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.

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:

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

<u>Pay and display shared use/permit holder bays</u>: - 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 (eform) 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?

	DO YOU SUPPORT A CPZ					
ROAD	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?

	PREFERRED HOURS OF OPERATION					
ROAD	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?

	PREFERRED HOURS OF OPERATION					
ROAD	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

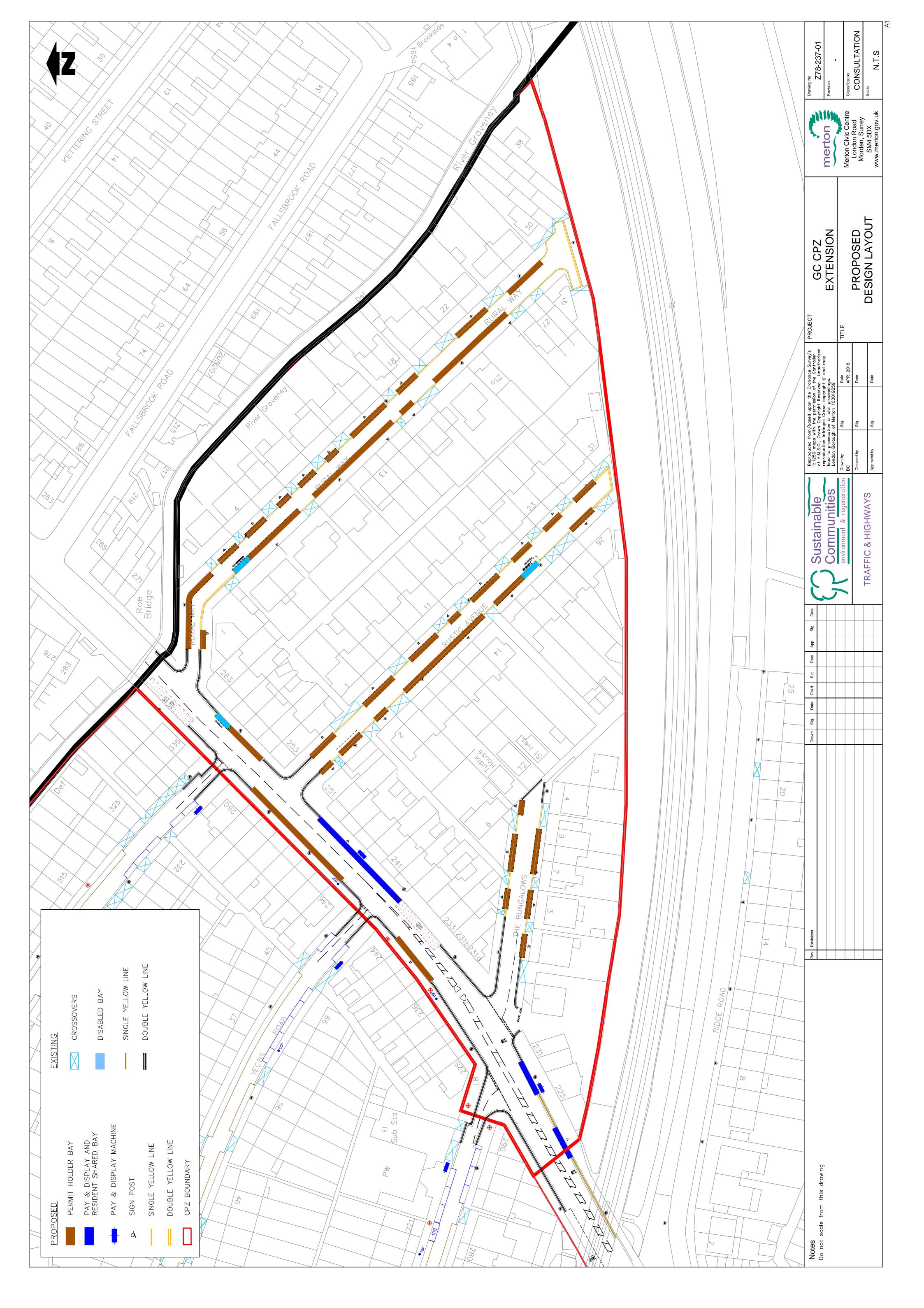
- 12.1 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining 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**

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

Appendix 1 – Drawing No.Z78-237-01

Appendix 2 – Informal consultation document Appendix 3 – Informal consultation results table



APPENDIX 2 Informal consultation document

Controlled Parking Zone (CPZ)
Proposed Zone GC1 Streatham Road Area

merton

ISSUE DATE: 20 MAY 2010

Dear Resident / Business

The safety of our residents and visitors to the borough is of high priority for us. The quality of the street scene is of equal importance. As part of this commitment, a Controlled Parking Zone (CPZ) is proposed in the Streatham Road area between The Bungalows and borough boundary. CPZs are only considered where local residents have petitioned the Council to introduce parking controls in their road. CPZs will usually be implemented where a majority of households who respond within a proposed area/or road, want one in defined circumstances.

The purpose of this leaflet is to seek your views on proposals to introduce a CPZ in Streatham Road area between The Bungalows and borough boundary as shown on the enclosed plans. This proposal is in response to representations received from Streatham Road area between The Bungalows and borough boundary residents who are experiencing parking difficulties in their road(s). Generally, residents feel the problem is being caused by:

- Commuters who park and complete their journey by public transport.
- Residents within the neighbouring CPZ's avoiding parking charges
- Staff of nearby businesses

In anticipation of the likely parking displacement into the roads neighbouring Streatham Road, it has been agreed that the Council would carry out an informal consultation across a larger area, beyond Streatham Road to give those residents an opportunity to air their views.

