

# Agenda Item 5

## Sustainable Communities Overview and Scrutiny Panel

**Agenda item:** 5  
**Wards:** All  
**Subject:** **Town Centre Parking and Parking at Neighbourhood Shopping Parades – Report for information**  
**Lead officers:** John Hill (Head of Public Protection) Paul Walshe (Parking Services Manager) James McGinlay (Head of Sustainable Communities) Mario Lecordier (Traffic and Highways Manager)  
**Lead member:** Councillor Judy Saunders - Cabinet Member for Environmental Cleanliness and Parking - Councillor Andrew Judge Cabinet Member for  
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**Recommendation:** That Members note the content of this report.

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### 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 This report provides an update on the improvements which have been made to Town Centre facilities and some Designated Shopping parades including parking / loading provisions; electronic parking signs; cashless parking; and simplification of tariff structures. It also sets out the areas that require further investigation/work to be programmed within the next financial year 2015/16

### 2. DETAILS

2.1 The Sustainable Communities Overview and Scrutiny Panel met on the 13th February 2013 to discuss the Town Centre Parking Review. The Panel agreed to forward their comments and recommendations to the Cabinet for consideration of the Town Centre Parking Review at their meeting on 11th March 2013. Members supported the recommendations of the Town Centre Parking Review. A summary of the progress against actions is appended at Appendix 2.

2.1.2 Town centre Parking - On the 28<sup>th</sup> October 2014 cashless parking was introduced to all (15) Council managed car parks. This allows users to purchase paid for parking in minute values if required. It is envisaged that cashless parking will be rolled out to all 341 of the On Street pay and display machines by the 1<sup>st</sup> April 2015.

It is our intention to introduce a simpler charging structure which will be easier to understand and offer lower charges away from town centres. The structure will work in multiples of pence per minute and together mobile phone payment will greatly assist in helping motorists park easily. We will reduce the number of hourly tariffs from 13 to 4 for all On Street pay and display tariff structures by the 1<sup>st</sup> April 2015. This will simplify the current tariff structure whilst allowing customers to purchase the exact time they wish to park thus eliminating overpayments due to insufficient change.

- 2.1.3 In the new financial year, it is proposed to review the current fixed parking signs and lines in the Town Centres with a view of making them clearer and easier to understand where statutory regulations allow. It is, however, important to note that all signs must adhere to Traffic Signs Regulations & General Directions 2002.
- 2.1.4 We have discussed with private car park owners over the past 2 years but so far failed to reach an agreement on funding signage. Parking Services met with the Wimbledon Town Centre Manager and the private car park owners for Wimbledon Town Centre most recently on the 28<sup>th</sup> January 2015 concerning a partnership arrangement for the funding of electronic parking signs, which will show the availability of car park parking spaces at the town centre car parks. The costs to implement these changes would be in the region of £150k to £170k capital cost with an annual cost of 20k plus for maintenance. A cheaper alternative would be an increase in the number of signs strategically placed in and around the Town Centre. The matter is now with Town Centre partners for consideration and we will progress as funds and agreement allows.

### 3. Neighbourhood Shopping Parades

- 3.1.1 Following the report presented to Sustainable Communities Overview and Scrutiny Panel on 12<sup>th</sup> November 2013 and the resolution, Traffic & Highways in conjunction with Chamber of Commerce, Members and business associations identified a list of shopping parades that could benefit from parking management. It should be noted that officers have considered the 34 designated neighbourhood shopping parades as well as other known shopping parades that are not within the designated list.
- 3.1.2 Neighbourhood parades / local shopping parades play an important role in serving residents' shopping needs. These businesses rely on the local community as well as passing trade. Additionally there is a requirement for loading / unloading facility. Many of these businesses are based on Distributor Roads and any parking proposal must accommodate the need to maintain access, flow of traffic and safety.
- 3.1.3 Parking control is used as a method to manage congestion and traffic flows as well as improve safety. These responsibilities are set within the content of national and London wide strategies including the Mayor's Transport Strategy. Our ambition to support business and to sustain thriving retail opportunities, through our Core Strategy and Economic Development Strategy is set alongside our duty to manage traffic flows and congestion in Merton.
- 3.1.4 Following the report presented to Sustainable Communities Overview and Scrutiny Panel on 12<sup>th</sup> November 2013 and its resolution, Merton's Parking Services and Traffic and Highways teams have used capital funding to investigate and implement parking improvement measures to support local businesses and residents. An update on the shopping parade is attached as Appendix 1 to this report.
- 3.1.5 It is important to note that parking is at a premium. There is high level of demand from all user groups – passing trade; local residents; businesses; workers and commuters. Within any parking management measure, every effort is made to reach a balance but often the needs of residents are given priority particularly within Controlled Parking Zones. For the Council to be able to improve parking

for customers and loading / unloading facilities, there will be a need to apply restrictions that could adversely affect residents and the Council must, therefore, be mindful when amending existing parking bays in residential roads in favour of business

- 3.1.6 The Council must also be mindful of its statutory duties in maintaining traffic flows with safety and access being given priority over parking.

