

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 P1 CPZ Ryfold Road area – informal consultation.

2. Decision maker

Cabinet member for regeneration, housing and transport

3. Date of Decision

29/04/2019

4. Date report made available to decision maker

25/04/2019

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

N/A

6. Decision

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

- A) Notes the results of the informal consultation carried out between 21 January and 8 February 2019 on the proposed extension of the existing P1 CPZ operational hours and a general zone review.
- B. Agrees not to proceed with any amendment to the existing CPZ operational hours.
- C. Agrees to proceed with statutory consultation to introduce permit parking bay in Melrose Avenue outside 2a and pay and display share use bays in Farquhar Road near its junction with Arthur Road as shown in Drawing No. Z78-359-01 attached in Appendix 1
- D. Agrees to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions at all junctions within P1 CPZ as shown in Drawing No. Z78-359-01 and attached in Appendix 1
- E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

1) Majority support for not extending the hours of operation for the controlled parking zone

8. Alternative options considered and why rejected

To extend the hours of operation - this would have gone against the majority of responses.

9. Declarations of Interest

None



Cllr Martin Whelton

Cabinet member for regeneration, housing and transport

29 April, 2019

Committee: Cabinet Member Report

Date: 24th April 2019

Wards: Wimbledon Park

Subject: P1 Controlled Parking Zone (CPZ) Informal Review Consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead Member: Councillor Martin Whelton, Cabinet Member for Environment, Housing & Transport

Contact officer: Paul Atie Tel: 020 8545 3337 paul.atie@merton.gov.uk

Recommendations:

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

- A. Notes the results of the informal consultation carried out between 21 January and 8 February 2019 on the proposed extension of the existing P1 CPZ operational hours and a general zone review.
- B. Agrees not to proceed with any amendment to the existing CPZ operational hours.
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- D. Agrees to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions at all junctions within P1 CPZ as shown in Drawing No. Z78-359-01 and attached in Appendix 1
- E) 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 on P1 CPZ review undertaken with those within the P1 Zone seeking their views on the extension of the current operational hours.
- 1.2 It seeks approval to progress recommendation B as set out above.
- 1.3 It seeks approval to proceed the above recommendations C and D.

2 DETAILS

- 2.1. In 2017 the Council received a petition from some residents of P1 CPZ (predominantly from The Crescent and Crescent Gardens) requesting an extension to the existing hours of operation due to parking difficulties in the evenings and weekends.

- 2.2. Generally, residents feel the problem is being caused by an increasing number of non-residents parking in the area to attend football matches in neighbouring Borough and those using Wimbledon Park underground station.
- 2.3. The petition requested that the Council should extend the current CPZ hours (Monday to Friday 11am - 3pm) to between 11am and 5pm, or 8.30am and 6.30pm and to include weekends.
- 2.4. In response to the petition and following discussions with the Ward Councillors, it was agreed that the Council would undertake an informal consultation with residents and businesses of the P1 CPZ to seek their views on extending the existing hours of operation. At the same time, officers took the opportunity to ask if there were any other improvements that could be made to the operation of the CPZ and to ensure safety and access would be maintained at all times.

3 CONSULTATION UNDERTAKEN

- 3.1. An informal consultation was undertaken between 21 January and 8 February 2019. A consultation leaflet and accompanying plan were posted to a total of 601 properties within the consultation area. Notification of the proposals along with the web link to the online questionnaires (e-form) was also posted on the Council's website. A copy of the consultation document is attached as Appendix 1.
- 3.2. Aside from the hours of the CPZ, the proposals also included the following:
 - 'At any time' double yellow lines at key locations such as at junctions.
 - Proposed additional pay and display shared use bays (for use by permit holder and P&D);
 - Permit additional holder bays for use by residents, businesses and their visitor.
- 3.3. The consultation resulted in a total of 184 online responses. After removing duplicate/multiple returns and those who do not live within the existing P1 CPZ, the overall response rate was 31%.
- 3.4. Table 1 below shows response numbers and rates on a road by road basis.

