

LONDON BOROUGH OF LAMBETH

STATEMENT OF REASONS

BELVEDERE ROAD AND CONCERT HALL APPROACH - PROPOSED INTRODUCTION OF A PEDESTRIAN AND CYCLE ZONE IN CONCERT HALL APPROACH, A RESTRICTED ZONE IN PART OF BELVEDERE ROAD AND CHANGES TO PARKING CONTROLS AND PARKING PLACES IN BELVEDERE ROAD AND CONCERT HALL APPROACH

The Lambeth (Charged-For Parking Places) (Amendment No. **) Order 202*

The Lambeth (Moving Traffic) (Amendment No. *) Order 202*

The Lambeth (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. *) Order 202*

Background

Southbank Spine Route is a public realm scheme incorporating public realm protection, which is being delivered in phases. The ultimate purpose of the Southbank Spine Route regeneration is to create a healthy route that prioritises pedestrian and cycle movement, enlivens the public realm and makes it a safe and inclusive place for visitors and residents, and a worthy setting for its famous cultural institutions.

Proposals

The proposed permanent traffic order changes are being implemented in alignment to the proposals published in the South Bank Spine Route Masterplan, which was drafted in consultation with stakeholders. In summary the proposals include:

The reduction in length of the existing disabled persons parking places on the north-west side of Belvedere Road outside the Royal Festival Hall by 15 metres and the installation of a Taxi Rank.

The introduction of a Restricted Parking Zone in Belvedere Road between a point approximately 21.8 metres north-east of Concert Hall Approach and the down ramp linking Waterloo Road and Belvedere Road.

The creation of a pedestrian and cycle zone that would operate at any time on Concert Hall Approach between Belvedere Road and the GLA red route side road near the junction with York Road. The traffic order will introduce a ban on motor vehicles from entering the Concert Hall Approach pedestrian and cycle zone, at any time, except for permitted Goods vehicles for the purpose of loading or unloading a vehicle for a maximum period of 40 minutes with no return to the Concert Hall Approach pedestrian and cycle zone for 1 hour.

This traffic order includes the revoking and removing of all existing designated free parking places, paid-for parking places, the existing bus stop/stand and the electric vehicle charging parking place in Concert Hall Approach and ban waiting at any time in the whole length of Concert Hall Approach instead. This is introduced because of vehicle access being restricted by the introduction of the pedestrian zone and installation of automatic bollards on Concert Hall Approach close to Belvedere Road.

Objectives

The proposed changes to parking aim to remove general parking and distribute accessible parking more evenly along the Spine Route. Consultation has taken place with local stakeholders and resident groups. Disabled bay provision will remain neutral across all phases of the South Bank Spine Route. Taxi groups were consulted as part of the masterplan, with provision made for a taxi rank outside Royal Festival Hall. By redistributing the bays along the route, this will provide people with disabilities with better access to the cultural institutions along the route.

Pedestrianisation of Concert Hall Approach was developed to provide maximum benefits to the public realm. As part of the masterplan development, traffic surveys were undertaken on Concert Hall Approach, which measured the percentage of people walking in the road, with the results of the survey

supporting the implementation of the pedestrian zone. In summary the traffic improvements that were proposed in the Masterplan consisted of the introduction of a pedestrian zone on Concert Hall Approach, with emergency service and loading vehicles for the business permitted, in accordance with section 1(1) of the RTRA paragraph (c, d, f).

One of the main aims of the Spine Route project is to reduce vehicular dominance, slow traffic speeds down and stop illegal waiting and parking. This forms one of the Healthy Route principles. Whilst general parking is reduced, accessible parking and spaces for cycle and E-scooters will be accommodated on the South Bank Spine Route. Reducing vehicle dominance on the spine route and encouraging active travel, will take action to reduce emissions – in particular diesel emissions – from vehicles on London's streets, to improve air quality and support London reaching compliance with UK and EU legal limits as soon as possible, this is in accordance with section 1(1) of the RTRA paragraph (g).

The reasons for the re-routing of the 77 to terminate at Waterloo Cab Road were to allow it to serve the front of Waterloo Station in both directions, to simplify the routing in the Waterloo area and to support LB Lambeth's plans for Concert Hall Approach at South Bank. The decision to permanently remove buses from Concert Hall Approach has also been taken to focus on maximising pedestrian comfortability and safety, by removing the maximum amount of traffic from the spine route. In addition, there would be a conflict between the operation of the public protection bollards and bus movements. The changes to the 77 bus route and pedestrianisation of Concert Hall Approach are strongly aligned to the South Bank Spine Route Objectives

The introduction of a restricted zone on Belvedere Road will mean that the waiting and loading restrictions in that length of Belvedere Road would be indicated by the placing of "Restricted Parking Zone" traffic signs only and there would be no yellow lines or kerb markings on the road. The restricted zone declutters the street by reducing the amount of road markings and will be cheaper for the Council to install and maintain.