

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



**Democracy Services
London Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX**

**Direct Line: 0208 545 3356
Email: democratic.services@merton.gov.uk**

Date: 30 July 2018

Dear Councillor

**Notification of a Decision taken by the Cabinet Member for
Regeneration, Environment and Housing**

The attached non-key decision has been taken by the Cabinet Member for Regeneration, Environment and Housing, with regards to:

- Rodney Place – Informal Consultation on SW1 CPZ

and will be implemented at **noon on Thursday 2 August** unless a call-in request is received.

The [call-in](#) form is attached for your use if needed and refers to the relevant sections of the constitution.

Yours sincerely

**Lisa Jewell
Democracy Services**

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

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 SW1 CPZ - Rodney Place – informal consultation

2. Decision maker

Councillor Martin Whelton, Cabinet Member for Regeneration, Transport and Housing.

3. Date of Decision

27 July 2018

4. Date report made available to decision maker

27 July 2018

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

6. Decision

- A) Notes the result of the informal consultation carried out between 8 June and 6 July 2018 on the proposals to introduce Controlled Parking Zone (CPZ) SW1 in Rodney Place.
- B) Agrees to proceed with a statutory consultation to introduce a proposed SW1 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-353-01 and attached in Appendix 1 Rev A.
- 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. Z78-353-01 Rev A and attached in Appendix 1.
- D) Agrees to introduce additional parking spaces on the footway outside No. 10 and 11 Rodney Place as shown in Drawing No. Z78-353-01 Rev A and attached in Appendix.
- E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

- 1) Support for the introduction of a controlled parking zone from residents of Rodney Place in the consultation
- 2) The imminent start of work from Clarion Housing on the Lampworks site will put further pressure on parking spaces

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8. Alternative options considered and why rejected

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.

9. Documents relied on in addition to officer report

10. Declarations of Interest

None

11. 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.



Councillor Martin Whelton

Cabinet member for regeneration, housing and transport

27/7/2018

Committee: Cabinet Member Report

Date: 26 July 2018

Agenda item:

Wards: Abbey

Subject: Proposed SW1 CPZ - Rodney Place – informal consultation.

Lead officer: Chris Lee, Director of Environment & Regeneration.

Lead member: Councillor Martin Whelton, Cabinet Member for regeneration, housing and transport.

Forward Plan reference number: N/A

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 8 June and 6 July 2018 on the proposals to introduce Controlled Parking Zone (CPZ) SW1 in Rodney Place.
- B) Agrees to proceed with a statutory consultation to introduce a proposed SW1 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-353-01 and attached in Appendix 1 Rev A.
- 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. Z78-353-01 Rev A and attached in Appendix 1.
- D) Agrees to introduce additional parking spaces on the footway outside No. 10 and 11 Rodney Place as shown in Drawing No. Z78-353-01 Rev A and attached in Appendix.
- 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 Council's proposals to introduce a CPZ (SW1) in Rodney place and seeks approval to carry out a statutory consultation on the above recommendations.

2. DETAILS

2.1 The key objectives of parking management include:

- Tackling 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 2017 some residents of the Rodney Place petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ) in their road. This instigated the start of the consultation process. The consultation was expedited due to the impending works on the neighbouring Housing estate.

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.

4. INFORMAL CONSULTATION

- 4.1 The informal consultation on proposals to introduce parking controls in Rodney Place commenced on 8 June and ended on 6th July 2018. 18 premises were consulted via documents containing a newsletter explaining the proposals and an associated plan showing the proposed parking layout. Residents were directed to the Council's website to fill in the online questionnaire and view a copy of frequently asked questions. 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 10 questionnaires returned, representing a response rate of 55%.
- 4.4 Of the 10 who responded, 80% support a CPZ in their road and 20% who are unsure, as shown in table 1 below

Table 1 – summary of results to question: Do you support a CPZ?

ROAD	DO YOU SUPPORT A CPZ					
	YES	NO	UNSURE	% YES	% NO	% UNSURE
Rodney Place	8	0	2	80%	0%	20%
Total	8	0	2	80%	0%	20%

- 4.5 Residents were also asked which days of operation they would prefer if a CPZ was introduced in their road. Results show that 60% of respondents prefer Monday – Friday and 40% 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
Rodney Place	6	4	60%	40%
Total	6	4	60%	40%

- 4.7 Residents were further asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 70% 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
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	8.30am - 6.30pm	10am – 4pm	11am – 3pm	% 8.30am – 6.30pm	% 10am – 4pm	% 11am – 3pm
Rodney Place	7	2	1	70%	20%	10%
Total	7	2	1	70%	20%	10%

