

Item No. 14.	Classification: Open	Date: 19 June 2013	Meeting Name: Camberwell Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Camberwell Community Council	
From:		Head of Public Realm	

RECOMMENDATIONS

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:
 - Sears Street - install one disabled persons' (blue badge) parking bay
 - Shenley Road - install one disabled persons' (blue badge) parking bay
 - Milkwell Yard - install double yellow lines in the remaining length of the road

BACKGROUND INFORMATION

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
3. 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 introduction of disabled parking bays
 - the setting of consultation boundaries for consultation on traffic schemes.
4. This report gives recommendations for four local parking amendments, involving traffic signs and road markings.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Origin disabled bays – New Church Road/Sears Street and Shenley Road.

6. Two applications have been received for the installation of two disabled persons (blue badge) parking bays. In each case, the applicant met the necessary criteria for an origin, disabled persons' parking bay.
7. An officer 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.

8. 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
1314Q1030	Side of 42 New Church Road located in Sears Street	Appendix 1
1314Q1031	Outside 67 Shenley Road	Appendix 2

Milkwell Yard – 1213Q4008

9. Milkwell Road is a short cul-de-sac of public highway close to the junction of Coldharbour Lane and Denmark Hill. There are existing double yellow lines that extend approximately 10 metres into Milkwell Yard from Coldharbour Lane.
10. Milkwell Yard is within an existing parking zone (K) where, normally, all lengths of kerb have either a parking bay or a yellow line. It is unknown why this location was not treated as such at the time of the zone's introduction in 1999.
11. Milkwell Yard provides access to a residential block of flats, electrical sub station and fire exits for properties on Denmark Hill (see photos in Appendix 3).
12. Public Realm was contacted by SASBU (Southwark Antisocial Behavior Unit) who had been liaising with the Metropolitan Police and residents about problems in Milkwell Yard. Complaints have been made about obstructed access, parking, anti-social behavior (drinking and drug use) and rubbish not being cleared. It was suggested that the presence of parked cars hid some of the problems and that restricting parking would improve the visibility into the cul-de-sac.
13. An officer visited this location on 16 April 2013 and noted that vehicles were double parked in the area and were obstructing access to the electrical sub station and other doorways.
14. In view of the complaints, double parking, obstruction of the highway and of fire exits and a electricity sub station it is recommended that, as detailed in Appendix 4, double yellow lines are introduced for the entire length of highway in Milkwell Yard.

Policy implications

15. 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

16. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.

17. 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.
18. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
19. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
20. 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.
21. 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.
22. 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.
 - 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

23. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets.

Legal implications

24. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTA) 1984.
25. 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.
26. 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.
27. 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.
28. By virtue of section 122, the Council must exercise its powers under the RTA 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.

29. 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

30. No informal (public) consultation has been carried out.
31. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
32. 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.
33. 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.
34. 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.
35. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
36. 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	<p>Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH</p> <p>Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</p>	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	New Church Road/Sears Street – proposed origin disabled bay
Appendix 2	Shenley Road – proposed origin disabled bay
Appendix 3	Milkwell Yard – photographs
Appendix 4	Milkwell Yard – proposed at any time waiting restrictions

AUDIT TRAIL

Lead Officer	Matthew Hill, Transport and projects manager
Report Author	Tim Walker, Senior Engineer
Version	Final
Dated	7 June 2013
Key Decision?	No
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER	
Officer Title	Comments Sought
Director of Legal Services	No
Strategic Director of Finance and Corporate Services	No
Cabinet Member	No
Date final report sent to the Constitutional Team	7 June 2013