

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

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1. Title of report

Proposed GC2 CPZ (St Barnabas Road area) — informal consultation

2. Reason for exemption (if any)

3. Decision maker

Councillor Martin Whelton, Cabinet Member for Regeneration, Environment and Housing

4. Date of Decision

F19 December 2017

5. Date report made available to decision maker

19 December 2017

6.

6. Decision

- A) Notes the result of the informal consultation carried out between 5 October and 10 November 2017 on the proposals to introduce a Controlled Parking Zone (CPZ) GC2 to include in Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Framfield Road, Gorrington Park Avenue (Between Nos 38 and 164), Heaton Road, Manship Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, Uckfield Grove and Woodland Way.
- B) Agrees to proceed with a statutory consultation to include in Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Framfield Road, Gorrington Park Avenue (Between Nos 38 and 164), Heaton Road, Manship Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, Uckfield Grove and Woodland Way within the proposed GC2 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-346-01 and attached in Appendix 1.
- C) Agrees to proceed with statutory consultation to introduce electric charging points in St Barnabas Road, Edenvale Road and Streatham Road.
- 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 within the proposed zone as shown in Drawing No. 278346-01 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) Support shown by residents for the implementation of a controlled parking zone
- 2) The introduction of waiting restrictions (double yellow lines) at key locations such as at junctions, bends, and narrow roads will improve road safety in the area and sightlines.
- 3) The hours of operation of 8.30 to 6.30 Monday-Friday was the majority choice of those who responded to the consultation
- 4) To help deal with commuter parking and provide more spaces for local residents in the area.
- 5) Currently vehicles are parked bumper to bumper on both sides of these roads including reasonable number of high sided vehicles which impedes the flow of traffic particularly service vehicles such as refuse and delivery vehicles compromises sightlines and therefore safety. To improve access and sightlines.

8. Alternative options considered and why rejected

Not to implement would go against the majority view of residents' as expressed in the consultation.

To part implement would create difficulties as the zone provides a logical geographical boundary and to remove roads would lead to commuters competing for parking spaces with those residents within the CPZ who do not want to pay for parking in their roads.

9. Documents relied on in addition to officer report

None

10. Declarations of Interest

None



Mr Martin Whelton

Cabinet member for regeneration, environment and housing 19 December 2017

Committee: Cabinet Member Report

Date: 18th December 2017

Wards: Graveney and Figge's Marsh.

Subject: Proposed GC2 CPZ St Barnabas area – Informal 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: mailto:paul.atie@merton.gov.uk](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 5 October and 10 November 2017 on the proposals to introduce a Controlled Parking Zone (CPZ) GC2 to include in Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Framfield Road, Gorrington Park Avenue (Between Nos 38 and 164), Heaton Road, Manship Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, Uckfield Grove and Woodland Way.
- B) Agrees to proceed with a statutory consultation to include in Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Framfield Road, Gorrington Park Avenue (Between Nos 38 and 164), Heaton Road, Manship Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, Uckfield Grove and Woodland Way within the proposed GC2 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-346-01 and attached in Appendix 1.
- C) Agrees to proceed with statutory consultation to introduce electric charging points in St Barnabas Road, Edenvale Road and Streatham Road.
- 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 within the proposed zone as shown in Drawing No. Z78-346-01 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 carried on the Councils' proposals to introduce a CPZ (GC2) to include in Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Framfield Road, Gorrington Park Avenue (Between Nos 38 and 164), Heaton Road, Manship Road, Milton Road, St Barnabas Road, St James'

Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, Uckfield Grove and Woodland Way.

- 1.2 It seeks approval to carry out a statutory consultation to include Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Framfield Road, Gorringe Park Avenue (Between Nos 38 and 164), Heaton Road, Manship Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, Uckfield Grove and Woodland Way within the proposed GC2 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-346-01 and attached in Appendix 1.
- 1.3 It seeks approval to carry out statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'At any time' waiting restrictions within the proposed zone as shown in Drawing No. Z78-346-01 and attached in Appendix
- 1.4 It seeks approval to undertake a statutory consultation to introduce electric charging points in St Barnabas Road, Edenvale Road and Streatham Road.

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.
- Encouraging 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. All existing double yellow lines at junctions will remain unchanged.

