

Item No.	Classification: Open	Date: 26 July 2011	Decision Taker: Cabinet Member for Transport, Environment and Recycling
Report title:		Paterson Park, first stage controlled parking zone report	
Ward(s) or groups affected:		Grange and South Bermondsey wards	
From:		Strategic Director of Environment	

RECOMMENDATIONS

That the Cabinet Member for Transport, Environment and Recycling:

1. Approves the withdrawal of the proposal to introduce a proposed Controlled Parking Zone (CPZ) in the Paterson Park area and any progression to the 2nd stage of consultation;
2. Approves the making of an Experimental Traffic Order to remove part of the existing Grange Controlled Parking Zone (GR) parking restrictions outside Stansfeld House in Lynton Road;
3. Approves the installation of waiting restrictions on all junctions within the consultation area to ensure that sight lines are kept clear from parked cars; and
4. Approves the removal of all unnecessary parking street furniture throughout the area consulted and refresh worn and faded road markings.

BACKGROUND INFORMATION

5. This report draws upon the detailed analysis of the Consultation Report (Appendix 1), government legislation, parking enforcement experience, good parking practice, financial considerations and upholds the Council's overall policies on parking contained in the Parking and Enforcement Plan 2006 (PEP).
6. The PEP sets out the council's policy in the management of parking on its public highway. The PEP acknowledges that *"car parking issues provoke the strongest reactions"* but that parking restrictions, in many areas of the borough, provide a critical tool in prioritising space in favour of certain groups (eg. blue badge holders, residents or loading) as well as assisting in keeping the traffic flowing and improving road safety.
7. The local implementation plan (LIP) notes that congestion can be tackled through a combination of strategies – one of which is managing demand for travel through parking regulation. Parking is the end result of a trip. The availability of parking at a destination has a clear effect on whether the trip is made by car or not. Existing parking controls all across Southwark already assist in improving traffic and congestion levels. The controls provide another significant tool that can be used to help control the use of the private car. This, in turn, provides benefits in terms of vehicular emissions, traffic congestion, social inclusion and maintenance costs.
8. In accordance with Part 3H Community Council's of the Southwark Constitution,

Members' of the Bermondsey Community Council approved the methods and boundary for the study on November 9 2010.

9. During March and April 2011, residents and businesses were consulted on parking matters in Paterson Park, Bermondsey, primarily if they supported the introduction of a CPZ.
10. An information pack about CPZs with a tear-off Freepost questionnaire was hand delivered by officers to every property within the consultation area and also posted, with a covering letter, to key stakeholders. The total distribution of the document was 4,812.
11. Consultation commenced on March 23 2011. The last date for responses was detailed as May 3 2011. Officers accepted and inputted late responses up to 6 May 2011.
12. Consultation methods followed corporate communications guidance.
13. A detailed parking survey to quantify parking occupancy, duration and type of parking activity was carried out in 36 roads across the study area.

KEY ISSUES FOR CONSIDERATION

14. Full details of the consultation results and parking surveys can be found in the consultation report (Appendix 1).
15. A total of 715 questionnaires were returned representing a 15% response rate. This is a moderate response rate for this type of consultation when compared with similar consultations in Southwark and other London authorities.
16. The council gives significant weighting to the consultation return when the response rate exceeds a threshold of 20%. Where this figure is not met the views of the community council and parking surveys provide additional weight.
17. Figure 1 details the overall response to the question 'do you support the introduction of a CPZ in your street?' The street-by-street results are also mapped and can be found in the consultation report.



Figure 1

18. It is recommended that parking controls are not introduced in the consultation area as there is a clear majority against parking controls.
19. To relieve parking pressure in Balaclava Road, it is recommended that the parking restrictions situated in adjacent Lynton Road (outside Stansfeld House) are

removed. These parking places which are situated within the Grange (GR) CPZ are often empty and will create approximately 20 parking places as overspill from Balaclava Road which displays high levels of parking occupancy.

20. The removal of the CPZ in this small length of Lynton Road is considered to have a low impact upon existing GR permit holders as the parking bays are usually empty due to the absence of any residential frontages.
21. Taking this step does pose some risk of undermining the remaining GR CPZ stretch of Lynton Road, such that vehicles may displace from that area into the area that is proposed for removal – to avoid any parking fees. As such the change will be introduced on an experimental basis and carefully monitored over a period of twelve months.
22. Further recommendation is made that a minimal length of double yellow line (waiting restrictions) is installed on all junctions to ensure that they are kept clear of parked cars (in accordance with Rule 243 of the Highway Code). This will ensure that large vehicles (emergency services, deliveries, refuse, etc.) can proceed through the junction without being obstructed. This is a known problem, recently reported by Rotherhithe Police. Opportunity will also be taken to minimise other existing restrictions, wherever possible.

Policy implications

23. The recommendations contained within this report are consistent with the policies of the PEP and the council's overall transport strategy, the local implementation plan (LIP).

