

Committee: Cabinet Member Report

Date: 14th September 2016

Agenda item:

Wards: Graveney

Subject: Proposed GC1 CPZ (Streatham Road area) – Informal consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Martin Whelton, Cabinet Member for Regeneration, Environment and Housing

Forward Plan reference number: N/A

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Recommendations:

That the Cabinet Member considers the issues detailed in this report and

- A) Notes the results of the informal consultation carried out between 20 May and 10 June 2016 on the proposals to introduce a Controlled Parking Zone (CPZ) GC1 to include Streatham Road (between the rail bridge south of The Bungalows and the borough boundary), The Bungalows, Rustic Avenue and Rural Way.
 - B) Agrees to proceed with a statutory consultation, to include Streatham Road (between the rail bridge south of The Bungalows and the borough boundary), The Bungalows, Rustic Avenue and Rural Way, into the proposed GC1 CPZ, operational Monday to Saturday, between 8.30am and 6.30pm as shown in Drawing No. Z78-237-01 in *Appendix 1*.
 - C) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the informal consultation carried on the Councils' proposals to introduce a CPZ in the Streatham Road area of Graveney Ward, to include Streatham Road (between the rail bridge south of The Bungalows and the borough boundary), The Bungalows, Rustic Avenue and Rural Way.
- 1.2 It seeks approval to proceed with a statutory consultation to include Streatham Road (between the rail bridge south of The Bungalows and the borough boundary), The Bungalows, Rustic Avenue and Rural Way into the proposed GC1 CPZ, operational Monday to Saturday between 8.30am and 6.30pm as shown in Drawing No.Z78-237-01 in *Appendix 1*.

2. DETAILS

- 2.1 The key objectives of parking management include:
 - Tackling of congestion by reducing the level and impact of traffic in town centres and residential areas;

- Making the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures;
- Managing better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy;
- Improving the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas;
- Encouraging the use of more sustainable modes of transport.

2.2 Controlled parking zones, aim to provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space. It is a way of controlling the parking whilst improving and maintaining access and safety for all road users. A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:

Permit holder bays: - For use by resident permit holders, business permit holders and those with visitor permits.

Pay and display shared use/permit holder bays: - For use by pay and display customers and permit holders.

2.3 A CPZ includes double yellow lines (no waiting 'At Any Time') restrictions at key locations such as at junctions, bends and along certain lengths of roads (passing gaps) where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross. These restrictions will improve access for emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams. Any existing double yellow lines at junctions will remain unchanged.

2.4 Within any proposed CPZ, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.

2.5 The CPZ design comprises mainly of permit holder bays to be used by residents, their visitors or business permit holders and a limited number of pay and display shared use bays, which are mainly located near businesses. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

3. INFORMAL CONSULTATION

3.1 The Council received a petition on 25 April 2014 from the residents of Streatham Road requesting parking restrictions in their road.

- 3.2 The informal consultation on proposals to introduce parking controls in the Streatham Road area commenced on 20 May 2016 and ended on 10 June 2016. 117 premises were consulted via documents containing a newsletter explaining the proposals; an associated plan showing the proposed parking layout and a sheet of frequently asked questions. Residents were directed to the Council's website to fill in the online questionnaire. A copy of the consultation document is attached as *Appendix 2*. The consultation document was posted to all households and businesses within the catchment area.
- 3.3 Notification of the proposals along with the web link to the online questionnaire (e-form) was also posted on the Council's website showing the parking controls within the zone including the following:
- 'At any time' double yellow lines at key locations such as at junctions, bends, and ends of cul-de-sacs;
 - Single yellow lines (mainly between parking bays and across dropped kerbs);
 - Permit holder bays for use by residents, businesses and their visitor.
- 3.4 The consultation resulted in a total of 22 questionnaires returned (after removing duplicates / multiple returns from some households), representing a response rate of 18%. A summary table of the results is attached as *Appendix 3*. See plan below showing the extent of the consultation.
- 3.5 As shown in table 1 below, of the 22 who responded, 86% support a CPZ in their road, compared to 5% who do not and 9% who are unsure.

Table 1 – summary of results to question: Do you support a CPZ?

ROAD	DO YOU SUPPORT A CPZ					
	YES	NO	UNDECIDED	% YES	% NO	% UNSURE
Streatham Road	2	0	1	9%	0	4.5%
The Bungalows	1	0	0	4.5%	0	0
Rustic Avenue	7	0	1	31.5%	0	4.5%
Rural Way	9	1	0	41%	5%	0
Total	19	1	2	86%	5%	9%

- 3.6 Residents were also asked which days of operation they would prefer if a CPZ was introduced in their road. Results show that 45% of respondents prefer Monday – Friday and 55% support Monday - Saturday as shown in table 2.

Table 2 – summary of results to question: Preferred days of operation?

