

Committee: Cabinet

Date: 10th December 2018

Agenda item: Do not complete

Wards: All

Subject: Public health, air quality and sustainable transport-a strategic approach to parking charges 2 (draft)

Lead officer: Chris Lee, Director Environment & Regeneration &
Dagmar Zeuner, Director of Public Health-Merton, Community &
Housing

Lead members: Cllr Whelton (Cabinet Member Cabinet member for Regeneration,
Housing and Transport)
Cllr Byers (Cabinet Member for Adult Social Care and Health)

Contact officer: Ben Stephens, Head of Parking Services

Reason for Urgency: The Chair has approved the submission of this report as a matter of urgency in order to enable Cabinet to review the "Vehicle Emissions, Public Health and Air Quality – a Strategic Approach to Parking Charges 2" paper with the "Vehicle Emissions, Public Health and Air Quality – a Strategic Approach to Parking Charges 1" in advance of a final set of proposals being forwarded on to the Sustainable Communities Overview and Scrutiny Panel to consider in January 2019.

Cabinet needs to review the second and final paper in December to enable Sustainable Communities Overview and Scrutiny Panel to see a full set of proposals to comment on, in advance of Officers undertaking essential work on the relevant traffic management orders in the New Year.

Recommendations:

1. Members authorise officers to proceed to consultation on the recommended approach to and proposed charges for on and off-street parking and permits including visitor permit sales.
2. Members agree to the formal consultation process set out in appendix 7 and to have due regard to any comments raised as part of the formal consultation process in taking a final decision on whether to proceed with the implementation of any changes.
3. Members agree to delegate Authority to the Director of Environment and Regeneration, in consultation with the Cabinet Member for Regeneration Housing and Transport, to finalise the necessary consultation documentation as required.

4. Members agree to refer this report to the Sustainable Communities Overview and Scrutiny Committee for their consideration and to seek their views before Cabinet makes a final decision and before consultation as referred to in Recommendation 1 and 2 .

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. The Merton parking service already contributes to; and helps deliver the key policies set out in: Merton's Health and Wellbeing Strategy; Merton's Air Quality Action Plan; the Council's Local Implementation Plan; and the Mayor of London's Transport Strategy.
- 1.2. The purpose of this report is to inform Members of the key strategic drivers that will affect parking policy for the future (set out in full in the November Cabinet report), and inform Members of the evidence based approach to support the proposed charges set out in this report.
- 1.3. Members are asked to exercise their statutory duty to secure the expeditious, convenient and safe movement of traffic and the provision of suitable and adequate parking facilities in the context of the public health agenda, the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space which form the backdrop of the policy direction set out below.
- 1.4. The report sets out the justification for the recommended Parking charges with the aim to adjust driver behaviour and to ensure that we can provide a modern, efficient and environmentally sustainable transport policy for residents, visitors, businesses now in the future.

2 KEY STRATEGIC COUNCIL PRIORITIES RELEVANT TO PARKING SERVICES

2.1.1 PUBLIC HEALTH

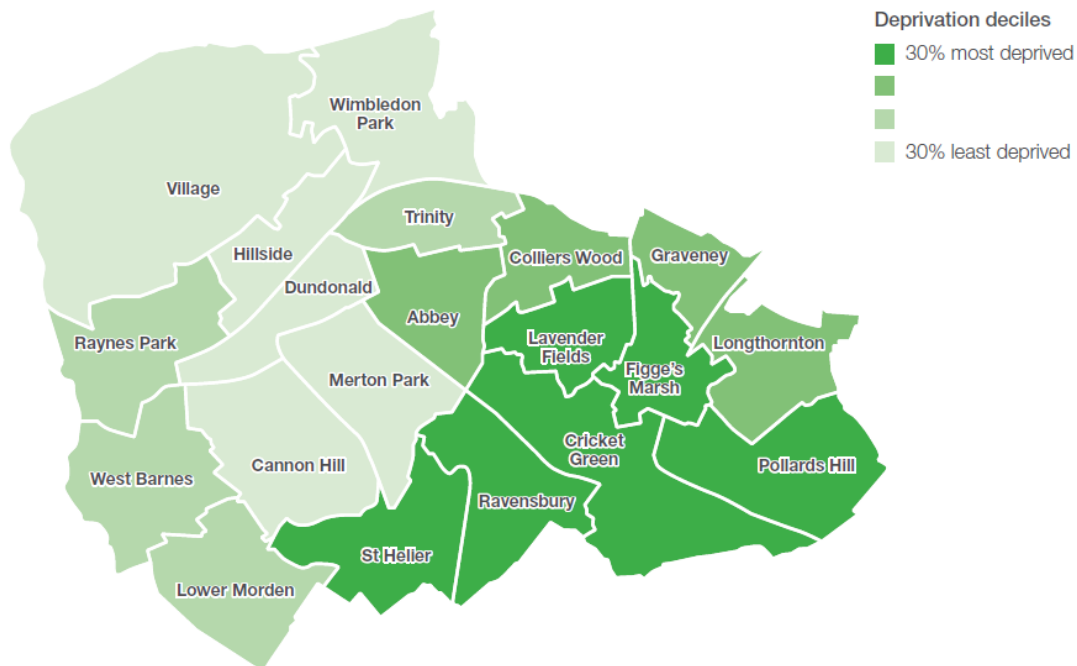
Parking and Public Health

Public Health and inequality

1. Public Health has a vision to protect and improve physical and mental health outcomes for the whole population in Merton throughout the life course, and to reduce health inequalities.

- Deprivation is a key determinant of health and is worse in the east of the borough. See figure 1. This translates into deep rooted and damaging health inequalities; for example there is a difference of **more than 9 years of healthy life** between people living in the most and least deprived areas of Merton.¹

Figure 1: Index of Multiple Deprivation (IMD) 2015 for Merton wards



Who holds the levers to improve the public's health?

- Many, if not all, Council departments, hold the levers to improving people's health in Merton. Council levers can be deployed to create healthy environments that make the 'healthy choice the easy choice' for Merton residents; for example, by limiting the advertising of unhealthy food in Council-owned areas, or by incentivising people to walk, cycle and use public transport.
- To improve the health of Merton residents, efforts must be rebalanced towards population level prevention. Parking Services have a role to play in this, for example by incentivising residents towards more sustainable and active modes of transport such as walking and cycling, and by reducing congestion and improving air quality.

The environment and health

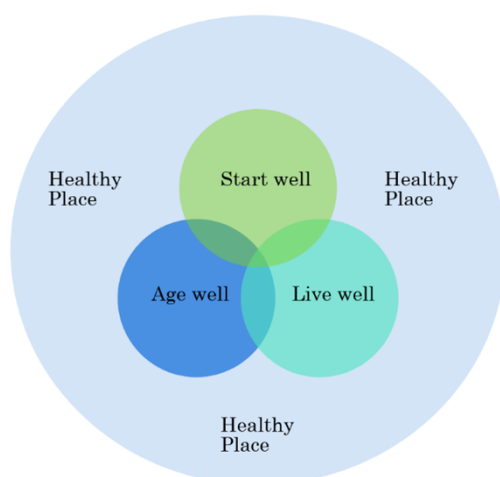
¹ <https://www2.merton.gov.uk/Annual-Health-Report2018.pdf>

- Evidence shows the environment has a strong influence on people's behaviours. It does this by affecting a non-conscious set of processes in our brains that affect behaviours such as travelling to work and craving unhealthy food. For example, it could be an advert in the street for a high sugar soft drink, an escalator beside a set of stairs, or a two-for-one offer on a packet of biscuits. All of these environmental cues affect people's behaviours through non-conscious processes.² They can be summarised by 'making the healthy choice the easy choice'.

Merton's Health and Wellbeing Strategy 2019-24

- A key theme for the Health and Wellbeing Strategy, which is currently being refreshed to cover 2019-24 (led by the Health and Wellbeing Board), is **Healthy Place**. We want to focus on how we can create an environment that allows all Merton residents to flourish, see figure 2 below.

Figure 2: Themes of Health and Wellbeing Strategy refresh 2019-24



What Merton residents want

- Merton residents are aware of the importance of Healthy Place. A recent Healthy Places Survey led by the Council's Environment and Regeneration

² Marteau, T. *Changing minds about changing behaviour*. The Lancet. 2018. Available from: <https://www.thelancet.com/action/showPdf?pii=S0140-6736%2817%2933324-X>

department³ revealed the top priorities identified by Merton residents for creating healthy places in Merton include air quality, green infrastructure and open spaces including parks, and good cycling and walking routes, paths and lanes.

POTENTIAL BENEFITS TO THE PUBLIC'S HEALTH RELATING TO PARKING SERVICES

'Reforms in planning for parking may be the simplest, cheapest, quickest and most politically feasible way to achieve many important policy goals'

Donald Shoup, Parking and the City

There are many potential public health benefits related to parking policy, some of which are listed below.

- 8. Better air quality: Improving air quality is important because 6.5% of mortality in Merton is attributable to poor air quality.**⁴ By helping to reduce vehicle emissions and supporting the shift to sustainable and active modes of transport, parking policy can improve air quality, which in turn will have positive benefits for people's health.

In March 2017 the Local Government Association (LGA), in collaboration with others, published a report highlighting the important role local government has in improving air quality. From a Public Health perspective, the report highlights the effects air pollutants have on our bodies, sources of air pollutants and the business case for health.

<https://www.local.gov.uk/air-quality-briefing-directors-public-health>

There is ample evidence on the impact of air quality on health. Over time, poor air quality is associated with a range of mortality and morbidity outcomes. Exposure to poor air quality is associated with a range of cardiovascular, respiratory and cerebrovascular health effects⁵ and recent evidence suggests there may be a link between air pollution and a person being at increased risk of

³ Survey data available here:

<https://www.merton.gov.uk/assets/Documents/Healthy%20Places%20survey%20responses%20Jan18.pdf>

⁴ Data available here:

<https://fingertips.phe.org.uk/search/air%20pollution#page/0/gid/1/pat/6/par/E12000007/ati/101/are/E09000002/iid/30101/age/230/sex/4>

⁵ WHO, *Health risks of air pollution in Europe-HRAPIE project. New emerging risks to health from air pollution-results from the survey of experts.* 2013. Available here:

http://www.euro.who.int/__data/assets/pdf_file/0017/234026/e96933.pdf?ua=1

developing dementia.⁶ Evidence suggests a link between exposure to air pollution and cognitive performance.⁷ ⁸ In Scotland a recent study found spikes in poor air quality to be associated with increased hospital admissions and GP surgery visits.⁹

9. **Safer, less congested roads:** In 2016 there were 579 people slightly injured and 44 people killed or seriously injured due to road traffic accidents in Merton.¹⁰ By reducing congestion and incentivising people to use sustainable modes of transport parking charges can help to reduce the number of road traffic accidents in Merton, leading to fewer deaths from road traffic accidents and a reduction in hospital-related admissions from road traffic injuries.

