



London Borough of Sutton Parking Strategy & Policy 2016

Final Draft

Safer and Stronger Communities
Environment, Housing and Regeneration
London Borough of Sutton
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1. Executive Summary

- 1.1. This document presents Sutton Council's Parking Strategy and Policy ("the Strategy") and sets out how the borough will assess, review and manage parking to support the aspirations of One Planet Sutton, the Local Plan, the emerging Sutton Town Centre Master Plan and the 2031 Growth Agenda.
- 1.2. Parking is one of the key concerns of the borough's local residents, which the Strategy aims to address. It seeks to provide, where possible, equitable access to a limited resource.
- 1.3. With the growth potential being set out for the borough, coupled with the associated growth of car ownership and the dependency on vehicular travel in the borough, the Strategy sets out how we plan to respond to avoid the "crisis of road and kerb space". There are some areas in the borough where there are too many cars and not enough road space, and this presents a range of issues that need to be managed.
- 1.4. As the Traffic Authority the Council has responsibilities through the Traffic Management Act 2004 (TMA) to secure the expeditious movement of traffic on our road network, and this will be a critical challenge with the growth that is on the horizon.
- 1.5. The Strategy provides a more cohesive, borough-wide approach to parking management and enables a more intelligent approach to enforcement. It assesses all available information to determine an initial 3 year delivery plan that allows an opportunity to review existing measures to see if they are still fit for purpose, and to consider the changing social landscape to assess a range of interventions that will meet desired outcomes.
- 1.6. It is important to identify that the document will not solve all parking issues, both on- and off-street. One of the borough's key transport objectives seeks to reduce car use, and accepts that improved travel planning is needed to support this.
- 1.7. This document predominantly focuses on parking on the public highway (i.e. on-street), but will also consider off-street parking to manage displacement. Parking on Housing land is not within the scope of this document.
- 1.8. The overarching vision for the Parking Strategy and Policy is to contribute to a more sustainable future, creating a better and safer environment, economic prosperity, improved quality of life and greater equality for our local community. Priorities are public safety and the free movement of traffic.

2. Introduction

- 2.1. The London Borough of Sutton is located in outer South London, and is bordered to the north and east by Merton and Croydon. To the North West is Kingston, who are now our service provision partners from a highways and transport perspective. To the south and the west adjoins Surrey County Council, and the two districts of Reigate and Banstead and Epsom and Ewell.
- 2.2. The Borough road network extends for 380km, which includes 12km of Classified 'A' roads; 24.9km of 'B' roads; 16.5km of 'C' roads and 308.2km of residential roads. In addition to this there are 3 strategic Transport for London (TfL) routes within the borough which are outside the scope of this document; the A24, A217 and A232.
- 2.3. Sutton has the 6th highest level of car ownership and usage in London, and along with it the consequential issues of traffic congestion and air quality. The high levels of car ownership contribute to parking stresses, particularly in streets of older housing stock where off-street parking is not an option.
- 2.4. The ownership and usage levels have to be considered in parallel to the fact that one of the key concerns of the borough's residents relate to parking, and this strategy will seek to provide equitable access to this scarce resource.
- 2.5. These parking issues are exacerbated by a number of other factors, including, i) the fact that car use is less constrained in outer London, compared to inner London, which has much stricter controls, ii) there are poorer public transport links to some parts of the borough and, in particular, covering orbital journeys, and iii) there are diverse journey patterns with good road links to the south with the M25 and Surrey.
- 2.6. Traffic congestion is a major challenge for the borough, given the potential for significant growth in local population and it is vital that we have in place a sound strategy for managing the parking demands that will arise to that in the future.
- 2.7. The approach the Strategy will take is to adopt an objective review and assessment of the whole borough, being mindful that it is split up into 6 Local Areas with each having their own specific issues.
- 2.8. The overarching principle for this approach is that the timeframe for the delivery of the growth agenda is a pressing strategic issue facing the Council, which is currently focused in and around Sutton Town Centre and for that reason this will be the starting point for implementation of the Delivery Plan; The Delivery Plan in section 8.0 of this report provides further details on the phasing of implementation.

The Current Position

- 3.1 Historically, parking requests have been raised at Local Committees in a non-programmed way, often at the request of members, individuals or specific interest groups. These requests are dealt with in an inconsistent manner, which hampers the most effective allocation of resources.
- 3.2 Local Committees regularly receive requests by concerned residents suggesting that controlled parking zones (CPZs) be introduced on single streets or in localised areas. Implementation of these requests has often led to displacement of parking into other adjoining areas, often just moving the problem to a surrounding street and thus promoting further requests for schemes.
- 3.3 In 2015-16 there were approximately 320 requests for minor parking arrangements covering 228 streets across the borough-wide programme. This ad-hoc approach places a heavy demand on officer time to investigate and assess each request, and is not efficient use of resources.