Table 1 – Summary of Consultation Results

Road Name	No. of Properties	No. of Responses	Response rate %
Arthur Road	131	30	23%
Crescent Gardens	23	10	43%
Durnsford Road	48	6	13%
Farquhar Road	30	14	47%
Home Park Road	98	29	30%

Melrose Avenue	55	17	24%
Ryfold Road	47	16	34%
Strathmore Road	34	16	47%
Stroud Road	71	22	31%
The Crescent	64	24	38%
TOTAL	601	184	31%

- 3.5 In response to the question of extending the operational days, Table 2 below shows that 103 (53%) of respondents do not support a change in days as suggested by the petition. While 70 (39%) supported Monday to Sunday and 11 (6%) supported Monday to Saturday.

Table 2 – Do you think the hours should be changed?

Road Name	Do you think the hours should be changed If so which days of operation would you prefer?					
	Mon – Sat	Mon – Sun	No change	% Mon – Sat	% Mon –Sun	% No change
Arthur Road	0	3	27	0%	3%	90%
Crescent Gardens	0	8	2	0%	80%	20%
Durnsford Road	0	1	5	0%	17%	83%
Farquhar Road	0	8	6	0%	57%	43%
Home Park Road	2	11	16	7%	40%	55%
Melrose Avenue	1	3	13	7%	31%	62%
Ryfold Road	0	13	3	0%	81%	19%
Strathmore Road	2	10	4	13%	63%	25%
Stroud Road	2	1	19	9%	6%	86%
The Crescent	4	12	8	17%	50%	33%
TOTAL	11	70	103	6%	39%	53%

- 3.6 Of the 184 respondents, the majority 118 (64%) said they would not support a change in the hours of the zone. 46 (25%) support between 8.30am and 6.30pm with 20 (11%) support between 11am and 5pm. Road by road responses are shown in Table 3.

Table 3 – Would you support extended hours if neighbouring roads did?

Road Name	Do you think the hours should be changed If so which Hours of operation would you prefer?					
	11am – 5pm	8.30am – 6.30pm	No change	% 11am – 5pm	% 830am – 6.30pm	% No change
Arthur Road	1	3	26	3%	10%	87%
Crescent Gardens	2	5	3	20%	50%	30%
Durnsford Road	0	1	5	0%	17%	83%
Farquhar Road	1	6	7	7%	43%	50%
Home Park Road	4	5	20	14%	17%	69%
Melrose Avenue	1	3	13	6%	18%	76%
Ryfold Road	1	3	12	6%	19%	75%
Strathmore Road	4	6	6	25%	37.5%	37.5%
Stroud Road	2	4	16	9%	18%	73%
The Crescent	4	10	10	17%	41.6%	41.5%
TOTALS	20	46	118	11%	25%	64%

3.7 The results of this consultation indicate that there is some support for change, mainly from those streets where the petition originated, namely Crescent Gardens, The Crescent and also Farquhar Road. However, given the geographical position of these roads within the CPZ, it is not possible to apply the extended hours of operation in these roads alone nor would it be possible to change the zone boundaries to include these roads.

3.8 Provision of additional on-street spaces

The current CPZ and its level of parking has been fully assessed and it has been concluded that it is possible to introduce additional parking bays in Melrose Avenue outside 2a and pay and display share use bays in Farquhar Road close to its junction with Arthur Road.

3.9 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.

5. PROPOSED MEASURES

- 5.1 Based on the results of the informal consultation, it is recommended not to proceed with any amendment to the existing CPZ days and hours of operation.
- 5.2 It recommended that a statutory consultation to introduce the additional parking bays and the proposed 'At any time' waiting restrictions at all the junctions within P1 CPZ (as shown in Drawing No. Z78-359-01 attached in Appendix 1) is carried out.

6.0 TIMETABLE

- 6.1 The statutory consultation is programmed to be carried out in June 2019. 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; Council's intention of undertaking the statutory consultation on the proposed parking controls and a plan.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposed measures is estimated at £6k. This includes the publication of the Made Traffic Management Orders, the road markings and the signs.
- 7.2 The Environment and Regeneration revenue budget for 2019/20 currently contains a provisional budget for Parking Management schemes. The cost of this proposal can be met from this budget.