The INRIX 2017 Global Traffic Scorecard ranked the UK as the 10th most congested country in the world and the 3rd most congested in Europe. London has remained the UK's most congested city for the 10th year in a row, ranked second in Europe after Moscow.¹¹ Demand-based parking charges for on street parking can help reduce the congestion caused by drivers cruising the streets in search of a place to park. This is also good for the economy- it has been estimated that motorists in London spend around 74 hours per year in congestion at peak times, costing them individually £2, 430 per year, or £9.5 billion across the city.¹²

10. **Improved physical and mental health of Merton residents:** In Merton, levels of physical activity has dropped by two percentage points in two years.¹³ Furthermore based on Department for Transport statistics for 2016/17 the

⁶ Carey IM, Anderson HR, Atkinson RW, et al. *Are noise and air pollution related to the incidence of dementia? A cohort study in London, England.* BMJ Open 2018;8:e022404. doi: 10.1136/bmjopen-2018-022404. Available here: <https://bmjopen.bmj.com/content/8/9/e022404>

⁷ Zhang et al. *The impact of air pollution on cognitive performance.* Proceedings of the National Academy of Sciences Sep 2018, 115 (37). Available here: <http://www.pnas.org/content/115/37/9193>

⁸ Cipriani. G et al. *Danger in the Air: Air Pollution and Cognitive Dysfunction.* American Journal of Alzheimer's Disease and other Dementias. Volume: 33 issue: 6, page(s): 333-341 . Sept 2018. Available here: https://journals.sagepub.com/doi/full/10.1177/1533317518777859?url_ver=Z39.88-2003&rfr_id=ori%3Arid%3Acrossref.org&rfr_dat=cr_pub%3Dpubmed

⁹ Goeminne. P et al. *The impact of acute air pollution fluctuations on bronchiectasis pulmonary exacerbation: a case-crossover analysis.* European Respiratory Journal Jul 2018, 52 (1) 1702557; DOI: 10.1183/13993003.02557-2017. Available here: <http://erj.ersjournals.com/content/52/1/1702557>

¹⁰ Travel in London 10 supplementary Information

¹¹ <http://inrix.com/scorecard/>

¹² <http://inrix.com/press-releases/scorecard-2017-uk/>

¹³ Levels of physical activity has dropped from 38 percent of residents doing at least two x 10 minutes of active travel a day in 2013/14 to 36 percent in 2014/15 to 36 percent in 2014/15 to 2016/17.

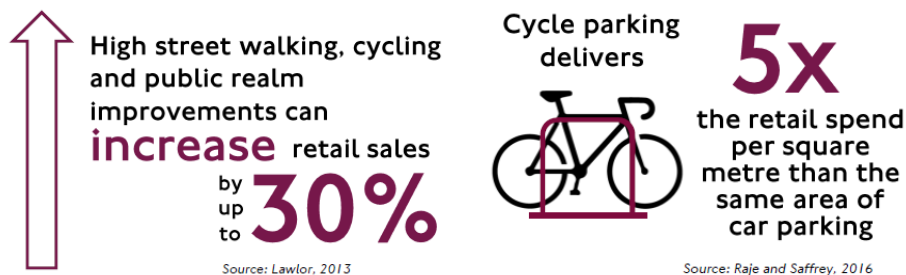
proportion of adults doing any walking or cycling once a week is 77.9% down from 81.5% for 2015/16.

By supporting the shift to more sustainable and active modes of transport, improving air quality and generally making streets more pleasant places for Merton residents to spend their time, parking policy can help increase the physical and mental health of Merton residents. This can help reduce levels of childhood and adult overweight and obesity; a key issue in Merton. In Merton, one in five children entering reception are overweight or obese and this increases to one in three children leaving primary school in Year 6 who are overweight or obese.

11. **Healthy places:** The 'healthy streets' approach defines a healthy street as one with: things to see and do; places to stop and rest; shade and shelter; clean air; and pedestrians from all walks of life. It must be easy to cross; and feel safe, relaxing and not too noisy. Put simply, it needs to be an environment in which people choose to walk and cycle. Action against these indicators ultimately improves health, and parking policy has a role to play for example, by helping improve air quality, and incentivising people to walk, cycle and use public transport.

A recent report by TfL (November 2018) demonstrates the economic benefits of walking and cycling. This is discussed in further detail in this paper- see 2.3.11 and 2.3.12. See figure 3 below for some infographics from the TfL report.

Figure 3: Infographics on economic benefits of walking and cycling



Over a month, people who walk
to the high street spend up to

40%
more



than people who drive
to the high street

Source: TfL, 2013

12. Example of healthy places and the role parking services can play: Parking Services are already working jointly with Public Health on the School Neighbourhood Approach Pilot (SNAP). This pilot recognises that there isn't one solution to complex challenges and that many different government departments hold the levers to improving the urban environment and therefore the public's health. The pilot involves identifying the levers the Council has to improve the urban environment in the 400 metres around a school, and then working with a selected school to take action on issues that matter to them, such as air quality and an obesogenic environment, with the ultimate aim of reducing health inequalities.

We need to consider what we can do as a borough to 'make the healthy choice the easy choice', to improve public services and encourage residents to choose active travel options more often, and to reduce congestion and improve air quality.

2.2. MERTON AIR QUALITY ACTION PLAN 2018-2023

2.2.1 Air pollution is recognised as a major contributor to poor health with more than 9000 premature deaths attributed to poor air quality in London. Air pollution is associated with a number of adverse health impacts: it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong

correlation with equalities issues, because areas with poor air quality are often less affluent.

2.2.2 Air quality has been identified as a priority both nationally and within London, where pollution levels continue to exceed both EU limit values and UK air quality standards. Pollution concentrations in Merton have historically and continue to breach the legally binding air quality limits for both Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀). The air quality monitoring network run by Merton has shown that the UK annual mean NO₂ objective (40µg/m³) continues to be breached at a number of locations across the borough. In some locations the NO₂ concentration is also in excess of the UK 1-hour air quality objective (60µg/m³) which indicates a risk not only to people living in that area but also for those working or visiting the area.

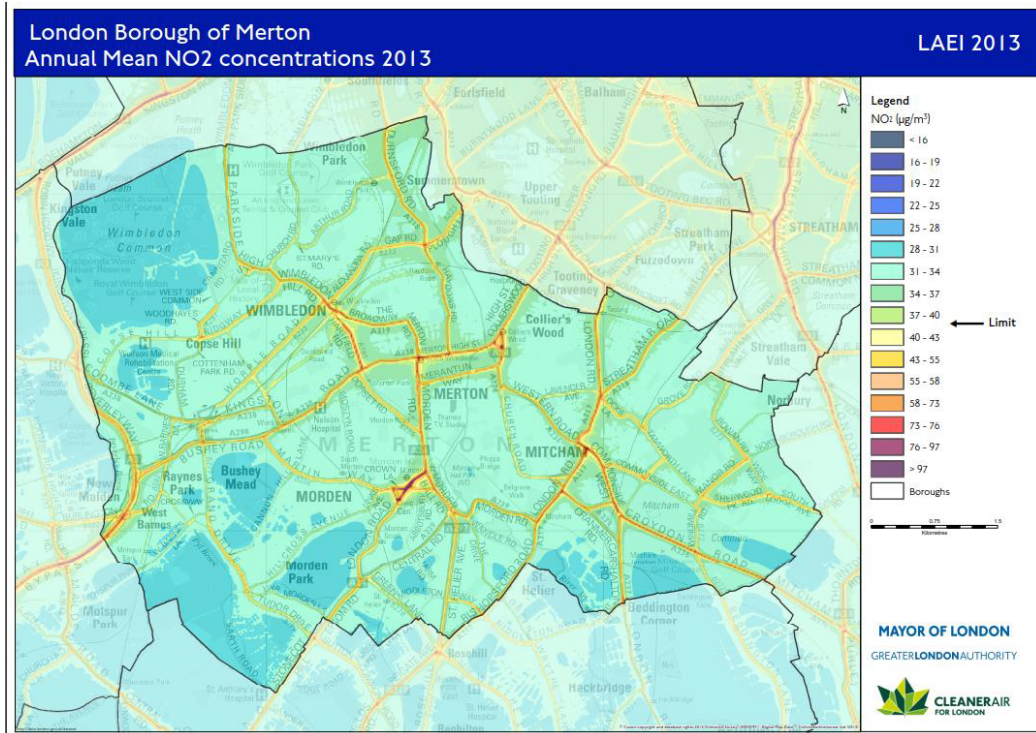
Table A. Summary of National Air Quality Standards and Objectives

Pollutant	Objective (UK)	Averaging Period	Date¹
Nitrogen dioxide - NO ₂	200 µg/m ⁻³ not to be exceeded more than 18 times a year	1-hour mean	31 Dec 2005
	40 µg/m ⁻³	Annual mean	31 Dec 2005
Particles ** - PM ₁₀	50 µg/m ⁻³ not to be exceeded more than 35 times a year	24-hour mean	31 Dec 2004
	40 µg/m ⁻³	Annual mean	31 Dec 2004
Particles - PM _{2.5}	25 µg/m ⁻³	Annual mean	2020
	Target of 15% reduction in concentration at urban background locations	3 year mean	Between 2010 and 2020

Note: ¹by which to be achieved by and maintained thereafter

2.2.3 Pollution in Merton comes from a variety of sources. It includes pollution originating outside the borough, and, in the case of particulate matter, a significant proportion comes from outside London and even outside the UK. Obviously the Council has limited control over this, however local sources are primarily from road transport and from development/buildings.

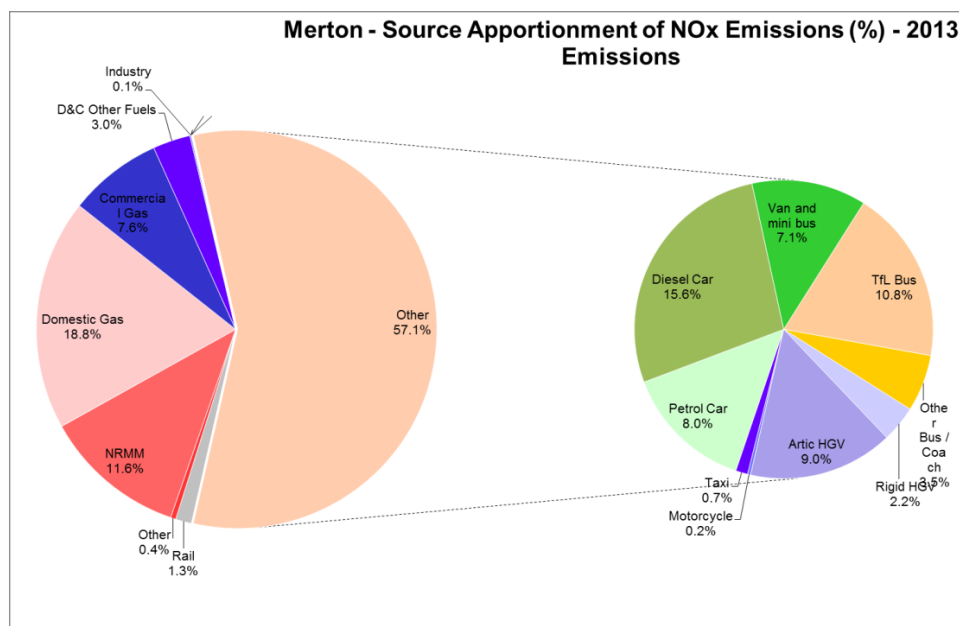
Figure 2: Modelled map of annual mean NO₂ concentrations (from the LAEI 2013)



The modelled NO₂ concentrations clearly identify the contribution of road traffic emissions with exceedance of the NO₂ annual mean objective closely correlated with the main transit routes and busy junctions within the borough.

