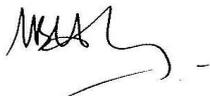


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|--|--|--------------|-------------------|
| <b>Report to:</b>                      | Environment and Neighbourhoods Committee   | <b>Date:</b> | 17 September 2015 |
| <b>Report title:</b>                   | Parking Strategy Review and Proposed Changes to the Management and Implementation of Minor and Major Parking Schemes.    |              |                   |
| <b>Report from:</b>                    | Mary Morrissey, Strategic Director Environment, Housing and Regeneration   |              |                   |
| <b>Ward/Areas affected:</b>            | Borough Wide   |              |                   |
| <b>Chair of Committee/Lead Member:</b> | Councillor Jill Whitehead  |              |                   |
| <b>Author(s)/Contact Number(s):</b>    | Warren Shadbolt Executive Head of Safer and Stronger Communities<br>020 8649 0605  |              |                   |
| <b>Corporate Plan Priorities:</b>      | <ul style="list-style-type: none"> <li>• A Green Council</li> <li>• A Fair Council</li> <li>• A Smart Council</li> </ul> |              |                   |
| <b>Open/Exempt:</b>                    | Open   |              |                   |
| <b>Signed:</b>                         |   | <b>Date:</b> | 21 August 2015    |

## 1. Summary

- 1.1 Currently minor parking scheme requests are generated through local committees, resident and member requests, and as a result of redevelopment. This can result in the fragmented development of schemes and the administrative and technical resource to support this approach is not sustainable.
- 1.2 In addition, there is increasing demand for on street parking and a more cohesive, borough wide approach to managing this in an equitable way is necessary, whilst maintaining local consultation.
- 1.3 Inconsiderate parking is consistently one of our residents' top concerns. We have a new parking contractor who is in a position to provide a more intelligent approach to enforcement, allowing increased enforcement hours at known cost and facilitating possible expansion of our controlled parking zones, to address residents' issues.
- 1.4 This report sets out a proposal to implement a five year parking strategy and associated programme of works that will incorporate minor parking scheme requests and the review of existing controlled parking zones and pricing.

## 2. Recommendations

- 2.1 To agree to the development of a revised Parking Strategy to be presented to Environment and Neighbourhoods Committee for consideration on 4 February 2016.
- 2.2 To agree to move to a borough wide approach to minor and major parking scheme management, based on a five year prioritised programme, supported by an annually reviewed schedule of work.

- 2.3 To restructure the current application of LIP funding through Local Committees and reallocate to support the new programme.
- 2.4 To note that additional capital funding will be necessary to support these recommendations, and that this be applied for through the approved corporate process.
- 2.5 To agree to remove on and off street parking charges from the annual corporate inflationary fees and charges review and implement a demand driven pricing model utilising existing delegated authority.

### **3. Background**

- 3.1 The Highways and Transport service is responsible for reviewing parking requests referred through Local Committees. Each local committee has a long list of minor parking schemes coordinated by Highways officers, who prioritise and progress necessary design and construction.
- 3.2 Local committee parking scheme requests are often generated in an unplanned manner and there is no borough wide approach to scheme design or coordination. It is often the case that once a scheme is implemented, displacement occurs and a new problem is created in a neighbouring street or committee area.
- 3.3 Existing resources are not sufficient to manage the scope and volume of work involved.
- 3.4 Both highways and parking are now positioned under the Executive Head of Service for Safer and Stronger Communities and therefore synergies between services are more manageable.

### **4. Issues**

#### **4.1 Parking Strategy**

- 4.1.1 A revised parking Policy document was agreed by the Members in 2012. However there is no supporting parking strategy to coordinate minor parking schemes. Similarly there is no existing major scheme review or programme.
- 4.1.2 It is proposed that a new parking strategy be developed that will incorporate the following:
  - Current Arrangements – Asset Review
  - Current Workflows – A Streamlined Approach
  - Policy Context – Policy Review (to ensure alignment with revised proposals)
  - Parking Charges – Charging Review
  - Parking Enforcement – Policy Review
  - Parking Attractors and Generators – Identifying the Issues
  - Engagement and Localism – Raising the Issues and Stakeholder Consultation.
  - Borough Wide Review – A Planned Five Year Approach
  - Traffic Orders – Statutory Consultation Process and Map Based Schedules



## 4.2 Current Arrangements – Asset Review

4.2.1 Assets, such as lines and signs have recently been reviewed for compliance. This review proposed a five year maintenance plan and that a consistent use of restrictions should be applied throughout the Borough.