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 without prejudice toward 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

- 10.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk of not progressing to the statutory consultation on the proposed parking arrangements is that the consultees will not have a further opportunity to air their views and the Council would not be able to progress toward implementation that would ensure safety and access at all times via the double yellow lines and provide the additional parking spaces. Not to progress the proposed measures will do nothing to improve existing parking provisions. It will also do nothing to address the obstructive parking that has been identified at key locations.
- 11.2 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:-

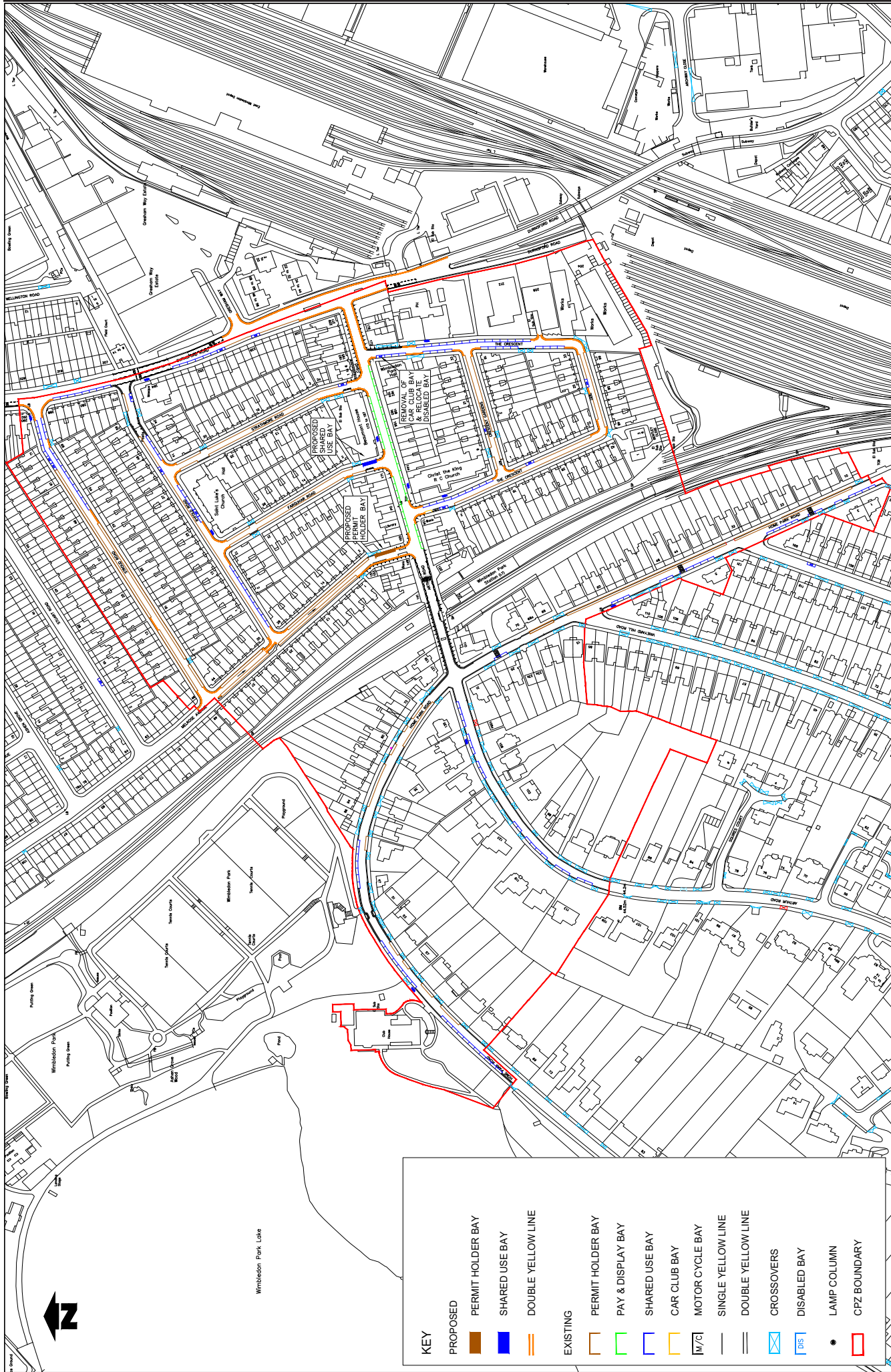
- (a) the desirability of securing and maintaining reasonable access to premises.
- (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- (c) the national air quality strategy.
- (d) facilitating 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. Z78-259-01

Appendix 2 – Informal consultation document.



