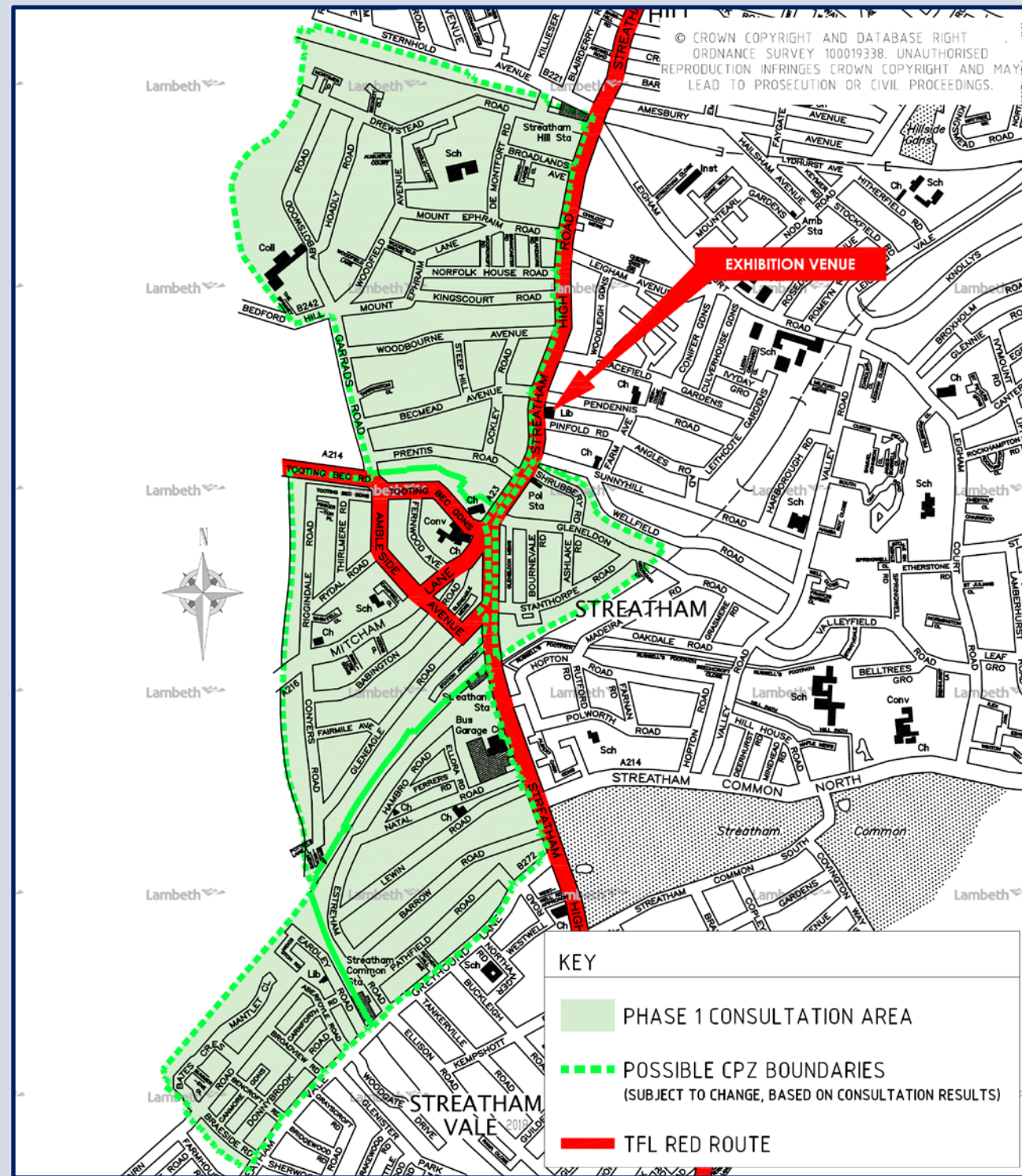


CPZ EXHIBITION / DROP IN SESSION

If you would like to discuss details of the proposals with officers please join us at
Tate Library, 63 Streatham High Rd, Streatham, London SW16 1PN on
Saturday 7 September 2019, between 10am and 4pm