- 2.2.4 Of the pollution that originates inside the borough the main sources of **NO₂** are **transport (57.1%)**, domestic gas boilers (18.8%) and static non-road mobile machinery (11.6%).
- 2.2.5 In respect of the transport sources the LAEI source apportionment data for the borough indicates that diesel vehicles contribute approximately 90% of the NO_x emissions and 80% of the PM₁₀ emissions (based on 2013 modelled data). This supports the evidence from the dispersion modelling (Figures 1, 2 & 3) which indicates that the highest concentrations of both NO₂ and PM₁₀ are most closely associated with the main traffic routes and road junctions within the borough.

Figure 6: NO_x Emissions by source and vehicle type (from the LAEI 2013)



AQMAs and Focus Areas

2.2.6 In Merton an Air Quality Management Area (AQMA) has been declared for the whole borough. The AQMA has been declared for the following pollutants:

2.2.7 **Nitrogen Dioxide:** we are failing to meet the EU annual average limit for this pollutant at some of our monitoring stations and modelling indicates it is being breached at a number of other locations. We may also be breaching the UK 1-hour Air Quality Objective based on measured concentration for NO₂ being in excess of 60µg/m³ at some locations within the borough.

2.2.8 **Particulate Matter (PM₁₀)** – whilst monitoring data from the automatic monitoring station at South Wimbledon indicates we are complying with the UK Objectives and EU Limits, the wider modelling data indicates that we are likely to be breaching the 24-hour and annual mean PM₁₀ Objectives at a number of locations across the borough. We are also exceeding World Health Organisation air quality guideline for this pollutant, and we have a formal responsibility to work towards reductions of PM_{2.5}.

2.2.9 An Air Quality Focus Area is a location that has been identified as having high levels of pollution and human exposure. There are four focus areas in the borough. These are in the main centres of Mitcham, Morden, Raynes Park and Wimbledon.

Figure 5: Map of London Borough of Merton Focus Areas (2013)

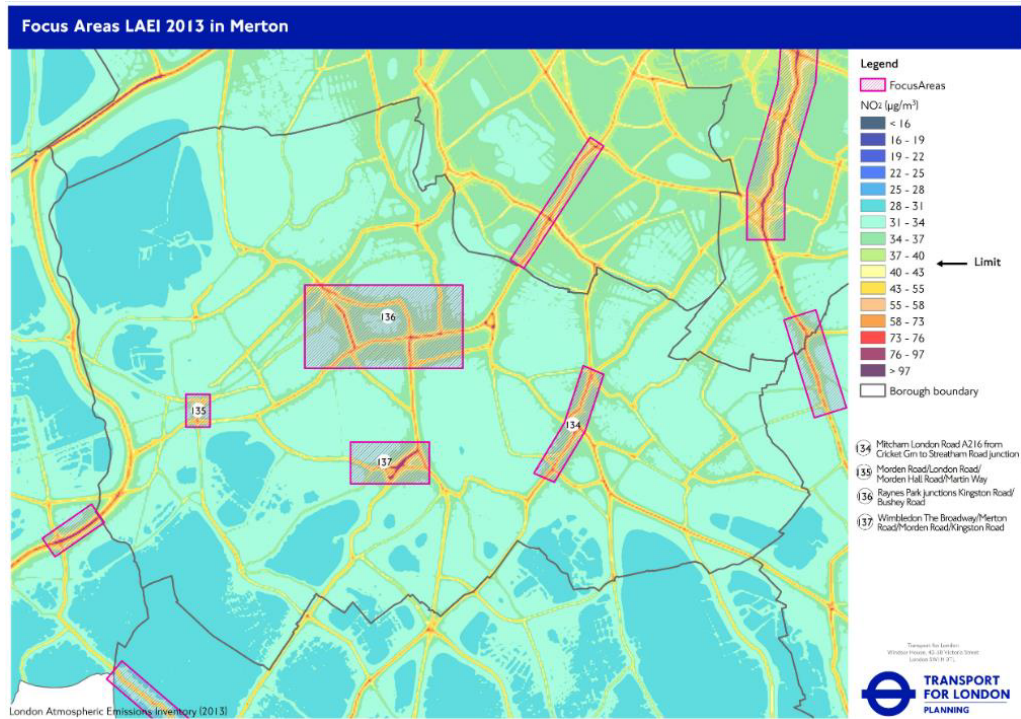
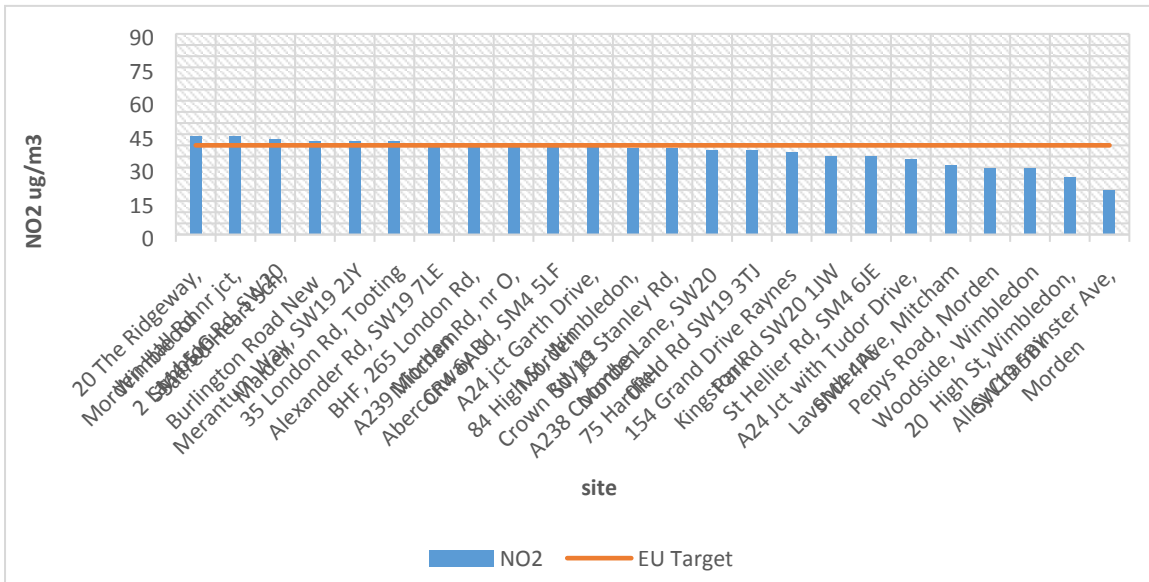
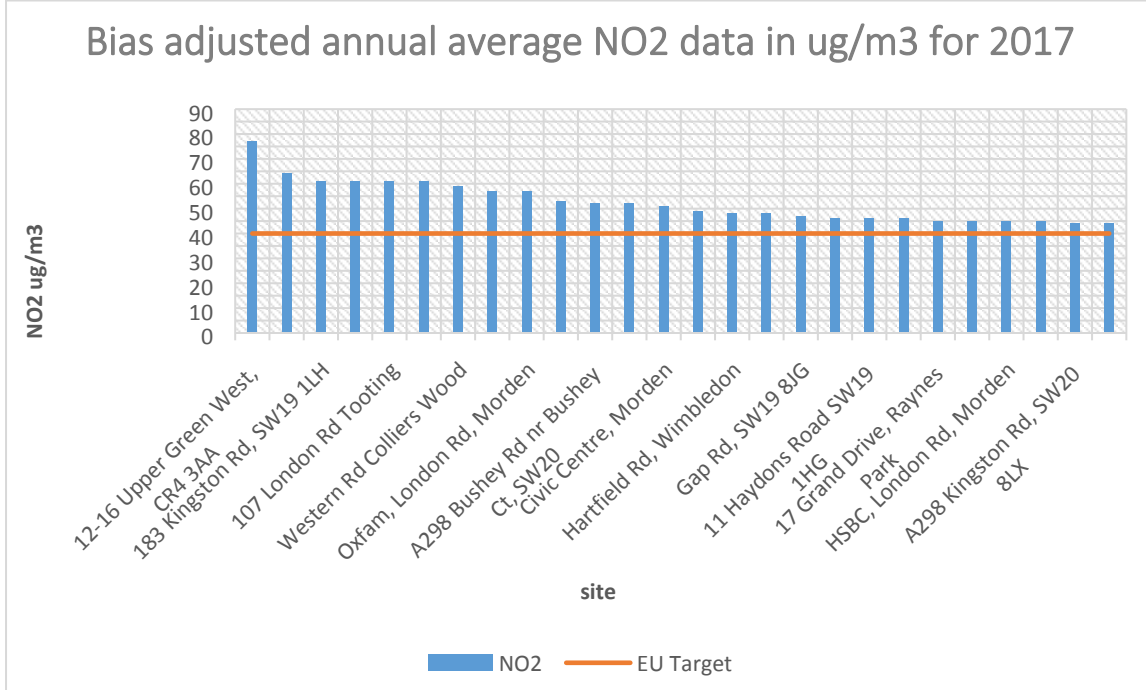


Figure 4: London Borough of Merton GLA Focus Areas (2013)

Focus Area Ref.	Location
Focus Area 134	Mittham - London Road A216 from Cricket Green to Streatham Road junction
Focus Area 135	Morden - Morden Road/London Road/Morden Hall Road/Martin Way
Focus Area 136	Raynes Park - junction Kingston Road/Bushey Road
Focus Area 137	Wimbledon - The Broadway/Merton Road/Morden Road/Kingston Road

Nitrogen Dioxide Bias Adjusted Annual Average Concentrations for all sites for 2017 (split over 2 graphs)



2.2.10 The London Borough of Merton is committed to reducing the exposure of people in Merton to poor air quality. The updated Air Quality Action Plan identifies Merton Council's priorities for tackling air quality over the next 5 years and is supported by the departmental Heads of Service for

Environmental Health, Transport, and Planning; the Director of Public Health and Cabinet members.

- 2.2.11 Road transport accounts for approximately 60% of emissions of NO₂ in our borough. This contribution increases significantly when closer to busy main roads. Transport emissions contribute heavily to air pollution in the borough, as well as being a major contributor to London wide pollution.
- 2.2.12 Tackling pollution from road transport is predominantly carried out in two ways. The first and most effective way is to reduce our use of vehicles, and move towards more sustainable and active modes of transport, such as cycling, walking and public transport. This also has positive health and lifestyle benefits beyond just the reduction of air pollution. As a borough we can help to create an environment that is welcoming and promotes walking and cycling as a means of travel, as well as for leisure and to promote healthy lifestyles.
- 2.2.13 In addition, the second way is to tackle road transport itself by trying to move away from the most polluting vehicles by use of incentives and to build infrastructure that provides for the electric vehicle revolution which is starting to emerge.
- 2.2.14 Merton's ambition (by 2021/22) is to facilitate 125 electric charge vehicle points across the borough, including fast, rapid and residential charge points.
- 2.2.15 We recognise that people own and choose to use private vehicles, whether this is for convenience, necessity or by choice. We need to consider what we as a borough can do to encourage our residents and visitors to move away from polluting vehicles.
- 2.2.16 The Mayor of London is taking similar action with the new and proposed Ultra Low Emissions Zones which have the ambition to push the change towards cleaner vehicles as quickly as possible.
- 2.2.17 Following an in depth study in 2016/17, we took the difficult step of introducing a diesel levy linked to our parking permit system, this was one of the few actions we as a council could take to influence the move away from the most polluting vehicles in our borough. We are already seeing a national reduction of 30% less uptake in diesel vehicles, and it is specifically this type of brave action that is pushing this change.
- 2.2.18 We accept that there is much more to do. We will review our diesel levy in 2019 to ensure that this is pushing change and reducing emissions in the borough. We will carry out in depth air quality audits in these areas, which will review traffic and building sources, traffic management, parking, obstructions and deliveries. We will also assess the contributions made by individual vehicle types and their impact upon air quality, which will then influence what actions can be taken in these areas over the coming years.
- 2.2.19 Merton's Air Quality Action Plan 2018-2023 strongly supported by Members is a key policy document which clearly sets out the links between vehicle use

and air quality in the Borough. Within the plan there is a specific point number 32 which states, Review the impact of our diesel levy* and consider a review of parking and charges to help reduce combustion engine vehicle use and the consequent emissions. **Note: The Sustainable Communities and Transport Overview and Scrutiny Panel to conduct pre-decision scrutiny on the scope of any reviews on parking levies.*

