

LONDON BOROUGH OF RICHMOND UPON THAMES

TRANSPORT CONSULTATIVE GROUP

DATE: 19 September 2007

REPORT OF: INTERIM MANAGER FOR TRANSPORT AND HIGHWAYS

LEAD OFFICER: GRAHAM BEATTIE

SUBJECT: BARNES PARKING STUDY

WARDS: BARNES, MORTLAKE AND BARNES COMMON

KEY DECISION?: YES

IF YES, IN FORWARD PLAN?: YES

For general release

1. PURPOSE OF THE REPORT

- 1.1 To report the results of the consultation exercise undertaken during July / August 2007, seeking views from residents and businesses in Barnes on the current and future operation of the CPZs in the area.

2. RECOMMENDATIONS

2.1 That the Cabinet Member for Traffic, Transport and Parking approves the formal advertisement of traffic management orders as set out in this report in respect of the following:

- The merging of zones B1, CB1, and CB2;
- To propose a number of minor operational amendments to the existing Barnes CPZs in respect of parking places, waiting restrictions and other minor measures as set out in this report;
- To propose the introduction of a CPZ in the Warwick Drive area of Barnes as set out in this report;
- To introduce pay and display parking bays in Station Road;
- To introduce parking controls in the Rocks Lane car park;
- To introduce parking controls at the Barnes Wetland Centre car park.

3. DETAIL

- 3.1 Almost the entire area of Barnes is the subject of a controlled parking zone (CPZ). The first CPZs were introduced in 1997 in the North Barnes area – the Hammersmith Bridge CPZ (zone B) and North Barnes CPZ (zone B1). These CPZs were introduced to prevent out of town commuter parking.
- 3.2 Since 1997, extensions and new CPZs have been introduced in Barnes due to the ‘knock on effect’ the existing CPZs have created. There are now seven different controlled parking zones in Barnes (Zones B, B1, CB, CB1, CB2, M, and Z3).
- 3.3 Comments have been received over recent years concerning the formation of controlled parking in Barnes. These comments mainly concern the number of different CPZs in operation and that these are inflexible in not allowing resident or business permit holders to park in different parts of Barnes other than where they live or work respectively.
- 3.4 Businesses have commented that the formation of the CPZs has affected their business operations whereas residents have stated that there is limited parking space near to the shops in Church Road and Barnes High Street.
- 3.5 Whilst it is considered necessary to split CPZs where there is a high risk of intra-zonal commuting, the operation of seven CPZs in Barnes is considered excessive and worthy of investigation with a view to reducing their number.
- 3.6 In November 2005, a trial of merging zones B1, CB1 and CB2 into one zone was introduced. This provided an opportunity to view the effects prior to the consultation and in turn to any formalisation of such merging of zones.
- 3.7 On 10 April 2007, a report was presented to the Council’s Cabinet showing the work programme for CPZs across the borough. This included a review of all CPZs in Barnes.

4. CONSULTATION

Method of consultation

- 4.1 In line with the consultation policy for CPZs approved at Cabinet on 17 July 2006, this study was to comprise of a “two stage” consultation with residents and businesses situated within the boundary of all existing Barnes CPZs.
- 4.2 A copy of the consultation document and questionnaire is shown as **Appendices A**. The consultation sought the views of residents and businesses on the following:
 - Whether their CPZ should remain in operation;
 - The merging of zones B1, CB1 and CB2 on a permanent basis to create one new zone;
 - The merging of zone B in the new zone created for zones B1, CB1, and CB2;
 - The merging of zone Z3 into existing zone CB.
- 4.3 Each questionnaire distributed also sought views on the introduction of car club cars in the area. The Council currently has one car club car situated in York House car park, Twickenham and this scheme has proved popular with local residents. This question is now included in all CPZ consultations and is considered a viable alternative to owning / keeping a vehicle on the carriageway in making best possible use of on street parking space.
- 4.4 One consultation document together with a questionnaire was delivered by Royal Mail to residents and businesses within the consultation boundary on 20 July 2007. The questionnaires were required to be returned by 31 August 2007.

- 4.5 A4 posters were affixed to lamp columns in each road within the consultation boundary on 26 July 2007 advising of the consultation. The posters displayed contact details in the event of failed receipt of consultation documents.
- 4.6 A copy of the consultation document and a copy of each of the three questionnaires were placed on the Council's website on 26 July 2007.
- 4.7 An exhibition was held at O.S.O Arts Centre, Station Road, Barnes on 11 August 2007 and 23 August 2007 providing an opportunity for residents and businesses to discuss the proposals with officers.

Results of consultation

- 4.8 A total of 5364 questionnaires were delivered to all properties within the consultation boundary. Of this number a total of 1450 (27%) have been returned. A summary of the results of the consultation exercise is shown as **Appendix B**.
- 4.9 The results show:
- That the majority of residents and businesses who responded to the consultation were either very satisfied or quite satisfied with the CPZ in their area and did not want the CPZ removed from their street;
 - That the majority of residents and businesses who responded to the consultation were in favour of merging zones B1, CB1 and CB2;
 - That the majority of residents in zone B who responded to the consultation were not in favour of merging with the new zone created by merging zones B1, CB1 and CB2;
 - That the majority of residents in Bracken Gardens who responded to the consultation were not in favour of merging with zone CB;
 - That the majority of residents and businesses either stated that they had no preference on or would be in favour of the introduction of a car club car being made available near their residence / business respectively.