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#### **4. ALTERNATIVE OPTIONS**

- 4.1 Do nothing. This will not address the needs of the businesses within Merton; it will lead to loss of confidence in the Council and will do nothing in supporting local businesses or reducing traffic congestion.

#### **5. CONSULTATION UNDERTAKEN**

- 5.1 There has been no additional consultation related to this report Changes to parking regulations at Town centres and Shopping parades are subject to consultation.

#### **6. TIMETABLE**

- 6.1 All outstanding works and other improvement works will need to be programmed accordingly within the new financial year based on available resource.

#### **7. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

- 7.1. All the works will be completed within existing resources and over the next financial year where possible. Programming over a period of time will allow funding to be identified.

#### **8. LEGAL AND STATUTORY IMPLICATIONS**

- 8.1 The Council is required to issue a Notice of Variation - Under Section 35C and 46A of the Road Traffic Regulation Act 1984, a Local authority has powers to vary off and on-street parking charges respectively. In both cases a Notice is published in a newspaper circulating in the local area giving at least 21 days notice of the variation. The Notice does not invite representation, and its effects become operational at the end of the Notice period.
- 8.2 As part of the Council's legal obligation it is not our intention to make these changes for the purpose of raising revenue as describe in the above report
- 8.3 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.

#### **10. CRIME AND DISORDER IMPLICATIONS**

- 10.1 None for the purposes of this report.

#### **11. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

11. 1 None for the purposes of this report.

**12. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

12.1 None for the purposes of this report.

**APPENDICES**

Appendix 1: - Shopping parades that have been improved; those that have been investigated but to be progressed; those to be investigated and programmed

Appendix 2: Outcomes of progress and actions

**Appendix 3:** Details of the existing charges and the proposed changes for Town Centre Tariffs

**BACKGROUND PAPERS**

None for the purpose of this report

**Appendix 1**

**Shopping parades that have been completed**

| Location  | Action   |
|---|--|
| Kingston Rd / Oxford Ave – 5F<br>RAYNES PARK - 288-312 Kingston Road  | Permit bays converted to shared use bays.  |
| <i>SOUTH WIMBLEDON - 80-112 Kingston Road</i><br>Kingston Rd / Kirkley Rd   | Footway parking on Kingston Rd with 20 mins free parking   |
| RAYNES PARK - 407a-425 Kingston Road  | Footway parking. P&D bays. 20 minutes free   |
| Kingston Road - Wimbledon Chase   | Free parking along the section of Kingston Road that is not subject to a CPZ. Max. stay 2 hours free.  |
| Kingston Road - Wimbledon Chase zone 5F.  | - Permit Holder bays in Kingston Rd have been converted to Shared Use bays   |
| Firstway - Raynes Park -  | converted single yellow line to parking bays; 1 hour free parking. This is to accommodate businesses on Kingston Road                                      |
| Botsford Road –   | Free bays with max 2 hours stay. This is to accommodate businesses on Kingston Road  |
| Church Road, Allington Close Wimbledon<br><b>Under experimental Order</b>   | Experimental Order to allow parking during peak period<br>Additional P&D bays<br>Converting Permit bays to shared use bays                                 |
| Kingston Road (South Wimbledon Station)<br><b>Under experimental Order</b>  | Reviewed existing parking and loading provisions during peak periods<br>Introduced cycle parking<br>Footway improvement<br>20 mins free parking            |
| The Rush  | Introduction of 20 mins free   |
| The Broadway  | Introduction of 20 mins free<br>Allow parking during peak periods  |
| Merton High Street  | New parking and loading bays<br>Cycle parking  |
| Streatham Rd Shop front<br>189-191 & 184-186  | Layby<br>Restricted loading & free parking max stay 2 hours.   |
| London Road - Tooting Station   | Introduction of P&D bays with 20 minutes free  |
| Burlington Rd   | P&D bays with 20 mins free   |
| West Barnes Lane (Motspur Park Station)   | limited free parking   |
| London Rd, Tooting  | P&D bays with 20 mins free   |
| WIMBLEDON - 7-27 Leopold Road   | Double yellow lines to allow loading and prevent footway parking   |
| WIMBLEDON - 8-32 Leopold Road   | Loading bay; P&D bays with 20 mins free  |
| West Barnes Lane (Raynes Pk) opposite Waitrose - Abandoned due costs £53k-<br>This has been rejected by the Raynes Park association | limited free parking & Permit bay parking bays<br>The Cabinet member & officers do not believe this to be value for money unless the businesses contribute |