- 2.2.20 Since the diesel levy was introduced in April 2017 the proportion of permits issued to diesel vehicles has fallen and the full effect of the levy will be reviewed in early 2019.
- 2.2.21 Consideration will also be given to a full emission-based charging scheme for permits as referred to in the AQAP. Emissions have a direct relationship to air quality and emissions-based charging conforms to the 'polluter pays' principle. There is a clear logic which is now commonplace in London for a higher premium to be charged for vehicles that have high emissions, and a lower charge for cars that have lower emissions. This principle will be reviewed along with the diesel levy in early 2019 and reported back to Members.
- 2.2.22 The review will also consider options for emission based charging based on individual parking sessions which take place on a day to day basis in our car parks and on street. Technology is developing quickly to be able to deliver this form of charging and the 2019 report will update Members.
- 2.2.23 It is clear in this context the vital role that Parking must play in moving motorists towards more sustainable modes of transport and less polluting vehicles. Most Parking charges have been frozen for a number of years and there is now a need to assess them in order to change behaviour and reduce car usage. The new charges are designed to reflect the key policies and objectives set out in this report and the previous report to Cabinet in November.

2.3. Parking and Transport Management

The role of parking and transport policy to deliver sustainable transport, public health and air quality objectives

- 2.3.1 The council has traditionally set parking restrictions and charges to manage demand and enable more effective management of the kerbside for residents, businesses and visitors alike. This is necessary to balance the finite supply of available spaces for an ever-increasing range of pedestrians, cyclists, bus users, motorcyclists, delivery drivers, taxis and other users. Parking controls are an integral part of the council's overall transport strategy and the success of other transport policies depends on them.
- 2.3.2 Parking management serves a vital strategic and local function in regulating the amount of traffic attracted to an area. This is intended to discourage car

use in congested areas where journeys are equally well served by public transport or other sustainable forms of transport, such as walking and cycling. As set out elsewhere in this and the November Cabinet report, the role of Parking can be very clearly linked to matters of Public Health and air quality.

- 2.3.3 Notwithstanding the above the Council acknowledges that convenient parking should be provided for residents to enable them to park near their homes, where practicable, and parking provision is also necessary to meet the needs of people who have no other alternative other than to use their vehicle e.g. individuals with disabilities. There are also areas where public transport is either not available or no very convenient.
- 2.3.4 Parking provision also has to consider the overall use of the highway network and space which could otherwise be used for alternative social, environmental or economic uses e.g. improved facilities for pedestrians or cyclists.

Car Clubs in Merton

- 2.3.5 Car clubs can provide you with a safer, cleaner and cheaper way of accessing a car when you need one, without all the cost or hassle of owning one yourself. Merton is aiming to ensure that every resident has access to car club vehicles. You can find car club cars parked on-street throughout Merton.
- 2.3.6 There are three types of car clubs in Merton - round-trip (or station-based), one-way (or flexible) and point to point. **Round-trip (or station-based) car clubs** - You need to return round-trip vehicles to their original parking bay when you've finished using them. **Floating Car Club (Flexible)** - You can pick up and drop off a vehicle at any authorised parking space within the scheme's operating area. Users locate parked vehicles via an app. **Point to Point** – You can pick a car and return to a destination parking space rather than to base.
- 2.3.7 There are approximately 193,500 car club members in London and around ten car clubs. Transport for London (TfL) has committed to aiming for one million members by 2025. Most members hire cars for leisure purposes, while only a small minority use car clubs for commuting. They offer a convenient and affordable service, while at the same time reducing overall car usage – which can help reduce traffic congestion and air pollution.
- 2.3.8 Car clubs what's the future? was an extensive piece of work undertaken on behalf of the London Mayor in 2017. The Mayors Transport Policy addresses a number of questions which Members may have. The theme of the 2017 work did ask a number of interesting questions, including; what gap in the transport system do car clubs aim to fill? Do car clubs discourage people from cycling or using public transport? Are car clubs placing pressure on parking provision? Should car clubs be an option in TfL's journey planner and could they be paid for using an Oyster card?

- 2.3.9 This an area which will show rapid growth over the coming years and Parking Services and colleagues in Future Merton will continue to monitor and ensure car clubs form part of our future sustainable transport policy.
- Walking and Cycling
- 2.3.10 In line with the Mayor’s Strategy to drive a shift away from non-essential car travel, walking and cycling improves the health of Londoners and also can achieve considerable economic benefits.
- 2.3.11 On the 19th November 2018 TfL (in collaboration with partners) published research about the economic benefits of the Healthy Streets Approach. <https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling>
- 2.3.12 Research shows that when streets and public spaces in London’s town centres and high streets are improved, retail rental values increase, more retail space is filled and there is a 93 per cent increase in people walking in the streets, compared to locations that have not been improved. The research has also found that people walking, cycling and using public transport spend the most in their local shops, 40 per cent more each month than car drivers. This is illustrated in Appendix 6.

The role of parking management

- 2.3.13 Parking Management refers to the process through which local authorities accommodate the need for parked vehicles without compromising their economic, social and environmental responsibilities and policy objectives.
- 2.3.14 A comprehensive 2018 policy report by London Councils ‘Benefits of Parking Management in London August 2018’ addressed many of these key principles. <https://www.londoncouncils.gov.uk/node/34485> The report stated that:
- 2.3.15 The private car is widely accepted to be the least sustainable mode of travel. This is principally because it is more polluting and takes up more space per user than every other mainstream mode of surface transport. Simply put, the externalities that car use generates are more pronounced and more wide ranging.
- 2.3.16 Limiting car use and therefore restricting the demand for parking is not only good for the economy and the environment, there is increasing evidence that alternative forms of travel make us happier and healthier too.
- 2.3.17 The latest MTS for London (TfL 2018) is predicated on an agenda known as ‘The Healthy Streets Approach’ and includes the ambitious targets of ensuring that all Londoners get the 20 minutes of exercise needed each day to be considered ‘healthy’ from their transport choice alone and; that 80% of trips are undertaken by walking, cycling or public transport, both by 2041.

Achieving these goals will require fundamental changes to the mobility fabric of the City.

- 2.3.18 While it is not possible or practical to try and quantify precisely the potential contribution that parking management could make to reducing physical inactivity directly, what is clear is that parking management will play an increasingly important role in London over the next two decades if the Mayor's aspirational targets for mode shift are to be met, particularly in Outer London.
- 2.3.19 The Mayor's pledge to get more people walking and cycling is principally at the expense of car use and herein parking management practices would be required to get tighter, either in terms of the controls themselves, pricing, or in all likelihood, both. It is and will continue to be, a fundamental part of London's transport policy discourse.

Legal and regulatory requirements of Parking and transport management.

- 2.3.20 Local authorities are not permitted to use parking charges solely to raise income. When setting charges, we must instead focus on how the charges will contribute to delivering the Council's traffic management and key sustainability objectives.
- 2.3.21 The Road Traffic Regulation Act 1984 specifies that the overall objective of parking management measures should be 'to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway'. In exercising the functions set out in the 1984 Act we must have regard to the following matters:
- a) The desirability of securing and maintaining reasonable access to premises;
 - b) The effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - c) The strategy prepared under Section 80 of the Environment Act 1995 [National Air Quality Strategy]
 - d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
 - e) Any other matters appearing to the local authority to be relevant.
- 2.3.22 Under Section 45 of the Road Traffic Regulation Act 1984 (RTRA 1984) local authorities may designate parking places and may make charges for vehicles left in a parking place so designated. In exercising its functions under the

RTRA 1984, including the setting of charges for parking places, the Council must do so in accordance with Section 122 of the RTRA 1984.

In accordance with the council's statutory responsibility under Section 122, the Council must have regard to the relevant considerations in the setting of charges. Setting pricing levels to restrain demand and enable more effective management of the kerbside for wider transport and environmental benefits is generally consistent with the requirements of the Act (provided that countervailing factors are also taken into consideration, as they are in the present proposals).

- 2.3.23 Pay and display parking charges have not been fundamentally reviewed since 2009, however minor adjustments were made in 2015, when linear charging was introduced on street.
- 2.3.24 On-street spaces have become less expensive in real terms over time and this has affected how we control demand. A consequence is the impact on the turnover of spaces needed to ensure that shoppers can access local retail centres, GP surgeries, and other amenities. The revised charging structure aims to encourage motorists to consider other forms of active or more sustainable transport. In essence, it aims to deliver parking provision that is "suitable" for Merton in the light of the air quality, public health, and other issues outlined in this and the November report.
- 2.3.25 Some justified variations in pricing levels have been retained to reflect local economic factors and traffic management and eliminate unwarranted anomalies. The proposals aim to ensure that where space is put under pressure charges will reflect this to help manage occupancy/capacity levels.
- 2.3.26 It is recommended that the new charges should come into effect following appropriate consultation. Once the revised charging system is in place, a review to measure its overall impact on parking demand and behaviour would be undertaken 6 months to 1 year after implementation. This would help to inform future strategy, and provide an early opportunity to take corrective action if demand has fallen significantly at any particular locations, or if the LIP and Air Quality Strategy objectives are not being met

2.4. **Car Park management and standards to achieve policy aims**

- 2.4.1 The council is committed to greater use of sustainable and active transport, but acknowledges car use is still a significant proportion of travel within and to the borough. Therefore, in order to reduce kerbside congestion and reduce emissions the review looked at ways in which we can encourage further use of the council's car parks.
- 2.4.2 Any offer that the council is providing to our customers must be of the highest standard, which also include enhanced and easy to use communication channels where customers must be clearly and obviously informed where the car parks are located and the facilities they offer. To achieve these improvements colleague have been working together with the intention of

improving lighting, provision of secure bicycle and motorcycle parking and achieve a nationally recognised standards for our car parks

- 2.4.3 To help make users feel safe and want to use our car parks, the standard of lighting must also be of an excellent standard. Parking officers undertook an initial survey and as a result Conway's have been commissioned to undertake a lighting survey in all car parks and will make formal recommendations in early 2019. It is acknowledged in many cases lighting could be improved and investment in this area will deliver significant customer benefit.
- 2.4.4 Parking Services are working with the British Parking Association to achieve 'Park Mark' standard, in each of our car parks. This is a nationally recognised standard led by the British Parking Association, who work with the police to consider a number of key requirements including, lighting, cleanliness and an assessment of crime and anti-social behaviour figures. The standard also takes into consideration actions taken by the council to reduce crime including, CCTV, lighting and layout.
- 2.4.5 In addition, the British Parking Association are assessing our car parks for the Disabled Parking Accreditation, which is closely linked to the Park Mark award. The standard looks at the facility more closely from a Disabled Persons Act perspective. We expect the final report to be submitted to us early January 2019 with a number of recommendations we will be required to act upon.
- 2.4.6 Electric vehicle charging points (EVCP's) - Car parks lend themselves as logical places to locate EVCP's, as they are designed for, and traditionally used by 'longer stay' customers. Charging times required for electric vehicles are often 2 hours plus (in most cases) for a reasonable charge, albeit quicker charging technologies are being developed. Parking Services are working with colleges with a view to introducing electric charging bays in our car parks in early 2019. It is anticipated 1 or 2 bays may be installed initially with provision for this number to increase in the future.
- 2.4.7 Cycling - as part of an integrated transport solution and to contribute to modal shift. Working with colleagues in Future Merton a number of options and costings are being considered including covered cycle parking areas with improved security and lighting in each of our car parks, again with the view to increasing the provision in the future.
- 2.4.8 Motorbike security is a serious concern for motorcyclists. A review of the use and location of bays on street and in our car park is being undertaken. Aligning location of bays and security improvements 'ground anchors' with existing CCTV infrastructure and improved lighting will offer greater reassurance to riders and promote this more sustainable form of transport.
- 2.4.9 The benefits of offering clean, well lit facilities, which meet all of the needs of our customer groups must be paramount. The revised charging mechanism will need to reflect a provision which increases usage of the existing assets and moves drivers away from congested high street locations. This will deliver clear benefits in relation to the council's aspirations of improved air quality and

the public health agenda. Consideration will be given to the revenue and capital cost of funding any improved standards.

