

<b>Item No.</b> 12.	<b>Classification:</b> Open	<b>Date:</b> 13 February 2013	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Camberwell Community Council	
<b>From:</b>		Strategic Director of Environment and Leisure	

## RECOMMENDATION

1. It is recommended that the following local parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - Baldwin Crescent - install one disabled persons' (blue badge) parking bay
  - Coleman Road – install one disabled persons' (blue badge) parking bay
  - East Dulwich Road – install one disabled persons' (blue badge) parking bay
  - Crofton Road – install one disabled persons' (blue badge) parking bay.

## BACKGROUND INFORMATION

2. This report presents recommendations for a number of local parking amendments.
3. Part 3H of the Southwark Constitution delegates decision making for local non-strategic traffic management matters to the community council.
4. The origins and reasons for the recommendations are discussed within the key issues section of this report.

## KEY ISSUES FOR CONSIDERATION

### **Origin disabled bays – Baldwin Crescent, Coleman Road, East Dulwich Road and Crofton Road**

5. Four applications have been received by the network operations team for the installation of a disabled persons (blue badge) parking bay. In each case, the applicant met the necessary criteria for an origin, disabled persons' parking bay.
6. The parking design team has subsequently carried out a site visit to evaluate the road network and carried out consultation with each applicant to ascertain the appropriate location for each disabled bay.
7. It is therefore recommended that disabled bays be installed at the following locations, see appendices for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1213Q3004	Outside No. 3 Baldwin Crescent	Appendix 1
1213Q3005	Outside No. 4 Coleman Road	Appendix 2
1213Q3007	Opposite No. 78 East Dulwich Road	Appendix 3
1213Q3031	Outside No. 31 Crofton Road	Appendix 4

### Policy implications

8. 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 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

9. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
10. 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.
11. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
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 neighboring properties at that location. However this cannot be entirely preempted until the recommendations 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 affect 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 parking facilities for blue badge (disabled) holders in proximity to their homes.
  - 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 local parking amendment budget.

### **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 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. No informal (public) consultation has been carried out.
24. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
25. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
26. 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.

27. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
28. Any person wishing to comment upon or object to the proposed order will have 21 days in which 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	Online: <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>	Tim Walker, Senior Engineer 020 7525 2021

## APPENDICES

No.	Title
Appendix 1	Baldwin Crescent - proposed origin disabled bay
Appendix 2	Coleman Road - proposed origin disabled bay
Appendix 3	East Dulwich Road - proposed origin disabled bay
Appendix 4	Crofton Road - proposed origin disabled bay

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	17 January 2013	
<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 Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	28 January 2013	