


Reference	15/16_Q1_001	Location overview
Location	Rockingham Street	
Proposal	To Install double yellow lines adjacent to junctions with Bath Terrace, Tiverton Street and off street parking areas to improve traffic flow and access at any time. To install new permit holder bay and extend existing shared use bay.	
Community council meeting	Borough, Bankside and Walworth	
Community council date	5 October 2016	
Ward(s) affected	Chaucer	

Background

At the community council meeting held on 29 June 2016, Members approved his proposal subject to the outcome of statutory consultation.

The proposal originates from a request from a resident of the Rockingham Tenants and Resident Association raising concerns about obstructive and dangerous parking on Rockingham Street. The parking design team has been informed that a meeting has taken place with the residents association along with parking operations and police & community safety. Residents have raised concerns that parking is becoming an urgent safety issue with motorists parking dangerously and inconsiderately in Rockingham Street blocking vehicular access.

Statutory consultation was carried out between 18 August 2016 and 08 September 2016. During this period, the council received two objections.

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:

- determination of objections to traffic management orders that do not relate to strategic or borough-wide issues

Summary of objection(s)

The objection received is attached to this report and can be summarised as:

- The proposal will potentially result in an increase of vehicle speeds with the existing 20mph speed limit being ignored
- Increase of traffic from Elephant and Castle
- Lack of out of hours parking

Officers wrote to the objectors acknowledging receipt of their representation. They were also advised that their objection would be sent to the Borough, Bankside and Walworth community council for determination.

Recommendation and next steps

It is recommended that the objection made against the proposal to Install double yellow lines adjacent to junctions with Bath Terrace, Tiverton Street and off street parking areas to improve traffic flow and access at any time. To install new permit holder bay and extend existing shared use bay be considered and rejected.

The highway width in Rockingham Street varies between 7.7 metres and 4.2 metres and there are certain sections in the road where double yellow lines are required to improve safety for all road users.

It was noted during the visit that there is scope to increase permit parking and to provide additional resident parking spaces.

Further rationale for double yellow lines

- Ensuring adequate visibility between road users is important for safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in the advance of the distance in which they will be able to brake and come to a stop.
- Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distances (SSD). This is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, e.g. pedestrian, cyclist or a stopped vehicle.
- It is noted that almost two thirds of cyclist killed or seriously injured in 2013 were involved in collisions at, or near, a road junction, with “T” junctions being the most commonly involved.
- Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these are potentially more dangerous.
- The Highway Code makes it clear that motorists must not park within 10 metres of a junction, unless in a designated parking bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
- The proposal to install yellow lines at this junction is in accordance with the council’s adopted Southwark Streetscape Design Manual (SSDM) design standard on Highway Visibility (DS114 – Highway Visibility)

Objection 1

Dear Sirs,

With respect to the proposed changes to the parking restrictions as referenced above, I wish to raise some objections and comments in relation to the orders covering Harper Road, Bath Terrace, Rockingham Street and Tiverton Street.

At the present time the key stakeholders, (residents and users of the area contained within a boundary demarcated by a part of Borough High Street, Newington Causeway, New Kent Road, and Gt Dover Street), are blighted by a significant increase in the volumes of traffic of all types and sizes wriggling its way southward and doing so to avoid the perceived congestion at the re-modelled Elephant & Castle circulatory system. This is mainly along Harper Road, but includes feeder roads both into and out of it leading to the New Kent Road, (so, Tiverton Street, Bath Terrace, Meadow Row, Rockingham Street, etc.).

This blight results in increased safety issues both from a health and risk to life and limb basis due to the uncontrolled excessive speed of much of this traffic, and continues virtually on a 24/7 time-frame.

Whilst I believe that there could easily be some better re-organisation of the existing line marking on Harper Road, (for example, why is there but a single line from County Street to the junction with New Kent Road, when in the other direction back to the Globe Academy, there is a double yellow line), the permitting of parking out of general daytime and peak hours provides some limited control over the speed of part of the traffic. Personally, I believe that an expansion of the number of parking bays would be of benefit.