2.5. **APPROACH TO SETTING PARKING CHARGES**

2.5.1 The November Cabinet report set out in detail the traffic management approach to parking charges, specifically the contribution appropriate charges can make in contributing to the objectives set out in the Merton Public Health Strategy, the Air Quality Action Plan, The Mayor of London's Transport Plan and the Merton Local Implementation Plan.

2.5.2 Building on these principles, a number of key factors were considered in the review of on and off-street parking and permits, which include:

(i) Ease of access to public transport:

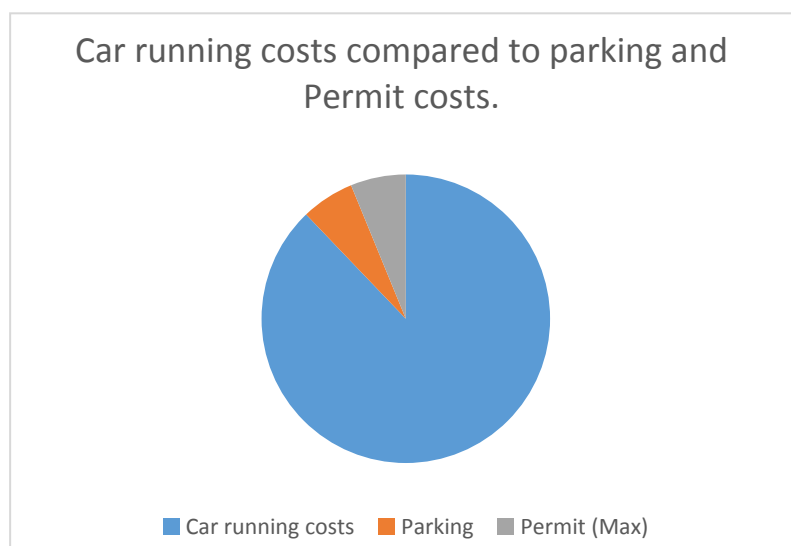
(ii) Air Quality

(iii) Areas of high congestion

(iv) Enforcement requirements

2.5.3 A number of anomalies have developed over the years. The review of charges will seek to allow for a simplification of charges and location discrepancies to be resolved. A charging level which is too low will result in bays remaining occupied with little turnover. Vehicles circulating looking for spaces, cause congestion and contribute to poor air quality.

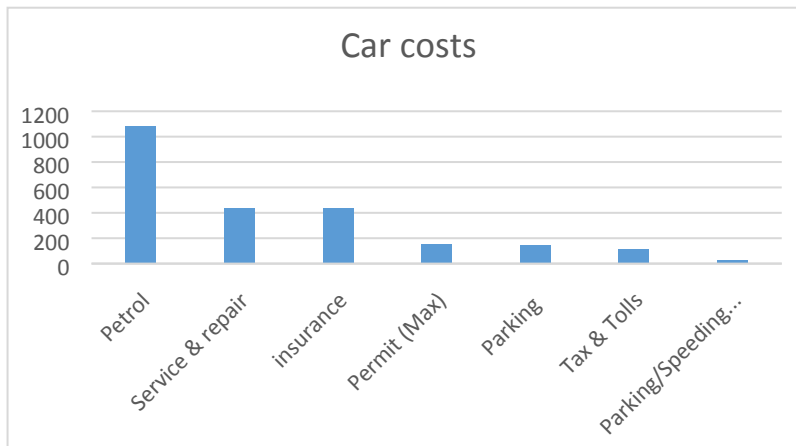
2.5.4 The review also considered the relative cost of owning a car and also transport cost. A recent RAC survey set out the cost of car ownership. There are a number of instances where charges have been reduced or removed totally, particularly in respect of electric vehicles, and evening parking, when demand in some car parks is low. But in the context of owning and running a car in London, the air quality and public health challenges we face and by comparing the benchmarking data, the charges remain balanced.



The above shows the average person spend on parking in London per year.

The cost of the highest proposed maximum charge for a Permit in Merton for 1st car.

Cost of running a car in London.



Breakdown of car running costs.

Ease of access to public transport:

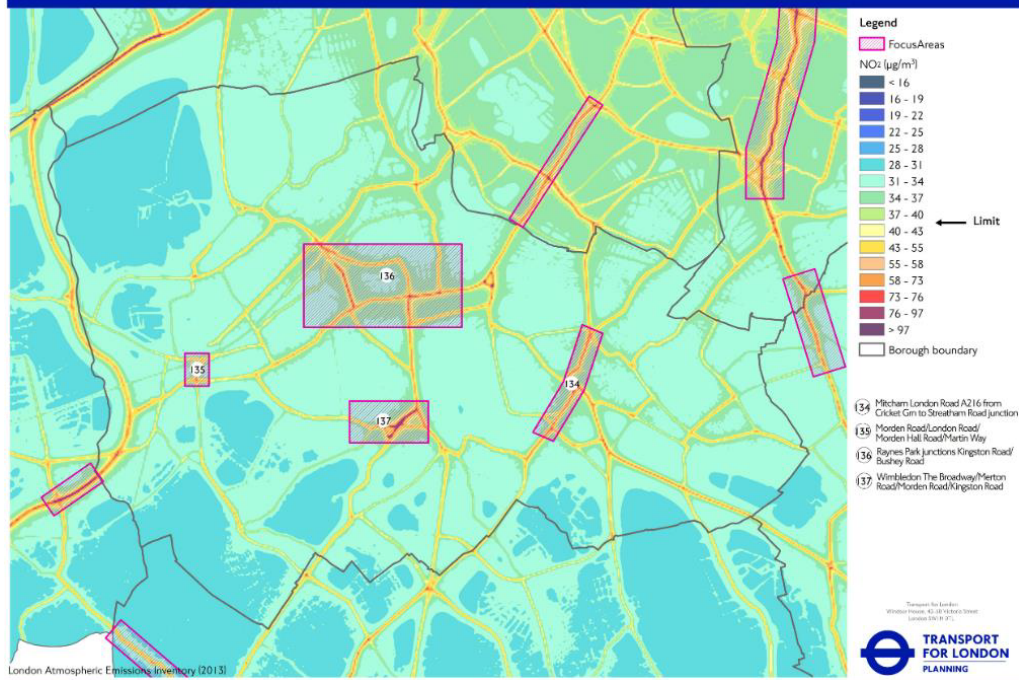
2.5.5 There is a significant difference in transport infrastructure and accessibility dependent on where a resident lives within the Borough. For example Wimbledon is better served than Colliers Wood and South Wimbledon for example, which in turn is better served than for example in Mitcham. This is presented in the form of a 'Public Transport Accessibility Levels' (PTAL) as set out by TfL and formed part of the review. Shown in Appendix 3. TfL have grading's for each area of London – ranging from the highest to the lowest.

2.5.6 It is therefore easier in principle for a person living in Wimbledon Town Centre to use alternative sustainable or active modes of transport, compared to residents in the east of the borough, where the 'need' to own a car could be argued as being higher. It is of course accepted that in some cases cars are needed for certain purposes, particularly those with physical mobility issues. But in a high number of cases using public transport or active transport is a very viable option, which drivers 'choose' not to use.

Air Quality indicators

2.5.7 There are key focus areas within set out above in detail and shown again on the map below for convenience. The review considered these focus areas which align themselves with some of the more congested areas of the borough, and support the recommendations which aim to address air quality issues.

Focus Areas LAEI 2013 in Merton



2.5.8

Parking demand and space availability

2.5.9 Parking demand varies within the zones and for the purpose of this report each area can be categorised as high, medium/high and medium. A sample of 36 sites was taken. Total sales were divided against bays available and to determine demand. Where more parking sessions were being sold than bays available (during peak time, 11am – 3pm) demand was considered high.

- 0-70% Lower demand
- 71%-100% Medium/high demand
- >100% High demand

2.5.10 The higher the percentage the greater the level of ‘cruising’ (looking for spaces), and the greater effect on congestion and subsequently air quality. The recent London Council policy paper shown below in italic address the seriousness of this point, including the economic impact on shown centres.

2.5.11 This issue is further referenced by London Councils ‘Benefits of Parking Management in London August 2018.

Proposed on street charging structure.

2.5.12 Based on the above criteria the summary table below shows the proposed charging structure. It is therefore recommended that on street parking is

categorised into 4 broad zones as set out in the table below and shown in Appendix 1. Broadly this still reflects the current structure and eliminates a number of anomalies.

2.5.13

Zone No.	No. of on Street bays	Description	Air Quality focus area	PATAL level. Access to transport.	Parking demand
Zone 1	255	Wimbledon Town Centre – Primary Shopping zone, Broadway and Wimbledon Bridge & Hill	137	6b,a & 5	High >100
Zone1 a	120	Roads near/off High Street Wimbledon Village to serve as a reduced cost parking area, including The Causeway, South Side Common,		2 & 1	Medium/ High 71%-100%
Zone 2	2547	North of the Borough. Including Wimbledon Village, Wimbledon Park, South Wimbledon, Raynes Park. Colliers Wood,	Part 137	5, 4 & 3	Medium/ High 71%-100%
Zone 3	722	South including, Mitcham, Morden and other areas not specified.	Part 134, 135.	Morden Centre 5, Mitcham 4, Other areas, 3, 2, & 1	0-70% Lower demand

Zone 1 – On Street Parking.

2.5.14 Wimbledon Town Centre and has the highest demand for on-street parking in the borough, and greater stimulus will be necessary to manage this compared to on-street locations elsewhere within the Borough. A key issue has been identified at peak times where vehicles wait for on-street spaces to be freed up, adding to congestion problems. Existing periods of maximum stay would be retained to further help manage turnover of spaces and reduce congestion. In this area there are 255 on street parking bays where the higher charge of £4.50 per hour is applicable. This in comparison to

approximately 1805 other pay and display bays in the wider Wimbledon area and approximately 3644 pay and displays across the borough.

Zone 1 a - On-Street Parking

There are no car parks in Wimbledon Village and therefore no obvious alternatives for customer to park anywhere other than at the kerbside. To facilitate parking in the vicinity, but off the High Street itself, a lower charge is recommended for the bays in The Causeway and South Side Common to provide an obvious alternative to parking on the congested High Street, but help maintain the vitality of the area. Of course the use of sustainable transport or active transport is always preferred, but it is recognised cars must be catered for. There are approximately 120 spaces in this area which it is proposed to set the lower charge of £1.50 ph to encourage parking away from the High Street.

