

LONDON BOROUGH OF RICHMOND UPON THAMES

ENVIRONMENT AND SUSTAINABILITY OVERVIEW AND SCRUTINY COMMITTEE

Agenda Item No.

5

DATE: 28 JUNE 2006

REPORT OF: HEAD OF TRANSPORT PLANNING SERVICE

SUBJECT: CONTROLLED PARKING ZONE POLICY

WARDS: ALL

1. SUMMARY

1.1 This report reviews the Council's policy for investigating potential controlled parking zones (CPZs), consulting over proposed CPZs and evaluating the results of consultation.

1.2 This report also reviews the policy on other minor parking-related changes, requests which are received by officers and ward councillors throughout the year.

2. RECOMMENDATION

That the Committee comments on the proposed CPZ policies which are due to become operational from August 1 2006, as detailed in paragraphs 3.7 to 3.17 and Appendices 1 and 2.

3. DETAIL

3.1 This report reviews the Council's policies for assessing the need for and introducing controlled parking zones.

Background

3.2 The Council receives many reports of concerns about parking. These concerns often arise from parking by commuters. Residents request parking controls to provide them with priority parking space. Businesses, especially small shops, request parking controls to provide them with short stay parking spaces for their customers and to set aside areas for servicing.

3.3 Well - designed CPZs can provide benefits in prioritising parking space for residents and their visitors, short stay parkers and businesses. They can also improve road safety and traffic management.

3.4 Because there are many requests for parking controls it is necessary to have an agreed way of prioritising the work programme.

3.5 The way that consultation is carried out and evaluated is crucial to the consideration of future parking arrangements.

- 3.6 The new administration has an aspiration to promote sustainable transport and review and enhance consultation arrangements. As such it is appropriate to look again at CPZ policies as part of a wider review.

Prioritising CPZ Studies:

- 3.7 It is proposed to retain the current criteria for assessing the priority of a study to evaluate the need for and the proposed form of a CPZ (**Appendix 1**).
- 3.8 Reviews of the CPZ work programme will continue to be reported to Cabinet in March of each year to reassess the priorities for CPZ studies.

CPZ Study Consultation:

- 3.9 It is proposed to retain the current approach to the planning and design of consultation for CPZ studies (**Appendix 2**).

Evaluation of CPZ Study Consultation:

- 3.10 It is proposed to remove the requirement to meet set minimum response percentages in order to progress a CPZ. The intention of these was to restrict CPZ work to areas where there was overwhelming support. However, in practice this approach is inflexible. For example it tends to count abstentions as against and may not take sufficient account of strong support in a small, defined locality within a larger consultation area.
- 3.11 The current policy involves a two stage consultation process prior to traffic order advertisement. Results of the “1st stage” consultation establishes the initial level of support for a CPZ within the consultation area. The current criteria require a minimum of over 50% to be in favour of a CPZ (however wide the consultation area) and also a minimum of 30% of the total number consulted to be returned. If these minima are achieved, a “2nd stage” consultation is carried out (not necessarily within the whole of the previous consultation area) which requires a slightly increased support for a CPZ – again a minimum of over 50% to be in favour of a CPZ but at this stage the figure has to also be a minimum of 33% of the total number consulted to be returned.
- 3.12 The new approach proposes that at analysis stage of each consultation (both 1st and 2nd stage) the decision by the Cabinet Member for Traffic, Transport and Parking should be based on consideration of the response rate, the level of support among those responding in each road and within a viable area finally considered for a CPZ and congestion and road safety conditions. There will be no set numeric thresholds as such.
- 3.13 All consultation results will be reported to the Cabinet Member and ward councillors and the Transport Consultative Group. The Cabinet Member will decide on a fair way forward.

Other considerations

- 3.14 The Council will look to review any new parking controls within 6-12 months of implementation. The review will seek views on the design, hours of operation and whether the scheme should continue to remain in operation or extend if “overspill” parking to neighbouring streets occurs.
- 3.15 Where a CPZ consultation has been carried out and the Cabinet Member decides not to proceed, it is recommended that the area be not re-visited for at least two years unless the Cabinet Member requests a consultation sooner. This point must be clearly explained to

consultees at the same time as explaining the “knock-on” effect implications of being excluded from the scheme.

Minor related parking requests – Minor changes

- 3.16 The Council receives requests for yellow lines (waiting restrictions), new parking bays, changes to designation of parking bays and footway parking exemptions. These changes are extremely labour intensive and are batched for consideration 2/3 times a year. Resources and budgets need to take account of this need and where possible, opportunity will be taken to include a request in any scheduled traffic or parking related study or scheme in an area.
- 3.17 The Council also receives requests for white access protection markings (‘H’ bar markings) across vehicular crossovers purely as a request for the access to be kept clear. Due to cost and environmental implications of installing these markings, this provision was withdrawn at a Cabinet meeting in 2003. The Council similarly receives requests to install yellow lines across vehicular crossovers. Given the high number of crossovers in the borough resulting in a possible high demand for such a measure, it is recommended that both white access protection markings and yellow lines to protect access be only installed on exceptional circumstances. Specifically to yellow lines, these will be only be considered where it is practical to do so.

4. CONSULTATION

- 4.1 The formation of these policies take account of previous reviews on CPZ policies and past consultations. This report proposes a simpler and more flexible approach towards the consultation process in considering the parking views of communities.

5. FINANCIAL IMPLICATIONS

- 5.1 Costs for the consultation, design, implementation and review of new CPZs are usually met from the existing revenue budget. Careful consideration needs to be placed on allocating funding to cover initial costs of feasibility, consultation and implementation. Parking fees and charges are designed so that the income from CPZs during their first three years of operation cover the costs of consultation, design, implementation and review. Management and enforcement of CPZs in subsequent years are expected to be funded by fees, charges and penalty charge notice income.

6. POLICY IMPLICATIONS/CONSIDERATIONS

- 6.1 The proposed policies are reflective in the policies contained within the Unitary Development Plan and the Community Plan.

7. RISK ASSESSMENT

- 7.1 Risk assessments will be carried out prior to any CPZ being introduced to ensure that all considerations taken into account during the design and implementation processes.

8. EQUALITY AND HUMAN RIGHTS IMPACT/CONSIDERATIONS

- 8.1 The Council's CPZ consultations will involve considerations of the EINA as given in the EINA toolkit.

9. LEGAL IMPLICATIONS

- 9.1 The Council provides and manages its street parking operations exercising its powers under the Road Traffic Regulation Act 1984 and the Road Traffic Act 1991. The Council designs its CPZs primarily from established techniques and refers to the Parking Strategies and Management produced by the Institute of Highways and Transportation.

10. BACKGROUND DOCUMENTS:

Parking Enforcement Plan
Local Implementation Plan
Parking Strategies and Management publication

11. CONTACTS

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