

Item No. 15.	Classification: Open	Date: 16 September 2015	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		Cathedrals, East Walworth and Newington	
From:		Public Realm Programme Manager	

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:
 - 1.1 Stones End Street – convert existing single yellow lines to double yellow lines to prevent obstructive parking
 - 1.2 America Street – convert existing single yellow lines to double yellow lines to prevent obstructive parking
 - 1.3 Ewer Street – convert existing single yellow lines to double yellow lines to prevent obstructive parking, install a cycle contra-flow and raised entry table.
 - 1.4 Great Suffolk Street – install a loading ban to prevent obstructive loading.
 - 1.5 Searles Road – convert existing single yellow lines to double yellow lines to prevent obstructive parking
 - 1.6 Waterloo Road – relocate bus stand from Westminster Bridge Road to Waterloo Road to accommodate change of drivers
 - 1.7 Royal Road – install two car club bays as set out in S106 as part of development on Royal Road
 - 1.8 Pilgrimage Street – amend hours of operation of existing loading only bay to at any time and amend the max stay period to 40minutes

BACKGROUND INFORMATION

2. 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.
3. This report gives recommendations for eight 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.
 - details of the background to the submission of the report
 - any previous decisions taken in relation to the subject matter.

KEY ISSUES FOR CONSIDERATION

Stones End Street

5. The parking design team was contacted by Councillor Morris on behalf of the Lant and Bittern tenants and residents association. The residents are requesting that the existing single yellow lines are converted to double yellow lines to prevent vehicles parking and causing an obstruction to residents' vehicles leaving the underground car park.
6. Stones End Street is part of Bankside (C2) parking zone and the existing parking arrangements consist of one permit (C2) parking bay with the remaining kerb line restricted by single or double yellow lines. The single yellow lines operate during zone hours, Monday to Friday 8.30am – 6.30pm.
7. The road width varies between 3.3 metres and 6 metres. Due to the narrow width, this street can only support parking in the permit (C2) bays which were fully occupied when an officer carried out a site visit on 7 April 2015.
8. The presence of a single yellow line in a street that has insufficient width to accommodate parking is potentially misleading. Outside of zone hours, motorists are given the impression that, because the yellow line is not in force, they can park. However, parking in such locations is likely to restrict access and movement which must be maintained at all times.
9. In view of the above, it is proposed, as shown in appendix 1, that the existing single yellow lines are converted to at any time waiting restrictions (double yellow lines) to improve access to the underground car park, to prevent obstructive parking and improve traffic flow for larger vehicles travelling along Stones End Street.

America Street, Great Guildford Street, Wardens Grove

10. A local resident contacted the parking design team to report that they are having problems accessing their garage at No. 29 Great Guildford Street. They have requested that the existing single yellow line is converted to a double yellow line to ensure access at all times.
11. America Street, Great Guildford Street and Wardens Grove are part of Bankside (C1) parking zone. The existing parking arrangements are of a mixture pay and display, permit (C1) bays and single and double yellow lines.

12. The single yellow lines operate during zone hours which are Monday to Friday 8.30am – 6.30pm and Saturday 9.30am – 12.30pm.
13. An officer carried out a site visit on 28 April 2015 and noted that if vehicles were to park adjacent to the garage entrance (on the single yellow line, out of zone hours) this would create an obstruction. For this reason double yellow lines are considered appropriate.
14. Except where parking bays exist, most of the adjacent streets have single yellow lines. This gives the impression that parking is acceptable outside of zone hours. However this is not the case as parking in such locations would obstruct the movement of traffic or restrict visibility at junctions that increases risk of collision.
15. For the same reasons given in paragraph 8, it is recommended that the single yellow lines are upgraded to double yellow lines so as to remove any doubt about the suitability (or otherwise) of parking in such locations.
16. In view of the above, as shown in Appendix 2, it is recommended that at any time waiting restrictions (double yellow lines) are provided in the streets listed above to improve access, prevent obstructive parking, improve traffic flow and improve visibility for all road users in America Street, Wardens Grove and Great Guildford Street.

Ewer Street

17. The parking design team was contacted by a representative from the Citizen M Hotel in Lavington Street who reported vehicles that service the hotel, particularly linen and waste collection, have difficulty accessing the service yard.
18. Ewer Street is part of Bankside (C1) parking zone, the existing single yellow line operates, Monday to Friday 8.30am – 6.30pm and Saturday 9.30am – 12.30pm and a permit holders (C1) parking bay. The street has a mixture of commercial, residential and office buildings and there are large vehicles making deliveries.
19. At its narrowest point Ewer Street is just 4 metres wide and having single yellow lines may give drivers the impression that it is acceptable to park outside of zone hours. However the carriageway is narrow and can only support parking on one side.
20. Deliveries to the hotel often take place outside the hours that the C1 parking zone operates. Vehicles parked on the single yellow line obstruct the carriageway and either forces larger vehicles onto the footway or stops deliveries / collections taking place.
21. An officer carried out a site visit on 28 April 2015 during controlled parking hours and noted that no vehicles were parked or loading on the single yellow lines nonetheless it was clear that an obstruction would be caused if this area was parked up outside of operational hours.
22. An east-west cycle quietway route traversing local roads is proposed starting from Tanner Street in the east to Nicholson Street in the west. Quietways which form an integral part of the Mayor of London's vision for cycling are a network of safe, direct and continuous bike routes.