- 2.4 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.
- 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 Residents of the Ashbourne Road, St Barnabas Road, Stanley Road and Framfield Road petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ) in their road due to inconsiderate and obstructive parking which impede traffic flow.
- 2.7 Electric Vehicle Charging points
- 2.7.1 A key objective of the Mayor's Transport Strategy is to facilitate the delivery of a network of Electrical Vehicle Recharging Points (EVRPs) across London. This is reinforced by documents such as the Electric Vehicle Delivery Plan and the Ultra-Low Emissions Vehicles Delivery plan for London.
- 2.7.2 It is anticipated that the numbers of electric and hybrid vehicles is set to rise in Merton and neighbouring boroughs over the next few years and requests for EVRPs is likely to increase, as manufacturers bring more electric vehicles to the market each year.
- 2.7.3 Merton Council is committed to improving air quality and promoting sustainable modes of transport. EV charging bays and associated EV charging points are amongst a number of measures the Council are introducing to encourage motorists to switch to low carbon vehicles (including electric vehicles).

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.
- 3.2 In response to the results of the informal consultation where the majority of St Barnabas Road, Framfield Road, Woodland Way and Uckfield Grove residents opted against the proposed CPZ, consideration could be given to exclude these roads. However, should the CPZ be implemented, these residents who do not have access to off street parking would be adversely affected by displaced parking from neighbouring roads.

4. INFORMAL CONSULTATION

- 4.1 The informal consultation on proposals to introduce parking controls in St Barnabas Road area commenced on between 5 October and 10 November 2017. 1331 premises were consulted via documents containing a newsletter explaining the proposals and a plan showing the proposed parking. 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. Notification of the proposals along with an online questionnaire (e-form) and frequently asked questions were also posted on the Council's website. The plan of the proposed CPZ showing the parking controls within the area included the following:

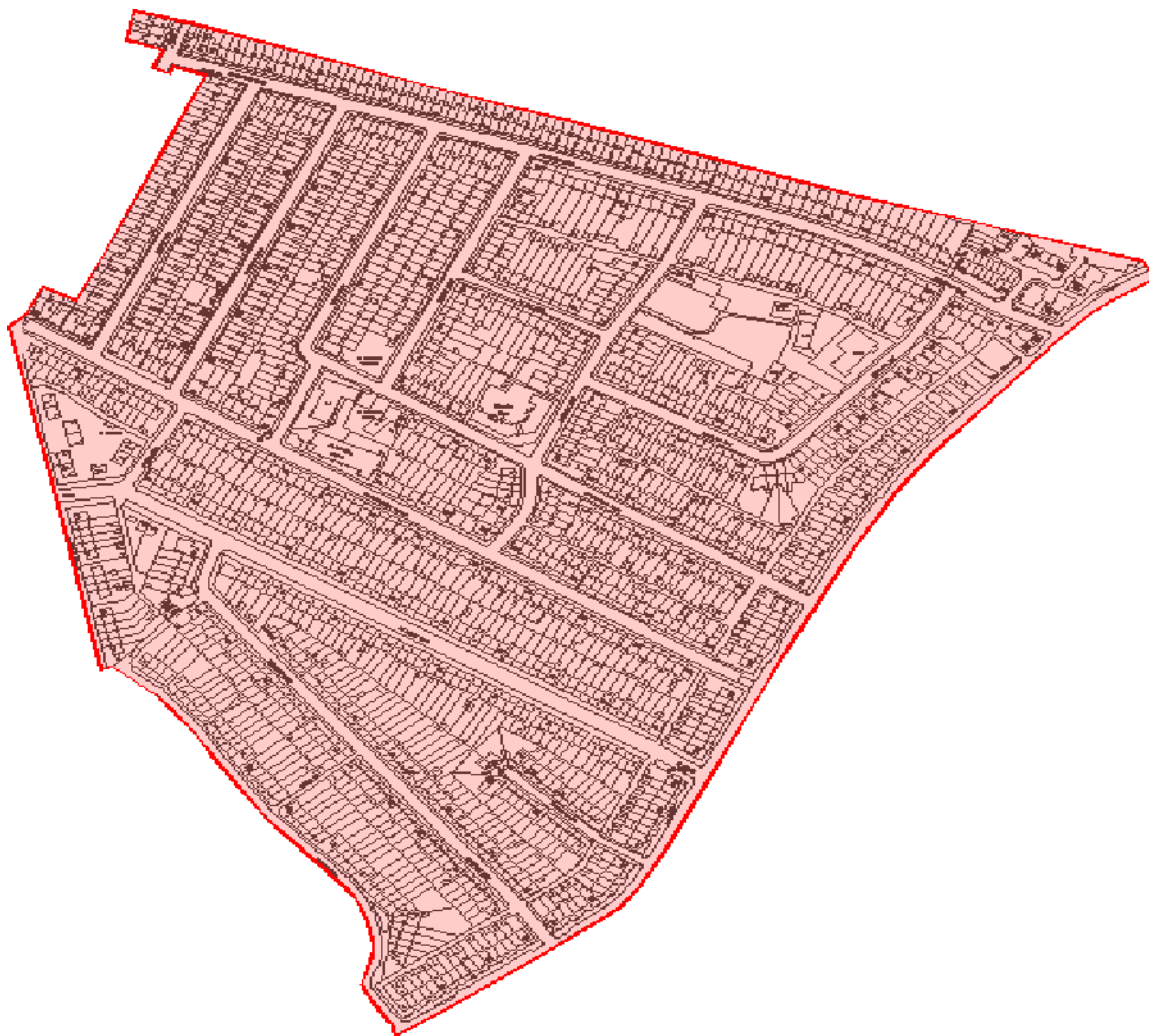
- 'At any time' waiting restrictions (double yellow lines) at key locations such as at junctions, bends, and narrow roads.
- Single yellow lines (mainly between parking bays and across dropped kerbs);
- Permit holder bays for use by residents, businesses and their visitors;
- Pay and display shared use bays
- Electric Charging points bays in Streatham Road, Edenvale Road and St Barnabas Road.