This area is currently being proposed as a new standalone zone thereby allowing the residents to

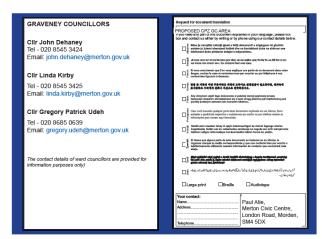
choose the hours of operation. However, based on the results of the consultation, it may be necessary for those supporting roads to become part of an extension to existing neighbouring zone. If roads are added as extensions to existing zones they will be adopting the hours of operation of the existing zone it is added to.

When making your decision please take into account that if a CPZ is introduced in your neighbouring roads, it is likely that the vehicles displaced (commuters and residents avoiding charges) from your controlled neighbouring roads could increase pressure for parking on your male.

WHAT IS A CONTROLLED PARKING ZONE (CPZ)?

A Controlled Parking Zone is an area where parking controls are introduced to protect the parking needs of residents and their visitors, as well as those of local businesses. Parking bays are marked on the carriageway to indicate to motorists where they can park. Yellow line restrictions are also introduced to improve safety and traffic flow by removing dangerous or obstructive parking. In a CPZ the operational times for the single vellow lines are indicated on zone entry signs. In some cases there may be single yellow lines that may operate at different times and these will be signed separately. Double yellow line restrictions do not require signs. In the absence of loading restrictions on yellow lines, loading or unloading of goods is permitted for a limited period of time. All parking places within a CPZ are individually signed to ensure that motorists are aware of the operational times and conditions. This ensures that the bays are fully enforceable. To minimise street furniture, every effort is made to ensure signs are placed on existing street furniture, such as lamp columns or signs are combined with other street signs In a CPZ, residents, local businesses and their visitors are given priority to use the appropriate parking places by displaying a valid permit in respect of that zone

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However, a parking permit does not give the holder the right to park outside a particular property, and does not guarantee an available parking space.

Please see the frequently asked questions (FAQ's) sheet enclosed.

HOW WILL IT WORK?

All road space in a CPZ is managed by the introduction of parking controls. 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 key objective of managing parking is to reduce and control non-essential parking and assist the residents, short-term visitors and the local businesses. Within any CPZ, only those within the zone are entitled to permits. This means that long-term parkers will not be able to park within the permit bays during the operational times. An incremental pricing structure for 2nd and subsequent permits also assists in minimising the number of permits issued to individual residents and help discourage multiple car ownerships. CPZs comprise of various types of parking bays such as permit holders and those with visitor permits); shared use bays (for permit holders and pay and display) and pay and display only bays (cermits are not valid).

Council appointed Civil Enforcement Officers will enforce the controls by issuing fines/Penalty Charge Notices (PCNs) to vehicles parked in contravention of the restrictions. Outside the controlled times the restrictions are not enforced. However, Civil Enforcement Officers will issue PCNs for any other parking contravention such as parking on double yellow lines, footways and parking across individual crossovers without the property

owner's consent. The Council aims to reach a balance between the needs of the residents, businesses and the safety of all road users. In the event that the majority of those consulted do not support a CPZ in their road or area, and if the Cabinet Member agrees, officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access.

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 'ail day' controls. It is still effective in preventing long-term parkers. However, it may encourage short-term parking by non residents or businesses, such as shoppers outside the operating times. Residents returning from work later in the afternoon may find less available parking in their street due to this.

However, it may encourage other short term parking outside the restricted time, by non-residents such as shoppers 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.

4 hours controls (11am - 3pm) - These operating times offer fewer restrictions for residents and their visitors than the "all day" controls. It is still offective 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 loss 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 standard annual parking permit charges apply regardless of the hours the zone operates.

The proposed operational days include:
Monday to Friday - This will offer more flexibility to
residents and visitors at weekends. However it may
encourage non residents, especially shoppers, to park
on Saturdays, therefore reducing available parking for
vour 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 Cost of the annual parking permits remains unchanged whether the CPZ operates all day or part time.

Parking Controls - The following are incorporated within the proposed measures:

- Double yellow lines at junctions, bends, ends of cul-de-sac and at strategic sections of the road to create passing gaps. (This will improve safety and access at all times by reducing obstructive parking that is currently taking place)
- Shared Use Pay and Display bays are also proposed where it is necessary to allow non residents to pay for parking for a short period at specific locations such as near shops, schools, churches and also in areas for longer term parking where residents are not directly affected, to allow effective use of the bays. (This will increase the use of parking provisions in the area by pay and display customers whilst still maintaining parking facilities for permit holders)

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/cpz_streatham. The online system has been created to keep costs down and allow the Council to process your views more efficiently. Please let us have any comments or suggestions you may have by 10 June 2016.

We regret that due to the number of responses received during an informal consultation of this size, 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

It is envisaged that the results of the consultation along with officers' recommendations will be presented in a report to the Cabinet Member for Environmental Sustainability and Regeneration. Once a decision is made you will be informed accordingly.

You can visit our website using the following link www.merton.gov.uk/cpz_streatham. You may also view the plans in Merton Link at Merton Civic Centre, Morden during our working hours, Monday to Friday between 9am and 5pm. Plans will also be available at Mitcham Library.

www.merton.gov.uk

APPENDIX 3 Results of the informal consultation

Proposed GC1 CPZ St					
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 ro	ad 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%			
	17 2	77% 9%			