

## NON-KEY DECISION TAKEN BY A CABINET MEMBER

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

**1. Title of report and reason for exemption (if any)**

Proposed VQ CPZ the Quadrant – Statutory consultation.

**2. Decision maker**

Cabinet Member for regeneration, environment and housing

**3. Date of Decision**

12/5/2107

**4. Date report made available to decision maker**

**5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel**

N/A

**6. Decision**

- A) Notes the results of the statutory consultation carried out between 20 March and 21 April 2017 on the proposal to introduce a Controlled Parking Zone (CPZ) VQ in the Quadrant and West side Common to include Camp Road, Camp View, North View, West Place and Westside Common.
- B) Notes and considers the representations received in respect of the proposal detailed in Appendix 2.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed VQ CPZ to include Camp Road, Camp View, North View, West Place and Westside Common, operational Monday to Friday, between 2.30pm and 5.30pm as shown in Drawing No. Z78-232-01Rev A in Appendix 1.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process

**7. Reason for decision**

Support demonstrated by local residents in the consultation for the introduction of a controlled parking zone.

The improvement of road safety which will follow after implementation.

**8. Alternative options considered and why rejected**

**Do nothing.** 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

Statutory consultation documents, drawings and representations

**9. Declarations of Interest**

**10. Publication of this decision and call in provision**

Send this form and the officer report\* to [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk) for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.



Cllr Martin Whelton

Cabinet member for regeneration, environment and housing

12 May, 2017

# **Committee: Cabinet Member Report**

**Date:** 10 May 2017

**Wards:** Village

**Subject:** Proposed VQ CPZ (Camp Road area) – statutory consultation

**Lead officer:** Chris Lee, Director of Environment & Regeneration

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

Contact Officer: Paul Atie; Tel 020 8545 3337

[Email: barry.copestake@merton.gov.uk](mailto:barry.copestake@merton.gov.uk)

## **Recommendations:**

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

- A) Notes the results of the statutory consultation carried out between 20 March and 21 April 2017 on the proposal to introduce a Controlled Parking Zone (CPZ) VQ in the Quadrant and West side Common to include Camp Road, Camp View, North View, West Place and Westside Common.
- B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed VQ CPZ to include Camp Road, Camp View, North View, West Place and Westside Common, operational Monday to Friday, between 2.30pm and 5.30pm as shown in Drawing No. Z78-232-01Rev A in Appendix 1.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

## **1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report presents the results of the statutory consultation carried out on the Councils' proposals to introduce a CPZ in the Quadrant and West side Common of the Village Ward, to include Camp Road, Camp View, North View, West Place and Westside Common.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMO) for the proposed VQ CPZ to include Camp Road, Camp View, North

View, West Place and Westside Common, operational Monday to Friday between 2.30pm and 5.30pm as shown in Drawing No.Z78-232-01Rev A 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 and
  - encouraging the use of 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 or review, 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 ALTERNATIVE OPTIONS**

- 3.1 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

### **4 INFORMAL CONSULTATION**

- 4.1 The informal consultation on proposals to introduce parking controls in the Quadrant and Westside Common area took place between 24 November and 16 December 2016. Consultation documents containing a newsletter explaining the proposal, an associated plan showing the proposed parking layout and a sheet of frequently asked questions were distributed to 140 properties. Residents were directed to the Council website to fill in the online questionnaire. The consultation document was posted to all properties within the boundary of the proposed scheme.
- 4.2 The consultation resulted in a total of 71 questionnaires returned from the roads within the proposed CPZ area representing a response rate of 50.3%. A detailed road by road analysis of the results show that 87% support a CPZ in their road, compared to 7% who do not and 6% who are unsure or did not comment. Residents were also asked which days / hours of operation they would prefer should the CPZ be introduced in their road. Results indicate that Of the 71 who responded, 35% opted for 8.30am – 6.30pm, while 55% opted for 2.30pm – 5.30pm and 7% chose 10am – 4pm.
- 4.3 The results of the consultation along with officers' recommendations were presented in a report to the Cabinet Member for Regeneration, Environment and Housing on 30 January 2017, after which the Cabinet Member approved the undertaking of the statutory consultation for the VQ CPZ to operate Monday – Friday, between 2.30pm and 5.30pm.

