

## 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 – formal consultation.

**2. Decision maker**

Cabinet Member for Regeneration, Environment and Housing

**3. Date of Decision**

14/02/2018

**4. Date report made available to decision maker**

08/02/2018

**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 result of the statutory consultation carried out between 4 December 2017 and 5 January 2018 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 making of the Traffic Management Orders (TMOs) and the implementation of the proposed VSW2 CPZ to include Thurstan Road, Rokeby place and Copse Hill between its junctions with Cottenham Drive and Drax Avenue, 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 making 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**

- 1) Support shown in the statutory consultation for the implementation of controlled parking in the Thursten Road area.
- 2) The introduction of 'At any time' waiting restrictions will improve road safety at junctions.

**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](mailto: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  
14 February 2018

**Committee:** Cabinet Member Report

**Date:** 07 February 2018

**Agenda item:**

**Wards:** Village

**Subject:** Proposed VSW2 CPZ - Thurstan Road area – formal 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

Contact Officer: Paul Atie, Tel: 020 8545 3337

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

**Recommendations:**

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

- A) Notes the result of the statutory consultation carried out between 4 December 2017 and 5 January 2018 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 making of the Traffic Management Orders (TMOs) and the implementation of the proposed VSW2 CPZ to include Thurstan Road, Rokeby place and Copse Hill between its junctions with Cottenham Drive and Drax Avenue, 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 making 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 implement the above recommendations.

**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. **CONSULTATIONS UNDERSTAKEN**

##### INFORMAL CONSULTATION

- 4.1 The Council carried out an informal consultation between 7 and 29 September 2017 on the proposals to introduce a Controlled Parking Zone (CPZ) VSW2 to include Thurstan Road, Rokeby place and Copse Hill between its junctions with Cottenham Drive and Drax Avenue and associated yellow line restrictions.
- 4.2 The consultation resulted in a total of 29 questionnaires returned (after removing duplicates / multiple returns from some households) representing a response rate of 60%. A detailed road by road analysis of the results show that of the 29 who responded 72% support a CPZ, compared to 17% who do not and 10% who are unsure or did not comment. Residents were also asked which days / hours of operation they would prefer should the CPZ be introduced in their road. Results indicate that of the 29 who responded, 52% of respondents prefer 8.30am – 6.30pm, while 28% prefer 10am – 4pm and 20% prefer 11am – 3pm. 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.
- 4.4 The results of the consultation along with officers' recommendations were presented in a report to the Cabinet Member for Regeneration, Environment and Housing on 03 November 2017, after which the Cabinet Member approved the undertaking of the statutory consultation for the VSW2 CPZ to operate Monday – Friday, between 8.30am and 6.30pm.



#### 5. STATUTORY CONSULTATION

- 5.1 The statutory consultation on the Council's intention to introduce the VSW2 CPZ to include Thurstan Road, Rokeby place and Copse Hill between its junctions with Cottenham Drive and Drax Avenue was carried out between 4 December 2017 and 5 January 2018. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at

the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, as shown in Appendix 3, was also distributed to all those properties included within the consultation area.

5.2 The newsletter detailed the following information:

- The outcome of the informal consultation & subsequent Cabinet Member decision
- The undertaking of the statutory consultation
- A plan detailing the following:
  - Zone operational hours (Monday to Friday between 8.30am and 6.30pm)
  - Double yellow lines operating "at any time" without loading restrictions
  - The various parking bays
  - Zone boundary

5.3 The statutory consultation resulted in 3 representations received which include 1 representation in support and 1 comment and 1 against the proposed design requesting some permit parking spaces to be changed to shared use bays. Details of these representations along with officer's comments can be found in appendix 2.

#### **5.4 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.

### **6. PROPOSED MEASURES**

6.1 Based on the results of the informal and statutory consultations, it is recommended that the Traffic Management Orders TMOs be made to implement a VSW2 CPZ to include Thurstan Road, Rokeby place and Copse Hill between its junctions with Cottenham Drive and Drax Avenue, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-349-01 and attached in Appendix 1.

#### **6.2 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.

6.3.1 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.

#### **6.4 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.

#### **6.5 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.

#### 6.6 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.

### 7. **TIMETABLE**

- 7.1 If a decision is made to proceed with the implementation of the proposed CPZ, Traffic Management Orders could be made within six weeks after the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. A newsletter will be distributed to all the premises within the consulted area informing them of the decision. The measures will be introduced soon after.

