

Item No 13.	Classification: Open	Date: 2 October 2013	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Borough, Bankside and Walworth Community Council	
From:		Head of Public Realm	

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:
 - Royal Road – install one disabled persons’ (blue badge) parking bay.
 - Alice Street – install one disabled persons’ (blue badge) parking bay
 - Great Suffolk Street – install one 4 hour disabled persons’ (blue badge) parking bay.

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 three 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 – Royal Road and Alice Street.

6. Two applications have been received 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.

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
1314Q2013	Outside 27 King Charles Court	Appendix 1
1314Q1025	Outside No.11 Alice Street	Appendix 2

Great Suffolk Street – 1314Q2016

9. The council was contact the charity Muscular Dystrophy Campaign with a request for disabled parking to assist their visitors.
10. A site meeting was held on 4 July 2013 with an officer from parking design, a road safety officer and representatives from the charity to discuss dropped kerbs and possible locations for disabled parking bays.
11. During the site meeting a number of locations were discussed and Great Suffolk Street in front of the charity's entrance was agreed as the most appropriate location for a 4 hour destination disabled parking bay.
12. Many of the disabled visitors to this charity have powered wheelchairs which are accessed via the rear of their vehicle. Therefore the disabled bay is proposed to be slightly longer than the standard (6 metres) bay so as to enable sufficient space to park and to get in and out of the vehicle.
13. It is therefore recommended that, as detailed in Appendix 3, 7 metres existing single yellow line outside 61a Great Suffolk Street is removed and one 4 hour destination disabled persons' parking bay (7 metres) is installed.

POLICY IMPLICATIONS

14. 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

15. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
16. 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.
17. The introduction of blue badge parking gives direct benefit to disabled motorists,

particularly to the individual who has applied for that bay.

18. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
19. 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.
20. 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.
21. 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

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

LEGAL IMPLICATIONS

23. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
24. 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.
25. 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.
26. 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.
27. 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.
28. 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

- 29. No informal (public) consultation has been carried out.
- 30. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
- 31. 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.
- 32. 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.
- 33. 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.
- 34. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
- 35. 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	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	Royal Road – proposed origin disabled bay
Appendix 2	Alice Street – proposed origin disabled bay
Appendix 3	Great Suffolk Street – proposed 4hr destination disabled bay

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	16 September 2013	
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	20 September 2013	