LONDON BOROUGH OF WALTHAM FOREST

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Environment and Regeneration
Controlled Parking Zone Programme – 2011/2012 Update and 2012/13 Recommendations
Environment PLM – 21st February 2012

SUMMARY

<u>1</u> zone schemes for 2011/12 and recommends schemes for the 2012/13 programme. The recommended programme builds on the rolling programme that has been on going since 2009. This report provides an update on the programme of controlled parking

2. RECOMMENDATION

- 2.1 consultation with the Environment Portfolio Holder It is recommended that the Divisional Director of Public Realm in
- (a) note the progress that has been made on the 2011/12 programme,
- (b) approve the programme and spend for the remainder of the 2011/12 financial year as detailed in Section 5 of this report and
- <u>O</u> approve the programme and spend for 2012/13 financial year as detailed in Section 6 of this report.

3. REASON FOR DECISION

- ა -To complete the delivery of the 2011/12 programme and
- 3.2 prioritise and approve the inclusion of these schemes in the 2012/13 programme. To note new requests for CPZ schemes made by residents and to

4. BACKGROUND

- 4.1 PLM on 8 May 2009 and 2 September 2009. February 2009 and amendments to that programme were agreed at September 2008. A programme of schemes was agreed at PLM on 27 Cabinet agreed a new policy for Resident Parking Schemes on 30
- 4.2 The policy for Resident Parking Schemes, agreed by Cabinet on 30/9/08
- residents and parking surveys. parking schemes will be identified in response to requests from Priorities to be based on areas of parking stress. Areas for residents
- potentially affected. Consultation to be based on the extent of the area directly and
- areas where 'overspill' parking from an adjacent scheme has occurred A system of periodic area reviews in response to representations from
- proposals in any area or sub area from the consultation. where at least 51% of respondents are in favour of proceeding with smaller areas. Current policy enables parking controls to be introduced the introduction of parking controls in the whole area consulted or in Consultation to be carried out on an area basis. This approach allows
- Cabinet Member for Environment and maintained by the Executive An ongoing priority list for future schemes is to be approved by the
- 4.3 In accordance with the policy the following procedures are carried out:
- . and as resources allow. schemes can be considered for the Priority List in response to requests are added when received and reported periodically to PLM so that new A list is maintained of requests & petitions known to Officers. Requests
- proposed area before commencement of public consultation. Parking surveys and feasibility design work are completed in a
- . appropriate options for different days and times of the permit parking for any other comments. The consultation may also include asked whether they are in favour of a Resident Parking Scheme and all households and businesses in the affected areas. Respondents are Consultation is carried out by distributing a leaflet and questionnaire to
- . highlighted. This reveals that there is a cluster of requests in the requests were previously reported to PLM on 19th April 2011 are policy was agreed on 30 September 2008. New entries, received since Appendix 1 of this report shows all requests received since the new Chapel End Ward in an area bounded by Forest Road, Sturge Avenue,

has been consulted before but this was before the change in CPZ policy in 2008. There is also a cluster in the Chingford Green Ward Brookscroft Road and the Chingford – Liverpool Street Line. There is also another cluster in the Hale End & Higham Park Ward. This area either side of Station Road.

- . north-east of the Chingford – Liverpool Street Line bounded by Shernhall Street and Forest Road (see Appendix 2). The Council has Shernhall Street and the boundary of the ME permit parking zone consultation area also includes the area bounded by Forest Road, also received a number of requests from the residents of Woodlands May revealed that the there was a cluster of respondents in the area Also the permit parking survey carried out in the Wood Street Ward last Road that is situated in this area (see Appendix 1). The proposed
- in this area has the support of a local councilor. South Chingford shopping area (see Appendix 1) and a proposed CPZ In addition there have been some requests from residents living by the
- programme for 2012/13. Plan 1 shows the location of the proposed Table 2 in section 6.1 of this report shows the proposed CPZ

5 CONTROLLED PARKING ZONE PROGRAMME 2011/12

5.1 schemes Table 1 below shows progress made on the 2011/2012 programme of

Table 1 – 2011/12 Programme

	443			TOTAL
Ditto	30	-ditto-	High Street	Edward Road (BR Ext)
Ditto	60	-ditto-	Higham Hill	Shakespeare Road Area (BLN)
Ditto	60	Scheme will be in operation on 1 st February 2012	Forest	Fulready Rd Area (WXN & WXS Ext.)
Ditto	2	Preliminary consultation carried out in May 2011. Residents in some small sub-areas were in favour	Wood Street	Wood Street
		and a sub-area has been approved for implementation. Programmed implementation in April 2012.		

- 5.2 The location of all the schemes are shown on Plan 1.
- 53 The programme has been funded as follows
- £108,200 Parking Revenue
- £87,000 STIG
- £100,000 Edinburgh Road School S.106 £500,000 Invest to Save

be £443,000 The programme of works has progressed well and the projected spend will

- 5.4 management order and any necessary amendments to the scheme. subsequent years to finalise the legal procedures related to the traffic fully spent this financial year but any remaining funding will be used in Transportation Implementation Group funding (STIG). The S.106 funding associated with the development of Edinburgh Road School will not be The parking revenue funding will be fully spent as will the Stratford
- 5.5 With regards the 'Invest to Save' revenue funding, the projected spend for this financial year is £148,000.
- 5.6 Therefore of the original £500,000 'Invest to Save' funding, £148,000 will be spent in 2011/12. Re-profiling of spend has been necessary to accommodate the Olympic Zone. It is recommended that £182,000 of the 'Invest to Save' funding be used to finance the Olympic Zone and that the remaining £170,000 be used to fund the 2012/13 CPZ programme (see Table 2 below).