Requests for Parking Interventions

Local Committee Area	No of Requests Received 2015/16	No of Streets 2015/16	No of Requests Prioritised
Beddington & Wallington	68	48	20
Carshalton & Clockhouse	47	32	8
Cheam North & Worcester Park	48	35	12
St Helier, The Wythe & Wandle Valley	46	35	6
Sutton Local	60	42	7
South Sutton, Cheam & Belmont	51	36	6
Total	320	228	59

- 3.4 The requests for parking interventions are not always considered appropriate for implementation, with effectively only 20% of the requests implemented. This pattern shows no signs of relenting, with officers reporting that 205 requests have been received across the borough in the period January to June 2016. The management of the process for dealing with parking requests on this basis

is time consuming, creates budget pressures and is inefficient..

- 3.5 The proposals recommended for investigation and implementation arising out of both public engagement and parking requests are usually required to be supported from one of two funding streams:

Local Transport Fund (LTF): A discretionary sum of £100,000 from Transport for London's (TfL's) annual Local Implementation Plan (LIP) allocation to the borough, which is split between all of the Local Committees.

Public Realm Funding: This is Council Capital funding allocated annually across all Local Committees. These budgets are relatively small, and do not allow the wider issues to be given the full consideration that is required.

- 3.6 A more effective approach is to engage with members and residents, highlighting parking attractors and generators to enable Local Committees to be informed of where parking pressures are likely to be at their greatest, now and in the future.
- 3.7 Public engagement sessions have already been carried out and from the 6 Local Committees a list of issues have been identified. Through referencing the specific concerns for each site it has been possible to draw up an outline of the issues identified by residents for each Local area.
- 3.8 Pressure points have been assessed in terms of on-street parking demands, and have been helpful in allowing officers to draw up a recommended and phased delivery programme.
- 3.9 It is important to recognise that the delivery of a phased plan for parking schemes will still result in levels of parking displacement into other areas where on-street conditions are not controlled. Thus in terms of developing a Delivery Plan, it will be necessary to be mindful of the rollout of the programme to minimise the direct impact that displacement might have.
- 3.10 Between the engagement sessions and the minor parking scheme requests officers have assessed the current on-street pressures; where regular reports of the kerb space crisis are being received, and where we have seen an increasing level of reports of related anti-social and aggressive behaviour.
- 3.11 The increasing numbers of incidents have tended to focus around the main attractors/generators; which are shopping districts, hospitals, railway stations and schools. There is also anecdotal evidence of an increase in bus commuting, whereby drivers will park on the outskirts of a town/centre where there are no restrictions and there is easy access to bus routes.
- 3.12 Principles outlined by the Chartered Institution of Highways and Transportation, (CIHT), suggest a 400m indicative walking radius should be applied to every attractor and generator, which is considered a minimum distance that people will be prepared to walk. However, the reality is that people are prepared to walk significantly greater distances than the 400 metres suggested.

- 3.13 The existing pressures are different depending on the areas being considered, for example the potential increase in residential on-street demands from development sites around the town centre, to the working shift patterns and visitor demands associated with St Helier Hospital, which present the most acute concerns.
- 3.14 In terms of the 6 Local Areas the following provides a brief summary of the current status of each, and given the growth agenda associated with Sutton town Centre this will be listed first.
- 3.15 **Sutton Local** - This area covers Sutton Town Centre and Sutton North, and currently has 3 controlled zones within it. Major developments are already underway at the north end of the High Street, and concerns that the current hours of operation of existing schemes will not be adequate. This is mirrored by concerns that roads to the east of the town centre, which are not currently covered by parking schemes, are suffering significant pressures. The north area is also undergoing a large school expansion project at Greenshaw School, where parking demands and pressures currently exist.
- 3.16 **St Helier The Wrythe and Wandle Valley** - This area is north and east of Sutton Town Centre, and contains St Helier Hospital, which experiences major parking issues. The on-street parking pressures are related to the way that the hospital operates its own onsite parking, where staff are currently expected to pay to park, whereas on-street is effectively free parking, however roads surrounding the hospital are narrow, and multiple vehicle ownership is high. Dropped curbs exacerbate matters.
- 3.17 **South Sutton Cheam and Belmont** - This area is to the south and west of Sutton Town Centre, and in relation to that there are on-street pressures near to the centre and in particular Sutton Railway Station. The area has two other railway stations at Cheam and Belmont, and in the Cheam area the issues are exacerbated by being within the outer London Zone, so commuters from Surrey would be attracted to the area. This may also be the case for Belmont, where the frequency of services may mean this is not as attractive, but there is an existing zone around the local centre, which operates 10am to 6pm Monday to Friday and suggests that commuter parking is an issue. The area is also the subject of major development opportunities and is the proposed site for the London Cancer Hub development. The area also contains a site currently considering a planning application for a proposed school on the north section of the site, bordering Chiltern Road.
- 3.18 **Carshalton and Clockhouse** – Parts of this area are very close to the east side of Sutton town Centre and there are already concerns that the displacement of parking from the town centre impacts on the on-street parking conditions. Further areas of significant concern are around the St Philomena's and St Mary's school sites, which are concentrated on roads that are very narrow and make access arrangements difficult, and also the roads that run off Carshalton Road.
- 3.19 **Cheam North and Worcester Park** - Worcester Park railway station is situated within Kingston Borough, but the resultant on-street parking is evident in the

