

<b>Item No.</b> N/A	<b>Classification:</b> Open	<b>Date:</b> 27 April 2017	<b>Meeting Name:</b> Cabinet Member for Environment and Public Realm
<b>Report title:</b>		Non-strategic traffic and highway improvement projects (1617Q4)	
<b>Ward(s) or groups affected:</b>		Surrey Docks; Grange; Livesey; Rotherhithe; South Bermondsey; Chaucer; Village; The Lane, Riverside; Peckham Rye; Cathedrals, Faraday; East Walworth; East Dulwich	
<b>From:</b>		Head of Highways	

## RECOMMENDATION

1. It is recommended that the non-strategic traffic and highway improvements, detailed in the appendices to this report and summarised in figure 1, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures.

## BACKGROUND INFORMATION

2. Under Part 3D of the council's constitution, the cabinet member is responsible for:
  - 4.1 Transport Issues:
    - To decide to implement a traffic and highway improvement project, subject to statutory consultation
3. Under Part 3H paragraph 20, the relevant community council shall:
  - be consulted on any non-strategic traffic and highways improvement project that has been referred to community council
4. This report deals with a number of non-strategic traffic and highway improvement proposals.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report and relevant appendices.

## KEY ISSUES FOR CONSIDERATION

6. Non-strategic traffic and highway improvements are batched together on a regular basis. Proposals for 2016/17 Q4 programme are summarised in figure 1.
7. In line with the council's constitution, all of the individual proposals in this report have been circulated to ward councillors in advance to allow them to refer the proposals to the relevant community council for consultation. Figure 1 illustrates whether or not they have been subject to a referral. Where they have been, the

detail of the referral is included in the relevant appendix.

8. The rationale for each proposal is discussed in the associated appendix and contains a detailed design drawing.

Location	Ward(s)	Proposal	Appendix	Referral
Silver Walk	Surrey Docks	To extend existing double yellow lines to maintain access to the off-street parking area of Filigree Court	1	No
Kirby Grove	Grange	To convert existing single yellow lines to double yellow lines on the eastern side and western side outside Nos 46 to 60	2	No
Ilderton Road / Wagner Street	Livesey	To install double yellow lines to maintain access to builders yard and Network rail site on Ilderton Road and maintain access on Wagner Street	3	No
Timber Pond Road / Archangel Street	Rotherhithe	To install double yellow lines to maintain access on Timber Pond Road between Poolmans Road to Archangel Street and to maintain access on Archangel Street between Timber Pond Road and St Elmo's Street	4	No
Boat Lifter Way/Sweden Gate	Surrey Docks	To install double yellow lines to maintain access to Baltic Quay and on Boat Lifter Way and Sweden Gate for emergency and refuse vehicles	5	No
Marlborough Grove	South Bermondsey	To remove (part) shared use parking bay and to install double yellow lines to maintain access to commercial warehouses	6	No
Rolls Road	South Bermondsey	To install new school keep clear road markings outside the Phoenix Primary School to prevent vehicles parking adjacent to the pupil entrance to improve intervisibility and road safety for all road users.	7	No
Tabard Street	Chaucer	To install two new School Keep Clear road markings outside the London Christian School and Bright Horizons Nursery to improve intervisibility and road safety for all road users	8	No
Gallery Road	Village	To install new double yellow lines on unrestricted junctions with Dulwich Village, College Road and Burbage Road to improve intervisibility and road safety for all road users	9	No
Village Way	Village	To install new double yellow lines adjacent to the vehicle crossovers outside Nos.6 to 18 to improve intervisibility and road safety for all road users	10	No
Consort Road	The Lane	To extend existing double yellow lines adjacent to pedestrian refuse to improve intervisibility and road safety for all road users	11	No
Rotherhithe New Road	Livesey, Rotherhithe South Bermondsey	To convert existing single yellow lines to double yellow lines from the junction with Beamish House to the junction with Silwood Street, and introduce a loading ban on the southern side of the road. Convert a permit holder space to a loading bay as mitigation.	12	No

