

<b>Item No.</b> 14.2	<b>Classification:</b> Open	<b>Date:</b> 30 January 2016	<b>Meeting Name</b> Camberwell Community Council
<b>Report Title</b>		Local traffic and parking amendments: Introduction of parking measures in Southwark's leisure centre car parks	
<b>Ward(s) or groups Affected</b>		Brunswick Park Ward and Camberwell Green Ward	
<b>From:</b>		Head of Highways	

## 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 The introduction of a four hour maximum stay in Southwark's six leisure centre car parking areas to prevent all day commuter parking congestion and ensure there is turnover in parking spaces for genuine visitors to the leisure centres as well as measures to permit enforcement of obstructive parking or abuse of disabled parking bays. This recommendation relates to Camberwell Leisure Centre.

## 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 recommendation for off-street local traffic and parking restrictions, involving traffic signs and road surface markings within the leisure centre car parking areas.
4. The origins and reasons for the recommendation 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. The aim of proposal is to improve the parking facilities for members of the public who are visiting the leisure centres to use the facilities.

6. The council propose the introduction of a four hour maximum stay period in Southwark's six leisure centre car parking areas to prevent commuter parking and ensure there is turnover in parking space for genuine visitors to the leisure centres. The location and proposal is summarised in figure 1. A plan of the car park layout can be found in Appendix 1.
7. At present, the car parking areas are unregulated and therefore no enforcement is possible, even for parking in dangerous locations or in a disabled bay (without a blue badge). Surveys have also confirmed many people are parking at the centres for a period of time, potentially related to commuting, which takes up space for genuine leisure centre users.

Location	Proposal
<b>Surrey Docks Watersports Centre</b> Bermondsey & Rotherhithe Community Council	Implement off street traffic regulation via a four hour time limit for parking in the car parking areas to ensure turn-over of space and to prevent all-day parking by motorists not using the leisure facilities. These measures will also help to protect disabled parking by providing an enforcement provision.
<b>Seven Islands Leisure Centre</b> Bermondsey & Rotherhithe Community Council	
<b>The Castle Centre</b> Borough, Bankside & Walworth Community Council	
<b>Dulwich Leisure Centre</b> Dulwich Community Council	
<b>Peckham Pulse Leisure Centre</b> Peckham & Nunhead Community Council	Parking will remain free. It is not proposed to introduce charges for parking in the leisure centre car parks.
<b>Camberwell Leisure Centre</b> Camberwell Community Council	

**Figure 1**

8. The general principles proposed for the Camberwell Leisure Centre car park are:
  - To introduce a four hour time limit for parking. This will reduce parking congestion and give visitors to the leisure centre greater opportunity to find a parking space. Time limiting will ensure turn-over of space and prevent all-day parking by motorists not using the leisure facilities.
  - Designate parking and non-parking areas including formal provision for the existing disabled bays.
  - Enable enforcement against vehicles that contravene the traffic management order that is proposed to be implemented (e.g. overstay the time limit or park in obstructive locations or in disabled bay when not permitted).
9. This project does not propose the introduction of charges for parking in the leisure centre car parks.

### **Policy implications**

10. The recommendation contained within this report is consistent with the policies of the Transport Plan 2011,
  - Policy 1.1 – Pursue overall traffic reduction
  - Policy 2.3 – Promote and encourage sustainable travel choices in the borough.
  - Policy 4.2 – Create places that people can enjoy.

- Policy 6.3 – Support independent travel for the whole community.
- Policy 7.5 – Enforce parking regulations firmly but fairly.
- Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

### **Community impact statement**

11. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment
12. The recommendations are area based and therefore will have greatest affect upon those people living working or travelling in the vicinity of the areas where the proposals are made.
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 pre-empted until the recommendations 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 ensuring the space is used by genuine users of the facilities.

### **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. Informal public consultation has been carried out at the leisure centres, with notices displayed within the leisure centre from the middle of November 2015, until 18 December 2015. During the period, no representations were made against the proposals.
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 which include statutory consultation and the consideration of any arising objections.
25. Should the recommendations be approved the council must follow the procedures contained within parts 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 leisure centre car parks 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 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.

### **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) – February to March 2016

- Implementation – Spring 2016 (subject to outcome of consultation)

## 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>	Paul Gellard 0207525 7764

## APPENDICES

No.	Title
Appendix 1	Leisure car park layout plan

## AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Paul Gellard, Senior Engineer	
Version	Final	
Dated	14 January 2016	
Key Decision	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
Cabinet Member	No	No
Date final report sent to Constitutional Team	14 January 2016	