

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 VSW2 CPZ Thurstan Road Area – informal consultation.

2. Decision maker

Cabinet Member for Regeneration, Environment and Housing

3. Date of Decision

8/11/2017

4. Date report made available to decision maker

03/11/2017

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 7 and 29 September 2017 on the proposals to introduce Controlled Parking Zone (CPZ) VSW2 to include Thurstan Road, Rokeby Place and Copse Hill between its junctions with Cottenham Drive and Drax Avenue.
- B) Agrees to proceed with a statutory consultation to include Thurstan Road, Rokeby place and Copse Hill between its junctions with Cottenham Drive and Drax Avenue into the proposed VSW2 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-349-01 and attached in Appendix 1.
- C) 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. Z78-349-01 and attached in Appendix 1.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

Support shown for the introduction of controlled parking in the informal consultation.

The improvement to road safety which will result from the introduction of 'at any time' waiting restrictions.

8. Alternative options considered and why rejected

8.1 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.

8.2 Not to introduce the proposed double yellow lines. In the event of an incident, however, this would put the Council at risk and the Council could be considered as failing in its duties by not giving safety and access priority

9. Declarations of Interest

None

10. Publication of this decision and call in provision

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



Cllr Martin Whelton

Cabinet member for regeneration, environment and housing

8 November, 2017

Committee: Cabinet Member Report

Date: 2nd November 2017

Wards: Village

Subject: Proposed VSW2 CPZ - Thurstan Road 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>

Recommendations:

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

- A) Notes the result of the informal consultation carried out between 7 and 29 September 2017 on the proposals to introduce Controlled Parking Zone (CPZ) VSW2 to include Thurstan Road, Rokeby Place and Copse Hill between its junctions with Cottenham Drive and Drax Avenue.
- B) Agrees to proceed with a statutory consultation to include Thurstan Road, Rokeby place and Copse Hill between its junctions with Cottenham Drive and Drax Avenue into the proposed VSW2 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-349-01 and attached in Appendix 1.
- C) 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. Z78-349-01 and attached in Appendix 1.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the informal consultation carried on the Council's proposals to introduce a CPZ (VSW2) to include Thurstan Road, Rokeby place and Copse Hill between its junctions with Cottenham Drive and Drax Avenue.
- 1.2 It seeks approval to carry out a statutory consultation to include Thurstan Road, Rokeby place and Copse Hill between its junctions with Cottenham Drive and Drax Avenue into the proposed VSW2 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-349-01 attached in Appendix 1.
- 1.3 It seeks approval 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. Z78-349-01 and attached 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:

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 2016 some residents of the Thurstan Road petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ) in their road. This instigated the start of the consultation process.

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 Not to introduce the proposed double yellow lines. In the event of an incident, however, this would put the Council at risk and the Council could be considered as failing in its duties by not giving safety and access priority.

4. INFORMAL CONSULTATION

- 4.1 The informal consultation on proposals to introduce parking controls in the Thurstan Road area commenced on 7th and ended on 29 September 2017. 48 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.
- 4.2 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 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.
- 4.3 The consultation resulted in a total of 29 questionnaires returned (after removing duplicates / multiple returns from some households), representing a response rate of 60%. See plan below showing the extent of the consultation.



- 4.4 As shown in table 1 below, of the 29 who responded, 72% support a CPZ in their road, compared to 17% who do not and 10% 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
Copse Hill	4	1	1	66%	17%	17%
Rokeby Place	6	0	2	75%	0%	25%
Thurstan Road	11	4	0	73%	27%	0%
Total	21	5	3	72%	17%	10%

4.5 Of the 29 who responded, 72% support a CPZ in their road if their neighbouring roads were included in a CPZ, compared to 17% who do not, 10% who are unsure or who made no response. As shown in table 2 below.

Table 2 – summary of results to question: Would you want support parking controls if neighbouring roads did?

ROAD	Would you want support parking controls if neighbouring roads did?					
	YES	NO	UNSURE	% YES	% NO	% UNSURE
Copse Hill	3	2	1	50%	33%	17%
Rokeby Place	7	0	1	88%	0%	12%
Thurstan Road	11	3	1	73%	20%	7%
Total	21	5	3	72%	17%	10%

4.6 Residents were also asked which days of operation they would prefer if a CPZ was introduced in their road. Results show that 59% of respondents prefer Monday – Friday and 41% support Monday - Saturday as shown in table 3 below.