Responses from organisations

- 4.10 Comments were received from the Chair of the Merthyr Terrace Society suggesting that consideration be given to incorporating Merthyr Terrace into a new CPZ due to its close proximity to the shops and businesses in Castelnau. However, the responses from Merthyr Terrace show that the majority of residents were either quite satisfied or very satisfied with their CPZ. No other comments were received from other local organisations though it is proposed to seek the views of these groups as part of the next stage in the consultation process.

Other comments received

- 4.11 A summary of comments received is shown as **Appendix C**.

Comments received from emergency services

- 4.12 The views of emergency services were sought as part of the consultation exercise. Responses were received from the Police and Fire Brigade who both expressed no views on the proposals.

Comments received from the ward councillors

- 4.13 The ward councillors for both Barnes and Mortlake and Barnes Common wards were consulted on the proposals and recommendations contained within this report. Four responses were received on the results of the consultation generally in favour of the recommendations contained in this report.

Two of the ward councillors commented on the following two issues:

- Low response rates from some of the roads within the consultation area - Barnes High Street, Church Road, and Walnut Tree Close;
 - The effects of introducing parking controls in some of the car parks in the area.
- 4.14 Further opportunity will be available to discuss these issues with the ward councillors prior to formal advertisement of any proposals. The formal advertisement of any proposals will also provide the opportunity for consultees to make representations for consideration by the Cabinet Member after the statutory consultation period has ended.

Minor amendments to the existing zones

- 4.15 It is proposed to include a number of minor amendments to the zones in the formal advertisement of any proposals contained in this report. The detailed design of these proposals would be in consultation with the ward councillors prior to approval by the Cabinet Member.

Other initiatives

- 4.16 It is proposed to investigate a number of initiatives in Barnes and these include the following:
- Change of six business parking bays in Elm Grove Road to shared-use resident or business parking bays;
 - Environmental improvements and provision of short stay parking to drawdock area in Lonsdale Road opposite Gerard Road;
 - The introduction of a new controlled parking zone in the Warwick Drive area;
 - The introduction of pay and display parking at Barnes Station in Station Road;
 - The introduction of parking controls in the Rocks Lane car park;
 - Availability of use of the Wetlands car park for parking by zone CB business permit holders / visitors.

5. FINANCIAL IMPLICATIONS

- 5.1 A budget of £70,000 was approved by Cabinet on 10 April 2007 to cover consultation, design and implementation costs of measures resultant from the review. The budget also includes funding to undertake a review of the new measures implemented during the 2008 financial year.

6. POLICY IMPLICATIONS/CONSIDERATIONS

- 6.1 The proposed policies are reflected in the policies contained within the Unitary Development Plan and the Community Plan. This consultation was carried out in accordance with the Council's CPZ policy, which was approved on 10 April 2007 and in discussion with the ward councillors and Cabinet Member for Traffic, Transport and Parking.

7. RISK ASSESSMENT

- 7.1 The introduction of controlled parking zones and/or waiting restrictions seek to improve road safety conditions for all road users. Due consideration should be given to such measures where it is generally envisaged that these will have a positive impact on road safety.
- 7.2 Should the proposals be approved to be taken forward, this will involve a detailed design and safety audit prior to any progression to implementation.

8. EQUALITY IMPACT/CONSIDERATIONS

- 8.1 The Council's Strategy seeks to regulate on-street parking and to consider the needs of residents and their visitors and to accommodate the needs of the business community so far as practically possible. As part of the strategy it is important to review the parking controls and other arrangements from time to time.
- 8.2 The regulation of parking can alleviate safety problems created by inconsiderate parking in areas of heavy demand, thereby reducing the risk to people with disabilities, the elderly and children.

9. LEGAL IMPLICATIONS

- 9.1 The making of any Order is authorised by the Road Traffic Regulation Act 1984 as amended by the Road Traffic Act 1991.

10. BACKGROUND DOCUMENTS:

Completed questionnaires
Copies of all comments received during the consultation period
Report to Cabinet of 17 July 2006 (CPZ Policy)
Report to Cabinet of 9 October 2006 (CPZ Programme)
Report to Cabinet of 10 April 2007 (Revised CPZ Programme)

11. CONTACTS

Graham Beattie, Interim Manager for Transport and Highways
Environment Directorate
Tel: 020 8891 7310
E-mail: graham.beattie@richmond.gov.uk

Chris Smith, Section Manager
Environment Directorate
Tel: 020 8891 7341
E-mail: c.smith@richmond.gov.uk

Mick Potter, Principal Engineer
Environment Directorate
Tel: 020 8487 5295
E-mail: m.potter@richmond.gov.uk