Zone 2 & 3 - On-Street Parking

- 2.5.15 The same principles apply as in Zone 1, but demand and capacity are not as high. Charges are proposed in Zone 2 at £3.00 & level 3 at £1.50 a charge that is not a deterrent to customers to visit and undertake their desired activity, but achieves a healthy turnover of spaces, and nudges drivers towards considering alternative more sustainable forms of transport. Many of the shops and business in this area serve local residents, which in many cases are within walking distance.

On Street Charges

- 2.5.16 Paragraphs 2.5.7 to 2.5.19 provide details, reasons and justification for the proposed charging zones which are shown in the table below. Members should note all three key considerations (1) access to transport links (2) air quality indicators, (3) demand and capacity issues, alongside good practice relating to parking management and the use of kerbside space were considered as a whole and balance against each criteria.
- 2.5.17 In the example of the Morden Town Centre, although transport links are considered good in the immediate area of the Underground, (PTAL level 6a, para. 2.5.13 & 2.5.14) the capacity of on street paid for parking is very low.
- 2.5.18 Members will note later in the report, off street (Car Park) charges have been set higher in Morden due to the level of rail heading and the desire to move motorists to more sustainable modes of transport.
- 2.5.19 However in the surrounding roads/area of Morden, such as Central Road (PTAL level 3 & 2) there is a reliance on passing car trade to support the shops, as this area is less well served by public transport and therefore a lower charge. In all cases we are seeking to increase active transport and particularly to local shops.

2.5.20 A number of charging mechanisms and charges have evolved over the years and met the needs for specific areas and schemes at that time. Minor adjustments were made in 2015, however in this review the opportunity to further simplify the charges was undertaken. Likewise the proposals seek to further strengthen and develop the links between Public Health, air quality and how future charges can moderate parking behaviour.

Members are reminded there are a high number of locations within the borough that offer 20 minutes free parking to help with the vitality of primarily local shopping parades. The council subsidises these bays at a cost of circa £300k per year. Many of these bays are in fact the most congested bays in the borough causing significant ‘cruising’ and related congestion. There is no intention to review this provision at this stage.

2.5.21 Table of charges.

On-street pay & display	Per Hour
Zone 1 255 bays in Wimbledon town centre	£4.50
Zone 2 Wimbledon Village, Wimbledon Park, South Wimbledon Raynes Park. Colliers Wood,	£3.00
Zone 3 Mitcham, Morden and other areas not specified.	£1.50
Zone 1a Wimbledon Common	£1.50

Note: Areas shown are general description. Please refer to appendix 1 for geographic representation.

2.5.22 Benchmarking table of charges 20018/19. These charges are subject to review by many other authorities for 2019/20. Merton is shown 11th in the table, with the proposed increase the changes will show Merton remains very competitive against other boroughs.

Highest hourly on-street pay and display rates in London		
Rank	Council	Highest hourly charge
1	Southwark	£6.00
2	Islington	£6.00
3	Camden	£5.55
4	Westminster	£4.90
5	Kensington & Chelsea	£4.90
6	City of London	£4.80

7	Lambeth	£4.80
8	Hackney	£4.80
9	Tower Hamlets	£4.70
n/a	Merton (recommended highest)	£4.50
10	Merton (current highest charge)	£3.60
11	Haringey	£3.30
12	Hillingdon	£3.20
13	Wandsworth	£3.10
14	Greenwich	£3.00
15	Richmond	£3.00
16	Hammersmith & Fulham	£2.80
17	Harrow	£2.40
18	Bexley	£2.10
19	Brent	£2.00
20	Newham	£2.00
21	Waltham Forest	£1.70
22	Bromley	£1.70
23	Enfield	£1.50
24	Barking & Dagenham	£1.50
25	Havering	£1.00

2.6. Off street (Car Park) charges

- 2.6.1 Existing hourly charges in the borough's car parks vary from 30p to £1.50 per hour across the borough. The review considered these charges and have made recommendations which link to the geographic area and ability to travel to an area by public transport and the congestion at each car park.
- 2.6.2 The better the transport links and more severe the congestion the higher the charge has been set. If customers have a genuine and easy choice to use public transport, or active transport, this should be encouraged. A higher charge is set at a level which requires the 'customer to consider' their mode of transport is a proven and appropriate transport management tool.
- 2.6.3 To ensure the usage of the car parks are maximised, lower charges have been set off street than on street, by geographical area. This incentive will

help prevent congestion on high streets and busy town centres, resulting in reduced emissions, but addressing key air quality issues in the borough.

2.6.4 In respect of Queens Road and St Georges Road Wimbledon, in order to continue help promote the evening economy and manage over demand in the centre of the town centre, free parking is being proposed.

2.6.5 Table of charges.

CAR PARK (Inclusive of VAT).	Current hourly rate/flat fee	Proposed hourly rate/flat fee
<u>WIMBLEDON</u>		
Broadway	£1.00	£2.00
Hartfield Road	£1.50	£2.00
Queens Road	£1.00	£1.50
St Georges Road	£1.40	£1.50
<u>RAYNES PARK</u>		
Coombe Lane	£0.30	£0.60*
<u>MORDEN</u>		
Kenley Road (flat fee)	£3.50	£7.00
Morden Park (hourly)	£0.40	£0.60
Morden Park (flat fee)	£5.00	£7.00
Peel House Lower	£0.40	£0.60
Peel House Upper (flat fee)	£5.00	£7.00
Peel House Upper (hourly)	£0.50	£0.60
York Close (flat fee)	£5.00	£7.00
York Close (hourly)	£1.00	£1.20
<u>MITCHAM</u>		
Elm Nursery	£0.50	£0.60
Raleigh Gardens	£0.50	£0.60
St Marks Road	£0.40	£0.60
Sibthorpe Road	£0.70	£0.90

*Subject to negotiation with Waitrose.

2.6.6 Benchmarking. Merton is currently 18th in the table below. A proposed £2.10 per hour would keep Merton very competitive in terms of charges set by other authorities and town centres. Data for a number of central London boroughs is difficult to obtain, and in some cases will be due to how the car parks are managed and who owns them.

2.6.7 The information in the table is for council owned car parks only. There are of course a number of privately operated car parks.

2.6.8 NCP Car Park in Morden 70 spaces. £4.00 ph.

Centre Court Wimbledon – £2.50 for up to 2 hours

NCP Wimbledon Bridge 1.50 ph.

Rank	Council	Highest flat fee	Highest rate per hour
1	City of London		£10.00
2	Bromley		£3.00
3	Lambeth	-	£3.00
4	Tower Hamlets		£3.00
5	Wandsworth	£25.00	£2.70
6	Greenwich		£2.50
7	Richmond		£2.35
8	Hammersmith & Fulham		£2.20
9	Kingston	£12.00	£2.20
10	Barnet		£2.00
11	Sutton	£5.00	£2.00
12	Newham		£2.00
n/a	Merton Highest proposed	£7.00	£2.00
13	Harrow		£1.60
14	Croydon	£12.80	£1.60
15	Hackney		£1.60
16	Barking & Dagenham		£1.50
17	Brent		£1.50
18	Merton	£5.00	£1.50
19	Ealing		£1.50
20	Redbridge		£1.50
21	Lewisham		£1.40
22	Waltham Forest		£1.30
23	Haringey		£1.25
24	Bexley		£1.20
25	Enfield		£1.20
26	Havering		£1.20
27	Hillingdon		£1.00
28	Southwark		£0.90
	Camden		Unknown
	City of Westminster		Unknown

	Hounslow		Unknown
	Islington		Unknown
	Kensington & Chelsea		Unknown

Car park season tickets (commuter with onward journey – rail heading)

- 2.6.9 The cost of a car park season ticket has been frozen for 14 years.
- 2.6.10 In real terms there has been a significant reduction in the cost of season tickets. The review considered an appropriate charge to be one that is comparable with other authority charges, and challenges motorists to consider other more sustainable forms of transport, but recognises the car is still in many cases a requirement.
- 2.6.11 However the current charge for a 12 month season ticket in a Morden car Park is £445. This equates to £1.78 per full days parking, (based on 250 working days per year), a price which does not support our aspirations of sustainable transport.
- 2.6.12 The table below above sets out the proposed charges for day parking. It is recommended there is a clear link between the day charge and a season ticket price. It is recommended the cost of the season ticket is based on the proposed day charge for each car park x 250 (working days in a year).
- 2.6.13 It is recommended the following discounts should be applied.
- (i) 10% discount for a customer purchasing a 3 month permit,
 - (ii) 20% discount for 6 months and
 - (iii) 30% for a 12 months season ticket.
- 2.6.14 The discount recognises that not all employees work every day at their office or place of work for various reasons including annual leave. Without a discount there would be no incentive for customers to buy season tickets which is a convenience for them and helps reduce cash having to be collected and banked.
- 2.6.15 An example of the revised cost would be in Morden Town centre a commuter with an onward journey would be required to pay £5.25 per day up from the current £1.78. As referenced in 2.6.17 a local resident or local worker would in the revised charging structure be required to pay the equivalent of £2.80 per day if they bought a 12 month season ticket in a Morden car park.
- 2.6.16 It is recommended the principle of a significant reduced charge (£20 total fee) in our car parks is also offered to ‘fully electric vehicles’ for season ticket sales as a direct incentive to change the nature of vehicle ownership. This offer could give a saving of up to approx. £1,300 per year.
- 2.6.17 The diesel surcharge on parking permits is not currently applied to car park season tickets. It is recommended the diesel surcharge should be applied to

customers applying for a season ticket in the same way as a resident purchasing a permit for a CPZ zone.

Area for commuter with onward journey – rail heading.	Current price	Proposed commuter with onward journey – rail heading
Mitcham		
12 months with 30% discount	£300	£525
6 months with 20% discount	£150	£300
1 month with 10% discount	£25	£62.50
Morden		
12 months with 30% discount	£445	£1,313
6 months with 20% discount	£222.50	£750
3 months with 10% discount	£111.25	£422
Queens Road (Wimbledon)		
6 months (based on local competition)	£480	£600
3 months (based on local competition)	£240	£300

Car park season tickets for residents and local workers

2.6.18 It is recommended that the needs of motorists who drive to their place of work and park within the borough should not be overly disadvantaged in this review. Their contribution to the local economy has to be balanced against the objectives of the LIP and Air Quality agenda.

2.6.19 On balance it is believed appropriate that for:

- a) Merton residents who use our car parks, and
- b) Customers who have a primary place of work within the Borough.
 - (Checks will be made in the same way permits are processed to ensure validity).

that:

- (i) 20% discount for a customer purchasing a 3 month season ticket,
- (ii) 40% discount for 6 months and
- (iii) 60% for a 12 month season ticket.

2.6.20 Table of charges for season tickets.

Area - for residents and local workers	Current price	Local price Residents/local workers
Mitcham		

12 months with 60% discount	£300	£300
6 months with 40% discount	£150	£225
1 month with 20% discount	£25	£62.50
Morden		
12 months with c. 60% discount	£445	£700
6 months with c. 40% discount	£222.50	£500
3 months with 20% discount	£111.25	£375
Queens Road (Wimbledon)*		
6 months (based on local competition)	£480	£500
3 months (based on local competition)	£240	£250

*Traffic Management Order only permits 3 & 6 month duration.