Rotherhithe Street	Surrey Docks	To extend existing double yellow lines adjacent to vehicle entrance to Stanton House to improve intervisibility and road safety for all road users	13	No
Drummond Road	Riverside	To install new double yellow lines adjacent to the vehicle entrance to the old Biscuit Factory to improve intervisibility and road safety for all road users	14	No
McDermott Road	The Lane	To convert existing single yellow lines to double yellow lines to maintain access/egress for large vehicle's	15	No
Barry Road	Peckham Rye	To formalise the existing experimental loading only bay adjacent to No.40/42 Barry Road to provide a loading only facility for local shops	16	No
Various roads within the C2 parking zone	Cathedrals	To extend existing parking bays and to install new parking bays To convert single yellow line to double yellow lines	17	No
Gowlett Road	The Lane	To carry out statutory consultation with a view to implementation of an on-street cycle hangar	18	No
Wooler Street	Faraday	To carry out statutory consultation with a view to implementation of an on-street cycle hangar	19	No
Chambers Street	Riverside	<del>To remove permit holders bays, a disabled bay and Car Club Bay replacing with double yellow lines to allow for large vehicle access to Chambers Wharf.</del>	20	Yes
Neate Street	East Walworth	To convert the existing shared use parking bays to time limited (4 hour) free parking	21	No
Burbage Road	Village	Implementation of a new raised Zebra Crossing on Burbage Road and the removal of the existing raised junction treatment.  The new raised Zebra Crossing will be located approximately 7.05 meters from Half Moon Lane and will result in a net loss of one on-street public parking space.	22	No
Worlingham Road	East Dulwich	Implementation of a new raised table on Worlingham Road at its junction with East Dulwich Road.  Removal of 6.5 meters of on-street parking.	23	No

**Figure 1**

## Policy implications

9. The recommendations contained within this report are consistent with the relevant policies of the Transport Plan 2011:
- Policy 1.1 – pursue overall traffic reduction
  - Policy 4.2 – create place that people can enjoy
  - Policy 5.1 – Improve safety on our roads and to help make all modes of transport safer.
  - Policy 5.6 - We will seek to create conditions where our roads are safe.
  - Policy 6.1 – Make our streets more accessible for pedestrians

- Policy 7.1 - Maintain and improve the existing road network making the best use of it through careful management and considered improvements.
- Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets
- Policy 8.2 - Promote the uptake of low emissions vehicles.

### **Community impact statement**

10. The policies within the Transport Plan have been subject to an equality impact assessment.
11. The recommendations are area based and therefore will have greatest effect upon those people living working or travelling 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. 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 predicted until the recommendation have been implemented and observed.
14. 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.
15. 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**

16. All costs arising from implementing the recommendations will be fully contained within the existing highways budgets.

### **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 light of

administrative law principles, human rights law and 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 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 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.
23. The constitution has been amended in relation to traffic management orders and these changes are confirmed at paragraphs 4 and 5 of this report. Further, at paragraph 29, it is explained that a statutory consultation will now be required to be undertaken.
24. Following consultation, the proposal will then move forward in accordance with paragraph 5 of this report with due consideration of the objections for consideration by the community council prior to final decision by the cabinet member.

## **Consultation**

25. 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<sup>1</sup> which include statutory consultation and the consideration of any arising objections.
26. 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<sup>2</sup> 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.
27. Following publication of the proposal notice, any person wanting to object must

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

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

make their objection in writing, state the grounds on which it is made and send to the address specified on the notice.

28. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the cabinet member for determination. The cabinet member 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**

29. If these items are approved by the Cabinet Member they will be progressed in line with the below, approximate timeline:

- Statutory consultation – Spring 2017
- Implementation – Summer 2017

**Strategic Director of Finance and Governance (EL16/032)**

30. This report is requesting the cabinet member for environment and public realm to approve local traffic and parking amendments as detailed in the report and attached appendices.
31. The strategic director of finance and governance notes that the all related costs will be contained within existing departmental budgets.
32. Staffing and any other costs connected with this report to be contained within existing departmental revenue budgets.

**BACKGROUND DOCUMENTS**

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Network development Highways 160 Tooley Street London SE1 2QH	Paul Gellard (020 7525 7764)
<b>Link:</b>		
<a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>		

**APPENDICES**

No.	Title
Appendices 1-23	Evidence base for each proposal - can be requested by emailing <a href="mailto:parkingreview@southwark.gov.uk">parkingreview@southwark.gov.uk</a>

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Paul Gellard, Principal Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	27 April 2017	
<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	Yes	Yes
<b>Cabinet Member</b>	Yes	Yes
<b>Date final report sent to Constitutional Team</b>	27 April 2017	