

Item No. 3.1	Classification: Open	Date: 28 September 2016	Meeting Name: Dulwich Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		Village and East Dulwich	
From:		Head of Highways	

RECOMMENDATIONS

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
 - 1.1 Village Way – to install new double yellow lines adjacent to the existing vehicle crossovers outside Nos. 3 and 4 to maintain access to off street parking and to improve intervisibility with vehicles on Village Way.
 - 1.2 Barry Road (B219) – to install double yellow lines adjacent to the new planned vehicle crossover dropped kerb outside No. 91 to maintain access to off street parking and to improve intervisibility with vehicles on Barry Road.
 - 1.3 Ardbeg Road – to install double yellow lines adjacent to the new planned vehicle crossover dropped kerb outside No.19 to maintain access to off street parking and to improve intervisibility with vehicles on Ardbeg Road.
 - 1.4 Upland Road – to provide a 4 hour destination disabled bay for the blue badge visitors to the shops.

BACKGROUND INFORMATION

2. 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
 - determination of objections to traffic management orders that do not relate to strategic or borough-wide issues.
3. This report gives recommendations for local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
4. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

5. A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.
6. These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.
7. Local parking amendments are batched together and carried through a quarterly programme. During the second quarter of 2016-17, the council is proposing four LPA's as summarised in figure 1.
8. The rationale for each proposal is discussed in the associated appendix. A detailed design of the proposal is included.

Location	Proposal	Appendix
Village Way	to install new double yellow lines adjacent to the existing vehicles crossovers outside Nos.3 and 4 to maintain access to off street parking and improve intervisibility with vehicles on Village Way	1
Barry Road	to install double yellow lines adjacent to the new planned vehicle crossover dropped kerb outside No.91 to maintain access to off street parking and improve intervisibility with vehicles on Barry Road	2
Ardbeg Road	to install double yellow adjacent to the new planned vehicle crossover dropped kerb outside No.19 to maintain access to off street parking and improve intervisibility with Vehicles on Ardbeg Road	3
Upland Road	To provide a 4 hour destination disabled bay for the blue badge visitors to the shops	4

Figure 1

Policy implications

9. The recommendations contained within this report are consistent with the polices of the Transport Plan 2011:
 - 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

10. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.

11. 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.
12. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
13. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely preempted until the recommendation have been implemented and observed.
14. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
15. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved access for key services such as emergency and refuse vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

17. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
18. 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.
19. 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.
20. Should any objections be received they must be properly considered in light of administrative law principles, human rights law and relevant statutory powers.
21. 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 provision of suitable and adequate parking facilities on and off the highway.
22. 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

23. For the recommendations in paragraph 1, the implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national regulations¹ which include statutory consultation and the consideration of any arising objections.
24. Should the recommendations be approved the council must follow the procedures contained with Part II and III of the Regulation which are supplemented by the council's own processes. This process is summarised as:
- a) publication of a proposal notice in a local newspaper (Southwark News)
 - b) publication of a proposal notice in the London Gazette
 - c) display of notices in roads affected by the orders
 - d) consultation with statutory authorities
 - e) making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website² or by appointment at 160 Tooley Street, SE1
 - f) a 21 day consultation period during which time any person may comment upon or object to the proposed order.
25. 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 to the address specified on the notice.
26. 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 proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme timeline

27. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:
- Traffic orders (statutory consultation) – October to November 2016
 - Implementation – December 2016/January 2017

¹ <http://www.legislation.gov.uk/ukxi/1996/2489/contents/made>

² <http://www.southwark.gov.uk/trafficorders>

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Network development Highways 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/2/00107/transport_policy/1947/southwark_transport_plan_2011	Jason White 020 7525 4032 jason.white@southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Village Way– install double yellow lines
Appendix 2	Barry Road – install double yellow lines
Appendix 3	Ardbeg Road – install double yellow lines
Appendix 4	Upland Road – install new 4 hour destination disabled bay

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Paul Gellard, Senior Engineer	
Version	Final	
Dated	16 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	16 September 2016	