KEY

PROPOSED

- PERMIT HOLDER BAY
- SHARED USE BAY
- DOUBLE YELLOW LINE

EXISTING

- PERMIT HOLDER BAY
- PAY & DISPLAY BAY
- SHARED USE BAY
- CAR CLUB BAY
- MOTOR CYCLE BAY
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- CROSSOVERS
- DISABLED BAY
- LAMP COLUMN
- CPZ BOUNDARY

<p>merton Merton Civic Centre London Road Morden, Surrey SM4 5DX www.merton.gov.uk</p>		<p>Drawing No. Z87-359-01 Revision</p> <p>Client CONSULTATION</p> <p>Scale NTS</p>									
<p>PROJECT CONTROLLED PARKING ZONE (CPZ)</p>		<p>TITLE P1 ZONE REVIEW</p>									
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Controlled Parking Zone (CPZ)

Zone P1 review - Ryfold Road area



ISSUE DATE : 17 JANUARY 2019

Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to extend the operational hours of Controlled Parking Zone (CPZ) P1. This proposal is in response to a petition received from residents of P1 CPZ who are experiencing parking difficulties in their road.

Since its introduction in 2000 the CPZ appears to have been working well. However, the Council has recently received a petition from residents who are experiencing parking problems in their road(s) after 3pm and at weekends, when the CPZ does not operate. Generally, residents feel the problem is being caused by an increasing number of non-residents parking in the area to attend football matches in nearby Boroughs and those using Wimbledon Park underground station.

As a result, the purpose of this leaflet is to seek your views on proposals to extend the operational hours of the P1 CPZ from Monday to Friday between 11am and 3pm to between 11am and 5pm Monday to Saturday or Sunday or between 8.30am and 6.30pm Monday to Saturday or Sunday.

As part of this review consultation, we would also like to take the opportunity to ask you if you have any other suggestions as to how you consider the P1 CPZ could be amended to improve road safety and better benefit you as residents.

Potential outcomes of this consultation could include:-

- Retention of the status quo e.g no change to operational days/hours or zone
- A change in the operational hours

- Changes to waiting restrictions
- Changes to types of bays
- introduction of new parking where it is safe and convenient to do so.

A plan of the existing CPZ is enclosed, although due to the scale it may be preferable to view this from the website, and we would also suggest that to help you when making your decisions and, before you complete the online questionnaire, you consider the following:-

Operational hours

If the CPZ hours are extended to between 11am and 5pm or 8.30am and 6.30pm and including weekends, although offering maximum protection against both short and long term parking, the scheme will be less flexible for both you and your visitors.

Residents, who currently do not park on-street during the daytime and have no access to off-street parking facilities, would now need to purchase a permit to park in their road in the evening. In addition, anyone visiting at weekend (Saturday or Sunday) and parking on-street, would need to display a visitors' parking permit in their car.

If the CPZ hours are extended and you have a supply of existing P1 CPZ half-day visitor permits (valid between 11am and 3pm) will only be valid for half a day.

Permit costs

The standard annual parking permit charges apply

regardless of the operational hours and days of the zone.

As per normal practise the Council will be taking this opportunity to review existing yellow line restrictions, which could mean double yellow lines at junctions and other key locations.

The Council is also proposing to:

- upgrade existing single yellow lines at junctions and passing gaps to double yellow lines.
- introduce permit bays in Melrose Avenue adjacent to the flank wall of property No. 155 Arthur Road.
- introduce pay and display shared use bays in Farquar Road adjacent to property No.187 Arthur Road.

It is important to note that the proposed upgrade of double yellow lines in the area are paramount to ensure safety and access for all road users. Regardless of the outcome of the CPZ review consultation **officers will strongly recommend to the Cabinet Member that the proposed double yellow lines are introduced.** This will ensure clear access for all road users including pedestrians.

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 www.merton.gov.uk/cpzp1review.

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.

www.merton.gov.uk and one will be posted to you. Please let us have any comments or suggestions you may have by **8 February 2019** 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 the proposal, which will be noted and included with the proposed measures where appropriate.

WHAT HAPPENS NEXT

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

WIMBLEDON PARK WARD COUNCILLORS

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