streets surrounding the station that fall within Sutton. It is on the London Waterloo line, and similarly to Cheam is the first station within the outer London zone, so will attract commuters from Surrey. North Cheam local centre also experiences on street pressures, and this may be due to good road links to the south with the A217, and the good bus links to Morden where commuters can access the Tube network.

- 3.20 **Beddington and Wallington** – This area includes the Beddington industrial estate, which has a range of parking, servicing and access issues that have been highlighted. The commuter parking associated with Wallington Station also causes local on-street and access issues.

4.0 Context for Change

- 4.1 The Strategy is set in the context of the Council's wider Transport policies, which are set out in the Local Implementation Plan (LIP), and reflected in the vision statement for this document and demonstrate how the Borough will implement the Mayor of London's Transport Strategy (MTS).
- 4.2 The MTS and the London Plan provide the borough with London-wide parking policies, to which the Borough must give due consideration. In particular the London Plan which sets out a framework of standards for the provision of off-street parking in new developments, and this also covers cycle parking, disabled parking and the provision of electric vehicles. There is also an emerging Mayor's Clean Air Strategy, and the Borough will need to be mindful of how this impacts on the outer London borough's South of the river.
- 4.3 The Strategy also provides links to other Council Strategies which will ensure a consistent approach and detail the direction of travel for the Strategy. These are One Planet Sutton; Sutton Local Plan and Sutton Town Centre Master plan; the Sustainable Transport Strategy and the Cycling Strategy.
- 4.4 One Planet Sutton is concerned with the Borough being a place where people lead happy and healthy lives in a way which reduces our dependence on resources, and there are key themes to help deliver this vision. The Strategy and the associated policies provide opportunities to help achieve that vision:
- Cutting carbon emissions
 - Cutting waste
 - Valuing our natural environment
 - Supporting healthy communities
 - Supporting the local community
- 4.5 The Local Plan is the key planning document for the Borough, which sets out the spatial vision for development, and has target date of 2031. It focuses on the key issues, whilst identifying development needs and the strategy and opportunity to deliver them. It is supported by planning policies against which the Council determines development proposals. There are 5 key challenges within the emerging Local Plan, which has recently been through public consultation, and these are:
- How to meet the need for more homes
 - How to translate high educational achievement into high paying local jobs
 - How to manage change on town centre high streets
 - How to meet transport and other infrastructure needs to support growth
 - How to deliver new homes and economic growth while enhancing the borough's environment
- 4.6 The Local Plan will contain transport policies in relation to new development together with schedules of parking standards which reflect national and regional policy. These cover the wider borough transport proposals, transport impacts and parking. A key part of the current Local Plan relates to Sutton Town Centre,

and as such there is a supporting Master Plan, and given the potential concentration of growth and development around the centre this will be a key area of focus early in the delivery plan.

