

Proposed Controlled Parking Zone

Streatham Hill East Area

Stage 1 Consultation



Lambeth

5 December 2018 – 9 January 2019

Dear Resident / Business

The purpose of this leaflet is to advise you about how you can put forward your views on proposals to introduce a Controlled Parking Zone (CPZ) in your area.

Following the Council's decision not to introduce a CPZ in your area, we received three separate petitions and numerous requests for your area to be re-consulted. The main concern from these representations was that the area would experience increased parking pressure once the CPZ's in the Streatham Hill west area came into force.

The petitions were analysed in conjunction with the results of the previous consultation which took place in November 2017. The outcome of the analysis indicates that if all the properties who signed the petitions had participated in the original consultation this area would have had a majority in favour of introducing parking controls. This indicates a shift in overall opinion which provides a mandate for this re-consultation.

Therefore, after careful consideration it has been decided that the Council will re-consult to seek your views on proposals to introduce parking controls in your area.

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

To view detailed plans of the proposals and to let us know your views please visit the council website, www.lambeth.gov.uk/shcpz.

Alternatively, you can contact us on **020 7926 6799** to request a paper copy of the plan showing the proposals in your immediate area and a questionnaire with pre-paid return postage. You may also view a copy of the plans at Brixton Library and Tate Streatham Library.

What is a Controlled Parking Zone (CPZ)?

A Controlled Parking Zone is an area where parking controls are introduced to protect the parking needs of residents and their visitors, as well as those of local businesses. Parking bays are marked on the carriageway to indicate to motorists where they can park. Yellow line restrictions are also introduced to improve safety and traffic flow by removing dangerous or obstructive parking. In a CPZ the operational times for the single yellow lines are indicated on signs as you enter the zone. In some cases there may be single yellow lines that operate at different times and these will be signed separately. Double yellow line restrictions do not require signs. In the absence of loading restrictions you may stop on a yellow line to load or unload goods for a limited period of time. All parking places within a CPZ are individually signed to ensure that motorists are aware of the operational times and conditions. This ensures that the bays are fully enforceable. To minimise street clutter, every effort is made to ensure signs are placed on existing street furniture, such as lamp columns or signs are combined with other street signs. In a CPZ, residents, local businesses and their visitors are given priority to use the appropriate parking places by displaying a valid permit or voucher in respect of that zone. However, a parking permit does not give the holder the right to park outside a particular premise, and does not guarantee an available parking space.

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

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

This consultation has no bearing on private or housing estate roads. 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.

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?

Historically, we could only provide shared use parking where we have ticket machines in place. The Council is in the process of switching over to using Pay By Phone, instead of pay and display ticket machines, as our preferred method of paid for parking. Without the need to introduce ticket machines the Council has an opportunity to introduce shared use parking throughout the zone.

If a parking bay outside your house is “Residents only” then you would have to provide your visitors with an all-day Visitor Voucher even if they are staying just a short while. Alternatively, they would have pay by phone to park at one of the shared use bays, potentially some distance away from your house. Making all bays “shared use” overcomes this problem, making it cheaper and more convenient for visitors who just want to drop-by. This is particularly helpful for short or unplanned visits when you may not have any visitors voucher at hand.

Shared use bays are not suitable for commuters as there is a maximum stay restriction, which prevents them from paying to park all day in the zone. Additionally, commuters generally prefer not to pay £3 per hour for parking.

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/shcpz by the consultation closing date of **9 January 2019**. You will need your Unique Reference Number (URN) enclosed in the package (on your address sheet) to authenticate your submission.