## 4.3 Current Workflows – A Streamlined Approach

4.3.1 Currently parking requests are raised at Local Committees in a non-programmed way, sometimes at the request of individuals or small interest groups. There is a risk that these requests are dealt with in an inconsistent manner, which hampers the most effective allocation of resources.

4.3.2 A more consistent and effective approach would be to review the Borough holistically and on an area by area basis; collate issues raised throughout the year, and offer prioritised borough wide solutions that can be broken down by local committee or ward area. This approach will achieve an improved and planned service, minimising displacement and maximising the use of resources.

4.3.3. Over recent years the Council has introduced Controlled Parking Zones as detailed below:

| <u>Location</u>   | <u>Description</u> | <u>Introduction</u> |
|-------------------|--------------------|---------------------|
| Sutton            | Green Zone         | July 1994           |
| Sutton            | Red Zone           | July 1994           |
| Sutton            | Blue Zone          | July 1994           |
| Wellington Avenue | Zone A             | February 1998       |
| Cheam             | Zone 4             | February 1999       |
| Sutton            | Zone 1             | May 2000            |
| Sutton            | Zone 2             | May 2000            |
| Belmont           | Zone BH            | October 2005        |

4.3.4 Local Committees are regularly pressured by concerned residents that controlled parking zones be introduced on single streets or in very localised areas. This approach is resource inefficient. A more effective approach would be to highlight the parking attractors and generators to enable Local Committees to be informed of where parking pressures are likely to be at their greatest. Proposals could then be drawn up and a five year plan created, reviewed and refreshed on an annual basis.

## 4.4 Policy Context – Policy Review

4.4.1 A consistent and borough wide approach needs to be applied. Permit rules, types and costs should be reviewed and amended to address inconsiderate parking, cars per household, incentives for low emission vehicles, vehicle types and eligibility (e.g. maximum size and weight).

## 4.5 Parking Charges – Charging Review

4.5.1 Tariffs have been revised and implemented to ensure consistent pricing, alignment to competition, and cost-incentivising off street parking over on street.

4.5.2 Businesses and shoppers could be incentivised in future through discount or loyalty schemes.

4.5.3 It is proposed that on and off street parking charges should be reviewed outside of corporate inflationary based fees and charges reviews, and are instead more demand driven. The Director of EHR already has delegated authority to support this approach.

#### **4.6 Parking Enforcement – Policy Review**

4.6.1 Moving traffic enforcement will be possible for the first time in Sutton when CCTV based enforcement goes live. Procedure to support this will be developed that is consistent with legislation and best practice. This will create an opportunity to further enhance on-foot enforcement protocols, with a particular focus on priorities such as schools enforcement and dropped kerbs.

4.6.2 This will maximise enforcement efficiency, compliance and quality of PCN issue thus reducing appeals and enhancing equity and resident satisfaction.

4.6.3 Increasing the scope of CPZ's will require an equitable approach to the enforcement of new CPZ areas and this will be included in the policy review.

#### **4.7 Parking Attractors and Generators – Identifying the Issues**

4.7.1 To manage CPZ reviews effectively it will be necessary to identify the key attractors and generators (e.g. schools, transport hubs, town centres, car parks, development) on a borough wide basis.

4.7.2 Walking distances/boundaries will be plotted and existing restrictions reviewed within each boundary, identifying appropriateness and areas that will require protection.

4.7.3 This will enable Members, residents and businesses to make value judgements of their needs and issues, and will form the basis of any proposed CPZ expansion and consultation.

#### **4.8 Engagement and Localism – Raising the Issues and Stakeholder Consultation**

4.8.1 Parking is a highly sensitive issue and is cause for much member/resident engagement. Themed initial consultation sessions with Local Committees are currently being progressed. Further informal consultation will be undertaken, with specific channels for local businesses and commuters. This consultation will be developed in conjunction with the Customers, Commissioning and Governance research and analysis team. The parking strategy will be derived from this and other relevant consultation and will set out a clear and consistent approach to be applied throughout the Borough. Statutory Consultation requirements for schemes will continue to apply.