Note: St Georges Road Wimbledon is not permitted under the lease agreements to sell season ticket to the public.

2.6.21 Benchmarking data. The table below shows the cost of the highest season tickets sold by local authorities. Some larger authorities are absent from the list due to car park ownership policies or lack of advertised information. However the table does show Merton's current highest priced 12 month season ticket is £960 (Queens Rd 2 x 6 month). The proposed charges would place Merton in a comparable position to Bromley and Sutton.

2.6.22 In comparison to private sector competitors LB Merton's most expensive charge for a 'rail heading commuter' in Morden will be £1,313, or a local worker/resident £700. In NCP Car Park in Morden 70 spaces. Annual £880, Quarterly £240.

2.6.23 In respect of Queens Road Wimbledon, a car park with some capacity the only location LB Merton sell season tickets in the town centre, the cost is recommended as £1,000 per year.

Centre Court Wimbledon – Annual corporate £1,000

NCP Wimbledon Bridge £900 per year.

Benchmarking data for season tickets

Rank	Council	Highest Season
1	Camden	£3,831
2	Kingston	£2,592
3	Richmond	£2,284
4	Hillingdon	£1,680
5	Sutton	£1,600
n/a	Merton proposed highest commuter charge	1,313
6	Bromley	£1,274
7	Haringey	£1,130

n/a	Merton proposed highest local/resident charge	£1,000
9	Merton	£960
10	Greenwich	£925
11	Croydon	£900
12	Havering	£800
13	Newham	£780
14	Redbridge	£780
15	Ealing	£750
16	Enfield	£660
17	Waltham Forest	£575
18	Southwark	£541
19	Brent	£400

2.7. **PARKING PERMITS**

2.7.1 Resident permit charges have been frozen since 2009.

2.7.2 The review considered an appropriate price to be one that challenges motorists to consider other more sustainable forms of transport, but recognises the car is still in many cases a requirement.

2.7.3 It is further recognised that the sale and cost of permits is another way the council can influence car/vehicle use within the borough and directly contribute to the MTP, LIP and AQAP objectives.

Resident parking permits

2.7.4 Residents' parking permits are priced at £65 in all CPZs (Controlled Parking Zones), irrespective of the size and hours of control. This charge is for the first permit issued to a household – the second permit is charged at £110, and the third (or subsequent) permit at £140. The purpose of this charging scheme is to discourage the keeping of multiple cars at one address. In the case of houses with multiple vehicles and permits it is considered reasonable that some form of car sharing could be considered by those sharing the property. It is recommended this principle remains and details if incremental charges are set out below.

2.7.5 It is recommended to align charges with the hours of operation of the permit bays. For example, permits for a CPZ that is controlled for a shorter period of time should cost less than permits for zones that are controlled for a longer period. There is a direct cost of enforcement depending on the length of time a scheme is operational and this should be reflected in the cost of a permit.

2.7.6 As part of the review consideration was given to the location of the Controlled Parking Zone. There is a significant difference in transport infrastructure and accessibility dependent on where a resident lives within the Borough. For example Wimbledon is considered to be better served than, Colliers Wood and South Wimbledon, which in turn is better served than for example in Mitcham. This is presented in the form of a ‘Public Transport Accessibility Levels’ as set out by TfL and formed part of the review. Shown in Appendix 3

2.7.7 As such it is easier in principle for a person living in areas of very good transport to use alternative sustainable modes of transport, compared to other areas where accessibility is less good, where the ‘need’ to own a car could be argued as being higher.

2.7.8 Considering the significant period since Permit charges were reviewed, length of time a zone is operational, and accessibility to transport link, it is recommended the charges set out below are approved.

2.7.9 The full list of charges is shown in appendix 4, a plan of the zone in appendix 5, with a summary table below:

Zone duration	Tier 1 zones Wimbledon	Tier 2 zones Part Colliers Wood/ South Wimbledon/ Raynes Park/ Morden	Tier 3 zones Mitcham/ Part Colliers Wood	*100% electric vehicles All zones
Long (12 to 14.5 hrs)	£150	£130	£90	£20
Medium (6 to 10 hrs)	£120	£110	£80	£20
Short (1 to 4 hrs)	£110	£100	£70	£20

- The £20 fee is a reduction of £5 on the existing charge.

2.7.10 The Council is keen to continue to promote the use of electric vehicles and the new recommended charge for a permit for an electric vehicle is £20.

2.7.11 Note: it is recommended a second permit at the same property should incur a £50 surcharge, a third property a £100 surcharge, a 4th permit at £150, etc. This principle is already in operation.

Benchmarking data based on 2018/19 charges.

The table below shows the cost of permits across London. Boroughs charge in a variety of ways. For the purpose of this benchmarking exercise, the highest Co2 based charge or highest charge is highlighted. The table shows if the highest proposed charge (£150) is approved, Merton would be 11th in London. However the lowest tier 3 charge would result in Merton being 28th.

Members should note this benchmarking data is based on 2018/19 charges and a number of boroughs are known to be increasing third charges for 2019/20

Rank	Council	CO2 Lowest	CO2 highest or base price if no CO2.	Diesel surcharge	2nd (Prices shown are on top of 1st permit price)	3rd (Prices shown are on top of 2nd permit price)
1	Islington	Free	£475	£99.65	n/a	n/a
2	Enfield	£55	£330	No	n/a	n/a
3	Lambeth	£35	£299	£40.00	n/a	n/a
4	Camden	£100	£296	21.60 - 63.67	£59.12	£29.26
5	Haringey	£20	£280	No	34.20 - 57	34.20 - 58
6	Brent	£25	£237	No	15 - 40	40
7	Kensington & Chelsea	£84	£228	£43.00	£73.00	£73.00
8	Hackney	£10	£214	£50.00	n/a	n/a
9	Tower Hamlets	£6	£181	No	£50.00	£100.00
10	Sutton	£40	£150	No	£25.00	£25.00
n/a	Merton (Proposed Tier 1 (Long CPZ zone))	£20	£150	£150.00	£50.00	£50.00
11	Wandsworth		£146		£35.00	
12	Westminster	Free	£145	No	n/a	n/a
13	Hounslow	Free	£130	£50.00	£80.00	£80.00
n/a	Merton (Proposed Tier 2 (Long CPZ zone))	£20	£130	£150.00	£50.00	£50.00
14	Southwark		£125		n/a	n/a

15	Ealing	£50	£125	£50.00	£50.00	£50.00
16	Lewisham		£120		n/a	n/a
17	Waltham Forest	£13	£120	No	£29.50 - £90	£23 - £70
18	Bexley		£120		n/a	n/a
19	Hammersmith & Fulham		£119		£378.00	n/a
20	Barnet	£15	£115	£10.00	£15.00	£15.00
21	Richmond		£109		£54.00	£55.00
22	Greenwich		£100		n/a	n/a
23	Kingston		£90		n/a	n/a
n/a	Merton (Proposed Tier 3 (Long CPZ zone)	£20	£90	£150.00	£50.00	£50.00
24	Bromley		£80		n/a	n/a
25	Croydon		£80		£46.00	
26	Harrow		£75		35	35
27	Barking & Dagenham	Free	£74	No	20 - 75	£20 - £13.50
n/a	Merton (Tier 3 (Short CPZ zone)	£25	£70	£150.00	£50.00	£50.00
28	Merton		£65	150	45	30
29	Redbridge		£45		£37	£26
30	Havering		£35		£60	£85

Business and other permits

- 2.7.12 Business and other permits have evolved over a number of years to meet specific needs of the various organisations and businesses. A fuller review of these permits will take place in 2019.

Virtual permits and visitor permits

- 2.7.13 The council is committed to the introduction of virtual visitor. This is where a physical permit is not required to be displayed in a vehicle, but instead the Civil Enforcement Officer will know through his or her handheld device that the vehicle has a valid virtual permit that is stored on the parking system. Although this is not possible at the present time, the council is currently procuring a new permit system which will be in place in 2019.
- 2.7.14 Consideration will also be given to the appropriate period for which visitor permits are valid. The current scratch card permits are sold in half-day and full-day denominations. Selling visitor vouchers on an hourly basis, as other London authorities do, may be more appropriate.

2.7.15 We will continue to sell paper visitor permits for those who are unable to purchase over the internet, but consideration will be given to phasing physical permits out over time.

2.7.16 As set out above the key principles of considering the significant period since Permit voucher charges were reviewed, length of time a zone is operational and accessibility to transport link, it is recommended the charges set out below are approved.

Tier	Half day	Full day
Tier 1 zones	£3.50	£5
Tier 2 zones	£3	£4
Tier 3 zones	£2	£3

2.7.17 **Benchmarking information 2018/19 for visitor vouchers.**

The table below shows the cost of visitor vouchers for full day periods. The table shows, if the highest proposed charge (£6) is approved, Merton would be 3rd in London. However the proposed lowest charge would result in Merton being 13th.

Members should note this benchmarking data is based on 2018/19 charges and a number of boroughs are known to be increasing third charges for 2019/20

	Council	Full day VP	Hourly rate
Rank	Hammersmith & Fulham	£14.40	£1.80
	Islington	£14.25	£1.00
1	Wandsworth	£7.70	-
2	Camden	£7.03	£1.01
3	Lewisham	£5.60	£1.00
4	Newham	£1.20 - £5.00	-
n/a	Merton (highest option)	£5.00	
5	Lambeth	£4.60	-
6	Brent	£4.50	
7	Ealing	£4.50	
8	Croydon	£4.00	
9	Haringey	£3.50	

10	Hackney	£3.30	
11	Southwark	£2.70	
12	Richmond	£2.65	
13	Merton (Current)	£2.50	
14	Bromley	£2.30	
15	Harrow	£1.75	
16	Tower Hamlets	£1.55	
17	Kingston	£1.50	
18	Enfield	£1.50	
19	Barking & Dagenham	£1.38	
20	Havering	£1.30	
21	Bexley	£1.00	
22	Barnet	£1.00	
23	Greenwich	£0.70	
24	Redbridge	£0.63	
25	Hillingdon	£0.50	
26	Waltham Forest	-	£0.50
27	Hounslow	-	£0.75
28	Sutton	-	£0.61

2.7.18 Note, the diesel levy and emission-based charging will be reviewed in early 2019 in respect of permits. The review will also include this principle for visitor vouchers or electronic based vouchers.

2.7.19 **Annual visitor vouchers**, approximately 2700 of these vouchers sold per year and used for residents who have a high number of visitors or staff. The current charge is £110. It is recommended the cost of these vouchers are as set out in appendix 4a.

PAYMENT METHODS AND CASHLESS PARKING

2.7.20 Cashless parking has been operation in Merton for 4 years. Its introduction and subsequent update has been very successful and well received by customers. Cashless payments now account for 49% of all paid for transactions and this continues to grow. The service is provided by RingGo and the same service is available in 22 of the 32 London boroughs.

2.7.21 There has been a natural conversion by customers towards the use of cashless both locally and nationally. Some boroughs have used a number of initiatives to further increase the use of cashless. This includes removal of machines from location where there are multiple machines, additional

signs at P&D locations, and advertising on the back of P&D machines and tickets to raise awareness.