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

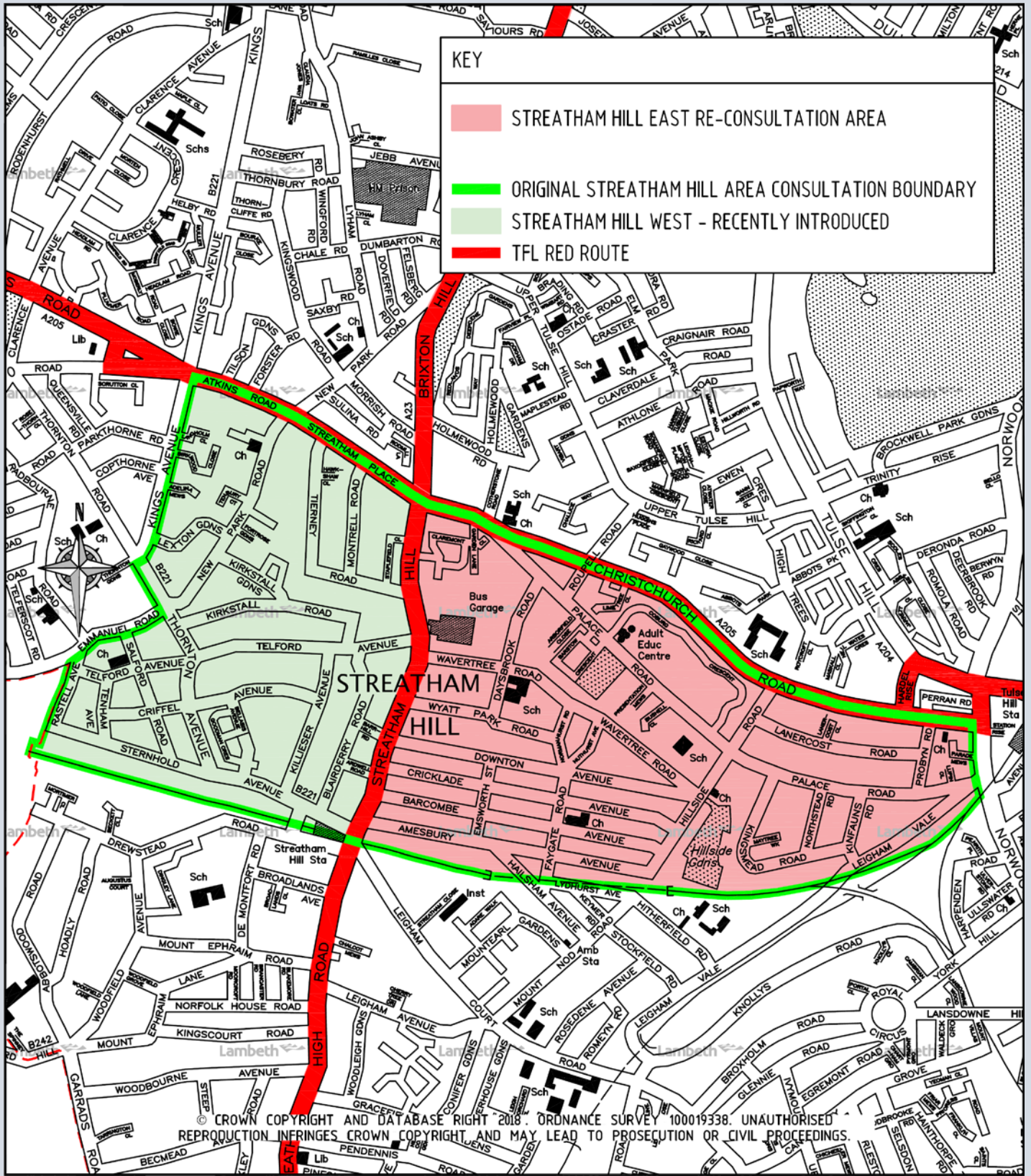
If you're not able to get online, you can request a paper version of the questionnaire and plan showing proposals in your surrounding area by calling **020 7926 6799**. You can also view detailed plans of the proposals at Brixton Library and Tate Streatham Library which you can visit during opening hours.

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 Cabinet Member for Housing & Clean Air. Once a decision is made you will be informed accordingly.

CONSULTATION AREA PLAN



STREATHAM HILL WARD

Cllr Liz Atkins

Tel – 07920 560 366

Email: latkins@lambeth.gov.uk

Cllr Rezina Chowdhury

Tel – 07920 560 168

Email: rchowdhury@lambeth.gov.uk

Cllr Iain Simpson

Tel – 07920 547 606

Email: isimpson@lambeth.gov.uk