#### **4.9 Borough Wide Review – A Planned Five Year Approach**

4.9.1 In establishing a five year planned approach to parking schemes we will bring together parking requests, footway parking requests, and issues raised at the Local Committees and the Local Committee consultation.

4.9.2 All issues will then be reviewed against safety, access, accessibility, and location criteria. Clear consistent solutions will then be proposed where applicable and Committee approval sought for an annualised programme of prioritised work.



#### **4.10 Traffic Orders Statutory Consultation Process and Map based Schedules**

4.10.1 All new schemes must be supported by an appropriate traffic order. The process for implementing and managing traffic orders is time consuming and complex. Presently Sutton records all of its traffic orders using a text based descriptive system. It is proposed to implement a map based visual system that will modernise and streamline the whole process. Capital funding will be required to support this and is referenced in section 6.

4.10.2 Clear and consistent maps will be made available to all users showing all existing and proposed traffic orders.

#### **4.11 Outline timetable**

##### **2015/16 September/October**

Prepare Local Committee maps with parking attractors/generators and existing restrictions  
Engage with the Local Committees on parking related issues  
Detailed report to E&N Committee

##### **2015/16 November/December**

Commence transfer from text based schedules to map based schedules  
Consolidate the waiting, loading and stopping traffic management order  
Consolidate the parking places traffic management order  
Review parking attractors/generators, existing restrictions and Local Committees

##### **2015/16 January/February/March**

Complete all outstanding 2014/15 & 2015/16 waiting restriction proposals.  
Parking place proposals should be reviewed and put forward into the five year programme along with all future proposals.  
These proposals would be reviewed on an annual basis and then placed into the five year programme.  
£100k funding of schemes has already been allocated via the LIP for 2015/16.

##### **2016/17**

Open forum engagement prior to further Local Committee meetings.  
Parking proposals programme, review, approval and implementation.  
£100k funding of schemes has already been allocated via the LIP for 2016/17.

##### **2017/18, 2018/19, & 2019/20**

Annual open forum engagement prior to the Local Committee meetings.  
Annual parking proposals programme, review, approval and implementation.  
Funding opportunities of up to £250k per year are available via the LIP for 2017/18, 2018/19, & 2019/20.

#### **5. Options Considered**

5.1 Do nothing. We could carry on as we are, the list of parking requests and footway parking requests will get longer and the lack of satisfaction from stakeholders will increase.

## 6. Impacts and Implications

### 6.1 Financial

- 6.1.1 Highways engineering, lines and signs work, and the implementation of map based schedules necessary to support the programme will be funded through a combination of a designated proportion of the LIP budget together with Council core capital funding.
- 6.1.2 Additional capital bids have been submitted to fund essential supporting infrastructure such as additional modern pay and display machinery. Capital provision for on street pay and display machines has already been made but will need to be enhanced and an additional capital bid has been submitted.
- 6.1.3 There are no foreseen initial impacts upon the current cost of resident's permits or parking fees as a result of these proposals.

### 6.2 Legal

- 6.2.1 Traffic Order Regulations 1996, Road Traffic Regulations Act 1984, Traffic Signs Regulations and General Directions 2002, and Traffic management Act 2004 apply.

### 6.3 Consultation

- 6.3.1 All sectors of the community will be invited to take part in the full consultation exercise. An Integrated Impact Assessment will be completed.

### 6.4 Crime and Disorder

- 6.4.1 Inconsiderate Parking is a key driver of residents concerns about safety (INSI).

### 6.5 Risk Management

- 6.5.1 A risk register would be developed to support programme delivery.

## 7. Appendices and Background Documents

| Appendix Letter | Title |
|-----------------|-------|
| N/A             |       |

| Background Documents |
|----------------------|
| None.                |

| Audit Trail                      |                 |                      |
|----------------------------------|-----------------|----------------------|
| Version                          | Final           | Date: 21 August 2015 |
| Consultation with other officers |                 |                      |
| Officer                          | Comments Sought | Comments checked by  |
| Finance                          | Yes             | Phil Butlin          |
| Legal                            | Yes             | Tracy Swan           |
| Other Officers:                  | Yes             | Alison Boote         |