

Item No.	Classification: Open	Date: 15 December 2011	Decision Taker: Cabinet Member for Transport, Environment and Recycling
Report title:		Determination of statutory objections – Bankside (C1) Controlled Parking Zone review	
Ward(s) or groups affected:		Cathedrals	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATIONS

1. Consider the 7 objections received during statutory consultation of the Bankside (C1) Controlled Parking Zone (CPZ) review, detailed in Appendix A.
2. Determine the objections, as summarised in Table 2, and instruct officers to write to those objectors to inform them of the council's decision.
3. Approve the design amendments (Appendix B to E) recommended to partially mitigate those objections.
4. Approve the design amendments (Appendix F) recommended as a result of issues raised since the 2008 review.
5. Approve further statutory consultation for the changes identified in Appendix B to F, where required.
6. Approve the implementation of the works where no objection has been received.

BACKGROUND INFORMATION

7. This report makes recommendations for the determination of a number of objections that relate to traffic orders that are of a strategic nature as they relate to the change in hours and days of an existing controlled parking zone (CPZ).
8. Part 3D 24 of the constitution sets out that determination of objections of a strategic nature are reserved to the Cabinet Member for Environment, Transport and Recycling.
9. This report also provides opportunity to re-promote changes to Bankside (C1) CPZ that were approved in 2008. The main changes are outlined in Parts B, C and D of the Key Issues section to this report.
10. Two further modifications to parking restrictions are also recommended in Part E of this report. These are matters that have arisen since the review was completed.
11. In line with Part 3H 22 of the constitution, Borough and Bankside Community Council were consulted (7 November 2011) on the content of this report, comments from which are provided in paragraph 54.
12. C1 CPZ covers streets in the most northerly part of the borough, approximately bounded by the river, Lambeth boundary, The Cut, Union Street and Borough High Street.
13. C1 CPZ also covers the Southbank and Bankside Cultural Quarter, the most successful of the London cultural quarters and a top destination for international

tourists. This area will also see large increases in visitors during the London 2012 Olympics and Paralympics.

14. The council initiated a programme of proposing new and reviewing existing CPZs within its Parking and Enforcement Plan¹ (PEP) in areas where it is considered to be in the interests of local residents and businesses, to discourage unnecessary car use, improve the street environment, to increase safety for all road users and balance the demand for residents and visitors.
15. In accordance with the council's Parking and Enforcement Plan (PEP) a one-stage review was carried out of the existing Bankside (C1) controlled parking zone (CPZ).
16. Borough and Bankside (C) CPZ was introduced nearly 30 years ago. The zone was subject to a review in 2001 when the CPZ was split into two smaller zones Bankside (C1) and Borough (C2) in order to reduce the effects of inter-zone commuting that were expected to increase at the time of introduction of the central London congestion charging.
17. Prior to this review, various local parking amendments have been made but no major public review has been completed. A full CPZ review provides opportunity to consolidate all issues raised since the last review and formally consult upon them so as to ascertain the true level of community concern.
18. This project commenced in 2006/7 and was carried out simultaneously with reviews of adjacent C2 (Borough) and Newington (D) CPZs as well as West Walworth (E) and South Walworth (J).
19. Public consultation took place on the proposals in February 2007; the draft results were presented to Borough and Bankside Community Council in November 2007.
20. The scheme was approved, subject to statutory consultation, by the Strategic Director of Environment and Housing in April 2008.
21. Due to a change in the way CPZ reviews were funded this review was put on hold until a new funding stream was established and other projects delivered.
22. Statutory consultation was carried out between 10 March 2011 and 31 March 2011.
23. Under the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 the proposed traffic management order was advertised in the national (London Gazette) and local (Southwark News) press and additionally street notices were placed in every street within the existing C1 CPZ.

KEY ISSUES FOR CONSIDERATION

PART A – Statutory objections received following notice on 10 March 2011

24. As detailed in paragraph 22 and 23 statutory consultation was carried out in March 2011.
25. A total of 23 pieces of correspondence were received as a result of the statutory consultation. They are classified by type in Table 1, below.

¹ <http://www.southwark.gov.uk/YourServices/transport/lip/>

TABLE 1	Quantity
Objection (not withdrawn)	7
Objection (withdrawn)	2
In support of proposals	4
General enquiry	10

26. A copy of each un-withdrawn objection is contained within Appendix A and is summarised in Table 2 with a recommended action for that objection.