- 4.7 The Strategy and associated policies will be complementary to the visions, aspirations and targets set out within both the Sustainable Transport Strategy (STS) and the Cycling Strategy, which set out how the Council is proposing to make it easier for people to travel around the borough using more sustainable modes of transport.
- 4.8 The transport policy and vision for the borough should contribute to a more sustainable and safer environment, economic prosperity, improved quality of life and greater equality. However, in order to realise this vision there will need to be reduction in the reliance on motorised vehicles with a greater priority afforded to pedestrians, cyclists and public transport. A key element will be improving the existing public transport network, to provide the necessary infrastructure to serve the growing infrastructure and population.
- 4.9 The STS/Cycling strategy provides targets for the borough to reduce travel dependency and achieve modal shift. The vision to reduce vehicular traffic supports the ambition to reduce overall emissions, improve air quality and reduce congestion. It is important to consider that the potential growth and increase in population will impact on the demands for travel, whether it is on public transport or on the roads, and there will be challenges to existing congestion and traffic issues.
- 4.10 The Strategy will also need to be mindful of associated issues relating to the growth agenda, which will include increased residential population, continued schools expansions and new schools, major development sites in the south of the borough around the London Cancer Hub; and expansion opportunities in the Beddington Industrial Area.
- 4.11 In addition to the Local Committees' scheme requests, there has been an increasing demand for on-street parking schemes and a more cohesive, borough wide approach to managing this in an equitable way is necessary, whilst maintaining local consultation. Inconsiderate parking is consistently one of our residents' top concerns.
- 4.12 It is however accepted that there will be instances where safety and access issues will need to be considered outside the scope of the overarching Delivery Plan, and these will continue to be managed through the Local Area Committees, but it is important to stress that these will focus solely on specific road safety and/or emergency, or refuse collection access issues.
- 4.13 The engagement sessions held at the Local Area Committees have provided officers with a guide to the level of traffic and parking issues within each area. However, it is noted that the data collated from these exercises is only an indication of the views of those present at the meetings, and may not be fully reflective of issues across the borough.

- 4.14 The benefit of restricted parking protects the area from inconsiderate, unsocial and unsafe parking; these restrictions inform the motorist that they should not be parking in the area.
- 4.15 Permitted parking allows motorists to park in the area provided that they meet certain conditions or parking rules. This will enable Members, residents and businesses to make value judgments of their needs and issues, and will form the basis of any proposed parking control expansion and consultation.
- 4.16 This strategy will set 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.
- 4.17 Existing resources are not sufficient to manage the current scope and volume of work, nor some of the changes involved. Both highways and parking are now positioned under the Executive Head of Safer and Stronger Communities and therefore synergies between services are now more achievable. Ultimately a responsibility for managing this resource will rest with the Shared Highways Service.

5.0 Strategy

- 5.1 As previously stated the Strategy provides a more cohesive, borough-wide approach to parking management to enable a more intelligent approach to enforcement.
- 5.2 The Strategy objectives are that the use of parking controls, both on- and off-street is a mechanism for restraining non-essential traffic and encouraging modal shift towards more sustainable modes of travel, albeit this must be mirrored by an improved level of service in public transport and other infrastructure to support that shift. This allows a more balanced approach to meet the competing demands for road space, whilst at the same time meeting essential local needs.
- 5.3 To manage parking control reviews effectively the key attractors and generators have been identified (e.g. schools, transport hubs, town centres, car parks, development) on a borough wide basis. Walking distances and boundaries have been plotted and whilst existing restrictions have been reviewed within each boundary these will be fully considered as part of the 'fit for purpose' review and area assessments. This process will assist in identifying appropriateness and areas that will require protection. This will allow the process to include value judgments of the wider needs and issues, and will form the basis of any proposed parking control expansion and consultation.
- 5.4 Using accepted principles, a 400m indicative walking radius is applied to every attractor and generator throughout the Borough. Attractors and generators include the following:
- Railway Stations
 - Tramlink Stations
 - Hospitals
 - Primary Schools (0-11 yrs)
 - Secondary Schools (11-16 yrs)
 - Colleges
 - Special & Preparatory Schools
 - Superstores
 - Council Car Parks
 - High Streets
 - Major Developments identified on the emerging Local Plan
- 5.5 Using this information the borough wide parking attractors and generators plan for each of the six Local Area Committees has been prepared. The Borough has a total of 170 attractors and generators, made up of 10 Railway Stations, 1 Tramlink Station, 2 Hospitals, 75 Schools (ages up to 11 years old), 16 Schools (ages between 11-16 years old), 3 Colleges, 7 Special & Preparatory Schools,

8 Superstores, 11 Council Car Parks and 37 High Streets.

- 5.6 Each of the parking attractors and generators highlights an area that requires either restricted or permitted parking protection. Restricted parking protects the area from inconsiderate, unsocial and unsafe parking; these restrictions inform the motorist that they should not be parking in the area. Permitted parking allows motorists to park in the area provided that they meet certain conditions or parking rules.

