

<b>Item No.</b> 15.	<b>Classification:</b> Open	<b>Date:</b> 27 January 2016	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Curlew Street – Minor Parking Amendments	
<b>Ward(s) or groups affected:</b>		Riverside	
<b>From:</b>		Head of Highways	

## RECOMMENDATION

1. It is recommended that the following non-strategic parking arrangements, detailed in the drawings attached to this report, are approved for implementation subject to any necessary statutory procedures:

### **Curlew Street New loading bay opposite 21-23**

- Amend the existing traffic management order to relocate 1 car club bay from Curlew St onto Queen Elizabeth Street.
- Relocate four existing permit holder bays approximately 2m further north up Curlew Street
- Introduce single yellow lines for a distance of 12m between the permit holder bays and the double yellow lines at the junction.
- There would be no net loss in permit holder parking due to the implementation of this scheme

## BACKGROUND INFORMATION

2. Part 3H of the Southwark constitution delegates decision making for non-strategic traffic management matters to the community council.
3. 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
4. This report gives recommendations to introduce a section of single yellow line, which will operate in accordance with the controlled parking zone (08:30-18:30), relocate an existing car club bay and alter the operation of two existing on-street parking bays in Curlew Street, near the junction with Queen Elizabeth Street, to set them aside for use .
5. The origin and reasons for the recommendations are discussed within the key issues section of this report.

## **KEY ISSUES FOR CONSIDERATION**

6. The proposal made is related to the re-development at Units 13-16, The Circle, Queen Elizabeth Street, which was given planning permission (14/AP/4094) on 6 March 2015.
7. Two parking surveys have been carried out and they both indicate that the peak demand for parking is around the middle of the day.

### **Parking matters**

8. The development is located within Bermondsey G parking zone.
9. Documents submitted with the planning application set limits for the size of vehicle and hours of delivery. These restrictions will be further reinforced by condition 6 of the planning approval, which requires a delivery and servicing management plan to be submitted prior to the site coming into operation.
10. The proposed loading area is to ensure an acceptable form of development and to maintain pedestrian and highway safety in accordance with policy 5.2 and policy 5.3 of the Transport Plan 2011. The loading area is designed to provide safer access for daily deliveries to the re-developed site.
11. Loading in the proposed section of yellow line will be limited to 40 minutes.

### **Policy implications**

12. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 1.6 – Seek to support loading requirements in CPZ areas.

### **Community impact statement**

13. The policies within the transport plan upheld within this report have been subject to an equality analysis.
14. Limiting loading with regards to length of time will benefit the residents in the vicinity.
15. The recommendations are not considered to have a disproportionate effect on any community or group.
16. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - Improving road safety by removing the need for delivery vehicles to load and unload in undesignated areas to make deliveries.

### **Resource implications**

17. All costs arising from implementing the recommendations will be fully met by the developer.

## **Legal implications**

18. This report seeks to relocate one car club bay and also provide an area where loading will be permitted for a maximum of 40 minutes.
19. Parking surveys have been undertaken to assess the optimum arrangement within the area and the report finds that road safety will be improved by removing the necessity for delivery vehicles to operate in undesignated area.
20. These steps can be confirmed by the making of a traffic management orders in accordance with the powers contained within the Road Traffic Regulation Act (RTRA) 1984.
21. Should the recommendation 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.
22. 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.
23. 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.
24. The exercise of a council's traffic functions is governed by the RTRA and by virtue of section 122, the council must exercise its powers 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.
25. 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 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.
26. By virtue of sections 45 - 46 of the RTRA, the council may, by order designate parking places on highways in their area for vehicles or vehicles of any class specified in the order; and the authority may make charges (of such amount as may be prescribed under section 46) for vehicles left in a parking place so designated.
27. The exercise by council of functions under this section shall not render council subject to any liability in respect of the loss of or damage to any vehicle in a parking place or the contents or fittings of any such vehicle.
28. As the report outlines, the determination of any objections to traffic management

orders that do not relate to strategic wide issues is within the responsibility of the relevant community council in accordance with paragraph 16, Part 3H of the constitution

### **Consultation**

29. No informal public consultation has been carried out.
30. Should the community council approve the recommendation, statutory consultation will take place as part of the making of the traffic management order. This process is defined by national regulations.
31. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
32. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
33. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark constitution.

### **REASONS FOR URGENCY**

34. Delays to the making of this traffic order will result in delays to the date that the planning consent can be implemented by the developer.

### **REASONS FOR LATENESS**

35. This report is a substitute for an earlier version that incorporates changes to make signing of the proposed restrictions clearer and easier to understand.

### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm 160 Tooley Street, London SE1 2QH  Online: <a href="#">Southwark transport plan 2011 - Southwark Council</a>	Roger Taylor 0207 525 0889

## APPENDICES

No.	Title
Appendix 1	Decision notice
Appendix 2	Existing parking
Appendix 3	Proposed loading bay
Appendix 4	TPA's report on the Results of Parking Surveys
Appendix 5	Proposed relocated car club bay.

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill , Head of Highways	
<b>Report Author</b>	Roger Taylor, Development Management Officer	
<b>Version</b>	Final	
<b>Dated</b>	20 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	Yes	Yes
Strategic Director of Finance and Governance	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	20 January 2016	