ST LEONARDS WARD

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 Cllr Jonathan Bartley
 Cllr Nicole Griffiths

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STREATHAM SOUTH WARD

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 Cllr John Kazantzis
 Cllr Clair Wilcox

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Proposed Controlled Parking Zone/s

St Leonards & Streatham Vale West Area

Stage 1 Consultation



2 September 2019 – 30 September 2019

Dear Resident / Business

The purpose of this leaflet is to let you know the outcome of the Streatham area parking survey carried out during February/March 2018 and to describe how you can now put forward your views on proposals to introduce a Controlled Parking Zone (CPZ) in your area. The survey sought residents' views on parking controls in the three Streatham Wards (St Leonards, Streatham South and Streatham Wells).

Generally a majority of respondents to the survey in your area would like to be consulted on parking controls. For detailed results of the survey for all three wards broken down into individual roads and the decision report which includes information on plans for the phase 2 consultation of the remaining roads in the Streatham South area in 2020, please visit the survey webpage at www.lambeth.gov.uk/streathamcpz

After careful consideration of the survey data, it has been decided that the Council will consult to seek your views on proposals to introduce parking controls in St Leonards ward and Streatham Vale West as this area is currently under acute parking stress due to the rail station and could not withstand any further pressure from any displacement of a possible St Leonard's CPZ. The map overleaf sets out the areas included in phase 1.

Where can I see exactly what is being proposed in my area?

To view detailed maps showing how the proposals may affect you and to let us know your views on those proposals please visit the council website at, www.lambeth.gov.uk/stlcpz.

Alternatively, you can telephone us on 020 7926 6799 to request a paper copy of the map showing the detailed proposals where you live and a questionnaire with pre-paid return postage. Please mention St Leonards or Streatham Vale West when you leave your message. You may also view a copy of the maps at Brixton Library and Tate Streatham Library.

You are also invited to speak to officers at the CPZ Exhibition / Drop In Session on Saturday, 7 September 2019 at Tate Library, 63 Streatham High Rd, Streatham, London SW16 1PN between 10am and 4pm.

What is a Controlled Parking Zone (CPZ)?

A controlled parking zone is an area where parking restrictions favour the needs of residents, their visitors and any local businesses. All of the kerbside is marked either as a parking bay or as a yellow line. Parking bays are only marked where safety, access and sight lines are not compromised. A sign beside each bay explains what restrictions apply in terms of who can park there, at what times (the "controlled hours") and for how long. Yellow lines are marked where they either improve road safety or enable traffic to pass. A single yellow line means no parking is allowed during part of the day whilst double yellow lines mean no parking at any time. The operational times for single yellow lines are indicated on signs as drivers enter the zone. Subject to adhering to the Highway Code and there being no loading restrictions, drivers may stop on a single or double yellow line to load or unload goods for a limited period of time.

Please see the frequently asked questions (FAQ's) sheet enclosed.

What if I live on a private road or a housing estate?

Residents in these roads are being consulted for their views on the introduction of parking controls on the surrounding public highway roads only. If parking controls should be introduced in the surrounding public roads, all residents (including those in private and estate roads) who reside within the CPZ would be eligible to purchase a parking permit for the zone.

If there are changes proposed to parking arrangements on Housing estates, residents will be contacted by Lambeth Housing Services separately to this consultation.

How does a CPZ work?

All road space in a CPZ is managed by the introduction of parking controls. 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 single yellow lines (effective during the CPZ hours of operation) where the kerb is lowered, i.e. at crossovers for driveways.

The key objective of managing parking is to reduce and control non-essential parking and assist the residents, short-term visitors and the local businesses. Within any CPZ, only those within the zone are entitled to permits. This means that long-term parkers will not be able to park within the permit bays during the operational times.

