

Item No. 14.	Classification: Open	Date: 21 September 2016	Meeting Name: Camberwell Community Council
Report title:		Edmund Street and nearby streets – reconfiguration of existing parking arrangements and creation of new resident parking bays	
Ward(s) or groups affected:		Camberwell and Brunswick	
From:		Head of Highways	

RECOMMENDATIONS

1. It is recommended that the following non-strategic parking reconfiguration and creation of new permit holder only parking bays, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures.
 - 1.1 Edmund Street – reconfigure the existing parking bays between its junction with New Church Road and its junction with Durfey Place, and associated double yellow lines along its length.
 - 1.2 Southampton Way - creation of eight new parking bays near its junction with New Church Road, on the southern side and associated double yellow lines.
 - 1.3 Dobson Walk - creation of eight new parking bays and associated double yellow lines.
 - 1.4 Notley Street – reconfiguration of existing parking bays and creation of five new parking bays and associated double yellow lines.
 - 1.5 Sam King Walk - creation of twelve new parking bays and associated double yellow lines.

BACKGROUND INFORMATION

- 2 Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
- 3 Paragraph 20 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 setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays.

- 4 Paragraph 17 sets out that community councils are responsible for determination of objections to traffic management orders that do not relate to strategic or borough wide issues.
- 5 This report gives recommendations for local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
- 6 The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

- 7 The proposals made are related to the development of the site bounded by Edmund Street, Southampton Way and Notley Street which was granted planning permission (ref: 11-AP-4309) dated 22 March 2012. This permits the re-development of the site for residential housing, construction of two new roads; namely Sam King Walk and Dobson Walk, and the extension of Notley Street to connect through to Edmund Street. Public consultation was undertaken as part of the planning process.

Parking matters

- 8 The development is located within Camberwell C3 parking zone.
- 9 The approved s106 agreement plan creates 31 new parking spaces. The developer is obligated to provide 10 as disabled badge holder spaces and one 'car club space'. The remaining 20 spaces will be designated as permit holder only.
- 10 The disabled parking spaces will only be marked out as such when required through the normal Council individual application process. Initially they will be marked out and made available as permit holders only.

Policy implications

- 11 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

- 12 The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
- 13 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.
- 14 The double yellow lines will benefit all road users through improved junction intervisibility and prevention of illegal parking resulting in enhanced road safety.

- 15 As there are limited permit holder bays being provided, the s106 for the development has a parking methodology which details how parking permits are allocated to residents. The list of eligible house numbers has been agreed between Planning and the developer as part of discharging the developer's planning obligations and is detailed at Appendix 4.
- 16 There are a number of new residents who will not be eligible for parking permits but this information would have been made available to them at the time they either purchased or entered into leases for the new dwellings.
- 17 Apart from the risk identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
- 18 The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing more disabled bays than previously obtaining in the zone.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

- 20 Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
- 21 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.
- 22 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.
- 23 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.
- 24 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.
- 25 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

- 26 Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
- 27 The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations which include statutory consultation and the consideration of any arising objections.
- 28 Should the recommendations be approved the council must follow the procedures contained within Part II and III of the Regulations which are supplemented by the council's own processes. This process is summarised as:
- publication of a proposal notice in a local newspaper (Southwark News)
 - publication of a proposal notice in the London Gazette
 - display of notices in roads affected by the orders
 - consultation with statutory authorities
 - making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1
 - a 21 day consultation period during which time any person may comment upon or object to the proposed order
- 29 Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send it to the address specified on the notice.
- 30 Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposals, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme timeline

- 31 If the items contained in this report are approved by the community council they will progressed in line with the below, approximate, timeframe:
- Traffic orders (statutory consultation) – September to October 2016
 - Implementation – October to November 2016

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	Robson Mupani 020 7525 4741

APPENDICES

No.	Title
Appendix 1	S106 agreement
Appendix 2	Existing parking restrictions
Appendix 3	Proposed parking restrictions
Appendix 4	Allocation methodology letter
Appendix 5	Parking plot schedule

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Robson Mupani, Principal Engineer	
Version	Final	
Dated	8 September 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		21 September 2016