

Item No. 16.	Classification: Open	Date: 16 September 2015	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Westmoreland Road - Improvement Scheme	
Ward(s) or groups affected:		Faraday	
From:		Public Realm Programme Manager	

RECOMMENDATIONS

1. It is recommended that the Westmoreland Road improvement scheme be approved to proceed to detailed design and implementation subject to the outcome of any statutory consultation.
2. It is recommended that the following minor local traffic and parking amendments in Westmoreland Road, as detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultations and procedures:
 - 2.1 Reduction of existing double yellow lines (west of junction with Red Lion Row) to allow for the installation of resident and paid for parking bays.
 - 2.2 Extension of existing double yellow lines east of junction with Red Lion Row to improve sightlines resulting in the loss of one shared use parking bay.
 - 2.3 Convert single yellow lines to double yellow lines at the junction with Red Lion Row to allow for installation of a raised table.
 - 2.4 Extension of existing double yellow lines around the junction of Westmoreland road and Horsley Street junction to improve visibility and enable vehicle turning movements.
 - 2.5 Removal of two shared used parking bays outside No. 11 Westmoreland Road to enable the provision of a loading 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 make decisions on the following local non-strategic matters:
 1. the introduction of single traffic signs
 2. the introduction of short lengths of waiting and loading restrictions

3. the introduction of road markings
4. the setting of consultation boundaries for consultation on traffic schemes
5. This report gives recommendations for five local traffic and parking amendments involving traffic signs, loading and waiting restrictions and road markings.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

Westmoreland Road – Background Information to the Proposals

7. The Aylesbury Estate regeneration means Westmoreland Road becomes a gateway between Walworth Road and the estate. As part of the first phases of the Aylesbury redevelopment, the Regeneration department have committed to enhancing the streetscape and improving appearance of Westmoreland Road.
8. The main aim of the proposed scheme is to reduce traffic dominance and speeds, create new pedestrian crossing facilities (reducing crossing distances) and improve visibility and safety for pedestrians and other vulnerable road users.
9. The proposed improvement works are to include new kerblines to pavements on both sides of the road, formation of buildouts of footways between parking bays, resurfacing of the carriageway and footways.
10. The improvement works will also include provision of high quality street trees, street furniture, signage and new street lighting.
11. The footway materials will match those used on Walworth Road (SSDM 'Town Centre' palette) to reinforce Westmoreland Road as a gateway into Aylesbury Estate.
12. Westmoreland Road is recognized as a 'Market Street' with 6 markets stalls pitches designated in the road Monday to Saturday. Following discussion with Markets and Street Trading Manager it was decided to relocate 'Street Market' to Westmoreland Square at Bradenham Close. This will be delivered by another project in the next phase of development.
13. A consultation on the proposals by letter drop was undertaken from Monday 13 July to Friday 14 August 2015. The consultation boundary was agreed with the ward councillors and a total of 1,884 residents and businesses were consulted.
14. A public consultation event was also held on Saturday the 18 July in the Southwark Resource Centre at 10 Bradenham Close off Westmoreland Road which attracted a small number of residents.
15. The consultation response rate was 8% with 93% of those responding supporting the proposals, 4% opposing and 3% expressing no opinion.

KEY ISSUES FOR CONSIDERATION

Westmoreland Road junction with Red Lion Row and Horsley Road

16. Officers have visited site on a number of occasions while developing these proposals. During these site visits it was observed that car parking was occurring on double yellow lines within 5 meters of each junction with Westmoreland Road and particularly close to the junction with Red Lion Row on the south side either side of the junction.
17. 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.
18. 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.
19. 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.
20. The Highway Code makes it clear that motorists must not park within 10 meters 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).
21. The proposal to extend existing yellow lines at these two junctions is in accordance with the council's adopted Southwark Streetscape Design Manual (SSDM) design standards(link to these is provided in background documents section):
 1. DS.114 on Highway Visibility;
 2. DS.002 on Yellow line and Tab Waiting and Loading Restrictions; and
 3. DS.118 about the introduction of footway Build Outs through and in the vicinity of junctions to help make parking restrictions self-enforcing and further improve pedestrian accessibility.
22. By widening the footways and creating build-outs the carriageway width is being reduced to 4.8m which is an acceptable road width for two-way streets in SSDM. By restricting carriageway space vehicles are prevented from parking along a section of kerb thus making parking restriction self-enforcing.
23. It is therefore recommended that, as shown in Appendix 1, the footways are widened and double yellow lines re-installed at the junctions of Westmoreland Road and Red Lion Row and Westmoreland Road and Horsley Road to prevent obstructive and dangerous parking and to improve inter-visibility at the junctions for all road users.

