team was contacted by a resident of Holyoake Court who raised concerns about the operation of the junction of Bryan Road and Rotherhithe Street.
18. Bryan Road is a side road to the main road of Rotherhithe Street. It is a cul-de-sac that leads only to Holyoake Court (not public highway). It is located close to Surrey Docks Farm and Holy Trinity Church and Hall. Parking in the road is mostly uncontrolled with approx. 5 metres of double yellow line at the junction with Rotherhithe Street.
19. On 16 March an officer carried out a site visit to assess the existing parking arrangements. The width of the side road limits the (high levels of) parking to the eastern side of Bryan Road only but even with this arrangement there is insufficient space for two cars to pass.
20. Officers acknowledge the resident's concerns that - should a vehicle turn into Bryan Road as another vehicle is exiting, then one or other will have to reverse to give-way. In Bryan Road this could be up to 50 metres (if kerb parking is full) but more likely, but contrary to Rule 201 of the Highway Code, motorists will reverse back into Rotherhithe Street.
21. It is unclear exactly how often this situation occurs. However officers can see value, in road safety terms, in improving the situation by preventing parking for a greater distance from the junction.
22. It is therefore recommended, as shown in Appendix 4, that the existing double yellow lines on the eastern side are extended 12 metres to provide sufficient space for those vehicles exiting Bryan Road to be positioned on the correct (left) side of the road.

Downtown Road

23. The council was contacted by residents of Somerford Way with concerns about an ongoing issue of access for refuse vehicle and lack of bin collections.
24. Downtown Road is unrestricted with small sections of existing double yellow lines between Steers Way and Salter Road. Most of the properties in the surrounding streets have off-street parking.
25. An officer carried out a site visit to the Downtown Road area, 8 April 2015 to assess the existing parking arrangements and to ascertain safe and unsafe areas for parking on the highway. There is a significant development under construction and as a result there were a number of contractor vehicles parked on Downtown Road and Steers Way.
26. It was noted that car parking was occurring within 5 metres of each junction with Downtown Road. This severely restricts the ability for pedestrians (and especially children) to see oncoming or turning traffic (and vice versa) before stepping off the pavement to cross a road.

27. Demand for parking space on Downtown Road was very high (>90%). This may have the effect that motorists feel that they have no other choice but to park close to a junction.
28. Ensuring adequate visibility between road users is important for safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop.
29. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD). This is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, eg pedestrian, cyclist or a stopped vehicle.
30. It is noted that almost two thirds of cyclists killed or seriously injured in 2013 were involved in collisions at, or near, a road junction, with 'T' junctions being the most commonly involved.
31. Children and those in wheelchairs (whose eye level is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.
32. The Highway Code makes it clear that motorists must not park within 10 metres of a junction, unless in a designated parking bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
33. The proposal to install yellow lines at these two junctions is in accordance with the council's adopted Southwark streetscape design manual (SSDM) design standard on Highway Visibility (DS114 - Highway Visibility) see Appendix 5.
34. It is therefore recommended that, as shown in Appendix 6, that double yellow lines are installed on the junctions of Downtown Road and Steers Way and Downtown Road and Somerford Way to prevent obstructive and dangerous parking and to improve indivisibility at the junctions for all road users.

Plough Way

35. The council was contacted by two residents who raised concerns about an ongoing issue of congestion in Plough Way between Sweden Gate and the Tesco store and poor sight lines at the junction with Lighter Close.
36. Part of Plough Way, west of Yeoman Street, is within a parking zone however the section of road where residents have raised concern is beyond this. Parking in the area of concern is mostly uncontrolled with some lengths of existing double yellow line and bus stops.
37. On 6 May 2015 an officer carried out a site visit to assess the concerns raised and to consider if restrictions should be amended.

38. It was observed that vehicles were parking on the inside of the bend and this was reducing the capacity of the road (which is on bus route 199) and significantly impacting upon sight lines for vehicles exiting from Lighter Close.
39. It is noted that Plough Way forms a boundary with the London Borough of Lewisham. Southwark's Highway Authority responsibility for this road ends just southeast of Sweden Gate but Southwark's Traffic Authority responsibility (which includes introduction of parking restrictions) extends along the borough boundary.
40. Southwark residents in this area mostly have access to off street parking and therefore we consider that these proposals would have little impact upon them.
41. It is therefore recommended, as shown in Appendix 7, that double yellow lines are installed from the junction of Lighter Close to the junction with Transom Close and the existing double yellow lines are extended at the junction with Sweden Gate to prevent obstructive and dangerous parking and to improve intervisibility at the junctions for all road users.

Policy implications

42. 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

43. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
44. 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.
45. 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.
46. 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.
47. 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 publichighway

Resource implications

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

Legal implications

49. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
50. 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.
51. 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.
52. 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.
53. 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.
54. 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

55. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
56. 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.
57. 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

58. 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.

59. 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

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

- Traffic orders (statutory consultation) – July to August 2015
- Implementation – September to October 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	Vehicle Crossings design standard DS.132
Appendix 2	St Marychurch Street – install double yellow lines
Appendix 3	Moodkee Street – install double yellow lines
Appendix 4	Bryan Road – install double yellow lines
Appendix 5	Highway visibility DS.114
Appendix 6	Downtown Road – install double yellow lines
Appendix 7	Plough Way – install double yellow lines

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Project Engineer	
Version	Final	
Dated	5 June 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		11 June 2015