

NON-KEY DECISION TAKEN BY A CABINET MEMBER UNDER DELEGATED AUTHORITY

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 LT CPZ – informal consultation

2. Decision maker

Councillor Martin Whelton, Cabinet member for regeneration, housing and transport.

3. Date of Decision

11 January 2019

4. Date report made available to decision maker

10 January 2019

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

6. Decision

- A) Notes the result of the informal consultation carried out between 15 November and 7 December 2018 on the proposals to introduce Controlled Parking Zone (CPZ) LT, to include Avenue Road, Beckway Road, Middle Way (Nos 1 to 24), Northborough Road between (Rowan Road and Norbury Cross), Rowan Road (between Stanford Way and Northborough Road) Stanford Way between (Rowan Road and Beckway Road)
- B) Agrees to abandon the proposed LT CPZ in Avenue Road, Beckway Road, Middle Way (Nos 1 to 24), Northborough Road between (Rowan Road and Norbury Cross), Rowan Road (between Stanford Way and Northborough Road) Stanford Way between (Rowan Road and Beckway Road) as shown in the consultation leaflet and attached in Appendix 1.
- C) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

A majority of residents have not supported the introduction of a controlled parking zone in the consulted area.

8. Alternative options considered and why rejected

Introduce the proposed LT CPZ. This would be against the wishes express by majority of residents who responded to the consultation. This would also be against the Council's adopted practice of only introducing a CPZ in roads that are in support of such proposals

9. Documents relied on in addition to officer report

Correspondence from the Longthornton Redevelopment Working Party and local residents.

10. Declarations of Interest

None



**Councillor Martin Whelton
Cabinet Member for Regeneration, Housing and Transport**

11 January 2019

Committee: Cabinet Member Report

Date: 9th January 2019

Agenda item:

Wards: Longthornton

Subject: Proposed LT CPZ – Avenue Road area – Informal consultation.

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

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

Forward Plan reference number: N/A

Contact Officer: Paul Atie, Tel: 020 8545 3337

Email: <mailto:paul.atie@merton.gov.uk>

Recommendations:

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

- A) Notes the result of the informal consultation carried out between 15 November and 7 December 2018 on the proposals to introduce Controlled Parking Zone (CPZ) LT, to include Avenue Road, Beckway Road, Middle Way (Nos 1 to 24), Northborough Road between (Rowan Road and Norbury Cross), Rowan Road (between Stanford Way and Northborough Road) Stanford Way between (Rowan Road and Beckway Road)
- B) Agrees to abandon the proposed LT CPZ in Avenue Road, Beckway Road, Middle Way (Nos 1 to 24), Northborough Road between (Rowan Road and Norbury Cross), Rowan Road (between Stanford Way and Northborough Road) Stanford Way between (Rowan Road and Beckway Road) as shown in the consultation leaflet and attached in Appendix 1.
- C) 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 informal consultation carried on the Council's proposals to introduce a CPZ (LT) to include Avenue Road Beckway Road, Middle Way (Nos 1 to 24). Northborough Road between (Rowan Road and Norbury Cross), Rowan Road (between Stanford Way and Northborough Road) Stanford Way between (Rowan Road and Beckway Road)
- 1.2 It seeks approval to abandon the proposed scheme.

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 The CPZ design comprises of permit holder bays to be used by residents, their visitors or business permit holders. 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.
- 2.5 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.
- 2.6 In September 2016, local MP Siobhain McDonagh undertook an independent resident survey to determine the level of support for a Controlled Parking Zone (CPZ) in the area. The survey indicated that 27 (63%) of the 43 residents of Avenue Road who engaged with the MP find it difficult to park.
- 2.7 The findings of the local MP were forwarded to the Council to be programmed for a consultation on a CPZ and the Council also received an online petition from residents of Beckway Road requesting a CPZ and a one-way system. The one-way system will not be considered at this time.

3. INFORMAL CONSULTATION

- 3.1 The informal consultation on the proposals to introduce parking controls in the Avenue Road area was carried out between 15 November and 7 December 2018. 437 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. 25 hard copies of the questionnaire were also sent out to those who requested them. A copy of the consultation document is attached as Appendix 1. The consultation document was distributed to all households and businesses within the catchment area.
- 3.2 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 proposed parking controls within the zone including the following:
- 'At any time' double yellow lines at key locations such as at junctions.
 - Single yellow lines (mainly between parking bays and across dropped kerbs);
 - Permit holder bays for use by residents, businesses and their visitor.
- 3.3 The consultation resulted in a total of 177 online questionnaires and hard copies; after removing duplicates/multiple returns from households, staff of businesses and those from outside the consultation catchment area, the consultation resulted in a response rate of 40.5%.