Westmoreland Road adjacent to 11 Westmoreland Road

24. This section of Westmoreland Road is a home to parade of shops. Many of these shop units receive daily deliveries and the Council recognises there is a need for a dedicated loading / unloading bay to ensure the carriageway remains clear.
25. There are currently eighteen shared use permit M2 / paid for parking spaces in Westmoreland Road (between its junction with Walworth Road and Horsley Street) and twenty nine parking bays for the whole of Westmoreland road. Existing parking arrangement in Westmoreland Road and surrounding roads is attached in Appendix 2. The M2 CPZ hours operate from Monday – Friday 08:30 – 18:30.
26. A parking stress survey was undertaken in order to understand the parking pattern during the week and at the weekend and to look at the proposal to re-allocate the road space from shared use / paid for parking bays to a loading bay.
27. During the week, demand for parking space on Westmoreland Road is moderate (~55%). This means that out of twenty nine available parking bays in Westmoreland Road only sixteen were occupied during the observation period (00:30 to 05:30am). No parking on single or double yellow lines was observed during this time.
28. At weekends, the numbers of vehicles parked in the permit bay is considerably higher than weekdays (103%). Parking controls do not operate during this period. The parking survey confirmed that the proportion of vehicles with resident permits on Westmoreland Road was 60% at the peak. In addition, the turnover of vehicles is high compared to the weekday survey. The data also revealed that 38% of vehicles stayed for less than 3 hours and 58% for less than 6 hours. Parking in surrounding roads in the area is already close to capacity at these times which may result in traffic spilling over to Westmoreland Road.
29. This data shows that the increased parking level at the weekend could be attributed to people accessing the retail and food related offering in the area and along Walworth Road.
30. There was also an increase in vehicles parking on single and double yellow lines in Westmoreland Road. This parking concentrated at the western end of the road which coincided with the retail frontages in the area. Because parking demand exceeds the available capacity, this may have the effect that motorists feel that they have no other choice but to park on double yellow lines close to junctions.
31. In the recently concluded informal public consultation one resident objected to the provision of loading bay because of potential noise. Two residents requested parking provision for the customers of the local shops.
32. The loading bay would only be catering for servicing and delivery which currently happens and officers do not anticipate that this would lead to increased noise. The dual use bays along Westmoreland Road provide paid for parking for visitors to the shops (along with permit parking) and there is no plan to make changes to this arrangement.
33. There were no objections to the reallocation of the two paid for / permit bays to a

loading bay received from the informal consultation.

34. It is therefore proposed to omit two permit parking / paid for parking bays outside 11 Westmoreland Road to enable the provision of an 11m loading bay.

Policy implications

35. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly
 1. Policy 1.8 - Improve the walking environment and ensure that people have the information and confidence to use it
 2. Policy 1.10 - Improve the cycling environment and ensure that people have the information and confidence to use it
 3. Policy 1.12 - Ensure that cycle parking is provided in areas of high demand and in areas where convenient
 4. Objective 2: Encourage sustainable travel choices
 5. Objective 4: Improve the health and wellbeing of all by making the borough a better place
 6. Policy 4.2 - Create places that people can enjoy
 7. Policy 4.4 - Make our streets greener
 8. Policy 5.1- Improve safety on our roads and to help make all modes of transport safer
 9. Policy 5.4 - Seek to reduce vehicle speeds and educate and enforce against those who break speed limits
 10. Policy 6.1 - Make our streets more accessible for pedestrians
 11. Policy 7.6 - Keep the highway in a good state of repair
 12. Policy 8.1 - Seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

36. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
37. 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.
38. Proposed cycle parking facilities promote sustainable travel.
39. Existing trees are being replaced with three good quality street trees. Street trees improve the way streets look and make the environment more pleasant.
40. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.

41. The parking stress survey indicates there's a spare capacity in Westmoreland Road particularly during the weekdays and hence resident parking displacement is unlikely to occur. It is therefore not envisaged that new restrictions will have an adverse impact upon road users or neighbouring properties at this location.
42. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
43. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 1. Providing improved facility for pedestrians and cyclists.
 2. Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

44. All costs arising from implementing the recommendations above will be met by the regeneration department.

Legal implications

45. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
46. 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.
47. 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.
48. 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.
49. 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.
50. These powers must be exercised so far as practicable having regard to the following matters
 1. The desirability of securing and maintaining reasonable access to premises
 2. 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
 3. The national air quality strategy
 4. Facilitating the passage of public service vehicles and securing the safety and

convenience of their passengers

5. Any other matters appearing to the council to be relevant.

Consultation

51. Where public or stakeholder consultation has already been completed, this is described within the background information section of the report.
52. 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.
53. 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:
 1. Publication of a proposal notice in a local newspaper (Southwark News)
 2. Publication of a proposal notice in the London Gazette
 3. Display of notices in roads affected by the orders
 4. Consultation with statutory authorities
 5. Making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's² website or by appointment at 160 Tooley Street, SE1
 6. A 21 day consultation period during which time any person may comment upon or object to the proposed order.
54. 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.
55. 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.

¹ [National Regulations](#)

² [Traffic Orders](#)

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011 Online: Transport_Plan_2011	Southwark Council Environment and Leisure Public Realm projects Environment & Leisure 160 Tooley Street, London, SE1 2QH	Mandalina Stricevic 0207 5252 163
SSDM Online: SSDM (DS.002) SSDM (DS.114 and DS.118)	Southwark Council Environment and Leisure Public Realm projects Environment & Leisure 160 Tooley Street, London, SE1 2QH	Mandalina Stricevic 0207 5252 163

APPENDICES

No.	Title
Appendix 1	Westmoreland Road improvement scheme changes to existing double yellow lines
Appendix 2	Map: existing parking arrangement

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Mandalina Stricevic, Project Manager	
Version	Final	
Dated	3 September 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		3 September 2015