23. To improve accessibility of the section of the proposed cycle route through Union Street and to improve permeability of the borough roads for cyclists it is proposed to install a cycle contra-flow facility on Ewer Street which would allow cyclists to travel southbound on Ewer Street.
24. A raised table at the entry of Ewer Street from Union Street is also proposed to help reduce traffic entry speeds. The table will also provide a more preferred at-grade crossing for pedestrians.
25. For the same reasons given in paragraph 8, it is recommended that the single yellow lines are upgraded to double yellow lines so as to remove any doubt about the suitability (or otherwise) of parking in such locations.
26. In view of the above, as shown in Appendix 3, it is recommended that the existing single yellow lines are converted to at any time waiting restrictions (double yellow lines) to improve access, to prevent obstructive parking and improve traffic flow for larger vehicles travelling along Ewer Street. It is also recommended that a cycle contra-flow facility is installed on Ewer Street along with the proposed raised entry table on Ewer Street to improve permeability and accessibility for cyclists

Great Suffolk Street

27. The parking design team was contacted by a member of the public who reported that vehicles delivering to the two supermarkets (particularly articulated lorries) posed a danger to cyclists.
28. Great Suffolk Street is part of Bankside (C1) parking zone. The street has a mixture of commercial, residential and office buildings and it was reported by the member of the public and noted by officers that large vehicles make deliveries to the businesses.
29. Two supermarkets (Sainsbury's Local and Tesco Express) are positioned opposite each other in two recently developed sites on Great Suffolk Street. Sainsbury's site is located at No.18 (west side) and Tesco's at No.15 (east side).
30. The primary concern raised by the member of the public is that when the two supermarkets receive deliveries at the same time it reduces the carriageway width and sight lines making it dangerous for all road users.
31. An officer carried out two site visits (12 June and 15 June 2015) to observe the location, but no loading activity was taking place. During the visit it was noted that many pedestrians crossed the road between the two supermarkets and the public house and cafes, there is no formal crossing in place.
32. On 31 July 2015, Transport for London's freight team held a meeting attended by representatives of Sainsbury's, Tesco's and Southwark officers. At that meeting the planning conditions of each site was discussed, summarised as:
 - Occupiers of No.18 (Sainsbury's) - deliveries must start after 7am to reduce noise nuisance for residents,
 - As part of the original planning condition attached to the building where Tesco's is located that loading/unloading must take place on Lavington Street.

33. Access to the proposed goods vehicle loading only bay is possible by a 12-metre articulated Lorry by travelling south on Great Suffolk Street and turning right onto Lavington Street or by entering Lavington Street from Southwark Street
34. In view of the above, as shown in Appendix 4, it is recommended that
 - at any time loading restrictions (double kerb stripes) on the east side of Great Suffolk Street are installed
 - the pay and display parking bays and single yellow lines are removed to provide a goods vehicles only loading bay (Monday to Sunday 7am-7pm max stay 1 hour) on the south side of Lavington Street

Searles Road

35. The parking design team was contacted by a local resident who reported that they are having problems accessing Searles Road from New Kent Road. They have requested that the existing single yellow line is converted to a double yellow line to ensure access at all times.
36. Searles Road has two arms one that runs south from New Kent Road and one the runs west to east and is only accessed from New Kent Road as the two other access points have been closed with gates. The southern arm has had the footways widened and the carriageway narrowed.
37. The southern arm is not wide enough to support parking and officers identified three other sections that if vehicles were to park on both sides of the highway it would cause an obstruction.
38. The chair of this community council, Councillor Seaton was made aware of this item at the agenda planning meeting. He arranged to meet with the resident to talk through the proposal.
39. In view of the above, as shown in Appendix 5, it is recommended that single yellow line is converted to at any time waiting restrictions (double yellow lines) to improve access, to prevent obstructive parking and improve traffic flow for larger vehicles travelling along Searles Road.