Road Name	No. of Properties	No. of responses	Response rate
Avenue Road	84	49	58%
Beckway Road	102	45	44%
Middle Way	29	12	40%
Northborough Road	151	21	14%
Rowan Road	36	15	46
Stanford Way	35	35	100%
Total	437	177	40.5%

- 3.4 As shown in table 1 below, of the 177 who responded, 5% support a CPZ, compared to 91% who do not and 4% who are unsure.

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

ROAD	DO YOU SUPPORT A CPZ					
	YES	NO	UNSURE	% YES	% NO	% UNSURE
Avenue Road	3	45	1	6%	92%	2%
Beckway Road	6	38	1	13%	84%	2%
Middle Way	0	12	0	0%	100%	0%

Northborough Road	0	20	1	0%	95%	5%
Rowan Road	0	14	1	0%	93%	7%
Stanford Way	0	32	3	0%	91%	9%
Total	9	161	7	5%	91%	4%

3.5 The Council also received a petition against the scheme containing 461 signatures. It would be prudent to note that a petition received during a consultation against a proposed scheme is reported but does not override the consultation results. The Council carry out consultations to determine level of support. The Council prefer residents to make an informed decision regarding a proposed scheme without outside influence. It is, therefore, recommended that the Cabinet Member note the petition but make a decision based on the consultation results.

3.6 **Ward Councillor Comments**

The local Ward Councillors have been fully engaged during the consultation process. Although the Ward Members have been advised of the outcome of the consultation and officer's recommendations, at the time of writing this report, no comments have been received.

4. **PROPOSED MEASURES**

4.1 Based on the results of the informal consultation, it is recommended to abandon the proposed LT CPZ in Avenue Road, Beckway Road, Middle Way (Nos 1 to 24), Northborough Road between (Rowan Road and Norbury Cross), Rowan Road (between Stanford Way and Northborough Road) Stanford Way between (Rowan Road and Beckway Road). Given that majority of the junctions are already subject to double yellow lines, officers will not pursue the introduction of any further restriction at this time.

5. **ALTERNATIVE OPTIONS**

5.1 Introduce the proposed LT CPZ. This would be against the wishes express by majority of residents who responded to the consultation. This would also be against the Council's adopted practice of only introducing a CPZ in roads that are in support of such proposals.

6 **FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

6.1 N/A

7. **LEGAL AND STATUTORY IMPLICATIONS**

7.1 N/A

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

8.1 N/A

9. **CRIME AND DISORDER IMPLICATIONS**

9.1 N/A

10. RISK MANAGEMENT IMPLICATIONS

10.1 The risk of progressing the proposed measures to the statutory consultation stage will be against the wishes of the majority of the residents who overwhelmingly rejected the proposals.

10.2 Implementing the proposed measures would cause dissatisfaction from majority of those who have requested status quo.

