

Non-strategic Traffic and Highway improvement

Appendix	1920B1_MTS_008
Location	Chadwick Road
Proposal	To move existing disabled bay to allow access to pedestrian dropped kerb
Community council	Peckham and Nunhead
Ward(s) affected	Rye Lane

Non-strategic Traffic and Highway improvement

A non-strategic traffic and highway improvement is a small project where the council proposes to modify the existing Highway layout. This may include changes to waiting and loading restrictions, traffic calming, improved crossing facilities etc.

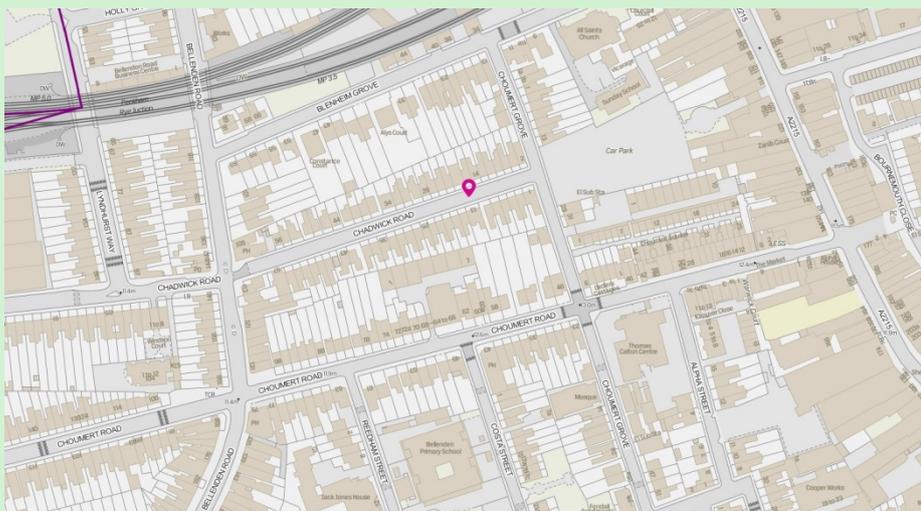
Under Part 3D of the council's constitution, the Cabinet Member is responsible for Transport Issues: To decide to implement a traffic and highway improvement project, subject to statutory consultation.

Background / Request

- A resident contacted Highways about the disabled bay outside their property.
- There is a dropped kerb which is over part of the bay at the front of the bay.
- The resident needs to park the car towards the front of the bay. This is to allow enough room behind the car so the lift can lower in order for her to enter it from behind in her wheelchair.
- This means that the dropped kerb is partially covered making it difficult for her to get down with her wheelchair (this partially tips as she goes down) and also means she has to go around the vehicle in the carriageway.

Location

- Outside number 13 Chadwick Road.
- Norwood Road is in Peckham (B) controlled parking zone (CPZ), implemented in 1974.
- B CPZ is in operation 8.30am – 6.30pm Monday – Saturday.



Investigation and conclusions

- The dropped kerb is currently placed to the front of the existing disabled bay.
- There is also a large tree on the footway adjacent to the existing disabled bay.
- The bay can be moved and permit holder bays rearranged so no parking is lost.



Feedback from Community Council

Referral date (if applicable) N/A

Recommendation

It is recommended that the existing disabled parking bay be moved 5m west reducing the permit bay by 2m and removing the existing single yellow lines. The permit holder bay to the east of the disabled bay can then be extended by 2.8m and DYL placed adjacent to the dropped kerb.

This proposal is subject to Traffic Management Order (TMO) statutory consultation. A TMO is the legal mechanism the council as traffic authority uses to control aspects of the way that the highway is used. They provide the legal backing to signs and road markings used on the highway and allow them to be enforceable.

A detailed design drawing of the proposal is provided within this document.

Next steps

Should this non-strategic Traffic and Highway improvement proposal be approved, then arrangement will be made to carryout statutory consultation.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage).

Should objections be received during the statutory consultation period, these will be presented to the Cabinet Member for determination.

Audit trail

Reference	1920B1_MTS_008
Report author	TA
Ward members notified	09/04/2019
Referral	No