ROAD	PREFERRED HOURS OF OPERATION			
	MON - FRI	MON - SAT	% MON - FRI	% MON - SAT
Streatham Road	3	0	100%	0
The Bungalows	0	1	0	100%
Rustic Avenue	4	4	56%	44%
Rural Way	3	7	30%	70%
Total	10	12	45%	55%

- 3.7 Residents were further asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 77% of respondents prefer 8.30am – 6.30pm, while 9% prefer 10am – 4pm and 14% prefer 11am – 3pm. As shown in table 3.

Table 3 – summary of results to question: Preferred hours of operation?

ROAD	PREFERRED HOURS OF OPERATION					
	8.30am - 6.30pm	10am – 4pm	11am – 3pm	% 8.30am – 6.30pm	% 10am – 4pm	% 11am – 3pm
Streatham Road	2	0	1	66%	nil	33%
The Bungalows	1	0	0	100%	nil	nil
Rustic Avenue	7	0	1	88%	nil	12%
Rural Way	7	2	1	70%	20%	10%
Total	17	2	3	77%	9%	14%

3.8 Ward Councillor Comment

All local ward Councillors have been fully engaged during the consultation process and they are supportive of the recommendations made in this report.

4. PROPOSED MEASURES

- 4.1 Based on the informal consultation results it is recommended that a statutory consultation be carried out to include Streatham Road (between the rail bridge south of The Bungalows and the borough boundary), The Bungalows, Rustic Avenue and Rural Way into the proposed GC1 CPZ, operational Monday to Saturday between 8.30am and 6.30pm as shown in Drawing No.Z78-237-01 in *Appendix 1*.
- 4.2 The CPZ design comprises of mainly permit holder bays to be used by residents, and their visitors. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.
- 4.3 An element of pay and display parking to facilitate visitors / shoppers to the area for local amenities will be included as part of the proposals.
- 4.4 Hours of operation
The majority of respondents favoured a proposed GC1 CPZ to operate Monday to Saturday between the hours of 8.30am and 6.30pm.
- 4.5 Permit issue criteria
It is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones in Merton at the time of consultation. The cost of the first permit in each household is £65 per annum; the second permit is £110 and the third permit cost is £140. An annual Visitor permit cost is £140.
- 4.6 Visitors' permits
All-day Visitor permits are £2.50 and half-day permits at £1.50. Half-day permits can be used between 8.30am & 2pm or 12pm & 6.30pm. The allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two.

4.7 Pay and display parking

To provide parking availability for visitors to the local amenities pay and display will be proposed with a tariff of £1.20p per hour, with a minimum payment of 40p for 20 minutes. Maximum stay for pay and display parking will be 2 hours.

5. **TIMETABLE**

5.1 The statutory consultation will be carried out soon after a decision is made. The consultation will include the erection of the Notices on lamp columns in the area; the publication of Council's intentions in the Local Guardian and the London Gazette. The documents will also be available at the Link, Civic Centre and on the website. A newsletter will also be distributed to all consultees. It will detail the result of the informal consultation and the statutory consultation on the proposed parking controls.

6. **ALTERNATIVE OPTIONS**

6.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.

7 **FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

7.1 The cost of implementing the proposed measures is estimated at £15k. This includes the publication of the made Traffic Management Orders and the appropriate road markings and signage. This will be met by the Environment and Regeneration revenue budget for Parking Management schemes for 2016/17.

8. **LEGAL AND STATUTORY IMPLICATIONS**

8.1 The Traffic Management Orders would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

8.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

9. **HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS**

9.1 The implementation of new CPZs and the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.

9.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.

- 9.3 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 9.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

10. CRIME AND DISORDER IMPLICATION

- 10.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents.
- 11.2 The risk in not addressing the issues from the informal consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

12. ENVIRONMENTAL IMPLICATIONS

- 12.1 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 12.2 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. 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.