Community impact statement

24. The implementation of yellow lines on junctions contributes to an improved public realm through the elimination of obstructive parking at locations where pedestrians may wish to cross and where sight lines for all road users are important on the basis of road safety.
25. The consultation leaflet met communication guidance with a languages page with advice of how to access the council's translation services. Large format leaflets were available for those with visual impairment.
26. The policies within the Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

Resource implications

27. The cost of the proposals will be approximately £61k which will be funded through s106 commitments already established for this purpose. The relevant s106 agreements are 10841 (Acc no. 248) and GCON/1 (Acc no. 255). The release of s106 funds for this purpose was agreed through a report to Planning Committee on 7 October 2008.
28. The budget for these works is within the capital programme 2011-21 which was agreed by Cabinet on 6 July 2011. The budget is held within the Bermondsey Streetscape Improvements programme within the Regeneration and Neighbourhoods section of the capital programme.

Consultation

29. The public consultation undertaken to date on the proposal to introduce a proposed Controlled Parking Zone (CPZ) in the Paterson Park area is summarised in paragraphs 9 to 13 of this report.
30. A draft of this report was presented to Bermondsey Community Council on 9 June 2011 who considered and supported the recommendations made (Appendix 2)
31. The Cabinet Member will note, that streets where junction protection is required will be subject to statutory consultation required in the making of the Traffic Management Order.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Communities, Law & Governance (RM)

32. The recommendation requests the Cabinet Member to note the 1st stage consultation study responses set out in the Consultation Report and the comments of the Bermondsey Community Council, attached at (Appendix 1 & 2). The Cabinet Member is also requested to approve the withdrawal of the proposed CPZ and making of an Experimental Traffic Order, permitting the removal of part of the existing GR CPZ in Lynton Road. Further, he is requested to approve the installation of waiting restrictions at all junctions, the removal of unnecessary street furniture and refreshment of road markings in the consultation area, where appropriate.
33. As outlined at paragraphs 9 to 13, consultation upon the proposal to introduce a proposed Controlled Parking Zone (CPZ) took place during the period of March-April 2011.
34. The Cabinet Member will note, that the Report was presented to Members' of the Bermondsey Community Council on 9 June 2011, for consultation as part of this process, in accordance with Paragraph 20 of Part 3H Community Councils of the Southwark Constitution. Members' considered the findings of the Report and made representations in support of the Officer's recommendation.
35. The Council has powers under Part I and IV of the Road Traffic Regulation Act 1984 (the Act) to make Traffic Management Orders to bring about or amend a CPZ, including experimental orders, subject to compliance with the relevant procedural requirements under the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 .
36. In exercising its powers, Section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to securing 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'. The Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to the premises and the effect on the amenities of any locality affected.
37. Traffic Management Orders cannot be implemented without first completing the appropriate consultation, publication / notification of intent to introduce Traffic Management Orders, and in the case of experimental orders, providing an opportunity for evaluation by the Police. The public are also ordinarily notified by way of street and press notices. Although in the case of some orders these

procedures are simplified.

38. The Cabinet Member for Transport, Environment and Recycling is requested to approve the recommendations set out at paragraph 1 to 4. By virtue of part 3D (paragraph 14) of the Constitution, individual portfolio holders have authority to approve the Council's response to consultation documents which relate to significant changes affecting their portfolio. They may also agree to broad consultation arrangements, in relation to their areas of responsibility. Accordingly, the Cabinet Member may approve the recommendation with such appropriate amendments as he deems fit having regard to the contents of this report.

Finance concurrent (SE 20/07/11)

39. Paragraph 28 explains that the budget for the capital works required to implement these proposals is included in the capital programme 2011-21, agreed by Council Assembly on 6 July 2011.
40. Paragraph 27 details that the agreement for the s106 funds to be released to fund these works was approved by way of the 2008 [Bermondsey Streetscape Improvement Report](#). This report was agreed by the Planning Committee in October 2008.

APPENDICES

No.	Title
Appendix 1	1 st stage consultation report on the introduction of a proposed Controlled Parking Zone (CPZ) in the Paterson Park area
Appendix 2	Minutes of the Bermondsey Community Council meeting held on 9 June 2011

BACKGROUND PAPERS

Background Papers	Held At	Contact
Parking and enforcement plan	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Tim Walker (020 7525 2021)
Bermondsey Streetscape Improvement Report	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Tim Walker (020 7525 2021)

AUDIT TRAIL

Lead Officer	Gill Davies		
Report Author	Des Waters		
Version	Final		
Dated	26 July 2011		
Key Decision?	Yes	If yes, date appeared on forward plan	March 2010
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments Sought	Comments included	
Strategic director of communities, law & governance	Yes	Yes	
Finance director	Yes	Yes	
Date final report sent to Constitutional Officer		26 July 2011	