TABLE 2 Reference	Date red.	Received from	Summary of Objection	Action/Recommendation
C1_AH_005	09/03/2011	Trader Borough Market	Saturday controls will inconvenience customers and reduce trade	Partially reject objection and make design amendment. Proposals will prevent long-stay (weekend) parking and encourage turn-over of space, giving more people opportunity to park for a shorter period. Modify proposals to provide additional loading only bays on Bedale Street and Stoney Street. Modify proposals to provide additional permit bays or paid-for parking in O'Meara Street, Park Street, Redcross Way, Union Street
C1_AH_006	09/03/2011	Trader Borough Market	Saturday controls will inconvenience customers and reduce trade	Partially reject objection and make design amendment. Proposals will prevent long-stay (weekend) parking and encourage turn-over of space, giving more people opportunity to park for a shorter period. Modify proposals to provide additional loading only bays on Bedale Street and Stoney Street. Modify proposals to provide additional permit bays or paid-for parking in O'Meara Street, Park Street, Redcross Way, Union Street
C1_AH	09/03/2011	Trader	Saturday controls	Partially reject objection and

_007		Borough Market	will inconvenience customers and reduce trade	make design amendment. Proposals will prevent long-stay (weekend) parking and encourage turn-over of space, giving more people opportunity to park for a shorter period. Modify proposals to provide additional loading only bays on Bedale Street and Stoney Street. Modify proposals to provide additional permit bays or paid-for parking in O'Meara Street, Park Street, Redcross Way, Union Street
C1_AH_010	09/03/2011	Trader Borough Market	Saturday controls will inconvenience customers and reduce trade	Partially reject objection and make design amendment. Proposals will prevent long-stay (weekend) parking and encourage turn-over of space, giving more people opportunity to park for a shorter period. Modify proposals to provide additional loading only bays on Bedale Street and Stoney Street. Modify proposals to provide additional permit bays or paid-for parking in O'Meara Street, Park Street, Redcross Way, Union Street
C1_AH_015	15/03/2011	Market customer Borough Market	Saturday controls will reduce parking opportunity for customers.	Reject objection and make design amendment. Modify proposals to provide additional visitor parking in O'Meara Street, Park Street, Redcross Way, Union Street
C1_AH_017	19/03/2011	Market customer Borough Market	Saturday controls will reduce parking opportunity for customers.	Reject objection and make design amendment. Modify proposals to provide additional visitor parking in O'Meara Street, Park Street, Redcross Way, Union Street
C1_AH_020	20/03/2011	Resident 5 Bear Lane	Objects to the proposal to restrict permit entitlements to residents of 5-7	Reject objection. The council is not consulting on permit restrictions. This is a formality required as part of an approved

Bear Lane, as agreed as part of a previous planning application.	planning permission. Ref:06/AP/0341
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27. Where modification to the design is recommended in Table 2 (to off-set objections received) the details can be found in appendices B to E. These are summarised as:

- Appendix B - Park Street and Redcross Way.
 - Park Street - install 15m permit holders only bay close to junction with Stoney Street
 - Park Street – install 25m pay and display bay near the junction with Bankend and Redcross Way,
 - Redcross Way - install 10m permit holders only bay near junction with Park Street.
- Appendix C - Bedale Street and Stoney Street,
 - Bedale Street - install new “loading only” bay
 - Stoney Street – install new “loading only” bay
 - No waiting restriction throughout all other lengths
- Appendix D - O’Meara Street and Redcross Way
 - O’Meara Street - installation 20m of pay and display and 27m of permit holders only bays (note that separate approval is being sought for a car club bay in this street)
 - Redcross Way - installation 22m of pay and display and 20 of permit holders only bays
- Appendix E - Union Street
 - not to extend the existing permit holders only bay.
 - install double yellow lines at the junction with O’Meara Street
 - installation of 26m pay and display bay near the junction with Borough High Street

PART B - Hours and days of CPZ operation

28. C1 CPZ is unusual (and unique in Southwark) in that the permit parking bays, the pay and display and the yellow lines do not match due to the specific type of demand for parking within C1.

29. Permit holders bays operate 7 days a week between 8am and 8pm. However single yellow lines and pay and display operate 5 days a week between 8am and 6.30pm.

30. With an increasingly high demand for parking in C1 in the evenings to enjoy the night-time economy of the area, the protection of residents parking interests is considered appropriate and was supported in the 2008 consultation. Permit parking bays (only) were therefore recommended in 2008 to be extended to 11pm, 7 days per week.