Table 3 – summary of results to question: Preferred days of operation?

ROAD	PREFERRED HOURS OF OPERATION			
	MON - FRI	MON - SAT	% MON - FRI	% MON - SAT
Copse Hill	3	3	50%	5%
Rokeby Place	6	2	75%	25%
Thurstan Road	8	7	53%	47%
Total	17	12	59%	41%

4.7 Residents were further asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 52% of respondents prefer 8.30am – 6.30pm, while 28% prefer 10am – 4pm and 20% prefer 11am – 3pm.

Table 4 – summary of results to question: Preferred hours of operation?

ROAD	PREFERRED HOURS OF OPERATION					
	8.30am - 6.30pm	10am – 4pm	11am – 3pm	% 8.30am – 6.30pm	% 10am – 4pm	% 11am – 3pm
Copse Hill	4	1	1	66%	17%	17%
Rokeby Place	4	3	1	50%	38%	12%
Thurstan Road	7	4	4	46%	37%	37%
Total	15	8	6	52%	28%	20%

4.8 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 against the proposed measures.

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 Thurstan Road, Rokeby place and Copse Hill between its junctions with Cottenham Drive and Drax Avenue VSW2 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-349-01 and attached in Appendix 1.

5.2 It recommended that a statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions in the Thurstan Road area as shown in Drawing No. Z78-349-01 and attached in Appendix 1.

5.3 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.

5.3.1 In November 2016, the Council introduced a Diesel Levy to all those permit holders with a diesel vehicle. The Levy is applied incrementally over the next 3 financial years with costs set at 2017/18 = £90, 2018/19 = £115 and 2019/20 = £150. The Diesel Levy will be in addition to the cost of permit. 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.

5.4 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.

5.5 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.

5.6 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 in November/December 2017. 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 £10k. 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 2017/18 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 which is supported by majority as demonstrated via the informal consultation. Not to progress the proposed measures will do nothing to address existing parking difficulties and will not 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.