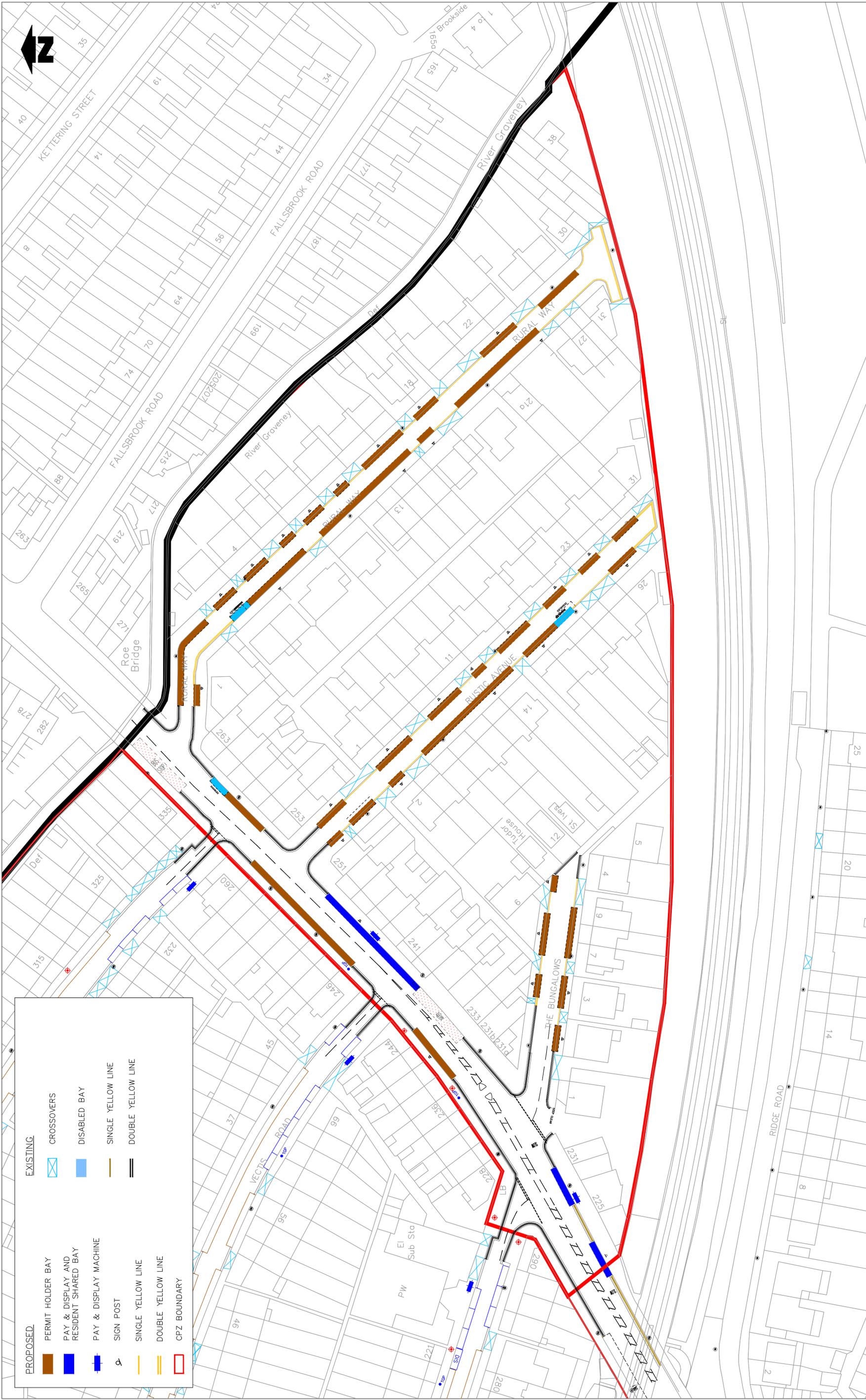
13. APPENDICES

13.1 The following documents are to be published with this report and form part of the report.

Appendix 1 – Drawing No.Z78-237-01

Appendix 2 – Informal consultation document

Appendix 3 – Informal consultation results table



PROPOSED		EXISTING	
	PERMIT HOLDER BAY		CROSSOVERS
	PAY & DISPLAY AND RESIDENT SHARED BAY		DISABLED BAY
	PAY & DISPLAY MACHINE		SINGLE YELLOW LINE
	SIGN POST		DOUBLE YELLOW LINE
	SINGLE YELLOW LINE		CPZ BOUNDARY
	DOUBLE YELLOW LINE		

Notes
Do not scale from this drawing

Rev.	Revisions	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr.	Sig.	Date

Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

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London Borough of Merton 100019225

Drawn by	BC	Sig.		Date	APR 2016
Checked by		Sig.		Date	
Approved by		Sig.		Date	

PROJECT
GC CPZ EXTENSION

TITLE
PROPOSED DESIGN LAYOUT

Merton Council
Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Classification: **CONSULTATION**
Scale: **N.T.S.**

Drawing No. **Z78-237-01**
Revision: **-**

APPENDIX 3 Results of the informal consultation

Proposed GC1 CPZ Streatham Road area		
22 of 117 properties accessed the campaign		
Response rating		18%
Are you a resident or a business?		
Response	Number of Respondents	Percentage of Respondents
Resident	22	100%
Business	nil	nil
Do you support the introduction of parking controls in your road?		
Response	Number of Respondents	Percentage of Respondents
Yes	19	86%
No	1	5%
Unsure	2	9%
Would you support parking controls in your road if the neighbouring road(s) were included in a CPZ?		
Response	Number of Respondents	Percentage of Respondents
Yes	19	86%
No	1	5%
Unsure	2	9%
Which days of operation would you prefer?		
Response	Number of Respondents	Percentage of Respondents
Monday - Friday	10	45%
Monday - Saturday	12	55%
Which hours of operation would you prefer?		
Response	Number of Respondents	Percentage of Respondents
8.30am - 6.30pm	17	77%
10am - 4pm	2	9%
11am - 3pm	3	14%