Attractors & Generators	B&W	C&C	CN&W P	SHTWWV	Sutton Local	SSCB
Railway Stations	1	2	0	2	3	2
Tramlink Stations	0	0	0	0	0	0
Schools (0-11 yrs)	10	6	8	9	5	4
Schools (11-16 yrs)	4	3	1	1	2	3
Colleges	1	0	0	1	1	0
Special & Preparatory Schools	5	2	0	1	5	2
Superstores	2	0	3	0	3	0
Council Car Parks	4	2	1	0	2	2
High Streets & local shops	5	9	8	6	3	6
Hospitals	0	0	0	1	0	1
Total	34	31	24	26	30	25

- 5.7 Some key objectives for the Strategy are:

- Safety of all road users is a key consideration
- To enable residents to park near their homes
- To assist users with special requirements
- To provide sufficient affordable parking spaces in appropriate locations to support and grow the local economy
- To provide the right balance of short, medium and long term parking opportunities
- To ensure effective loading/unloading for businesses
- To assist the smooth flow of traffic

- To set a level of charges which balance demand and supply across the borough
- To provide an efficient service that offers value for money
- To be fair and responsive to customer needs

5.8 It is proposed that the Strategy will incorporate the following:

- A streamlined and structured approach to reviewing the way forward
- An engagement process incorporating localism
- Raising the issues, stakeholder consultation and providing a consistent approach
- Policy context for parking charges and enforcement
- Traffic Management Order (TMO) processes, statutory consultations and map based schedules
- A Delivery Plan which sets out a planned 5 year approach

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

6.0 Consultation, Engagement and Localism

- 6.1 Parking is a highly sensitive issue and is cause for much member/resident engagement. Themed initial consultation sessions with Local Committees were held and the Strategy has been 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.
- 6.2 One hour engagement sessions were held at each of the six Local Committees, with a repeat session organised for St Helier the Wrythe and Wandle Valley. The parking attractors and generators plan was presented and allowed attending residents and businesses to be informed of where issues could exist. These were tabulated into a database of information, which allowed officers to review those issues relating to parking/permits requests and to use this as a guide for determining the level of concerns in the local areas.
- 6.3 The information contained in the database will be further reviewed and will feed directly into the development of the Delivery Plan, which is set out in Section 8.0 of this report.
- 6.4 Subject to the relevant approval from the Environment and Neighbourhoods Committee the proposed process for rollout of the Delivery Plan will be as set out below, and for summary purposes it is intended that this would initially comprise a 3 year delivery plan starting April 2017 through to March 2020, which would be followed by a two year review of scheme impacts and parking displacement. Prior to commencement of Year 1 schemes it is proposed that a 'fit for purpose' review is completed to allow a base assessment of what is in place on the ground and to see if there are any lessons to be picked up as part of the new scheme development process.
- 6.5 It is proposed that the process for scheme development and engagement will be as follows.
- Public engagement sessions at Local Area committees to outline details of the proposed schemes, including hours/days of operation, and an explanation of the statutory consultation process
 - Statutory Consultation process for each scheme, including displaying street notices at regular intervals on the affected streets, public notices and coverage on social media to ensure that residents and businesses are aware of the process
 - Member/Officer Review Group to consider and assess any objections that have been received to the scheme prior to determining the way forward

7.0 Policy Context

- 7.1 The implementation of the Strategy will necessarily require creation, adoption and adaptation of new and existing policies such as permit scheme rules and prices, parking tariffs and the approach to enforcement.
- 7.2 A consistent and thorough wide approach needs to be applied. Permit rules, types and costs will be reviewed and amended to address issues such as inconsiderate parking, maximum number of cars per household, and incentives for low emission vehicles, vehicle types and eligibility (e.g. maximum size and weight).

Charging Mechanism (where required)

- 7.3 Permits will be based on DVLA vehicle taxation class and DVLA vehicle type approval. as follows:

Permit Group	Taxation class	CO2 emission (g/km)
1	A – C	Up to 120
2	D – G	121 – 165
3	H – K	166 – 225
4	L – M	Over 225

These permit groups will be available for vehicle types L1 to L7 inclusive, (motorised vehicles less than 4 wheels including motorcycles) and M1 only (vehicles used for the carriage of passengers and comprising not more than eight seats in addition to the driver's seat), as defined by the DVLA vehicle type approval. For the avoidance of doubt this will not include vehicles designated by the DVLA as 'special purpose vehicles'.

Vehicle type N1, which is a power driven vehicle having at least 4 wheels used for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes, will be classified as permit group 5, regardless of taxation class

Permit Group	Vehicle Type
5	N1

Only group 5 vehicles registered to a named individual at their home address will be eligible for a resident permit.

No other vehicle types will be eligible for permits.

- 7.4 Permits will be charged as follows, and will include a maximum of 4 vehicles per household. An administration charge of £25 will be charged for any alterations to permits. The latest price review of resident permit prices occurred in April 2015 when inflationary increases were applied effectively increasing the cost by £1-£3 across all tier permits. Previous to this prices were reviewed and revised in June 2013 and April 2009.

Permit Group	Standard Charge
1	£40
2	£55
3	£80
4	£110
5	£150

Where no CO2 output data is available, generally due vehicle's age, permit group 3 charges will apply. "Pure" Electric Vehicles (EV's) will be exempt.