4.8 A number of respondents expressed concerns about loss of parking space should a CPZ be introduced and the consequence of insufficient parking to satisfy residents' demands. Within any parking management design, every effort is made to maximise the number of safe parking spaces; however, it is important to note that safety and access always takes priority over parking. However, it is recommended that the Cabinet Member agree to the addition of three additional parking bays on the footway outside Nos. 10 and 11 Rodney Place as shown in Drawing No. Z78-353-01 Rev A and attached in Appendix 1

4.9 Ward Councillor Comments

The local Ward Councillors have been fully engaged during the consultation process. Although the Ward Members have been advised of the outcome of the consultation and officer's recommendations, at the time of writing this report, no comments have been received 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 Rodney Place in SW1 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-353-01Rev A 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 Rodney Place as shown in Drawing No. Z78-353-01 Rev A 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. It was agreed that the Levy would be applied incrementally over a 3-financial year 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 Following requests from some residents and concerns raised over access, safety and lack of parking particularly due to the impeding construction works of the phase 1 of the neighbouring housing estate, consideration is being given to expediting the time table for the statutory consultation. At the time of writing this report, it is envisaged that the statutory consultation is carried out in August 2018, subject to majority of Ward Councillors agreeing to this time table. 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 details 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 £7k. 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 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. 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.
- 11.3 There is a risk in undertakings a statutory consultation during school holidays in August. In the event of receiving objections in terms of the timing of the consultation, the Council can then consider extending the consultation or redo the consultation should it be deemed necessary.

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. Z78-253-01 Rev A
Appendix 2 – Informal consultation document.

Controlled Parking Zone (CPZ)

Proposed Zone SW1 - Rodney Place



ISSUE DATE : 8 JUNE 2018

Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in Rodney Place. This proposal is in response to a petition received from residents of the Rodney Place who are experiencing parking difficulties in their roads.

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 hereby allowing residents to choose the hours of operation. You can view the plans on the website www.merton.gov.uk/cpzsw1 or inspect a larger scale plan deposited at the Civic Centre reception and Wimbledon 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 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 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 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. It is still effective in preventing commuters and other long stay parking. However, it may encourage

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short-term parking outside the operating times by non-residents or businesses. Residents returning 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/cpzsw1. 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 **6 July 2018** 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.

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/cpzsw1

ABBAY WARD COUNCILLORS

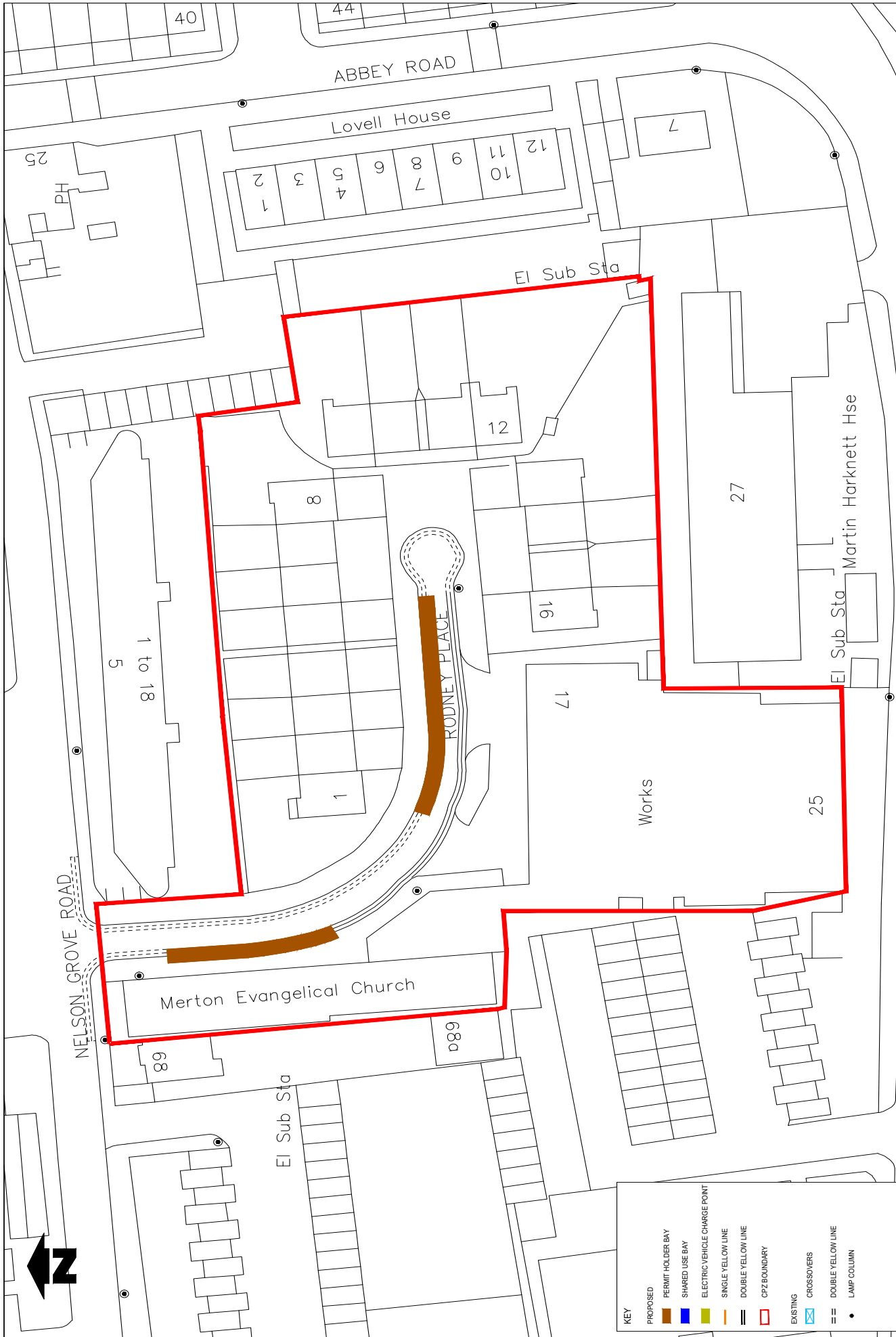
Cllr Nigel Benbow
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Cllr Eleanor Stringer
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Cllr Martin Whelton
Phone: 020 8545 3425
Cabinet Member for Regeneration, Transport and Housing.
Email: martin.whelton@merton.gov.uk

