

Item No. 2.4	Classification: Open	Date: 23 November 2016	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Heygate Street area traffic and parking amendments	
Ward(s) or groups affected:		East Walworth	
From:		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 Heygate Street traffic calming
 - 1.2 Heygate Street bus lane
 - 1.3 Brandon Street parking revisions
 - 1.4 Brandon Street traffic calming
 - 1.5 Larcom Street parking revisions
 - 1.6 Wansey Street parking revisions
 - 1.7 Wansey Street pedestrians & cycles only
 - 1.8 Victory Place pedestrians & cycles only.

BACKGROUND INFORMATION

2. Part 3H of the Southwark constitution delegates decision making for non-strategic traffic management matters to the community council.
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.
4. Paragraph 21 sets out that community councils are responsible for determination of objections to traffic management orders that do not relate to strategic or borough wide issues.
5. This report gives recommendations for local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

7. The proposed traffic orders contained in this report are required to implement the public realm proposals previously approved under planning applications 12/AP/1092 (the Heygate Masterplan) and 13/AP/3582 (the Public Realm Proposals).
8. The rationale for each proposal is discussed in the associated appendix. A detailed design of the proposal is included.

Location	Proposal	Appendix
Throughout Heygate Street	To install traffic calming speed tables at three locations along the length of Heygate Street, one of which includes a new zebra crossing.	1
Throughout Heygate Street	To vary the hours of operation for the existing bus lane from 7am to 7pm every day to 7 to 10am and 4-7pm everyday and shortening the western end by approximately 50m	2
Brandon Street from outside number 46 north to the new section of Wansey Street	Minor Parking Amendments	3
Newly created junction of Brandon Street and Wansey Street	Traffic Calming	4
Larcom Street between the junction of Content Street and Bandon Street	Minor Parking Revisions	5
Wansey Street from Garland Court to proposed junction of Brandon Street.	Parking Revisions.	6
Wansey Street from the junction of Walworth Road to outside Garland Court	To introduce a prohibition of motor vehicles.	7
Victory Place from the junction of Rodney Road to the south-eastern entrance of Victory School	To introduce a prohibition of motor vehicles.	8

Policy implications

9. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly
 - Policy 1.1 – pursue overall traffic reduction
 - Policy 1.5 - Ensure that there is a car club bay within five to ten minutes walk of each household in the borough.
 - Policy 1.7 – Reduce the need to travel by public transport by encouraging more people to walk and cycle.
 - Policy 1.8 - Improve the walking environment and ensure that people have the information and confidence to use it.
 - Policy 1.10 - Improve the cycling environment and ensure that people have the information and confidence to use it.
 - 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

10. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
11. 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.
12. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
13. 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.
14. 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 refuge vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

15. All costs arising from implementing the recommendations will be fully paid by the developer (Lend Lease).

Legal implications

16. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
17. 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.

18. 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.
19. 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.
20. 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.
21. 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

22. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
23. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national regulations¹ which include statutory consultation and the consideration of any arising objections.
24. Should the recommendations be approved the council must follow the procedures contained within Part II and III of the Regulations which are supplemented by the council's own processes. This process is summarised as:
 - publication of a proposal notice in a local newspaper (Southwark News)
 - publication of a proposal notice in the London Gazette
 - display of notices in roads affected by the orders
 - consultation with statutory authorities
 - making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website² or by appointment at 160 Tooley Street, SE1
 - a 21 day consultation period during which time any person may comment upon or object to the proposed order

¹ <http://www.legislation.gov.uk/ukxi/1996/2489/contents/made>

² <http://www.southwark.gov.uk/trafficorders>

25. 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 it to the address specified on the notice.
26. 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 proposals, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme timeline

27. If the items contained in this report are approved by the community council they will progressed in line with the below, approximate, timeframe:
 - Traffic orders (statutory consultation) – December 2016 to January 2017
 - Implementation – February 2017 to June 2018.

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	Jason White 0207 525 4032
Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011		

APPENDICES

No.	Title
Appendix 1	Heygate Street – Traffic calming
Appendix 2	Heygate Street – Bus lane revisions
Appendix 3	Brandon Street – Minor parking amendments
Appendix 4	Brandon Street – Traffic calming
Appendix 5	Larcom Street – Minor parking amendments
Appendix 6	Wansey Street – Parking revisions
Appendix 7	Wansey Street – Prohibition of motor vehicles
Appendix 8	Victory Place – Prohibition of motor vehicles

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Richard Wells, Principal Network Development Engineer	
Version	Final	
Dated	10 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	11 November 2016	