DVLA Taxation Class and Permit Group

7.5

Band	CO2 emission (g/km)	Permit Group
A	Up to 100	1
B	101 – 110	1
C	111 – 120	1
D	121 – 130	2
E	131 – 140	2
F	141 – 150	2
G	151 – 165	2
H	166 – 175	3
I	176 – 185	3
J	186 – 200	3
K	201 – 225	3
L	226 – 255	4
M	Over 255	4

Permits for alternative fuel vehicles will be as follows:

Band	CO2 emission (g/km)	Permit Group
A	Up to 100	1
B	101 – 110	1
C	111 – 120	1
D	121 – 130	1
E	131 – 140	1
F	141 – 150	2
G	151 – 165	2
H	166 – 175	2
I	176 – 185	2
J	186 – 200	3
K	201 – 225	3
L	226 – 255	3
M	Over 255	4

Parking Charges – Charging Review

7.6 Tariffs have been revised and implemented to ensure consistent pricing, alignment to competition, and cost-incentivising off-street parking over on-street. Businesses and shoppers could be incentivised in future through discount or loyalty schemes. 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.

Parking Rules

7.7 Times of operation: - These will be for 1 hour, 4 hours, 8 hours, 12 hours or 24 hours. Durations: - These will be 15 mins, 30 mins, 1 hour, 2 hours, 4 hours, 8 hours, 12 hours or 24 hours

Parking Permits

7.8 At present permits vary in cost, with the main zones around Sutton Centre starting at £51.00 per year for the first vehicle in the household, £81.00 per year

for a second vehicle in the household and £153.00 per year for a third or fourth vehicle in the household. A maximum of four permits will be issued to a household. Permits for the other zones are cheaper, but the maximum number per household remains in place. Residents are entitled to 50 free hours of visitor permits, but additional hours can be purchased as shown in Appendix A

- 7.9 The current cost of various permits are considered reasonable and a comparison with nearby local authorities is shown at Appendix B.

Carers' Permits

- 7.10 Carers' permits are for essential care visits and can be purchased if carers meet the criteria to enable visiting carers. Cost and allowances:

Individual: £35.00 can park in resident parking bays.

Organisational: £50.00 (each permit) can park in resident parking bays for three hours maximum.

Child Care: £35.00 can park in permit bay specific to coloured zone.

Parents' Permits

- 7.11 These permits are for parents of school children attending schools within a CPZ.

£35.00 (each permit) will enable a half hour pick up and drop for the colour zone the school falls within - Can only park in resident parking bays.

Business Permits

- 7.12 There needs to be an opportunity for appropriate levels and charges levied for the issue of business permits, where they operate within potential permit parking scheme areas. Consideration should also be given to whether business visitor permits can be issued, and options to explore the viability of these along with short term parking options during the day should be investigated.

Waiting and Loading Restrictions

- 7.13 These have generally been introduced to promote safety, assist with free flow and movement of traffic including bus reliability and timetabling, and allowing servicing and deliveries and these are key on the main road networks.
- 7.14 Restrictions have also been used to remove obstructive and dangerous parking at junctions or on narrow sections of streets where it impacts on sightlines and visibility and may also create access issues. This is of particular concern

where emergency service routes may be compromised. These restrictions operate over a range of periods throughout the day, and these have developed with changing traffic patterns.

- 7.15 It is suggested that the use of these restrictions in areas that are primarily residential should be carefully considered, and prioritised where safety and access are the key issues, and where the majority of on-street demand is created by people from outside the local area.
- 7.16 The enforcement capabilities associated with the implementation of additional restrictions must be given due consideration as a regular issue raised is that there is insufficient enforcement to manage current controls, without adding to those demands.

Pay and Display parking

- 7.17 There are a range of issues that relate to this and a consistent approach to how areas are managed at district shopping centres should be taken. Pay and display bays can ensure that there are opportunities for visitors to the areas, but this must be balanced with the availability of dedicated car parks, with a charging regime that encourages the use of the dedicated car parks. On-street bays must also make provision for vulnerable users, local businesses and motor cycles. The ever-evolving nature of shopping and businesses means that the operation of these bays must take into account Sunday trading hours

Parking Enforcement

- 7.18 The Council have a duty to effectively and appropriately enforce parking and moving traffic restrictions. The Council will enforce through its approved contractor, who will utilise a combination of foot patrols, vehicle patrols, CCTV equipped vehicles and approved devices.
- 7.19 The Council is able to vary the enforcement capacity at its disposal to meet its needs. The primary objective of parking and moving traffic enforcement will be to contribute to managing the safe flow of traffic in Sutton by minimising traffic congestion and illegal and inconsiderate parking, whilst maximising compliance in these areas through measured enforcement based upon the guiding principles of fairness and proportionality.
- 7.20 These guiding principles will minimise and, as far as practicable, eradicate the number of Penalty Charge Notice appeals and service specific complaints, and should help to reduce running costs and improve value for money.