11. ENVIRONMENTAL IMPLICATIONS

11.1 N/A

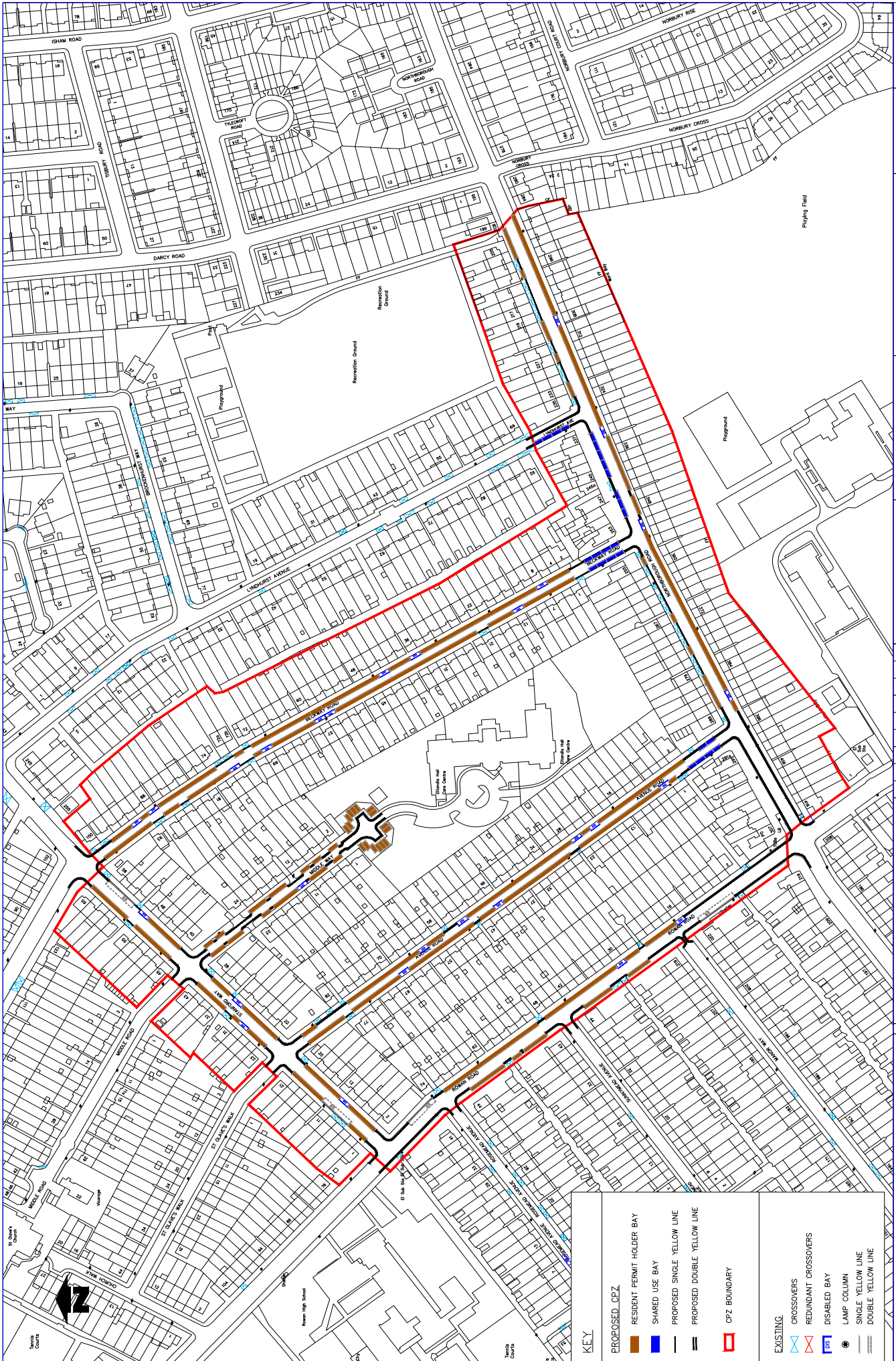
12. APPENDICES

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

Appendix 1 – informal Consultation Document.

13. BACKGROUND PAPERS

None.



KEY

	PROPOSED CPZ
	RESIDENT PERMIT HOLDER BAY
	SHARED USE BAY
	PROPOSED SINGLE YELLOW LINE
	PROPOSED DOUBLE YELLOW LINE
	CPZ BOUNDARY

EXISTING		CROSSOVERS
		REDUNDANT CROSSOVERS
		DISABLED BAY
		LAMP COLUMN
		SINGLE YELLOW LINE
		DOUBLE YELLOW LINE

Notes
Do not scale from this drawing

<p>Sustainable Communities environment & regeneration TRAFFIC & HIGHWAYS</p>	
<p>Reproduction of this plan under the Ordnance Survey's Crown Copyright Licence is prohibited. The copyright in this plan is owned by the London Borough of Merton. (00078282)</p>	
<p>PROJECT Controlled Parking Zones (CPZ)</p>	<p>TITLE LT (Longthornton) SCHEME LAYOUT</p>
<p>Drawn: [] Date: [] Checked: [] Date: [] Designed: [] Date: [] Approved: [] Date: []</p>	<p>Scale: 1:1000 Date: 2016</p>
<p>Client: Merton Council Project: LT (Longthornton) SCHEME LAYOUT Drawing No: Z87-347-01</p>	
<p>Consultant: Merton Civic Centre London Road Merton, Surrey SM5 5DX www.merton.gov.uk</p>	
<p>Consultation</p>	

Controlled Parking Zone (CPZ)

Proposed Zone LT - Avenue Road area



ISSUE DATE : 15 NOVEMBER 2018

Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in Avenue Road area. This proposal is in response to a petition received from residents of the Avenue Road who are experiencing parking difficulties in their roads.

In September 2016, local MP Siobhain McDonagh undertook an independent resident survey to find out the level of support for a Controlled Parking Zone (CPZ) in the area. This survey indicated that, 27 (63%) of the 43 residents of Avenue Road who engaged with the MP find it difficult to park.