Council appointed Civil Enforcement Officers will enforce the controls by issuing fines/Penalty Charge Notices (PCNs) to vehicles parked in contravention of the restrictions. Outside the controlled times the restrictions are not enforced.

However, Civil Enforcement Officers will issue PCNs for any other parking contravention such as parking on double yellow lines, footways and parking across individual crossovers without the property owner's consent. 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 the Council agrees, officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access.

What are the proposals?

This area is currently being proposed as new stand-alone zones, although it may be necessary to break the area up into smaller zones upon analysing the consultation results on a road by road basis. If your area becomes a new stand-alone zone you will adopt the hours and days of operation that the majority have chosen. However, based on the results it may be necessary for those supporting roads to become part of an extension to an existing neighbouring zone. If roads are added as extensions to existing zones they will adopt the hours and days of operation of the existing zone it is added to.

Operational Hours:

All day controls (8.30am to 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 parkers. However, it may encourage short-term parking by non-residents or businesses, such as shoppers outside the operating times. Residents returning from work later in the afternoon may find less available parking in their street due to this.

Two hour controls (10am – Noon) - This minimum restriction offers more flexibility to residents and their visitors than the part time day controls, reducing the amount of visitors' vouchers they would normally obtain, and is still effective in restricting long-term parking. However, it may encourage other short term parking outside the restricted time, by non-residents such as shoppers and other residents from neighbouring CPZs. Non-residents may also work their way around the two hour controls by moving their vehicles and then returning to park for the rest of the day.

Operational Days:

Monday to Friday – Most zones in the borough use this model of parking as it offers flexibility to residents and businesses over the weekend. However, there is a drawback in that visitors to the area might reduce parking availability for residents at weekends.

Monday to Saturday – This option still protects residents during the week and covers part of the weekends too. Like the previous option though, it does make it more costly for their visitors to park, and can be restrictive on businesses who might rely on weekend trade, as parking will only be free in the area on Sundays. Guests of any residents in the road would need to make use of a visitor voucher or pay by phone to park and visitors to the businesses in the area would also need to pay for short term parking.

Monday to Sunday – This option protects residents the most, as it covers weekends too. However, it does make it more costly for their visitors to park, and can be restrictive on businesses who might rely on weekend trade. Guests of any residents in the road would need to make use of a visitor voucher or pay by phone to park and visitors to the businesses in the area would also need to pay for short term parking.

Why shared use parking throughout the zone?

For practical reasons, all CPZs need to make some provision for some drivers from outside the zone to pay to park. We have found that the least disruptive way of meeting this requirement is to allow anyone wanting to pay-to-park to do so in any of the marked parking bays. We call this shared-use. Because the number of drivers who pay-to-park is quite low, this rarely reduces permit holders' ability to park near their homes. Residents benefit because instead of having to buy an all-day visitor permit, their visitors can park for less if they are only staying for a short while. This is particularly helpful for short or unplanned visits when you may not have any visitors voucher at hand.

Displacement

When making your decision please take into account that if a CPZ is introduced in your neighbouring roads, it is likely that the vehicles displaced (commuters and residents avoiding charges) from your neighbouring roads could increase pressure for parking on your road.

How can I give my views?

The decision on whether or not to proceed with the next step, will be based on to the responses received during this Stage 1 Consultation.

Please complete and submit your online survey using the link provided www.lambeth.gov.uk/stlcpz by the consultation closing date of **30 September 2019**. You will need your **Unique Reference Number (URN)** to authenticate your submission. Your URN is enclosed on the address sheet of this package.

Please note, only one submission will be accepted per household.

If you're not able to get online, you can request a paper version of the questionnaire and plan showing proposals in your surrounding area by calling **020 7926 6799**. You can also view detailed plans of the proposals at Brixton Library and Tate Streatham Library which you can visit during opening hours.

We regret that due to the number of responses received during a public consultation of this size 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 Deputy Leader (Environment & Clean Air) of the Council. Once a decision is made you will be informed accordingly.