- 7.21 Up to date IT infrastructure and back office processes will be used wherever practicable to reduce unnecessary administrative processes through automation and movement to online or electronic service provision, and the handling of cash transactions promoting channel shift to cashless services.
- 7.22 Primary enforcement activity will seek to ensure on-street compliance with parking regulations through the issue of Penalty Charge Notices, with the option retained to progress to authorising the clamping and/or removal of vehicles.
- 7.23 Enforcement activity, at peak times, will be prioritised around schools, controlled parking zones, and attractors and generators. Enforcement will also be carried out in car parks in accordance with the Off-Street Parking Places Orders.
- 7.24 Feedback from Members and residents suggests that there is a growing frustration at the current level of enforcement. However, it is important to accept that the use of enforcement is a key consideration to ensure the free flow of traffic and this will primarily be focused on the busy traffic routes.

Car Parks

- 7.25 The Council provides nine surface car parks serving regional centres that operate on a pay and display basis. These car parks are conveniently situated to serve the Borough's regional centres and are frequently used by visitors, shoppers and business. Commuters also use some of these car parks. All surface car parks have been awarded the 'Park Mark' quality standard.
- 7.26 The Council also provides 2 multi-storey car parks serving shoppers and commuters in Sutton Town Centre that operate on a pay on foot basis. Both of these car parks have been awarded the 'Park Mark' quality standard, and provide safe and secure town centre parking. The Council will seek to positively encourage use of these car parks by motorists in order to prioritise off-street parking over on-street. This will maximise on-street parking that is available for residents, and where appropriate smaller businesses.
- 7.27 Consequently, on-street parking fees and charges will be set at a premium over equivalent stays in nearby car parks. Car park pricing will also be subject to regular review to ensure charges remain competitive and reasonable, and that peak usage times attract appropriate charges.
- 7.28 All Council car parks are enforced by our Parking Enforcement Contractor.

- 7.29 Due consideration is given to disabled parking across all facilities. Gibson Road, Times Square and Wallington Library Car Parks have electric vehicle charging points, with more car parks added in coming months.
- 7.30 Season tickets are available for both multi-storey car parks and in busier surface car parks as follows. These are purchased by Residents, Staff through the Salary Sacrifice Scheme, Council Departments and Businesses in bulk, and Contractors.

Footway Parking

- 7.31 Footway Parking: Exemptions to the GLC (General Powers) Act 1974, which bans footway and verge parking are in place on some roads. These have been provided primarily where access issues have been identified and the introduction of verge parking reduces congestion and the potential obstruction of emergency service vehicles.
- 7.32 It is important that these are reviewed and where possible schemes are implemented which include lining of bays and provision of signs to ensure consistency across the Borough and provide clarity for motorists.
- 7.33 Waiting restrictions on the public highway are important to be implemented in conjunction with footway schemes to ensure the objective of creating safer access is achieved.

Permit Parking Areas (PPA's)

- 7.34 Recent changes to the Traffic Signs and Regulations and General Directions provide opportunities to consider the use of Permit Parking Areas, which are a simple signing solution which provide area-wide controls for permit holders only. These schemes offer local authorities a much simpler restriction for road users to understand and will require significantly less signing and road marking with consequent reduction in the costs of installation and maintenance. The borough will make use of this scheme type as and where appropriate.

Vehicle Crossovers

- 7.35 Where Permit schemes are introduced the kerb side space available for parking will be marked by bays (unless in a PPA) and there will be yellow line restrictions between crossovers that operate in line with the wider scheme times. There will be no consideration given to replacing intermediate yellow lines with white bar markings. Furthermore once permits schemes are in place no additional vehicle crossovers will be permitted.