**Those that have been investigated but are subject to further work and / or a statutory consultation to be progressed within the new financial year**

| <b>Location</b>  | <b>Proposal</b>  |
|--|--|
| West Barnes Lane -   | Introduce limited parking; waiting restrictions & consolidate all restrictions/TMO<br>Statutory consultation currently in progress– Feb 2015   |
| Kingston Rd at its junctions with Palmerston Rd / Russell Rd / Gladstone Rd  | Add new P&D bays with 20 mins free parking<br>On hold due to new development site at Palmerston Rd/Kingston Rd – as instructed by Cabinet Member<br>Awaiting the completion of the Art School Development  |
| Durham Rd/ Coombe Lane / Worple Rd<br>Business association have undertaken own consultation. Businesses do not want any change. This is in line with Council's own consultation. | Removal of peak period and the introduction of P&D on south side of Worple Rd between Lambton Rd and Pepys Rd<br>Introduction of P&D shared use bays with 20 mins free parking<br>It has been agreed to hold off until impact of RPC zone is concluded<br>RPC is currently being implemented |
| Martin Way – within vicinity of 186<br>To be done this financial year  | Parking bays – 7am-7.00pm – 30 minutes free. No return within 2 hours  |
| Martin Way – within vicinity of 258 and those opposite the road<br>To be done this financial year  | Parking bays – 7am-7.00pm – 30 minutes free. No return within 2 hours  |
| Central Rd (Abbotsbury Rd – Morden Hall Rd)  | Introduction of 20 mins free   |

### Those to be investigated and programmed

| <b>Neighbourhood Parade</b>   | <b>Status</b>  |
|---|--|
| WIMBLEDON - 284-296 Haydons Road  | To be investigated further - change bays to P&D with 20 mins free        |
| WIMBLEDON - 319-335 Haydons Road  | To be investigated further - change bays to P&D with 20 mins free        |
| WIMBLEDON - 65-87 Ridgway   | To be investigated - introduce 20 mins free.                             |
| WIMBLEDON - 373-421 Durnsford Road  | To be investigated -   |
| MERTON PARK - 142 -156 Merton Hall Road   | To be investigated further - introduce 20 mins free                      |
| MORDEN - 244-260 Martin Way<br>186 Martin Way has also been added as per Leader's request | To be investigated – loading provisions; free limited short term parking |
| MITCHAM - 291a-307 Northborough Road  | To be investigated -   |
| MITCHAM - 297-301 Tamworth Lane   | To be investigated -   |
| MITCHAM - 45-61 Church Road   | To be investigated -   |
| MITCHAM - 366-378 Grove Road  | To be investigated -   |
| MORDEN - 135-151 Cannon Hill Lane   | To be investigated -   |

|                                    |                      |
|------------------------------------|----------------------|
| MORDEN - 50-60 Central Road        | To be investigated   |
| MORDEN - 300-372 Grand Drive       | To be investigated   |
| MORDEN - 43-55 Martin Way          | To be investigated - |
| MITCHAM - 207-219 Manor Road       | To be investigated - |
| MITCHAM - 158-174 Chestnut Grove   | No demand            |
| MITCHAM - 10-32 South Lodge Avenue | No demand            |
| MORDEN - 99-115 Green Lane         | No demand            |

**Undesignated Shopping Parades to be investigated**

|                                       |
|---------------------------------------|
| MITCHAM - Rowan Road - 168            |
| MITCHAM - Rowan Road – 15-25          |
| MITCHAM - Rowan Road – 174-186        |
| MITCHAM – Tamworth lane / Acacia Road |
| MITCHAM – 42-46 Tamworth Lane         |

**TFL NETWORK - Merton Council has no jurisdiction and any proposal would need to be carried out in partnership with TfL**

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|--|
| MORDEN - 11-27 Tudor Drive                       |
| MORDEN - 41b-49 Epsom Road                       |
| COLLIERS WOOD - 97-103 Colliers Wood High Street |
| COLLIERS WOOD - 29-43 Colliers Wood High Street  |
| COLLIERS WOOD - 148-188 Merton High Street       |
| COLLIERS WOOD - 2-34 Christchurch Road           |
| MORDEN - 41-61 St Helier Avenue                  |

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