6 CONTROLLED PARKING ZONE PROGRAMME 2012/13

<u>ი</u> Table 2 below shows the proposed 2012/2013 programme of schemes.

Table 2 - Proposed 2012/13 Programme

Total	carried out in 2011/12	Orders for schemes	Management	Permanent Traffic		South Chingford		Wood Street			Higham's Park	2	North Chingford			Fulbourne Road		Location
					Larkswood	Valley &	Street	Wood	Park	Higham's	Hale End &	Green	Chingford		End	Chapel	0.2	Ward(s)
					Consultation	Preliminary		Ditto		Ditto			Ditto	and implementation	preliminary design	Consultation,	8	Programme
278				8		10	Transcense of	60			60		70			70	£000	Cost
				Revenue		Ditto	The state of the s	Ditto		Save/Revenue	Invest to		Ditto			Invest to Save	Source	Funding

7. IMPLICATIONS

- 7.1 Finance
- 7.1.1 See tables 1 and 2 above.
- 7.2 Timescale
- Consultation will be carried out between May and June. Detail designed will be carried out between July and September with implementation between October and December.
- 7.3 Consultation
- 7.3.1 design of the scheme. businesses will be given the opportunity to comment and influence the A public consultation exercise will be carried out where residents and
- 7.3.2 experimental traffic orders that are necessary to give effect to the Statutory consultation will take place in respect of making the parking controls.
- 7.4 Timescale
- 7.4.1 detailed in Appendix 2. Preliminary programmes for each resident parking scheme are

7.5 Legal

7.5.1 Experimental traffic orders will be made under sections 9 and 10(2) the Road Traffic Regulation Act 1984 and advertised in accordance with the Traffic Order (England and Wales) Procedural Regulations

7.6 Human Resources

7.6.1 External staff resources for the investigation, consultation, design and implementation have been fully funded within budgets made available.

7.7 Health Impact Assessment

which in turn will have a beneficial effect on health, if traffic is reduced In general parking controls may have a positive effect on air quality, or congestion relieved.

7.8 Equality Impact Assessment

7.8.1 Gender

consequently reduce personal injury road accidents. safety for all but especially for the most vulnerable road users and The reduced traffic levels in the area has the potential to improve road

7.8.2 Age

walking or by cycling. conducive for children and young people to travel to school either by The improved safety and environmental conditions make an area more

7.8.3 Disability

loading restrictions operating concurrent with the waiting restriction three hours on yellow line waiting restrictions provided that there are no displaying the blue badge. Blue badge holders can also park for up to disabled blue badge holders may park for up to three hours by need to display a permit. In specific marked blue badge disabled bays, allowed to park for unlimited time periods within permit bays without the with the Council's mobility team. This review will ensure the most need to purchase/display a permit. Disabled blue badge holders are vulnerable residents are able to park outside their homes without the the provision of spaces provided for disabled residents in consultation The detailed design of any proposal will include a review and update of

7.8.4 Race/ Ethnicity

negative impacts are expected from the proposals on the community in respect of ethnicity. The environment is made safer reducing the risk of hate crime. No

7.8.5 Faith/ Religion

negative impacts are expected from the proposals on the community in respect of faith. The environment is made safer reducing the risk of hate crime. No

7.8.6 Sexual orientation

community in respect of sexual orientation. No negative impacts are expected from the proposals on the

7.9 Climate Change and Environment - Impact Assessment

- 7.9.1 There are no climate impact implications to water, waste, land or buildings
- 7.9.2 There is no requirement to illuminate any of the necessary mandatory anticipated. parking signs and hence no impact on energy consumption is
- 7.9.3 Decreased congestion and a reduction in parking demand on street are considered to be a benefit to air quality.
- 7.9.4 credentials. providing new street furniture is considered will maximise Green The utilisation of existing street furniture and the minimisation of
- 7.9.5 walking, cycling and increased use of public transport, leading to a reduction in CO² emissions. is considered to provide opportunity for modal shift to encourage The removal of commuter parking by the introduction of permit parking

CONCLUSION

8.1 people will be able to park closer to their premises, thereby reducing businesses more opportunity to park, therefore it is likely that these addition, a Resident Parking Scheme should provide residents and more road space to pedestrians, cyclists and public service vehicles. In to people over commuter convenience. In addition they also provide centres and residential areas around transport hubs and to give priority The introduction of Resident Parking Schemes fulfils Council policy to Council can improve the streetscape of the environment of town for work and other journeys. They are also a means by which the promote sustainable transport choices and reduce reliance on the car

Approved by

Cllr. Clyde Loakes Environment Portfolio Holder

Date:

Approved by

Keith Hanshaw

Date: 21-2-12

Divisional Director of Public Realm

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Appendix 2

Street	Number of Responses	Yes		No		Number of Properties	% of Properties Responding
		Number	Percentage	Number	Percentage		Responding
Albion Road	5	2	40%	3	60%	46	11%
Corbett Road	14	6	43%	8	57%	77	18%
Havant Road	14	7	50%	7	50%	123	11%
Parkstone Road	16	5	31%	11	69%	98	16%
Stocksfield Road	4	3	75%	1	25%	271	1%
Turner Road	22	13	59%	9	41%	125	18%
Vallentin Road	12	3	25%	9	75%	138	9%
Waverley Road /Ave	23	10	43%	13	57%	128	18%
Woodlands Road	24	19	79%	5	21%	115	21%
Wyatts Lane	12	6	50%	6	50%	43	28%
Total	146	74	51%	72	49%	1164	13%

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