8.0 Delivery Plan

- 8.1 The Strategy has set out that the approach to reviewing the parking conditions will be managed by way of a 5 year delivery plan, and it is anticipated that this programme will commence in November 2016, subject to resourcing.
- 8.2 **Phase 1** – Review of existing CPZ's across the Borough to assess if those schemes are 'fit for purpose' and to assess operational issues associated with those schemes in terms of hours/days. It is proposed that the review process it will allow officers to determine a core operational period that will be common to all zones moving forward, but it is recognised that there may need to be some flexibility over the start/finish periods of the schemes, depending on which part of the Borough the scheme is in.
- 8.3 It is likely that this process will present opportunities for "quick wins", where boundaries of existing schemes are no longer covering the correct areas and this is likely to relate to areas where significant development has taken place in recent years, and additional on-street pressures have outgrown the scheme area.
- 8.4 **Phase 2** – It is proposed that the delivery of Year 1 schemes focuses on the areas around Sutton Town Centre, North Sutton and St Helier Hospital, as the current issues here are considered to be most intense in the Borough. Although these geographic areas generally relate to Local Area committees, there will need to be a 'common sense' approach to the roads on the south side of the Sutton Town Centre zones as part of the Phase 1 works, which fall within South Sutton Cheam Belmont Local Area.
- 8.5 With the timings of the Local Area committees it would be the St Helier, The Wrythe and Wandle valley area that has the first engagement session at its' meeting on 27 April 2017. This would be followed by the Sutton Local Committee on 6 June 2017. Each scheme for the local areas would be covered by a single Traffic Management Order.
- 8.6 **Phase 3** – Year 2 schemes should focus on the remainder of the South Sutton Cheam and Belmont area and the Carshalton and Clockhouse area. The forward plan for committee meetings is not set this far in advance, but the engagement sessions would be scheduled for the June/July 2018 window.
- 8.7 **Phase 4** – Year 3 schemes should complete the initial scheme rollout covering the Cheam North and Worcester Park area with engagement sessions scheduled for April/May 2019.
- 8.8 **Phase 5** – It is recommended that following the delivery of the schemes for the 6 local areas an operational review is then undertaken, commencing in 2020.

This would revisit the schemes that have been in place and assess the impacts of any parking displacement. It is recommended that at this stage a feedback report is provided to the Environment and Neighbourhoods Committee, providing an assessment of the delivery plan impacts.

Appendix A – Existing Operational Information.

In terms of the current operation of resident and visitor permits the existing zones operate as follows:

Sutton – Red/Blue/Green Zones:

£51.00 per year for the first vehicle in the household, £81.00 per year for a second vehicle in the household and £153.00 per year for a third or fourth vehicle in the household. A maximum of four permits will be issued to a household. Each household is entitled to 50 free hours per year only issued to one permit holder within the household (permit bays specific to the coloured zone).

Additional hours can be purchased at the below prices:

100 Hours: £61.00
50 Hours: £30.50

Belmont:

£46.00 per year for the first vehicle in the household, £66.00 per year for the second vehicle in the household, £112.00 for the third vehicle and £112.00 for the fourth and final permit.

Each household is entitled to 50 Free Hours per year only issued to one permit holder within the household (permit bays in Belmont)

Additional hours can be purchased at the below prices:

100 Hours: £51.00
50 Hours: £25.50

Wellington Avenue

£36.00 for **ALL** permits, permit bays only
100 Free Hours

Appendix B – Comparison with nearby Local Authorities

Borough	Resident costs	Visitor costs	Business costs	Admin charge
RB Kingston	£90/year	£15/10 No Free Hours	1 - £340 2 - £510 3 - £680	£0 admin
LB Merton	1 - £90 (£65 renewal) 2 - £135 (£110 R) 3 - £165 (£140 R)	Full day £2.50 Half day £1.50 or £1.00 (diff zones) No Free Hours	£401 (£376 R)	£25 admin
LB Richmond All Tax band A permits free	1- £99 2 - £148 3 - £198 .	£24/10 central zones; £12/10 outer. All offer 50% discount for older persons No Free Hours	Zone dependent 1 - £989 2 - £1,484 3 - £1,978. 2 nd zone 1 - £593 2 - £890 3 - £1,187	£10 admin
LB Croydon	1 - £80 2 - £126 3 - £305	£4 per day central areas; £2.60 others. No Free Hours	Inner zone - £382 (Alt fuel - £190). Outer zone(first and second) £382 third £560 fourth £910.	£30 admin

(Note: R=Renewal)

Appendix C – Existing Off Street Parking Season ticket information**Kingsway Road:**

Quarterly £126.80, currently 11 issued.

Annual £441.00, currently 21 issued

Cheam Library:

Quarterly £126.80, currently 11 issued.

Annual £441.00, currently 16 issued.

Shotfield:

Quarterly £126.80, currently 1 issued.

Annual £441.00, currently 20 issued.

Melbourne Road:

Quarterly price £126.80, currently 3 issued.

Annual £441.00, currently 4 issued.

Carshalton High Street:

Quarterly £126.80, currently 2 issued.

Annual £441.00, currently 2 issued.

Public Hall:

Quarterly £126.80, currently 3 issued.

Annual price £441.00, currently 0 issued.

Gibson Road:

£240.00 quarterly.

Currently 644 issued

Times Square

£400.00 quarterly.

Currently 21 issued

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