

<b>Item No.</b> 4.3	<b>Classification:</b> Open	<b>Date:</b> 21 November 2015	<b>Meeting Name:</b> Borough, Bankside and Walworth Community Council
<b>Report title:</b>		Local traffic and parking amendments on Great Suffolk Street	
<b>Ward(s) or groups affected:</b>		Cathedrals	
<b>From:</b>		Head of Highways	

## RECOMMENDATIONS

1. It is recommended that the following local traffic and parking amendments on Great Suffolk Street, as detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
  - 1.1 Convert existing single yellow lines to double yellow lines to prevent obstructive parking and facilitate widening of the footway.
  - 1.2 Install two new loading bays to improve servicing access for local businesses.

## 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 two 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

5. A number of projects are underway at the junction of Great Suffolk Street and Union Street, including the construction of the Union

Yard arches redevelopment, the Music Box, and the Quietway cycle route from Greenwich to Waterloo.

6. Working with Better Bankside, the council has secured a grant from the Greater London Authority to make improvements to the pedestrian environment between these new cultural developments.
7. An outline design has been developed which seeks to improve the public realm on the western side of Great Suffolk Street between Union Street and Surrey Row. This area has been named Union Parade during consultation.
8. The improvements include widening the existing footways on the western side of Great Suffolk Street and repaving with high quality yorkstone paving. The existing street trees are in poor condition and subject to detailed utilities investigations, the intention to remove these and replace with new trees in large tree pits with low level planting. Opportunities for seating will be incorporated into the planter design.
9. In order to facilitate the pedestrian improvements, a 60m section of single yellow line would need to be converted to double yellow line. The provision of two inset loading bays will still ensures servicing access for the local businesses.
10. Insetting the loading bays will have the added benefit of regulating kerbside loading and enabling the smooth flow of traffic along Great Suffolk Street.

### **Policy implications**

11. 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**

12. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
13. 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.
14. 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 pre-empted until the recommendation have been implemented and observed.
15. 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.
16. 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**

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

### **Legal implications**

18. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
19. 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).
20. 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.
21. Should any objections be received they must be properly considered in light of administrative law principles, human rights law and relevant statutory powers.
22. 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.
23. 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**

24. The council has been working with Better Bankside, Bankside Residents Forum, and the Greater London Authority since 2011 to make improvements to Great Suffolk Street as investment has become available from funders. After holding a number of discussions and interviews with businesses and residents along the street we created a joint strategy and vision in 2012 for making improvements to the street to benefit all. This forms part of the Bankside Urban Forest programme to create the highest possible quality of public realm in the opportunity area.
25. Following the completion of the strategy, we completed works to improve the junction of Great Suffolk Street and Dolben Street in 2013.

26. This project (Union Parade) is the second phase of the strategy to be implemented.
27. Informal consultation was carried out in June and July 2015. All local residents in the immediate area were sent a letter with an outline plan showing the footway widening. An event was also held on the street on 25 June to discuss the proposals with local residents, businesses and stakeholders. The general consensus was very positive and the local community support the pedestrian improvements.
28. 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.
29. 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 summarized 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 (e.g. Plans, draft orders, statement of reasons) via the council's website<sup>2</sup> 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
30. 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.
31. 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**

32. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:
  - Traffic orders (statutory consultation) – December 2015
  - Implementation – February – March 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: <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>	Michael Herd 020 7525 2021

## APPENDICES

Name	Title
Appendix 1	Proposed parking plan
Appendix 2	Existing parking plan

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Dan Taylor, Programme Manager	
<b>Version</b>	Final	
<b>Dated</b>	4 November 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 Law & Democracy	No	No
Strategic Director of Finance and Governance	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		6 November 2015