

Item No. 15	Classification: Open	Date: 16 September 2015	Meeting Name: Peckham and Nunhead Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		The Lane	
From:		Public Realm Programme Manager	

RECOMMENDATION

1. It is recommended that the following local traffic and parking amendment, detailed in the appendix to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
 - 1.1 Elm Grove – install double yellow lines adjacent to planned vehicle cross over dropped kerb outside No.60.

BACKGROUND INFORMATION

2. 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:
 - 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.
3. This report gives recommendations for one local traffic and parking amendment, involving traffic signs, waiting restrictions and road markings.
4. The origins and reasons for the recommendations are discussed within the key issues section of this report.
 - details of the background to the submission of the report
 - any previous decisions taken in relation to the subject matter.

KEY ISSUES FOR CONSIDERATION

Elm Gove

5. The parking design team proposes that double yellow lines are installed adjacent to the vehicle crossover and dropped kerb that is planned for No. 60 Elm Grove which is part of the Peckham (B) controlled parking zone. All kerb lines within the CPZ are restricted either with a parking bay or a yellow line.

6. The Southwark Streetscape Design Manual (SSDM) contains a design standard pertinent to this request:
 - DS132 (Appendix 1) requires those restrictions to cover the 2m extent of the visibility splay appropriate for the sight stopping distance of the road (Visibility splays are calculated at 20mph)
7. It is the practice within Southwark to place double yellow lines across vehicle crossovers (dropped kerbs) where these are located within controlled parking zones to ensure access is available at all times.
8. In view of the above it is recommended that, as shown in Appendix 2, that existing permit holders (B) parking bay is converted to double yellow lines to provide access to the planned vehicle crossover outside No.60 Elm Grove.

Policy implications

9. 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

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. 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.
14. With the exception of those benefits and risks identified above, the recommendation is 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 public realm 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.

Consultation

23. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
24. 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.
25. 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
26. 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.
27. 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

28. If these item are approved by the community council they will be progressed in line with the below, approximate timeline:
- Traffic orders (statutory consultation) – October to November 2015
 - Implementation – December 2015 to January 2016

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 Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Vehicle Crossings DS.132
Appendix 2	Elm Grove – install double yellow lines

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager		
Report Author	Tim Walker, Senior Engineer		
Version	Final		
Dated	3 September 2015		
Key Decision?	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments Sought	Comments Included	
Director of Legal Services	No	No	
Strategic Director of Finance and Corporate Services	No	No	
Cabinet Member	No	No	
Date final report sent to Constitutional Team/		3 September 2015	