

Item No. 2.2	Classification: Open	Date: 23 November 2016	Meeting Name: Borough Bankside and Walworth Community Council
Report title:		Local traffic and parking amendments: Great Guilford Street - introduction of loading bay, relocation of pay and display bays	
Ward(s) or groups affected:		Cathedrals	
From:		Head of Highways	

RECOMMENDATION

1. It is recommended that the following non-strategic traffic and parking arrangements, detailed in the drawings attached to this report, be approved for implementation subject to any necessary statutory procedures;
 - 1.1 Great Guilford Street
 - Provide 14.5m loading bay
 - Relocate pay and display bays
 - Remove existing single yellow lines.

BACKGROUND INFORMATION

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to community councils.
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 introduction of disabled parking bays
 - the setting of consultation boundaries for consultation on traffic schemes.
4. This report gives recommendations for amending the existing traffic regulation order for waiting restrictions and parking places. It also recommends the introduction of a loading bay.
5. The origin and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

6. The proposals relate to the re-development of 61 Southwark Street which was given planning permission (14/AP/3204) on 31 March 2015 and allows for the extension, alteration and refurbishment of the existing office building, associated

highway works and landscaping.

Parking matters

7. The development is located in parking zone C1 where no waiting is allowed during operational hours (Mon-Fri: 8am - 6.30pm) except in a marked bay.
8. The loading only bay would be for the commercial (use classes A1/A3), business units (use class B1) and other retail units within the vicinity to ensure access to daily deliveries are provided in a safe way.
9. The five (5) existing pay and display bays on Great Guildford Street will be rearranged to accommodate the new loading bay.
10. There would be no loss of other parking bays, as this facility is being provided for by the removal of a single yellow line that is in front of the redundant vehicular access.
11. Highways and Transport officers support the proposals to provide a dedicated loading bay to ensure the highway network is kept free from obstruction.

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
 - Policy 7.1 - Maintain and improve the existing road network making the best use of it through careful management and considered improvements.

Community impact statement

13. The policies within the transport plan upheld within this report have been subject to an equality analysis.
14. The recommendations are area based and will therefore have greatest effect upon those people living in the vicinity of the area.
15. The recommendations are not considered to have a disproportionate effect on any community or group.

Resource implications

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

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 the light of administrative law principles, human rights law and the 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 the 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 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.
23. By virtue of sections 45 - 46, 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.
24. 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.

Consultation

25. No informal (public) consultation has been carried out.
26. Should the community council approve the recommendations, statutory consultation will take place as part of the making of the traffic management order. This process is defined by national regulations.
27. 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.
28. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
29. 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.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm 160 Tooley Street, London SE1 2QH	George Hutchful 020 7525 5473
Link: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011		

APPENDICES

No.	Title
Appendix 1	Decision Notice for planning application number: 14/AP/3204
Appendix 2	S106 Agreement (Schedule 1)
Appendix 3	Existing layout
Appendix 4	Proposed layout

AUDIT TRAIL

Lead Officer	Matt Hill, Head of Highways	
Report Author	George Hutchful, Highway Development Engineer	
Version	Final	
Dated	9 November 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	9 November 2016	