

Item No. 16.	Classification: Open	Date: 16 November 2013	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Boundary Lane and Bradenham Close – traffic flow and parking for highways to be adopted	
Ward(s) or groups affected:		Faraday	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the following non-strategic traffic and parking arrangements, detailed in the drawing attached to this report, are approved for implementation subject to any necessary statutory procedures;

- **Boundary Lane and Bradenham Close**

- Introduce a restricted parking zone for the full extent of the highway to be adopted under a S38 Agreement.
- Reserve parking bays as follows: four for disabled badge holders, fifteen for resident's permit holders and two for Car Club use.
- Introduce a one-way system, traffic flow to be in an anti-clockwise direction, for the full extent of highway to be adopted, including the already adopted section on Boundary Lane connecting it to Red Lion Row.

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 local parking arrangements in a road to be adopted under the relevant statutory act.
5. The origin and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

6. The developer was given planning permission number 07-CO-0046 on 5 June 2007 which allows a development of 260 residential dwellings, retail units and public realm improvements.

Parking matters

7. The development is located within an M2 parking zone which means a blanket policy on shared use parking i.e. the parking bays can be used by both those with a resident's permit or pay and display.
8. The planning permission has Condition no.3 that requires that a minimum of 10% (26no.) of the residential units are built to be suitable for wheelchair users.
9. The four disabled parking bays are therefore part of the required provision, with other disabled bays proposed elsewhere within the development.
10. The car club parking bays are a requirement of the S106 agreement Schedule 5 as council policy to reduce private car usage.
11. The restricted parking zone is in fulfillment of the Parking Management Plan as approved by the Head of Planning as per the S106 agreement Schedule 10.

Traffic matters

12. The one-way traffic flow system is in fulfillment of the approved S38 layout in Appendix 5.
13. The one-way system was designed to eliminate visibility and turning problems at the existing acute angled 'Y' junction between Red Lion Row and Boundary Lane.
14. The existing adopted section of Boundary Lane, outside numbers 8 to 20 will also be made into a one way road as per the approved plan. Not making this section into a one way road as well would involve provision of a turning head at its end, which would require land that is not available and the problems already mentioned in item 13 above.

Policy implications

15. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:
 - Policy 1.5** – ensure that there is a car club bay within five to ten minutes walk of each household in the borough by 2014.
 - Policy 4.2** – create spaces 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 upheld within this report have been

subject to an Equality Analysis.

17. The recommendations are area based and will therefore have greatest effect upon those people living in the vicinity of the area.
18. The blue badge parking gives direct benefit to disabled motorists, particularly to the individuals who apply for them.
19. The car club bays will benefit those residents who do not own cars and who choose instead to use this facility, thereby reducing the number of cars on the local highway network.
20. The introduction of restricted parking with pay and display parking for non-permit holders will discourage parking by non-residents and reduce the number of cars going into these roads for parking purposes only.
21. The recommendations are not considered to have a disproportionate effect on any community or group.
22. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing disabled parking for those who are in need of it.
 - Improving road safety by reducing the flow of vehicular traffic to the development.

Resource implications

23. All costs arising from implementing the recommendations will be fully met by the developer.

Legal implications

24. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 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 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.

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 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.
30. By virtue of sections 45 - 46, the Council may, by order designate parking places on highways in their area for vehicles or vehicles of any class specified in the order; and the authority may make charges (of such amount as may be prescribed under section 46) for vehicles left in a parking place so designated.
31. The exercise by Council of functions under this section shall not render Council subject to any liability in respect of the loss of or damage to any vehicle in a parking place or the contents or fittings of any such vehicle.

Consultation

32. No informal (public) consultation has been carried out.
33. Should the community council approve the recommendations, statutory consultation will take place as part of the making of the traffic management order. This process is defined by national regulations.
34. 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.
35. Any person wishing to comment upon or object to the proposed order will have 21 days in which to 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	Southwark Council Environment and Leisure Public Realm 160 Tooley Street, London SE1 2QH Online: Southwark transport plan 2011 - Southwark Council	Robson Mupani 020 7525 1235

APPENDICES

No.	Title
Appendix 1	Decision Notice
Appendix 2	Proposed parking bays & signs layout drawing
Appendix 3	Existing permit bays in Boundary Lane
Appendix 4	S38 approved adoption extents layout
Appendix 5	S38 approved one-way traffic flow system layout

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Robson Mupani, Development Control Officer	
Version	Final	
Dated	6 November 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	6 November 2013	