

Item No. 18.	Classification: Open	Date: 13 September 2016	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		Grange, Livesey, Rotherhithe, South Bermondsey and Surrey Docks	
From:		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 Goodwin Close/Lucey Road/Yalding Road – to install new double yellow lines on entrances to estate parking areas and private car parks.
 - 1.2 Verney Road – to install double yellow lines outside and opposite Nos.34 - 40 to allow unrestricted access for large vehicles and to prevent obstructive parking at any time.
 - 1.3 Melior Place – to install at any time loading restriction to prevent parking and loading/unloading to maintain access to Nos.8 to 20 Snowsfields at any time.
 - 1.4 Monnow Road – to install single yellow line to prevent vehicles from blocking access to the re-developed communal bin room on the Abbey Gardens estate to enable refuse collections.
2. It is recommended that the objections received against a non-strategic traffic management order are considered and determined as follows:
 - 2.1 Snowsfields – reject objections and proceed to convert Snowsfields to one-way working (eastbound) with a cycling contraflow and to formalise the two zebra crossings at the western end of Snowsfields and the northern end of Crosby Row.

BACKGROUND INFORMATION

3. Paragraph 20 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

- determination of objections to traffic management orders that do not relate to strategic or borough-wide issues
4. This report gives recommendations for local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
 5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

6. A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.
7. 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.
8. Local parking amendments are batched together and carried through a quarterly programme. During the second quarter of 2016-17, the council is proposing four LPA's as summarised in figure 1.
9. The rationale for each proposal is discussed in the associated Appendix. A detailed design of the proposal is included.

Location	Proposal	Appendix
Goodwin Close/Lucey Road/Yalding Road	To install new double yellow lines on entrances to estate parking areas and private car parks	1
Verney Road	To install double yellow lines outside and opposite Nos.34 -40 to allow unrestricted access for large vehicles and to prevent obstructive parking at any time	2
Melior Place	To install at any time loading restriction to prevent parking and to maintain access to Nos.8 to 20 Snowfields at any time	3
Monnow Road	To install single yellow line to prevent vehicles from blocking access to the re-developed communal bin room on the Abbey Gardens estate to enable refuse collections	4

Figure 1

10. Statutory consultation has recently been carried out on one item approved by the community council on 17 September 2014. During the statutory consultation, objections to the proposals were received.
11. The detail of the objections is summarised in figure 2. The associated appendix contains detail on the objections and a detailed design of the proposal.

Location	Proposal	Appendix
Snowsfields	To convert Snowsfields to one-way working (eastbound) with a cycling contraflow. To formalise zebra crossings at the western end of Snowfield and the northern end of Crosby Row	5

Figure 2

Policy implications

12. 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

13. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment
14. 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.
15. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
16. 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.
17. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
18. 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

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

Legal implications

20. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
21. 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).
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 light of administrative law principles, Human Rights law and relevant statutory powers.
24. 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.
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 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

26. For the recommendations in paragraph 1, 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.
27. 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 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

28. 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.
29. 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

30. 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 2016
 - Implementation – December 2016 to January 2017

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: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Leah Coburn 020 7525 4744

APPENDICES

No.	Title
Appendix 1	Goodwin Close/Lucey Road /Yalding Road– install double yellow lines
Appendix 2	Verney Road – install double yellow lines
Appendix 3	Melior Place – install at any time loading restriction
Appendix 4	Monnow Road – install single yellow line
Appendix 5	Snowsfields – objection determination – one-way working (with cycling contraflow)

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Paul Gellard, Senior Engineer	
Version	Final	
Dated	24 August 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
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	24 August 2016	