### 8 **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.
- 8.2 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.

### 9. **LEGAL AND STATUTORY IMPLICATIONS**

- 9.1 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.
- 9.2 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.
- 9.3 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.

### 10. **HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS**

- 10.1 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.
- 10.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.



- 10.3 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.
- 10.4 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.

## **11. CRIME AND DISORDER IMPLICATIONS**

- 11.1 N/A

## **12. RISK MANAGEMENT IMPLICATIONS**

- 12.1 The risk of not progressing the proposed measures will do nothing to address existing parking difficulties and will not assist the residents. It will also do nothing to address the obstructive parking that has been identified.
- 12.2 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.

## **13. ENVIRONMENTAL IMPLICATIONS**

- 13.1 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.
- 13.2 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.

## **14. APPENDICES**



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

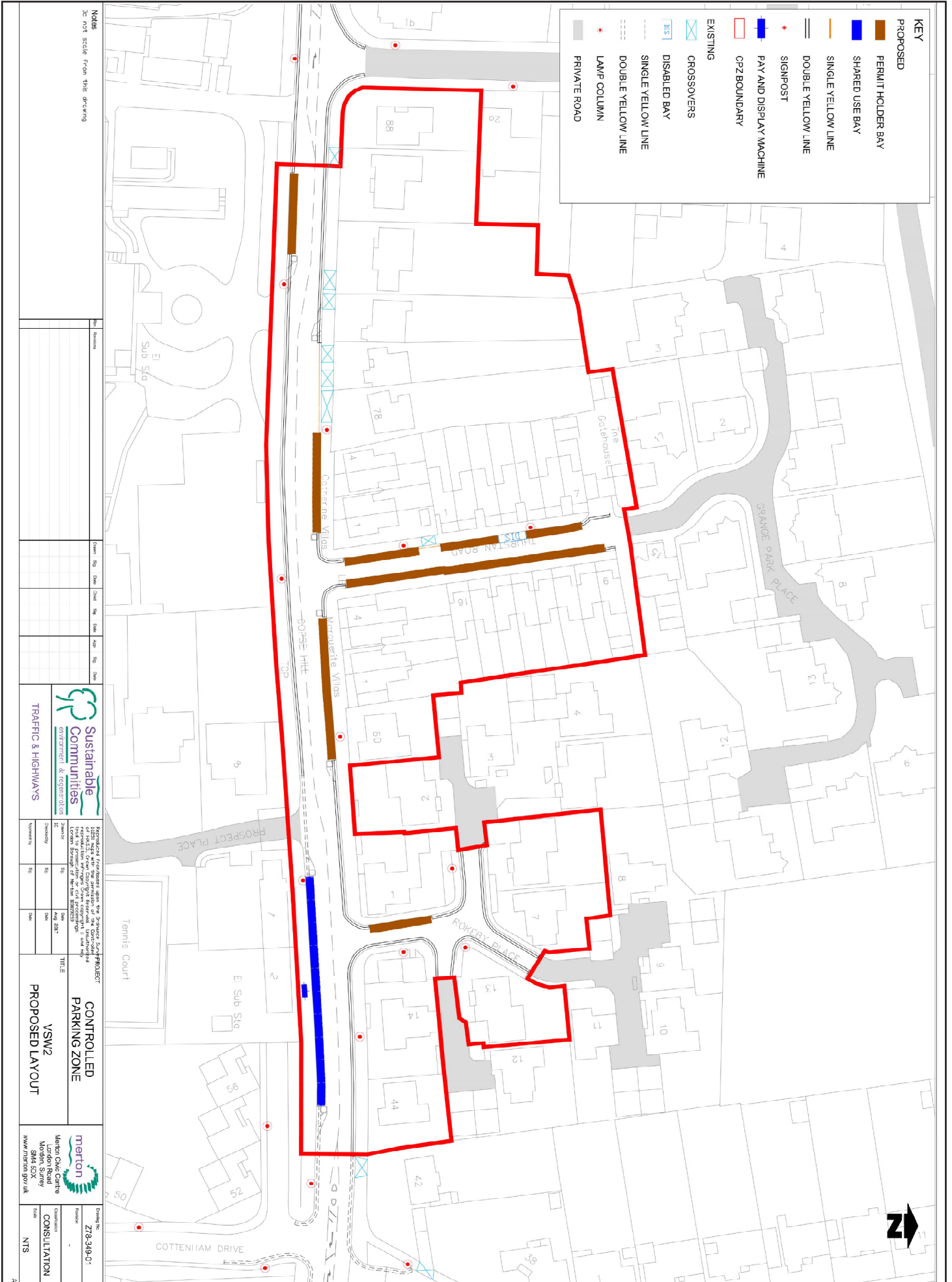
Appendix 1 – Drawing No. Z78-249-01

Appendix 2 – Representations and Officers comments.