4.5 The consultation resulted in a total of 256 questionnaires returned (after removing duplicates/multiple returns from households, staff and members of businesses), representing a response rate of 19%.

Table 1

Road Name	No. of Properties	No. of Responses	Response rate
Ashbourne Road	233	43	18%
Carlingford Gardens	28	2	7%
Edenvale Road	60	8	13%
Figge's Road	4	0	0%
Framfield road	100	19	20%
Gorringe Park Avenue	140	23	16%
Heaton Road	112	21	19%
Manship Road	44	8	18%
Milton Road	20	5	25%
Stanley Gardens	7	2	29%
Stanley Road	39	13	33%
Streatham road	81	4	2%
St Barnabas Road	64	24	37%
St. James Road	117	14	12%
Thirsk Road	60	22	37%
Tynemouth Road	127	23	17%
Uckfield Grove	27	4	15%
Woodland Way	68	21	31%
TOTALS	1331	256	19%

4.7 See plan below showing the extent of the consultation.



4.7 As shown in table 2 below, of the 256 who responded, 56% support a CPZ in their road, compared to 40% who do not and 4% who are unsure or made no response. See table two below.

(Table 2 – summary of results to questions 3)

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD					
	YES	% YES	No	% NO	UNSURE	% No response/
Ashbourne Road	24	56%	16	37%	3	7%
Carlingford Gardens	2	100%	0	0%	0	0%
Edenvale Road	5	63%	3	37%	0	0%
Figge's Road	0	0%	0	0%	0	0%
Framfield road	5	26%	13	68%	1	5%
Gorringer Park Avenue	11	48%	11	48%	1	4%
Heaton Road	16	76%	4	19%	1	5%
Manship Road	3	38%	3	38%	2	25%
Milton Road	5	100%	0	0%	0	0%
Stanley Gardens	1	50%	1	50%	0	0%
Stanley Road	6	46%	6	46%	1	8%
Streatham road	2	50%	2	50%	0	0%
St Barnabas Road	9	37%	15	63%	0	0%
St. James Road	12	86%	2	14%	0	0%
Thirsk Road	16	72%	5	23%	1	5%
Tynemouth Road	22	96%	1	4%	0	0%
Uckfield Grove	0	0%	4	100%	0	0%
Woodland Way	4	19%	17	82%	0	0%
Total	143	56%	103	40%	10	4%

4.8 Of the 256 who responded, 57% support a CPZ in their road if their neighbouring roads are included in a CPZ, compared to 37% who do not with 6% who are unsure or made no response. As shown in table 3 below.

Table 3 – summary of results to questions 4

ROAD	WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD WERE INCLUDED IN A CPZ?					
	YES	%YES	NO	% NO	UNSURE	% UNSURE
Ashbourne Road	28	65%	13	30%	2	5%
Carlingford Gardens	2	100%	0	0%	0	0%
Edenvale Road	5	63%	3	37%	0	0%
Figge's Road	0	0%	0	0%	0	0%
Framfield road	7	37%	12	63%	0	0%
Gorringe Park Avenue	11	48%	9	39%	3	13%
Heaton Road	16	76%	3	14%	2	10%
Manship Road	3	38%	3	38%	2	25%
Milton Road	5	100%	0	0%	0	0%
Stanley Gardens	1	50%	1	50%	0	0%
Stanley Road	5	39%	6	46%	2	15%
Streatham road	2	50%	2	50%	0	0%
St Barnabas Road	8	33%	14	58%	2	8%
St. James Road	12	86%	1	7%	1	7%
Thirsk Road	16	72%	5	23%	1	5%
Tynemouth Road	22	96%	1	4%	0	0%
Uckfield Grove	0	0%	4	100%	0	0%
Woodland Way	4	19%	17	82%	0	0%
Total	147	57%	94	37%	15	6%

4.9 Residents were also asked which days of operation they would prefer should the CPZ be introduced in their road. Results show that 65% of respondents prefer Mon – Fri; 32% prefer Mon – Sat and 3% who are unsure or made no response. As shown in table 4 below.

