

<b>Item No.</b> 13.	<b>Classification:</b> Open	<b>Date:</b> 6 July 2015	<b>Meeting Name:</b> Peckham and Nunhead Community Council
<b>Report title:</b>		Local traffic and parking amendments	
<b>Ward(s) or groups affected:</b>		Nunhead and Peckham wards	
<b>From:</b>		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 consultation and procedures.
  - Staffordshire Street – install double yellow lines along its entire length to prevent obstructive parking.
  - Lugard Road – install double yellow lines adjacent to a bin room to enable access for waste collections.

## 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 two 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

### Staffordshire Street

6. A local resident contacted the council with concerns regarding obstructive parking taking place on Staffordshire Street. The resident states that the

obstructive parking takes place during the day and evenings throughout the week

7. Staffordshire Street is a narrow street running northward from Peckham High Street, which is part of Transport for London's road network (TLRN), it is part of the Peckham (B) controlled parking zone and is restricted with single yellow lines throughout that operate zone hours, Monday to Saturday 8.30am-6.30pm. A number of the properties have off-street parking.
8. An officer carried out a site visit on 28 April 2015. During the visit the officer observed a number of vehicles stopping on the footway near the junction with Peckham High Street as the red route parking bay (2 spaces) was fully occupied.
9. Staffordshire Street's width varies between 3 metres at its narrowest to 4.9 metres at its widest, this would lead drivers to park wholly or partially on the footway.
10. In view of the above, as shown in Appendix 1, it is recommended that the community council approve the installation of double yellow lines to prevent obstructive parking at any time.

### **Lugard Road**

11. Southwark Council corporate facilities management team contacted us with concern regarding access to the bins at side of No.138 Queens Road. The bin room is situated on Lugard Road and vehicles are continually parked in front making collection difficult.
12. Lugard Road is unrestricted with small sections of double yellow lines, disabled bays and a car club bay. Lugard Road is adjacent to Queens Road which is part of the Transport for London Road Network (TLRN).
13. At present there is an advisory white "H-bar" indicating a dropped kerb and vehicles regularly park at this location.
14. The building has recycling and general waste collections Mondays, Wednesdays and Fridays, waste management were unable to collect the general or recycling waste on 11 occasions in April 2015.
15. As part of this proposal we plan to remove a section of redundant single yellow line at the side of the Southwark council building on the opposite side of the road, this single yellow line has no traffic order and is not required to maintain access through the junction with Queens Road.
16. The removal of the single yellow line will provide two additional car spaces and off set the loss of one car space in front of the bin room at No.138.
17. In view of the above, as shown in Appendix 2, it is recommended that the community council approve the installation of 7 metres of double yellow lines to prevent obstructive parking and to improve access to the bin room at the side of No.138 Queens Road at any time, also the removal of 9 metres of single yellow line at the side of the Southwark Council building, No.132, this will provide an additional two parking spaces and offset the loss of one parking space outside No.138.

## **Policy implications**

18. 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**

19. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
20. 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.
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
  - 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**

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) – 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: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker 020 7525 2021

### APPENDICES

No.	Title
Appendix 1	Staffordshire Street – install double yellow lines
Appendix 2	Lugard Road – install double yellow lines

### AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	23 June 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No

<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		23 June 2015