

Item No. 13.	Classification: Open	Date: 16 November 2013	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Parking Changes resulting from Aylesbury Phase 7 redevelopment	
Ward(s) or groups affected:		Faraday	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the following local parking amendments are approved for implementation subject to the outcome of the necessary statutory procedures:
 - Sedan Way (amended location)– provision of 2 car club bays and 3 residents permit bays (Zone M1)
 - ‘Southern Way’ (yet to be formally named road) – provision of 10 residents permit bays (Zone M1)
 - When requested allow the alteration of one or more of the resident parking bays to a disabled bay where residents meet Southwark’s criteria for disabled parking spaces.
 - Implement a Restricted Parking Zone on the internal estate roads to restrict parking outside of the marked parking bays.

BACKGROUND INFORMATION

3. The Aylesbury Estate is being redeveloped in a series of phases. Phase 7 is one of the earliest phases of redevelopment which is located between East Street, Sedan Way and Thurlow Street.
4. The redevelopment of the site requires the ‘stopping up’ of Sedan Way in its current position. This will be relocated further east to abut the Green Links shared cycle / pedestrian path.
5. The stopping up order for Sedan Way is currently being contested by local residents. The recommendation in this report is to proceed with the implementation of the parking amendments subject to outcome of any necessary statutory processes. If any petitions to the High Court are successful then these proposals will not proceed.
6. Recently the footpath between East Street and Alvey Street was widened and resurfaced as part of the Greenlinks Project. This will be returned to a pedestrian only route as part of the Aylesbury Phase 7 route with cyclists being returned to carriageway at the southern end of Sedan Way.
7. Sedan Way is being relocated further east to provide a cross road junction with

East Street and Elsted Street. Sedan Way will be a low speed environment with a low number of traffic movements. Providing for cyclists 'on carriageway' aligns with the Mayors new vision for cycling which seeks to avoid placing cyclists and pedestrians in conflict. This will also avoid cyclists needing to dismount to cross East Street to travel north.

8. The s106 Agreement for the development requires the on street parking spaces to be allocated to car club bays, residents permit bays and disabled spaces.
9. Approval is needed to advertise the traffic orders so the parking restrictions will be in place once the roads become open to the public.
10. Part 3H of the Southwark Constitution delegates decision making for local non-strategic traffic management matters to the community council.

KEY ISSUES FOR CONSIDERATION

11. The development was granted planning consent in October 2012 for the redevelopment of the estate to provide 147 residential units and basement car parking for 44 spaces.
12. This development is located within Controlled Parking Zone M1.
13. This allocation of the on street parking provision was included in the Aylesbury Phase 7 planning committee report and documents. The s106 agreement requires the Highways Works (of which the parking is included) to be completed prior to occupation of more than 50% of the residential units.
14. Construction works are due to start on site shortly and detailed drawings of the highways layout have been submitted for approval. The new estate roads will be adopted as highway maintainable at public expense in order to ensure the roads are maintained and the parking is properly regulated.
15. The internal roads names are currently in the process of being agreed. The report uses the 'holding' street names which are shown on the plans attached.
16. The new estate roads will provide 15 'on street' parking bays. From this the s106 Agreement requires 2 City Car Club bays, 9 disabled bays and 4 residents parking bays.
17. The residential wheelchair units are provided on Sedan Way and 'Southern St' so the on street spaces will be the most conveniently located disabled parking spaces if required.
18. Southwark's policy is to initially mark out the disabled bays as resident permit bays. When an application is made for a disabled bay this will be assessed against the Councils disabled bay policy. If successful the most convenient bay for the applicant will be amended to a disabled bay.

19. The disabled bays are likely to be required by occupants on the wheelchair units being provided on site. The developer will liaise with the wheelchair unit occupants and advise them on the applicant process for disabled parking bays. This will ensure that suitable bays are available for residents at the time of first occupation.
20. Within the new development only 4 residential units will be eligible to apply for Controlled Parking Zone permits given the amount of private parking provided.
21. The council is committed to reducing the amount of street clutter where possible. Following discussions with the Parking Team, it is proposed to implement a Restricted Parking Zone for the new estate roads. This will require signage at the entrance to Sedan Way advising there is no waiting at any time. No yellow line markings will be laid on the ground. A number of repeater sign will be erected at key locations in the development to reinforce the 'no waiting'.
22. Delivery vehicles will be able load and unload within the Restricted Parking Zone, outside of marked bays.

Policy implications

23. The recommendations in this report are consistent with the policies of the Transport Plan 2011, specifically:
 - Policy 1.2 – Require car free development in areas of good access to public transport that are located in a controlled parking zone.
 - Policy 1.5 - Ensure that there is a car club bay within five to ten minutes walk of each of household in the borough by 2014.
 - Policy 6.5 - Provide essential parking for residents with mobility difficulties.

Community impact statement

24. The policies within the Transport Plan are adhered to in this report. These have been subject to an Equalities Impact Assessment.
25. The recommendations are not expected to have any disproportionate affect on any other community or group.
26. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved parking facilities for disabled badge 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

27. All costs arising from implementing the recommendations will be covered to the developer.

Legal implications

28. All Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1994.
29. If the recommendation is approved then the council will follow the procedures set out in the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996. Notice will be provided of the intention to make the order in local papers and in notices erected on site. Any person can make a representation within a 21 day period of the notice of intent being advertised. The regulations require the council to properly consider such representations.
30. 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.

Consultation

31. The chair of the community council requested consultation be undertaken with adjacent Tenant and Resident Associations. An email was sent out to all neighbouring TRA's on the 21 October and to date one response has been received from the Aylesbury TR&A. As their next meeting is not until the 11 November they will report back any comments received following this.
32. Should the community council approve the items then statutory consultation will be carried out as part of the traffic order process. This process is set out in legislation.
33. The traffic order notice will be advertised in the Southwark News and the London Gazette. A number of site notices will be erected on lamp columns and similar fixtures around the site. These notices and plans will be available for inspection on the council website or by appointment at the council offices. Any person can make representations on the proposed order within 21 days of the date of order being advertised. If objections are received which are not able to be resolved then a report will be brought to a future community council meeting for determination.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Online: http://www.southwark.gov.uk/downloads/download/2578/transport_plan	Leah Coburn 0207 525 4744

APPENDICES

No.	Title
Appendix 1	Conisbee Drawing: On Street parking layout
Appendix 2	Conisbee Drawing: Signs and Road Markings

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Leah Coburn, Development Control Officer (Highways)	
Version	Final	
Dated	31 October 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	5 November 2013	