Appendix 3 – Statutory Consultation Documents

## **15. BACKGROUND PAPERS**

15.1 Informal consultation report.



**Representation - Support**

**001 Rokeby Place**

We are very pleased that you have included Rokeby Place in your proposed plans. We strongly support yellow lines in Rokeby Place as in the absence of such we have no doubt that we will face greater problems as it would be an open invitation to commuters who are currently parking in nearby streets. We have already highlighted the danger to children and motorists by the way some cars are left on the kerb of our street. We are open to either single or double lines whichever option is the safest in your view. Thank you for listening to the residents of Rokeby Place and we look forward to the works as soon as possible.

**Officer's comment**

The proposed double yellow lines will operate at all times ensuring clear access at all times.

**COMMENTS**

**002 Rokeby Place**

Further to my response to the initial consultation, I wish to confirm that my preference, which I believe is shared by the majority of residents, is that the double yellow lines should be replaced by single yellow lines, except at the entrance to Rokeby Place. Also that the time restriction on the yellow lines should be 10.00am to 4.00 pm Monday to Friday.

**Officer's common**

The hours of operation has been based on majority support from those residents who responded to the informal consultation which was not met with any objections during the statutory consultation. In general single yellow lines operate same as the CPZ hours of operation – in this case Monday to Friday, between the hours of 8:30am and 6:30pm. The proposed double yellow lines will operate at all times ensuring clear access at all times.

**Representation against**

**006 Copse Hill**

Having reviewed the latest information, the proposals are objected to as there are insufficient shared bays, those opposite the former hospital entrance should be shared and the time of operation for this area should be reduced to half day ie 9 to 12 or 1 to 3pm

**Officers comment**

We do not receive enough request to change the permit bay outside the old hospital therefore there will be no changes made at this point in time.

Majority of residents who responded during the informal consultation chose the hours of operation of the zone which was consulted upon during the statutory consultation. To change the hours of operation the Council would require a petition from majority of residents within the zone. When the petition is received, the council will have to carry out further consultations to determine whether or not the hours of operation would change or not. This would need to be programmed accordingly.



## Controlled Parking Zone (CPZ)

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



ISSUE DATE : 30 NOVEMBER 2017

### Dear Resident/Business

The purpose of this leaflet is to let you know of the outcome of the informal consultation carried out in September 2017 on the proposal to introduce a controlled parking zone (CPZ) in your road.

### VSW2 CPZ CONSULTATION RESULTS

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. Of the 29 who responded, 72% support a CPZ in their road, compared to 17% who do not and 10% who are unsure. For further details please refer to the report online for consultation results and officers recommendations. [www.merton.gov.uk/cpzvsw2](http://www.merton.gov.uk/cpzvsw2)

The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Environment, Regeneration and Housing on 23 October 2017. The report and the decision sheet can be viewed on our website. [www.merton.gov.uk/cpzvsws](http://www.merton.gov.uk/cpzvsws). The following recommendations which were made to the Cabinet Member have now been agreed:

- 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.
- 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.

### WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing or email to [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) by no later than 5 January 2018 quoting reference ES/VSW2. Objections must relate only to the elements of the scheme that are subject to this statutory consultation

A copy of the proposed Traffic Management Orders (TMOs), a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm. This information is also available on Merton Council's website [www.merton.gov.uk/cpzvsw2](http://www.merton.gov.uk/cpzvsw2) and Wimbledon Library.

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Environment and Housing. Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.

The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.

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](http://www.merton.gov.uk/cpzvsw2)

[www.merton.gov.uk](http://www.merton.gov.uk)

#### VILLAGE WARD COUNCILLORS

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(The contact details of Ward Councillors are provid-