(Table 4 – summary of results to questions 5)

ROAD	Q5. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE?						
	MON - FRI	MON - SAT	UNSURE		% MON - FRI	% MON - SAT	% UNSURE
Ashbourne Road	24	17	2		56%	40%	4%
Carlingford Gardens	1	1	0		50%	50%	0%
Edenvale Road	5	3	0		63%	37%	0%
Figge's Road	0	0	0		0%	0%	0%
Framfield road	16	2	1		84%	11%	5%
Gorrige Park Avenue	17	5	1		74%	22%	4%
Heaton Road	16	5	0		76%	24%	0%
Manship Road	1	5	2		13%	62%	25%
Milton Road	3	2	0		60%	40%	0%
Stanley Gardens	5	8	0		38%	62%	0%
Stanley Road	1	1	0		50%	50%	0%
Streatham road	2	2	0		50%	50%	0%
St Barnabas Road	15	7	2		63%	29%	8%
St. James Road	10	4	0		71%	29%	0%
Thirsk Road	11	11	0		50%	50%	0%
Tynemouth Road	18	5	0		78%	22%	0%
Uckfield Grove	4	0	0		100%	0%	0%
Woodland Way	16	4	1		76%	19%	5%
Total	165	82	9		65%	32%	3%

4.10 Residents were also asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 55% of respondents prefer 8.30am – 6.30pm; 29% prefer 11am – 3pm and 14% prefer 10am – 4pm.

Table 5 – summary of results to questions 6

ROAD	Q6. IF A CPZ WAS INTRODUCED WHICH HOURS WOULD YOU LIKE THE CONTROLS TO OPERATE?						
	8.30AM-6.30PM	10AM - 4PM	11AM – 3PM	% 8.30AM - 6.30PM	% 10AM-4PM	% 11AM-3PM	Undecided
Ashbourne Road	29	5	9	67%	12%	21%	0
Carlingford Gardens	1	1	0	50%	50%	0	0
Edenvale Road	4	0	4	50%		50%	0
Figge's Road	0	0	0	0%	0%	0%	0
Framfield road	9	1	9	47%	5%	47%	0
Gorrige Park Avenue	9	2	11	39%	9%	48%	1
Heaton Road	14	2	5	67%	9%	24%	0
Manship Road	5	0	1	63%	0%	13%	2
Milton Road	3	2	0	60%	40%	0	0
Stanley Gardens	7	2	4	54%	15%	31%	0
Stanley Road	1	0	1	50%	0%	50%	0
Streatham road	2	0	2	50%	0%	50%	0
St Barnabas Road	14	3	5	58%	13%	21%	0
St. James Road	7	3	4	50%	21%	29%	2
Thirsk Road	14	4	4	64%	18%	18%	0
Tynemouth Road	15	6	2	65%	26%	9%	0
Uckfield Grove	0	1	3	0%	25%	75%	0
Woodland Way	7	4	9	33%	19%	43%	1
Total	141	36	73	55%	14%	29%	6

Framfield Road, St Barnabas Road, Woodland Road and Uckfield Grove

- 4.11 As it can be seen from table1, majority of the proposed zone have opted for the proposed CPZ. However, on a road by road basis, majority of those who responded from Framfield Road, St Barnabas Road, Woodland Road and Uckfield Grove voted against being included in a CPZ. Officers are recommending that the proposed GC2 CPZ is progressed to the next stage which is a statutory consultation. This will provide residents a further opportunity to air their views.
- 4.12 The inclusion of the above roads is recommended for the following reasons:-
- Residents within these roads do not have access to off street parking
 - Currently vehicles are parked bumper to bumper on both sides of these roads including reasonable number of high sided vehicles which impedes the flow of traffic particularly service vehicles such as refuse and delivery vehicles; compromises sightlines and therefore safety. To improve access and sightlines, officers will be recommending the introduction of strategically placed waiting restrictions with or without a CPZ. This will impact on the level of on-street parking for those residents excluded from a CPZ.
 - Over the years some residents have been complaining of long term commuter parking and those in the existing GC zone who do not want to pay to park in their roads. If the neighbouring roads that support a CPZ are introduced, parking conditions for these residents will exacerbate.
 - The above roads intertwine with those roads in support of the scheme and removing them would cause confusion for both residents and other motorists alike.
 - These roads do not form a logical geographical boundary that would allow them to be removed without impacting the roads that have voted for the scheme to go ahead. These roads if removed would be isolated within the CPZ and residents would be competing for parking spaces with commuters and those residents within the CPZ who do not want to pay for parking in their roads.