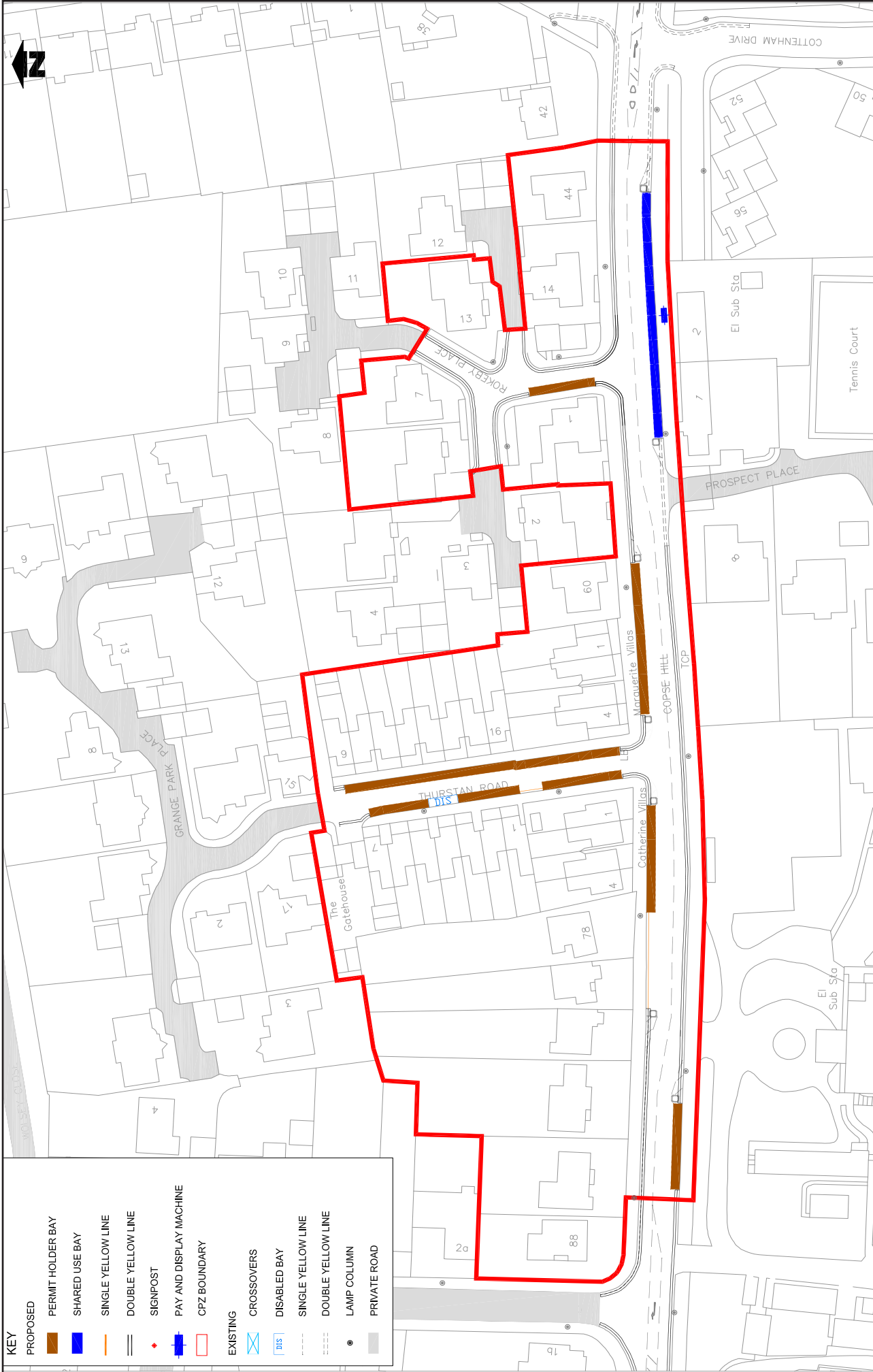
13. APPENDICES

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

Appendix 1 – Drawing No. Z78-249-01

Appendix 2 – Informal consultation document.

Appendix 3 – Statutory Consultation Documents



KEY	
	PROPOSED
	PERMIT HOLDER BAY
	SHARED USE BAY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE
	SIGNPOST
	PAY AND DISPLAY MACHINE
	CPZ BOUNDARY
	EXISTING
	CROSSOVERS
	DISABLED BAY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE
	LAMP COLUMN
	PRIVATE ROAD

Recommended Approved upon the Proposed Scheme PROJECT
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Drawn by: SC Checked by: (blank) Date: Aug 2017

Approved by: (blank) Date: (blank)

Drawn by: Z87-349-01

Checked by: (blank)

Approved by: (blank)

Scale: CONSULTATION

Date: NTS

CONTROLLED PARKING ZONE

VSW2

PROPOSED LAYOUT

Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

Notes
Do not scale from this drawing

Controlled Parking Zone (CPZ)

Proposed Zone VSW2 - Thurstan Road, Rokeby Place and Copse Hill



ISSUE DATE : 31 AUGUST 2017

Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in Thurstan Road, Rokeby place and Copse Hill between its junction with Cottenham Drive and its junction with Drax Avenue. This proposal is in response to a petition received from residents of Thurstan Road who are experiencing parking difficulties in their road.

To address residents' parking and access 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/cpzvsw2 or inspect a larger scale plan deposited at the Civic Centre reception and Wimbledon Library.

There is currently a CPZ on Copse Hill with operational hours of 8am-midnight. Should this new zone be implemented, the hours of this existing zone will be changed to reflect the hours of the new zone as chosen by the majority of consultees.

However, should the new zone not be progressed, subject to support, the Council will undertake a

consultation with those residents within the existing zone to change the hours of operation as already requested by some residents.

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.

www.merton.gov.uk

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 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/cpzvsw2. 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 **29 September 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/cpzvsw2

VILLAGE WARD COUNCILLORS

Cllr Hamish Badenoch
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Cllr John Bowcott
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Email: najeeb.latif@merton.gov.uk

Cllr Martin Whelton
Phone: 020 8545 3425
Cabinet Member for Environment,
Regeneration and Housing.
Email: martin.whelton@merton.gov.uk

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

www.merton.gov.uk

Public Consultation

Proposed Controlled Parking Zone VSW2, Thurstan Rd, Rokeby PI

We would like to know your views.

Please tick the appropriate boxes and return this card by 29 September 2017.

Please write in BLOCK capitals

Name:

Road:

Email:

Signature:

Property No./Name:

Post Code:

- 1. Are you a resident or business?
2. Do you support a proposed CPZ in your road?
4. Which hours of operation would you prefer?

Do you have any additional comments regarding the proposals? (Please write in BLOCK capitals)