The findings of the local MP were forwarded to the Council to be programmed for a consultation on a CPZ and the Council also received an online petition from residents of Beckway Road requesting a CPZ and a one way system. the one-way system will not be considered at this time

These roads are currently being proposed as a new zone, residents are being asked to choose the days and hours of operation of the zone. You can view the plans on the website www.merton.gov.uk/cpzlt

HOW WILL IT WORK?

All road space in a CPZ is managed by some form of restrictions. Parking is only permitted where safety, access and sight lines are not compromised. It is, therefore, normal practice to introduce double yellow lines at key locations such as at junctions, bends, turning heads and at specific locations along lengths of roads where parking would impede the passing of vehicles. It is also necessary to provide yellow lines (effective during the CPZ hours of operation or "At Any time" where the kerb is lowered, i.e. at crossovers for driveways.

The Council aims to reach a balance between the needs of the residents and the safety of all road users. In the event that the majority of those consulted do not support a CPZ and if the Cabinet Member agrees, **officers will recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access for all road users including pedestrians.**

Due to the scale of the attached plan it may be difficult for some to view the proposed restrictions. It is, therefore, recommended that residents view the plans on the website www.merton.gov.uk/cpzlt or inspect a larger scale plan deposited at the Civic Centre reception and Mitcham Library.

PROPOSAL

The proposals include a number of provisions which are detailed below

Operational Hours - The choice of operational hours are explained below:

All Day Controls (8.30am - 6.30pm) - This will provide maximum protection to the residents by removing short and long-term parking. It will, however, be less flexible for residents and their visitors who will need to obtain a visitor's permit from the resident they are visiting in order to park in the permit holder bays.

Part Time Controls (10am - 4pm) - These operating times offer less restrictions on residents and their visitors than 'all day' controls. It is still effective in preventing long-term parking. However, it may encourage other short term parking outside the restricted time, by non-residents and non-residents who may also work their way around the 6 hours by moving their vehicles and then returning to park for the rest of the day. Residents

www.merton.gov.uk

returning from work later in the afternoon may find less than 'all day' controls. It is still effective in preventing long-term parking. However, it may encourage other short term parking outside the restricted time, by non-residents and non-residents who may also work their way around the 6 hours by moving their vehicles and then returning to park for the rest of the day. Residents returning from work later in the afternoon may find less available parking in their street due to this.

4 hours controls (11am - 3pm) - These operating times offer fewer restrictions for residents and their visitors than the "all day" or 6 hours control. It is still effective in preventing commuters and other long stay parking. However, it may encourage short-term parking outside the operating times by non-residents or businesses. Residents returning from work later in the afternoon may find less available parking in their road due to this. Motorists unable to park in nearby roads without controls may also take advantage of the available parking outside the controlled times.

The proposed operational days include:
Monday to Friday - This will offer more flexibility to residents and visitors at weekends. However it allows non-residents, to park on Saturdays, therefore reducing available parking for your visitors.

Monday to Saturday - Provides maximum protection to the residents. However, it will be more restrictive on visitors who would require a visitor's permit to park during the controlled times.

The standard annual parking permit charges apply regardless of the days or hours the zone operates.

LET US KNOW YOUR VIEWS

The decision on whether or not to proceed with the next step, which would involve a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask that you submit your questionnaire online using this link (**one vote per household or business**) www.merton.gov.uk/cpzlt. The online system has been

created to keep costs down and allow the Council to process your views more efficiently. If, however, you require a hard copy, please contact Paul Atie, paul.atie@merton.gov.uk and one will be posted to you. Please let us have any comments or suggestions you may have by **7 December 2018** and **it is only one vote per household or business**.

We regret that due to the number of responses received during an informal consultation, it will not be possible to individually reply to each respondent. We welcome your comments on this proposal, which will be noted and included within the proposed measures where appropriate. It should be noted that subject to the responses received, a recommendation may be made to only include those roads where there is a majority in support of the proposals.

WHAT HAPPENS NEXT

The results of the consultation along with officers' recommendations will be presented in a report to the Cabinet Member for Regeneration, Transport and Housing. Once a decision is made you will be informed accordingly.

Further information on how CPZs work, details of permit costs can be found in our Frequently Asked Questions (FAQ's) at www.merton.gov.uk/cpzlt

LONGTHORNTON WARD COUNCILLORS

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Cllr Brenda Fraser

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Cabinet Member for Regeneration, Transport and Housing.

Cllr Martin Whelton

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Email: martin.whelton@merton.gov.uk

(The contact details of Ward Councillors are provided for information purposes only)

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