31. The area has also seen increasing demand for weekend parking. In the absence of any controls on single yellow lines or pay and display the area allows free unrestricted parking from 6.30pm on a Friday through to 8am on a Monday morning.
32. C1 CPZ is isolated in its lack of Saturday controls in Zone 1. Most other areas of central London (City of Westminster, Lambeth, City of London and Southwark's adjacent London Bridge (F) CPZ) have Saturday controls, see map in Appendix G
33. Parking controls enable turnover of space which provides more parking opportunities for more visitors, rather than the stagnation of parking by those using an area as a free car park. Free parking is increasingly acknowledged as providing no economic, environmental or transportation benefit.
34. It was therefore recommended in 2008 that, at a minimum, Saturday morning controls be introduced (9.30am – 12.30pm) to those restrictions currently limited to Monday to Friday (ie. pay and display and single yellow lines) in C1 CPZ.
35. The 2008 report recommended the changes shown in the following table and officers continue to recommend these changes in 2011.

Restriction Type	Existing hours	Proposed hours
Permit bays	8am - 8pm Monday to Sunday	8am -11pm Monday to Sunday
Single yellow line	8am - 6.30pm Monday to Friday	8am - 6.30pm Monday to Friday, Saturday 9.30am - 12.30pm
Pay and display bays	8am - 6.30pm Monday to Friday	8am - 6.30pm Monday to Friday, Saturday 9.30am - 12.30pm

PART C - Increase parking and loading spaces

36. A key element of the review was to identify opportunity to increase provision of parking bays and loading opportunity.
37. The process has identified an additional 27 additional spaces of pay and display parking, 45 spaces of permit holders only parking and 40 metres of "loading only".

PART D – De-clutter parking street furniture

38. A further key element of the project was to identify opportunity to reduce street clutter through the removal of redundant or unnecessary parking street furniture, whilst complying with national traffic sign legislation.
39. By changing a small number of restrictions such that, north of Southwark Street, all kerb space operates either with a parking bay or double yellow line (ie removal of single yellow lines) the council has identified that 14 very large CPZ entry plates can be removed. A further audit will be completed before implementation but it is expected that at least a further 20 "finger" posts that support parking signs will be removed.
40. The review will also see the removal of 5 individual (lollipop) parking meters. The main reasons for this are due to the age of the items and to address maintenance (and security) issues. A lollipop meter is required for each individual bay and

contributes to cluttered footway.

PART E – Further modifications to the CPZ

41. A number of requests to make modification to the C1 CPZ have arisen since the 2008 review. These are summarised below and detailed in Appendix F

- Hatfield's – Propose change single yellow lines to double yellow lines as road is too narrow to accommodate any parking day or night
- Bear Lane - Propose change from single yellow line to double yellow lines as road is too narrow to accommodate parking day or night

POLICY IMPLICATIONS

42. The recommendations contained within this report are consistent with the policies of the PEP, the council's overall transport strategy and the emerging Transport Plan, particularly:

Policy 1.1 – pursue overall traffic reduction

- Parking, by definition, occurs at the end of a vehicle trip. By managing or limiting the provision of parking to certain users or classes of vehicle, CPZs contribute to the reduction of traffic. This is predominantly achieved by preventing commuter or long-stay parking and associated traffic.

Policy 2.3 – promote and encourage sustainable travel choices in the borough

- By managing the supply of parking, CPZs are significant in releasing suppressed demand for sustainable modes, such as walking, cycling and public

Policy 4.2 – create places that people can enjoy

- Parking controls assist in reducing the dominance of on-street parking. They ensure that where it is permitted it is prioritised fairly and takes place in appropriate places.
- CPZs reflect the fact that only 50% of households in Southwark have access to a car and that balance should be made in the allocation of road space

Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

- CPZs contribute to the reduction in private motor vehicle traffic by preventing commuter parking. If parking spaces are not available at the destination then an alternative (more sustainable) method of transport is likely to be chosen to carry out that trip.

Community impact statement

43. The operation of the CPZ contributes to an improved environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic levels. Comments on the impact of the revised CPZ was sought by the Council in the 2008 study and more recently through the statutory consultation process and re-promotion at Borough and Bankside Community Council.