### **5. STATUTORY CONSULTATION**

- 5.1 The statutory consultation on the Council's intention to introduce the VQ CPZ to include Camp Road, Camp View, North View, West Place and Westside was carried out between 16 March and 21 April 2017. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, Appendix1, was also distributed to all those properties included within the consultation area.
- 5.2 The newsletter detailed the following information:
- The outcome of the informal consultation & subsequent Cabinet Member decision
  - The undertaking of the statutory consultation
  - A plan detailing the following:
    - Zone operational hours (Monday to Friday between 2.30 and 5.30pm)
    - Double yellow lines operating "at any time" without loading restrictions

- The various parking bays
- Zone boundary

5.3 The statutory consultation resulted in 7 representations received which include 5 representations in support and 2 comments to the proposed restrictions. All 7 representations commented on the timescale of the implementation of the zone. The representations urge the Council to implement the scheme as soon as practically possible and in any event before the start of Wimbledon Tennis Championship in June 2017. Details of these representations along with officer's comments can be found in appendix 2.

### **Ward Councillor Comments**

4.4 The Ward Councillors have been engaged during the consultation process. They are supportive of the recommendations made in this report.

The following comment is for the purpose of Purdah restriction (under pre-election rules) during the Election period. "Thank you for the information. I am happy for the *Cabinet member to make the decision to implement this scheme as quickly as possible*".

## **5. PROPOSED MEASURES**

5.1 It is recommended that the Cabinet Member agrees to the making of the TMO and the implementation of the proposed VQ CPZ, to include Camp Road, Camp View, North View, West Place and Westside Common, operational Monday to Friday, between 2.30pm and 5.30pm as shown in Drawing No. Z78-232-01Rev A in Appendix 1.

### **5.2 Permit issue criteria**

The residents' permit parking provision will 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.

### **5.5 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 12 noon – 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.

5.6 In November 2016, the Council agreed to introduce a Diesel Levy to all those permit holders with a diesel vehicle. However, it has been agreed not to apply this new Diesel levy to the first year of permits of those zones that were informally consulted on (but not implemented) prior to the introduction of this levy. The levy will be applied to renewals i.e. the second year of the CPZ. Permit holders will be advised accordingly when making their permit application. Those residents with an all-electric vehicle will only have to pay a reduced rate of £25 instead of £65.

## **6. TIMETABLE**

6.1 If agreed the TMO will be made soon after a decision and the measures will be implemented six weeks after the publication of the Made Order. However, it is

acknowledged that residents and Ward Councillors are very keen to have this CPZ implemented prior to the Tennis Championships. Officers will, therefore, make every possible attempt to implement accordingly (subject to Cabinet Member approval).

## **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 & Regeneration revenue budget for Parking Management schemes.

## **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 IMPLICATIONS**

11.1 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.
  - a) Appendix 1 - Statutory consultation document and Drawing No.Z78-341-01
  - b) Appendix 2 - Representations with officer's comments

## **14. BACKGROUND PAPERS**

- 14.1 Informal consultation report.



## Representations and Officer's Comments

### Representation - Support

099

Please can I confirm my support for the implementation of the West Side Quadrant CPZ.VQ, Monday to Friday, 2.30pm to 5.30pm. As anticipated, due to the Causeway Pay and Display having been started before the VQ CPZ, the impact on local residents without off street parking has been horrendous. Can I please, therefore, also emphasise the importance of its implementation before June and the Tennis Championships; if not the impact on local residents like myself will be totally impossible.  
Thank you for your consideration of this matter.

100

Thank you for the notice relating to parking controls in the Quadrant and the proposal, which we support, of a restriction period from 1430 to 1730. Given the significant impact on surrounding areas, in particular North View, of the controls already in effect on the Causeway, and the prospect of a spike in pressure during the Wimbledon Tennis Championship period, it would be appreciated if every effort could be made to implement to proposed parking restrictions in the Quadrant ahead of the championship period. There is nothing to suggest the pressures created by parking limitations on the Causeway will abate. Even in the pre bank holiday period this week, when usage should be lower, available unrestricted parking in North View was very limited last night and this morning – something that would never have been the case prior to implementation of restrictions on the Causeway.

101

I am strongly in support of the 1430/1730 hours.

You may be aware that the implementation of the all-day Causeway scheme has caused a huge imbalance:

- The Causeway is virtually deserted – yes, the camper vans have gone, but so has everybody else.
- The Quadrant is rammed – causing huge problems for residents, particularly on West Place and Camp View.

That said, we always knew there would be temporary hiatus if the scheme were not implemented simultaneously.

So I would ask that the CPZ be implemented as soon as possible, certainly pre Wimbledon tennis, which starts on the 3<sup>rd</sup> July. This would be in the interests of the residents.

