

<b>Item No.</b> 4.7	<b>Classification:</b> Open	<b>Date:</b> 30 January 2016	<b>Meeting Name:</b> Borough, Bankside and Walworth Community Council
<b>Report title:</b>		Local traffic and parking amendments	
<b>Ward(s) or groups affected:</b>		East Walworth and Chaucer	
<b>From:</b>		Head of Highways	

## RECOMMENDATIONS

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 Larcom Street – convert existing single yellow lines to permit holders (M1) parking bay.
  - 1.2 Balfour Street – convert 8.3 metres of existing permit holders (M1) parking bay to double yellow lines to provide access to multi-use garage via an existing vehicle crossover.
  - 1.3 Loncroft Road – convert existing single yellow lines and part of shared use parking bays to double yellow lines to prevent obstructive parking for service and emergency vehicle access to park.
  - 1.4 Swan Street – remove redundant doctor bays and extend existing shared use bay to provide additional resident parking space.
  - 1.5 Bermondsey Street – remove 5 metres of double yellow line and extend existing permit holders (D) bay to provide additional permit parking space.

## BACKGROUND INFORMATION

2. Paragraph 15 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 five 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 local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.
6. These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.
7. Local parking amendments are batched together and carried through a quarterly programme. During the third quarter of 2015/16, the council is proposing five LPAs as summarised in figure 1.
8. The rationale for each proposal is discussed in the associated appendix. A detailed design of the proposal is included.

Location	Proposal	Appendix
Larcom Street - outside Nos.34 to 38	To convert existing single yellow line to permit holders (M1) parking bay.	1
Balfour Street - outside Trafalgar Point	To convert 8.3 metres of existing permit holders (M1) parking bay to double yellow lines to provide access to garage via an existing vehicle crossover	2
Loncroft Road - entrance to Burgess Park	To convert existing single yellow lines and part of shared use parking bays to double yellow lines to prevent obstructive parking for service and emergency vehicle access to park.	3
Swan Street – outside Britannia House	To remove redundant doctor bays and extend existing shared use bay to provide additional resident parking availability.	4
Bermondsey Street opposite Methodist Church	To remove 5 metres of double yellow lines and extend existing permit holder (D) parking bay to provide additional permit parking availability	5

**Figure 1**

#### Policy implications

9. 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**

10. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
11. 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.
12. All the introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
13. 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.
14. 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.
15. 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**

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

### **Legal implications**

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

21. 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.
22. 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**

23. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
24. 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<sup>1</sup> which include statutory consultation and the consideration of any arising objections.
25. 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 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
26. 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.
27. 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.

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

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

## Programme Timeline

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

- Traffic orders (statutory consultation) – March to April 2016
- Implementation – May to June 2016

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Network development Highways 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>	Leah Coburn 020 7525 4744

## APPENDICES

No.	Title
Appendix 1	Larcom Street – remove single yellow line and install permit holders (M1) bays
Appendix 2	Balfour Street – remove permit holders (M1) bay and install double yellow lines
Appendix 3	Loncroft Road– remove single yellow line and install double yellow lines
Appendix 4	Swan Street – convert doctor bays to shared use bays
Appendix 5	Bermondsey Street - remove double yellow lines and extend permit holders (D) parking bay

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Paul Gellard, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	14 January 2016	
<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 and 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>	14 January 2016	