44. The policies within the Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).
45. The extension of the operational hours of the CPZ (yellow lines) will not have any negative effect on disabled motorists as the provision to park for up to 3 hours will remain.
46. The extension of the operational hours of the CPZ (yellow lines) may benefit disabled motorists by reducing parking demand in locations that currently allow all weekend parking from 6.30pm on a Friday until 8am on Monday.
47. The extension of the operational hours of pay and display will not have any negative effect on disabled motorists as the provision to park free of charge and without payment will remain;
48. The extension of the operational hours of pay and display may benefit disabled motorists by reducing parking demand in locations that currently allow all weekend parking from 6.30pm on a Friday until 8am on Monday.
49. The extension of the operational hours of permit bays will provide greater protection of parking spaces to all resident permit holders living within the zone. This prioritisation of space provides a benefit to all resident permit holders.
50. The overall changes to the operational hours within this zone may disbenefit those persons who currently drive to the area to visit and who will now be required to pay for parking during the operational hours of pay and display.

Resource implications

51. The total cost of this project is estimated to be approximately £72,000 and includes the additional costs of £8,000 for implementing the recommendations set out in this report. These costs are chargeable to the capital budget allocated for Controlled Parking Zones programme. Out of original provision of £256k allocated for the CPZ programme (L-51110-0042), the uncommitted provision currently outstanding is £211k. This is sufficient to contain the revised costs of the project.

CONSULTATION

52. The public consultation undertaken to date on the proposed amendment of the Bankside (C1) Controlled Parking Zone (CPZ) is summarised in paragraphs 19 to 20 of this report.
53. Statutory consultation has been carried out as detailed in paragraphs 22 to 23 of this report.
54. Borough and Bankside community council were presented a draft of this report on 10 November 2011 and stated that the general principles of the review, including extending the operational hours and days of the CPZ be supported.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Communities, Law & Governance (SH 12/11)

55. The Cabinet Member is being asked to consider the objections raised by members of the public and to approve all design amendments as well as approve

further statutory consultation where necessary and to finally approve the implementation of works where there are no objections.

56. The Cabinet Member for Environment, Transport and Recycling has ultimate responsibility to decide to make strategic changes to an existing CPZ under Part 3D of the Constitution Paragraph 24 and the recommendations listed in this report would fall within that scope.
57. Borough and Bankside Community Council has already been consulted on the 7 November 2011 in accordance with paragraph 20 of Part 3H of the constitution, and member comments, if any, have been noted.
58. Once the Cabinet Member authorises the changes to the CPZ a series of Traffic Management Orders will be made under Part 1 of the Road Traffic Regulation Act 1984 to give effect to the amendments to the CPZ as proposed in this report. This process will trigger a separate statutory consultation process.
59. Paragraphs 43 and 50 of this Report outline the impacts upon the community and also detail the Equalities Impact Assessment in accordance with the Council's duties under the Equality Act 2010, whereby any decision taken must have regard to the effect on groups with protected characteristics.

Finance Director

60. This report seeks consideration and determination of objections to the Bankside Controlled Parking Zone review by the Cabinet Member for Transport, Environment and Recycling. It also seeks approval of design amendments, further consultation and implementation of works.
61. Paragraph 51 confirms that the budget to meet the cost of this project is within the approved capital programme, under the controlled parking zone project allocation.

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)
Bankside (C1) controlled parking zone (CPZ) review, 2008	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Tim Walker (020 7525 2021)

APPENDICES

No.	Title
A	Objections received during statutory consultation 10 March 2011 to 31 March 2011
B	Amendments to the proposed design of parking arrangements in Park Street and Redcross Way of the C1 CPZ arising as a result of objections received
C	Amendments to the proposed design of parking arrangements in Bedale Street and Stoney Street of the C1 CPZ arising as a result of objections received
D	Amendments to the proposed design of parking arrangements in O'Meara Street and Redcross Way of the C1 CPZ arising as a result of objections received
E	Amendments to the proposed design of parking arrangements in Union Street of the C1 CPZ arising as a result of objections received
F	Amendments to the proposed design of parking arrangements in Hatfield's and Bear Lane of the C1 CPZ as a result of correspondence received from resident's
G	Map of London's (Zone 1) Controlled Parking Zones operating on a Saturday

AUDIT TRAIL

Lead Officer	Gill Davies, Strategic Director Environment & Leisure		
Report Author	Des Waters, Head of Public Realm		
Version	Final		
Dated	December 2011		
Key Decision?	Yes	If yes, date appeared on forward plan	July 2011
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	
Cabinet Member	Yes	Yes	
Date final report sent to Constitutional Officer			15 December 2011