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



KEY

- PROPOSED PERMIT HOLDER BAY
- PROPOSED SHARED USE BAY
- PROPOSED ELECTRIC VEHICLE CHARGE POINT
- EXISTING SINGLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- EXISTING CPZ BOUNDARY
- EXISTING CROSSOVERS
- EXISTING DOUBLE YELLOW LINE
- EXISTING LAMP COLUMN

PROJECT	CONTROLLED PARKING ZONE	
TITLE	SW1 PROPOSED LAYOUT	
PROJ No	Z87-353-01	Revision
Client	Merton Civic Centre	Consultant
Location	London Road	Scale
Project Name	Merton Civic Centre	NTS
Project Address	London Road	
Project Postcode	SW1	
Project Contact	Merton Civic Centre	
Project Phone	020 8871 2000	
Project Email	www.merton.gov.uk	
Project Website		
Project Manager		
Project Designer		
Project Checker		
Project Approver		
Project Date		
Project Status		
Project Notes		

Sustainable Communities
Environment & Regeneration

TRAFFIC & HIGHWAYS

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Merton Council - call-in request form

1. Decision to be called in: (required)

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2. Which of the principles of decision making in Article 13 of the constitution has not been applied? (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution - tick all that apply:

(a) proportionality (i.e. the action must be proportionate to the desired outcome);	
(b) due consultation and the taking of professional advice from officers;	
(c) respect for human rights and equalities;	
(d) a presumption in favour of openness;	
(e) clarity of aims and desired outcomes;	
(f) consideration and evaluation of alternatives;	
(g) irrelevant matters must be ignored.	

3. Desired outcome

Part 4E Section 16(f) of the constitution- select one:

(a) The Panel/Commission to refer the decision back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns.	
(b) To refer the matter to full Council where the Commission/Panel determines that the decision is contrary to the Policy and/or Budget Framework	
(c) The Panel/Commission to decide not to refer the matter back to the decision making person or body *	
* If you select (c) please explain the purpose of calling in the decision.	

4. Evidence which demonstrates the alleged breach(es) indicated in 2 above (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution:

5. Documents requested

6. Witnesses requested

7. Signed (not required if sent by email):

8. Notes – see part 4E section 16 of the constitution

Call-ins must be supported by at least three members of the Council.

The call in form and supporting requests must be received by 12 Noon on the third working day following the publication of the decision.

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor’s email account (no signature required) to democratic.services@merton.gov.uk
- **OR** as a signed paper copy to the Head of Democracy Services, 7th floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy Services on 020 8545 3864