

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 12 April 2017	<b>Meeting Name:</b> Cabinet Member for Environment and Public Realm
<b>Report title:</b>		Proposed Estate Parking Scheme - Goldwin Close and Pomeroy Street	
<b>Ward(s) or groups affected:</b>		Nunhead Ward	
<b>From:</b>		Director of Resident Services	

## 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:
  - Goldwin Close parking spaces off York Grove - to be included in the estate parking scheme
  - Parking spaces by 210-240 Pomeroy Street (close to the garages) to be included in the estate parking scheme
  - Upon approval, the next process will be to draft a traffic management order (TMO), prepare the relevant TMO schedule, drawings and design to aid implementation of scheme, advertise the TMO in line with statutory consultation procedure and carry out the markings and signs.
  - It is anticipated that the scheme will go live around August 2017.

## BACKGROUND INFORMATION

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the relevant Cabinet Member.
3. Paragraph 22 and 23 of Part 3D of the Southwark Constitution sets out that the individual cabinet member has responsibility for taking traffic management decisions including parking.
4. This report gives recommendation for a local traffic and parking amendment, involving the implementation of an enforcement and estate parking scheme.
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 has received numerous complaints about the parking problems experienced by residents of Goldwin Close and Pomeroy Street. As a result, they identified a need for controlled parking in the area and asked the

housing office to consult residents on this through a ballot.

7. Resident representatives explained that it is difficult for residents to park at Goldwin Close off York Grove and utilize the parking spaces close to the garages by Pomeroy Street. They believe most of the vehicles parked in the area belong to non-residents and commuters who are park in the area all day because of its close proximity to Queens Road station.
8. The area housing office undertook a ballot and questionnaires were delivered to 60 households. 11 responses were received back and 6 households voted in support of the parking scheme while 5 households voted against it.
9. Based on the response, the area housing office decided to proceed with the implementation of an estate parking scheme in Goldwin Close and Pomeroy Street. We note that the response to the ballot is low and that the outcome of the ballot is considerably close. However, the council has a policy of deciding on such matters by a simple majority. Moreover, the outcome of the ballot does not negate the fact that there is a parking problem in the area that affects residents which can be resolved through this process.
10. The permit scheme is for residents only and visitor permits will be allowed and the enforcement period will be Monday - Sunday, 7am-7pm.
11. Having a parking scheme in the area will ensure that only residents and their visitors are entitled to park on the parking spaces available.
12. There is no current parking permit scheme for Goldwin Close and Pomeroy Street garage parking spaces.
13. It is therefore recommended to introduce a parking enforcement scheme to assist residents and prevent commuter parking in the area.

### **Community impact statement**

14. The recommendations are area based and will therefore have the greatest effect on non-residents and non-visitors if the proposals are made.
15. The introduction of the parking scheme will benefit residents and their visitors.
16. 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.
17. 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**

18. All costs arising from implementing the recommendations will be fully contained

within the existing public realm budgets.

### **Legal implications**

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

25. No informal (public) consultation has been carried out.
26. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
27. Should the cabinet member 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.
28. 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.
29. 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.
30. Any person wishing to comment upon or object to the proposed order will have

21 days in which do so.

31. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the cabinet member for determination, in accordance with the Southwark Constitution.

#### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
None		

#### APPENDICES

No.	Title
None	

#### AUDIT TRAIL

<b>Lead Officer</b>	Paul Langford, Director of Resident Services	
<b>Report Author</b>	Ade Adeite, Resident Services Manager	
<b>Version</b>	Final	
<b>Dated</b>	6 April 2017	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
<b>Cabinet Member</b>	Yes	Yes
<b>Date final report sent to Constitutional Team</b>	11 April 2017	