The problem quoted in terms of Harper Road, is not the fact that parking is permitted outside of the CPZ hours, but rather the increased volume, type and speed of the traffic now using Harper Road; the speed limit of 20 mph and the assertion of the Council that from March 2016 that it would take action on all Borough roads that failed to illustrate a serious reduction in general traffic speed to below 24 mph are totally ignored, by both users and the Council, the latter who leave themselves open to judicial review for failing to act on their stated management plans and the waste of tax-payers money involved.

Yours faithfully,

Objection 2

In February I raised this issue with you on the understanding that you would endeavor to resolve the issue in a way that would benefit residents. You and your colleagues support for residents has been at best lukewarm given the

1) Lack of real resolution to traffic incidence on Harper Road

2) Lack of meaningful consultation

at worst irresponsible given the solutions

1) Double yellow lines

2) More Traffic through Harper Road

You as our representative should be able to effectively represent us and that would mean protecting what we have or enhancing what we have as a community. I do not expect council workers to represent me or understand my requirements but I do expect elected councilors to represent the community that voted for them rather than follow policies that are going to blight the lives of residents based on ideology.

The policies I mention above would include

a) Allowing TfL to blight the lives of local Residents by rerouting traffic away from Elephant castle "roundabout" experiment

b) Engaging in a life-threatening ideology about no parking in new builds when we need car parking spaces (Please note this only moves issues which could be resolved by underground parking within the footprint of new builds onto nearby roads)

c) The lazy solution of double yellow lines to resolve an issue which if some creative time was applied to the issue would result in different and varied solutions

d) Short sighted resolution of "Harper Road" issue without reference to the Borough High Street/Great Dover Street/New Kent Road triangle and the impact

e) Prioritisation of Cyclists over residents who pay council tax/rent

f) Ineffective monitoring of entertainment licences in particular the Ministry of Sound and the Coronet

I have lately not engaged in numerous emails by concerned residents about the Harper road traffic (by various residents on or around Harper Road). However the farce of consultation that is currently ongoing and having read the notices I have come to the conclusion that common sense will not prevail and I have to object

BATH TERRACE - to convert existing single yellow line restrictions to 'at any time' waiting restrictions on both sides at its junction with Rockingham Street;

HARPER ROAD - to convert existing single yellow line restrictions to 'at any time' waiting restrictions on both sides between its junction with Falmouth Road and the southern wall of Globe Academy primary school;

ROCKINGHAM STREET - to convert existing single yellow line restrictions to 'at any time' waiting restrictions (i) on both sides between its junctions with Newington Causeway and Tiverton Street, (ii) on the north-east side at its junction with Tiverton Street, (iii) on the north-east side at its junction with Tarn Street, (iv) on the north-east side at its junction with Bath Terrace, (v) on the north-east side at its junction with the vehicle access to Aird House, (vi) on both sides between its junction with Meadow Row and the vehicle access to Martin House, and (vii) to provide a new permit holders' parking place on the north-east side outside Aird House, and (viii) to extend an existing 'shared-use' parking place on the north-east side outside Rankine House and No. 15 Rockingham Street;

TARN STREET - to convert existing single yellow line restrictions to 'at any time' waiting restrictions on both sides at its junction with Rockingham Street;

TIVERTON STREET - to convert existing single yellow line restrictions to 'at any time' waiting restrictions on both sides at its junction with Rockingham Street;

The above sounds like an attempt to create a lifeless community bounded by fast moving vehicles with limited regard for residents and the community which includes Church/Mosque attendees and after school activities at Globe and including whatever is happening to Dickens Square.

To say I am disappointed in the activity is an understatement. For other reasons but this latest design to turn the Rockingham Estate and Harper Road into a Ghetto confirms my decision.

Please note that this is an objection to all the proposed changes. I would also want to know what the cost of all the changes are going to be and please do not tell me that it is within budget as that response will only further confirm my sentiments

Thanking you in advance for your attention. I do not think I need to remind you that you have a duty to represent your residents but I will do it for completeness