Electric Vehicles charging points

- 4.13 As part of the CPZ proposal, electric charging points are proposed in St Barnabas Road, Edenvale Road and Streatham Road. The installation, operation, electricity costs and maintenance of any “open” electric vehicle charging point would fall within the sole responsibility of Bluepoint. The Council is only responsible for progressing the necessary Traffic Management Orders and highway maintenance. Even then reasonable costs up to limit (£500) will be recoverable provided costs can be clearly demonstrated. Bluepoint’s investment costs would be recovered through fees and charges.

Ward Councillor Comments

- 4.14 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 that a statutory consultation is carried out to include Ashbourne Road, Carlingford Gardens, Edenvale

Road, Figge's Road, Framfield Road, Gorrige Park Avenue (Between Nos 38 and 164), Heaton Road, Manship Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, Uckfield Grove and Woodland Way into GC2 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-346-01 and attached in Appendix 1.

- 5.2 It is recommended that a statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions (as consulted) in the proposed GC2 CPZ as shown in Drawing No. Z78-346-01 and attached in Appendix 1
- 5.3 The CPZ design comprises of mainly permit holder bays to be used by residents, businesses and their visitors with some pay and display and shared use facilities made available for pay & display customers. 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.
- 5.4 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.
- 5.4.1 In November 2016, the Council introduced a Diesel Levy to all those permit holders with a diesel vehicle. Permit holders will be advised accordingly when making their permit application. Those residents with all-electric vehicles will only have to pay a reduced rate of £25 instead of £65.
- 5.5 Visitors' permits
Half-day permits at £1.50. Half-day permits can be used between 11am and 3pm. The allowance of visitor permits per adult in a household shall be 100 half-day permits.
- 5.6 Trades permits
Trade Permits are priced at £900 per annum. Trades permits can also be purchased for 6 months at £600, 3 months at £375, 1 month at £150 and Weekly at £50.
- 5.7 Pay and display tickets
It is recommended that the charge for parking within the pay and display shared use/permit holder bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation. The cost will be £1.20 per hour.

6. TIMETABLE

- 6.1 The statutory consultation is planned to be carried out during January/February 2018. 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 of 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 £65k. 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 2018/19 which would contain a provisional budget for Parking Management schemes. The cost of this proposal can be met from that budget.
- 7.3 The Council would receive a fee per open charge point (based on London Travel Zones) for every open EVCP location installed via the contract. This equates to £300 for zone 4 and £200 for zones 5 and 6 (TfL Bus/Tube zone Map). Although costs of physical works are refundable, fees will initially need to be ring fenced to ensure that the whole process is sustainable into the future.

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 any 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 introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents and the local business community. It will also do nothing to address the obstructive parking that has been identified.

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. Z78-346-01

Appendix 2 – Informal consultation document.

Proposed Controlled Parking Zone (CPZ) GC2 St Barnabas Road Area



ISSUE DATE: 5 OCTOBER 2017

Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Framfield Road, Gorrington Park Avenue (Between Nos 38 and 164), Heaton Road, Manship Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, Uckfield Grove and Woodland Way. This proposal is in response to petitions received from local residents of some of the above roads who are experiencing parking difficulties in their road(s).

To address residents' parking concerns the Council is undertaking an informal consultation to seek your views on proposals to control parking in your road (see enclosed plans for the proposals).

It is important to note that the proposed double yellow lines in the area are paramount to ensure safety and access for all road users. Regardless of the outcome of the proposed CPZ 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.

This area is currently being proposed as a new zone thereby allowing residents to choose the hours of operation. 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/cpzgc2 or inspect a larger scale plan deposited at the Civic Centre reception and Mitcham Library.

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, 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 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.

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 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. 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 long-term parking. 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. 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/cpzqc2. The online system has been created to keep costs down and allow the Council to process our 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 **10 November 2017** 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, Environment

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/cpzqc2

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