Waterloo Road

40. As part of the North-South cycle superhighway, Transport for London (TfL) relocated bus stands from Lambeth Road to Westminster Bridge Road in May 2015.
41. Westminster Bridge Road is part of Transport for London Road Network (TLRN) and has a mixture of office, school and residential accommodation.
42. The bus stand is used by London City Tour open top tour buses and allows for two buses to stop throughout the day to facilitate driver and passenger change overs.
43. TfL has received requests for local residents to have the existing bus stand on Westminster Bridge Road removed as their back yards / gardens are over looked by buses when they are stopped on the bus stand.
44. Southwark Council was contacted by Transport for London (TfL) requesting the existing bus stand on Westminster Bridge Road be relocated to Waterloo Road

as there are no other suitable locations on their network.

45. TfL's preference is to relocate the bus stand to the southwestern kerb line of Waterloo Road, approximately 50 metres from the junction with Westminster Bridge Road. This location fronts the Hilton Hotel (H10) which has confirmed in writing that they have no objection to the proposals.
46. Given the number of complaints and the distress being caused to residents, TFL asked to relocate the bus stand in advance of this meeting. Officers emailed all councillors on the 21 August and asked if there would be any objections to this alteration to the usual decision making procedure. One email of support from Cllr Noakes was received and no objections.
47. In view of the above, as shown in Appendix 6, it is recommended that the existing no waiting / loading restrictions are removed to allow a 25 metre bus stand on Waterloo Road. Road markings for bus stands do not require a traffic order.

Royal Road

48. The Parking design team is implementing a S106 agreement to provide two car club bays on Royal Road.
49. The bays have been previously approved by way of planning agreement 09/AP/2388 LEG/RP/PL/S106/136663
50. Southwark council actively seeks to install car clubs to help reduce car ownership while providing access, A network of car club bay across Southwark help in a number of key strategy areas:
 - Economically they can help relieve congestion and parking pressures within the borough
 - Socially they complement the public transport system in providing accessibility to key services and facilities without the related costs of car ownership
 - Environmentally, they help reduce reliance on the private motor-car and the associated pollution
51. Research has also shown that just one car club vehicle can reduce as many as 20 private cars – this may help the local areas parking and traffic congestion.
52. It is therefore recommended, as shown in Appendix 7, that two car club bays are installed on Royal Road adjacent to the new development.

Pilgrimage Street

53. The traffic signs and traffic order for the existing loading only in Pilgrimage Street do not match. The sign implies the bay operates 'at any time' however the order states the bay operates during zone hours only Monday to Friday 8.30am – 6.30pm.
54. It is proposed that the order is amended to match the current on-street situation and that the sign is amended to reflect the standard time limit of 40 minutes. This will bring the bay in line with our standard loading bay operations.

55. It is therefore recommended, as shown in Appendix 8, that the traffic order for the existing loading only bay is amended so that it operates 'at any time' (as currently signed on street) and that the maximum stay period is changed to 40 minutes (as currently enforced).

Policy implications

56. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011,
- 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

General guidance

57. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
58. 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.
59. All the introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
60. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely preempted until the recommendation have been implemented and observed.
61. With the exception of those benefits and risks identified above, the recommendation is not considered to have a disproportionate effect on any other community or group.
62. 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 refuse vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

64. Traffic Management Orders would be made under powers contained within the

Road Traffic Regulation Act (RTRA) 1984.

65. 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).
66. 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.
67. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
68. 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 provision of suitable and adequate parking facilities on and off the highway.
69. 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

70. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
71. 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.
72. Should the recommendations be approved the council must follow the procedures contained with Part II and III of the regulation which are supplemented by the council's own processes. This process is summarised as:
 - a) publication of a proposal notice in a local newspaper (Southwark News)
 - b) publication of a proposal notice in the London Gazette
 - c) display of notices in roads affected by the orders
 - d) consultation with statutory authorities
 - e) making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website² or by appointment at 160 Tooley Street, SE1
 - f) a 21 day consultation period during which time any person may comment upon or object to the proposed order

¹ <http://www.legislation.gov.uk/ukxi/1996/2489/contents/made>

² <http://www.southwark.gov.uk/trafficorders>

73. 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 to the address specified on the notice.
74. 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 proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme Timeline

75. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:
- Traffic orders (statutory consultation) – October to November 2015
 - Implementation – December 2015 to January 2016

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	Stones End Street – install double yellow lines
Appendix 2	America Street, Wardens Grove, Great Guildford Street – install double yellow lines
Appendix 3	Ewer Street – install double yellow lines
Appendix 4	Great Suffolk Street – install double kerb stripes (loading restriction) and Loading only bay
Appendix 5	Searles Road – install double yellow lines
Appendix 6	Waterloo Road - relocate bus stand
Appendix 7	Royal Road – install two car club bays
Appendix 8	Pilgrimage Street – install loading only bay

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Tim Walker, Senior Engineer	
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	