104

The Fox & Grapes supports the introduction of a controlled parking zone 2.30pm – 5.30pm Monday – Friday in the Camp Road area. We specifically request that sufficient space is left clear outside our stable door to enable our industrial sized bins to be wheeled onto the road for emptying.

We urge the council to implement the CPZ prior to the start of the 2017 Wimbledon tennis tournament (i.e. before 1<sup>st</sup> July 2017) in order to minimize confusion/inconvenience for visitors to the area. At the very least, we trust that the implementation will not take place during this fortnight.

We hope that the council will work with the business community in the area to help ease problems arising from lack of affordable parking for staff and visitors who need to park for more than just a few hours.

We appreciate the support given by local residents and WCWRA to the local businesses during this consultation process.

102

I am writing to you to confirm my support of the proposed CPZ as outlined on March 20th and to emphasis the urgency in ensuring it is installed prior to the commencement of the Wimbledon Championships.

I am sure you will everything to ensure it happens.

## COMMENTS

098

I am responding to the proposed ES/VQ, I would like to ask for the removal of the double yellow lines that run right across the road next to the Wimbledon common golf club, they make no sense at all as this is a right of way for traffic continuing along Camp Rd, also the double yellow lines in front of the Study School on Camp Rd have eroded away at the end of the restriction making it unclear as to if they were there at all.

103

We are writing in response to your proposal to introduce parking controls in Camp Road, Camp View, North View, West Place and West Side Common. We support the proposal to make the parking controls operational from Monday to Friday between 2:30pm and 5:30pm. We would also like to stress the importance of implementing the CPZ for the Camp Road area before the start of the Wimbledon tennis championship on 3rd July given that this will inevitably put an additional strain on parking space in the Camp Road area. We would furthermore like to draw your attention to the fact that the parking controls recently introduced on The Causeway, which are operational from Monday to Friday between 8:30am and 6:30pm, are unnecessarily restrictive and are deterring local residents from making use of the Common, the Fox and Grapes pub and the Wimbledon Common Golf Club. We attach a photograph of The Causeway taken at about 11am yesterday morning. As you can see, only one car was parked between West Place and Cannizaro Road and this is typical of the level of parking on The Causeway since the CPZ was introduced. The main objectives of the CPZ on The Causeway, namely the prevention of all day parking by commuters and owners of mobile homes and caravans, could be achieved by making the parking controls operational over the hours that are now being proposed for the CPZ in the Camp Road area, namely from Monday to Friday between 2:30pm and 5:30pm. We would therefore urge you to reduce the hours of operation of the CPZ on The Causeway as soon as possible to ensure that they are consistent with those now being proposed for the Camp Road area.

Officer's Comment,

It is normal practice to implement the measures 6 weeks after a decision is made and the TMO is published. However, given the level of support received from the local community, consideration will be given to forgo this legally required time frame and every attempt will be made to expedite implementation

## Proposed Controlled Parking Zone (CPZ) VQ - Camp Road Area



ISSUE DATE : 20 MARCH 2017

### Dear Resident/Business

The purpose of this leaflet is to let you know the outcome of the second informal consultation carried out between November and December 2016 on the proposal to introduce a controlled parking zone (CPZ) in your road.

### VQ CPZ CONSULTATION RESULTS

The consultation resulted in a total of 71 questionnaires returned from the roads within the proposed CPZ area representing a response rate of 50.3%. Of the 71 who responded, 35% opted for 8.30am – 6.30pm; 55% opted for 2.30pm – 5.30pm and 7% chose 10am – 4pm.

Detailed results of the consultation along with officers' recommendations were presented in a report to the Cabinet Member for Regeneration, Environment and Housing on the 30 January 2017. The report and the decision sheet can be viewed on our website. [www.merton.gov.uk/cpzvq1](http://www.merton.gov.uk/cpzvq1)

After careful consideration, the Cabinet Member has agreed to:

- Proceed with a statutory consultation to include Camp Road, Camp View, North View, West Place and West Side Common into the proposed VQ CPZ, operational Monday to Friday between 2.30 and 5.30pm.
- Proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions (as consulted in June/July 2016). Majority of the double yellow lines have already been introduced.
- Remove the previously proposed pay and display bays shared use bays outside the Kier

and replace them with double yellow lines.

Please see plan overleaf.

### WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing **or** email to [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) by no later than **21 April 2017** quoting reference **ES/VQ**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

A copy of the proposed Traffic Management Orders (TMOs), a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm. A copy will also be available at Wimbledon Library. This information is also available on Merton Council's website [www.merton.gov.uk/cpzvq1](http://www.merton.gov.uk/cpzvq1)

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Environment and Housing. **Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.**

The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.

**VILLAGE WARD COUNCILLORS**

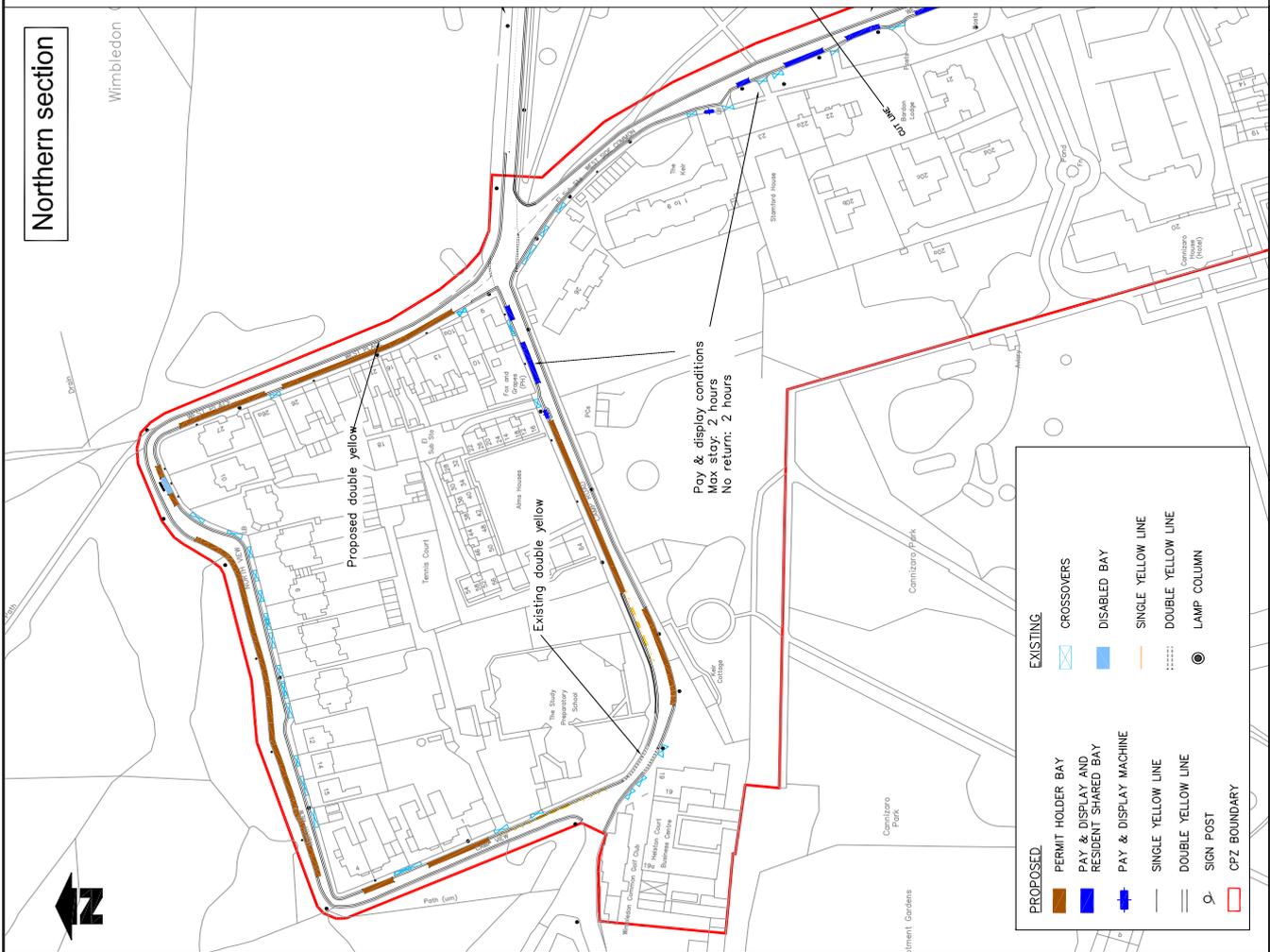
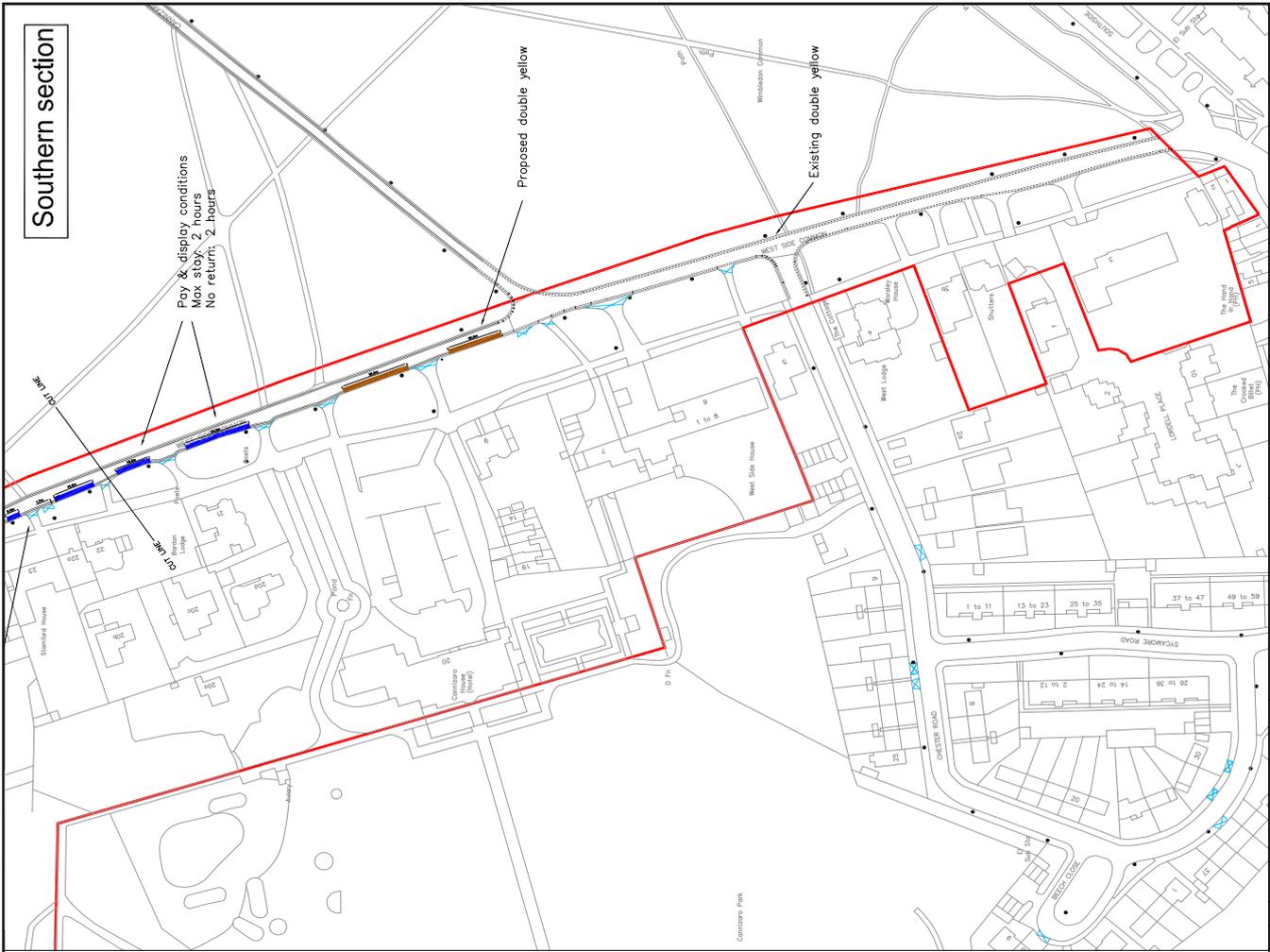
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Cabinet Member for Regeneration, Environment and Housing.  
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(The contact details of Ward Councillors are provided for information purposes only)



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

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<p>Notes</p> <p>Do not scale from this drawing</p>		<p>PROJECT: Controlled Parking Zones (CPZs)</p> <p>TITLE: Design Layout VQ CPZ (Village Quadrant)</p>	
<p>Client Ref: Z78-232-01</p> <p>Scale: A</p> <p>Location: Merton Cycle Centre, London Road, Morden, Surrey, SM5 5DX</p> <p>www.merton.gov.uk</p>		<p>Drawn by: [ ] Date: [ ]</p> <p>Checked by: [ ] Date: [ ]</p> <p>Approved by: [ ] Date: [ ]</p>	
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TRAFFIC & HIGHWAYS

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