

Item No. 14.2	Classification: Open	Date: 13 November 2014	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		Parking amendments and Estate Parking Scheme – Albion Estate, Arnold Estate and Dickens Estate	
Ward(s) or groups affected:		Riverside Ward and Rotherhithe Ward	
From:		Head of Operations	

RECOMMENDATION

1. It is recommended that the following local traffic and parking amendments, are approved for implementation subject to the outcome of any necessary statutory procedures:
 - Albion Estate – to be included in an estate parking scheme
 - Arnold Estate – Lupin Point, to be included in estate traffic enforcement managed by Two Towers TMO
 - Dickens Estate – Casby House, to be included in estate traffic enforcement scheme managed by Two Towers TMO

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 road markings
 - the setting of consultation boundaries for consultation on traffic schemes
 - the introduction of disabled parking bays
 - statutory objections to origin disabled parking bays.
4. This report gives recommendations for three local traffic and parking amendments, involving the implementation of an enforcement and estate parking schemes.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

6. The area housing team was contacted by the T&RA (tenants and residents association). The T&RA represents residents of the estate that meets

to discuss issues affecting residents.

7. The group identified a need for controlled parking within the estates.
8. The group explained that it was difficult for residents to park in most of the blocks during the week and weekends.
9. The residents believe the vehicles belong to residents and commuters and are parking all day.
10. The T&RA have undertaken a ballot for this part of the estate and it has been agreed that they would like to be included in the estate parking permit scheme.
11. Permit scheme is for residents only, visitor permits are allowed.
12. Enforcement period is Mon-Fri, 7am.-7pm.
13. It is therefore recommended that a parking permit scheme is introduced on the estate to provide parking facility to assist residents of the estate.
14. Having a parking scheme on the estates will ensure only residents and their visitors are entitled to the parking spaces available to park.
15. The parking layout of the Albion Estate has changed, specifically around Albion House increasing the number of parking bays, re-marking of bays and re-fresh of double yellow lines. The existing parking area is used by residents from non-council new developments on Albatross Way.
16. The parking layout of the Arnold Estate has changed, specifically around Lupin Point following re-development and increase of units and double yellow lines.
17. The layout of the Dickens estate has changed, specifically around Casby House following re-development of units, re-marking of bays and double yellow lines. The existing parking area is used by local shoppers and residents from non-council new developments adjacent to Casby House.
18. There is a parking permit scheme on the estates
19. It is therefore recommended to introduce a parking enforcement scheme to prevent illegal parking on the estates.
20. Albion Estate - Casby House has 27 bays, plus 1 disabled bay and 1 motor-cycle bay.
21. Arnold Estate - Lupin Point has 16 bays, plus 3 disabled bays.
22. Dickens Estate - Casby House has 25 bays, plus 2 disabled bays.

Community impact statement

23. The recommendations are area based and therefore will have greatest affect upon non-residents and non-visitors of those areas where the proposals are made.

24. The introduction of the parking scheme will benefit residents of the estate and their visitors.
25. With the exception of those benefits and risks identified above, the recommendations are not considered to have a 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 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 fully contained within the existing public realm budgets.

Legal implications

28. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
29. 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.
30. 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.
31. 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.
32. 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.
33. 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

34. No informal (public) consultation has been carried out.
35. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
36. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
37. 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.
38. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its 160 Tooley Street office.
39. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
40. 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
None		

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Paul Langford, Head of Operations	
Report Author	Melvina Powell, Resident Services Manager	
Version	Final	
Dated	5 November 2014	
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 2014	