- 2.7.22 Savings can be achieved by increasing the proportion of parking payments made through cashless systems rather than through the cash-only ticket machines. Which could be as little as 1 user per week.
- 2.7.23 Removing lesser-used ticket machines will reduce maintenance, repair, cash collection and banking charges while also reducing opportunities for theft or criminal damage. Analysis of usage patterns has established that many machines take a trivial amount of cash; some less than £10 per calendar month.
- 2.7.24 It is recommended Members in due course approve a considered and carefully managed rationalisation of Pay and Display machines over the next few years, to achieve a higher percentage of cashless transaction. Cash alternatives will always be possible within the borough, either through local shops selling parking sessions which works well in other boroughs, or sale of parking time in advance through a voucher system.

3 ALTERNATIVE OPTIONS

- 3.1. The purpose of this report is to inform Members of the key existing strategic drivers that will affect parking policy for the future. The public health agenda, the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality and demand for kerbside space form the backdrop of the policy direction set out in this report.
- 3.2. Key strategic Council plans such as the Health and Wellbeing Strategy, Merton's Air Quality Action Plan, Merton's Local Implementation Plan include visions and interventions which will help to achieve key Council goals of improving population health, reducing inequalities between east and west Merton, improving air quality and shifting to more sustainable modes of transport. However, they will have limited impact without concurrent changes to parking provision for the future.
- 3.3. The review looked at a wide range of options to support the above strategic drivers as well as a series of charging options for the future. A lower level of increases, or a 'do nothing' approach, would not make any or any significant contribution towards the Council's strategic objectives. A higher level of increases would, in the view of officers, show insufficient regard for countervailing considerations (such as the need to make provision for those for whom, at the moment, car use remains the only realistic option).

4 CONSULTATION UNDERTAKEN OR PROPOSED

- 4.1. Members have the opportunity to comment on the principles as set out in this report. A further report will be presented to Sustainable Communities and Healthier Communities Overview and Scrutiny Panels in January.

- 4.2. The next stage, if members approve the taking forward of the approach set out in this report, is to initiate the statutory process for amending the parking charges. In theory it is possible for the Council to amend most parking charges (although not those connected with parking permits) without any consultation at all; simple notification is all that is required. The Parking Places (Variation of Charges) Act 2017 contains provisions relating to statutory consultation, but the Secretary of State has not yet made the necessary regulations to bring the 2017 Act into force. As it stands, therefore, there is no mandatory consultation requirement when it comes to increasing parking charges.
- 4.3. Officers consider, however, that the changes proposed do warrant a degree of focussed public consultation, in addition to the consultation that has already been undertaken before they are implemented. For that reason, the proposal is to use in all cases the order making procedure for implementing the proposed changes. This optional procedure does carry with it statutory consultation requirements. Those requirements and the way in which they are discharged by the Council are set out in appendix 6.
- 4.4. The intention is to synchronise consultation on each of the orders that will need to be made, so that responses can address both the underlying principles of the review and also any site or area specific changes that may be required. This report will be among the consultation documents to which attention will be drawn in the consultation process.
- 4.5. Once officers have considered and formulated a response to public comments received, the matter will be returned to cabinet for final decision in the light of the consultation exercise.
- 4.6. Members should note that various consultations have been undertaken by different Council departments during the process of approving a number of strategy and policy documents that are relevant to Parking Services. What matters to Merton residents, including:
- 4.7. **Healthy Places Survey:** Top priorities identified by Merton residents for creating healthy places in Merton included air quality, green infrastructure and open spaces including parks, and good cycling and walking routes, paths and lanes. Results available here
- 4.8. **Travel and Movement Survey:** Responses from Merton residents reveal that around 70% agree that we should actively pursue measures to reduce overall traffic levels. In this survey, residents said that traffic discourages them from walking more and that too many fast vehicles, fumes, noise and air pollution make it less attractive to walk. Results available here: <https://www.merton.gov.uk/assets/Documents/Healthy%20Places%20survey%20responses%20Jan18.pdf>
- 4.9. **The Great Weight Debate (2017):** 74% of Great Weight Debate Merton respondents (over 2,100 people) felt that tackling Childhood Obesity should be given top or high priority. Respondents felt that children in Merton could be better supported to lead healthier lives through: cheaper healthier food

and drink (51%); making parks safer & more accessible for people to be active in (35%); less marketing and advertising of high fat and sugary food and drink (33%); more places for children to be active in (31%).

5 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 5.1. Any increase in parking charges will inevitably have an effect on parking Income. This, however, is difficult to accurately predict since we are seeking to change motorists behaviour and reduce car usage. As such the MTFs has reflected an uplift in parking income in the Budget revenue changes of an estimated increase of 1.9 million for the year 2019/2020 and a further 1.9 million in 20/21 that are currently before Cabinet and Scrutiny for consideration. These are a best estimate at this stage taking into account the changes proposed and the potential changes in motorists behaviour that we expect to achieve. The above will be subject to the outcome of the TMO consultation process in 2019.

6 LEGAL AND STATUTORY IMPLICATIONS

- 6.1. The Council introduces and maintains charges for on and off-street parking under the provisions of the Road Traffic Regulation Act 1984, as amended, and the Road Traffic Act 1991. The proper approach to consideration of the matter under the Road Traffic Regulation Act 1984 has been set out above, in section 2.3. As explained above, there are two alternative procedures by which parking charges can be increased.
- 6.2. Under the first of these alternatives, the Council is required to issue a Notice of Variation. Under Section 35C and 46A of the Road Traffic Regulation Act 1984, a Local Authority has powers to vary off and on-street parking charges respectively. In both cases a Notice is published in a newspaper circulating in the local area giving at least 21 days' notice of the variation. The Notice does not invite representation, and its effects become operational at the end of the Notice period.
- 6.3. Under the second of these alternatives, the Council makes an order that is subject to the statutory consultation and other requirements detailed in appendix 7.
- 6.4. In terms of any income that may be generated by the increased charges, the Traffic Management Act 2004 amends section 55 (4) of the Road Traffic Regulation Act 1984 and directs that income should be used:
- (a) to make good any payment used for parking places,
 - (b) for the provision of or maintenance of off street parking (whether in the open or not) and

- (c) where off street parking provision is unnecessary or undesirable:
 - (i) to meet the costs of provision of or operation of public passenger transport services, or
 - (ii) for highway or road improvement projects within the borough, or
 - (iii) for meeting costs incurred by the authority in respect of the maintenance of roads maintained at the public expense by them, or
 - (iv) for the purposes of environmental improvement in the local authority's area, or
 - (v) any other purposes for which the authority may lawfully incur expenditure.

The Council is mindful of the guidance of Mrs Justice Lang in the case of *R (otao David Attfield) v the London Borough of Barnet 2013*. Surplus funds may only be used in accordance with section 55 of the Road Traffic Regulation Act 1984, and there can be no wider use of the funds under section 122. The purpose of section 122 is to impose a duty on local authorities to exercise their functions under the 1984 Act in accordance with the objects set out therein. The 1984 Act is not a revenue-raising statute. The decision follows *R v Camden LBC ex p.Cran 1996*. It follows that members should ignore any benefit in terms of the revenue that may be generated by these proposals when making the decision as to whether to proceed or not.

7 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 7.1. An equalities impact assessment has been undertaken and is shown in appendix 8.

8 CRIME AND DISORDER IMPLICATIONS

- 8.1. Removing cash-only pay and display ticket machines will reduce the frequency of thefts and damage.

9 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 9.1. There are no health and safety implications associated with this report at present.

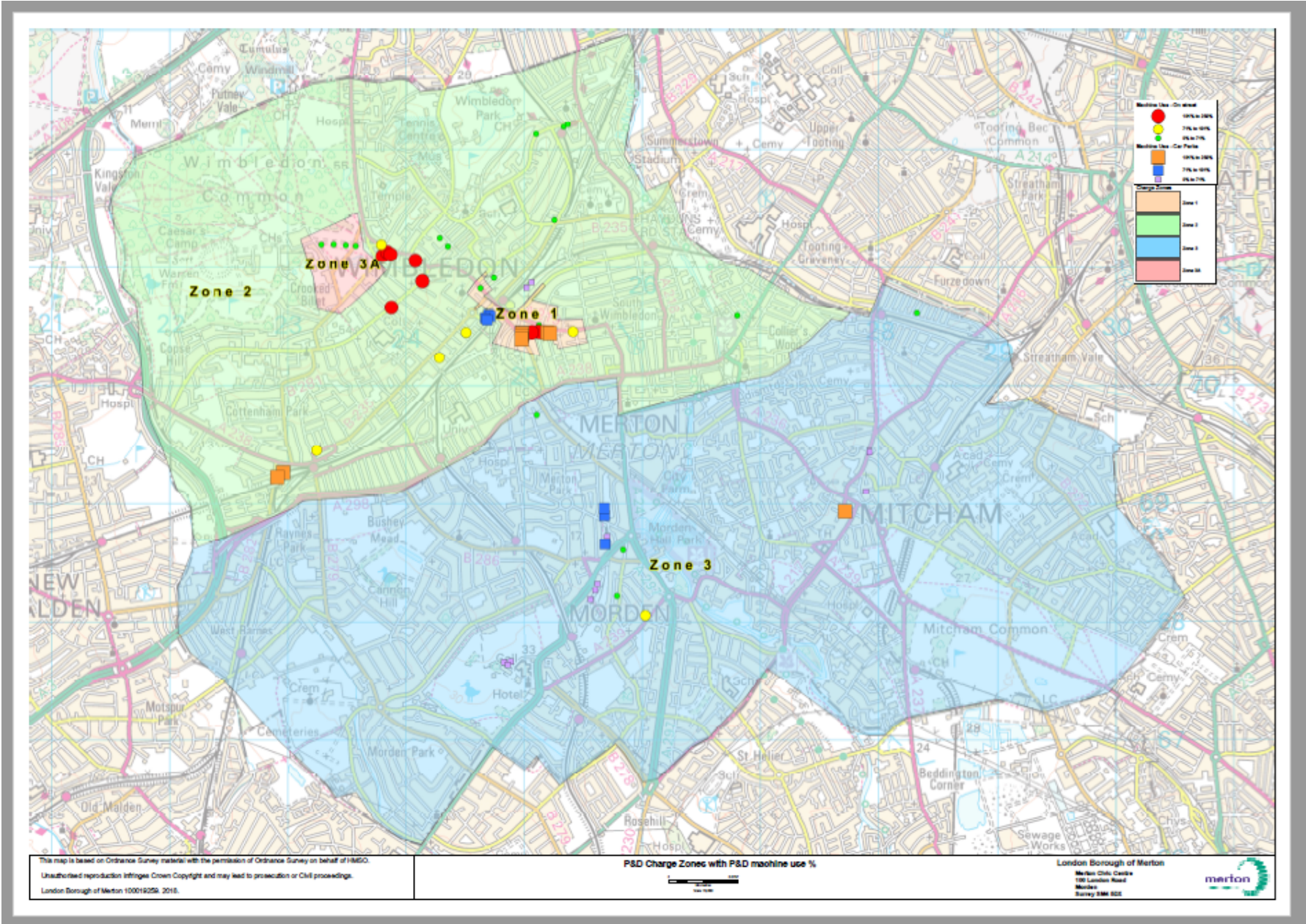
10 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT

- 10.1. Appendix 1 – Plan of on street charging zones and congestion area.
- 10.2. Appendix 2 – Plan of on street charging zones and congestion hot spots for Wimbledon Town Centre.
- 10.3. Appendix 3 – Public Transport Accessibility Levels. (PTAL)
- 10.4. Appendix 4a,b,c – Details of Permit charges, zones and annual visitor voucher costs.
- 10.5. Appendix 5 – Map of CPZ zones

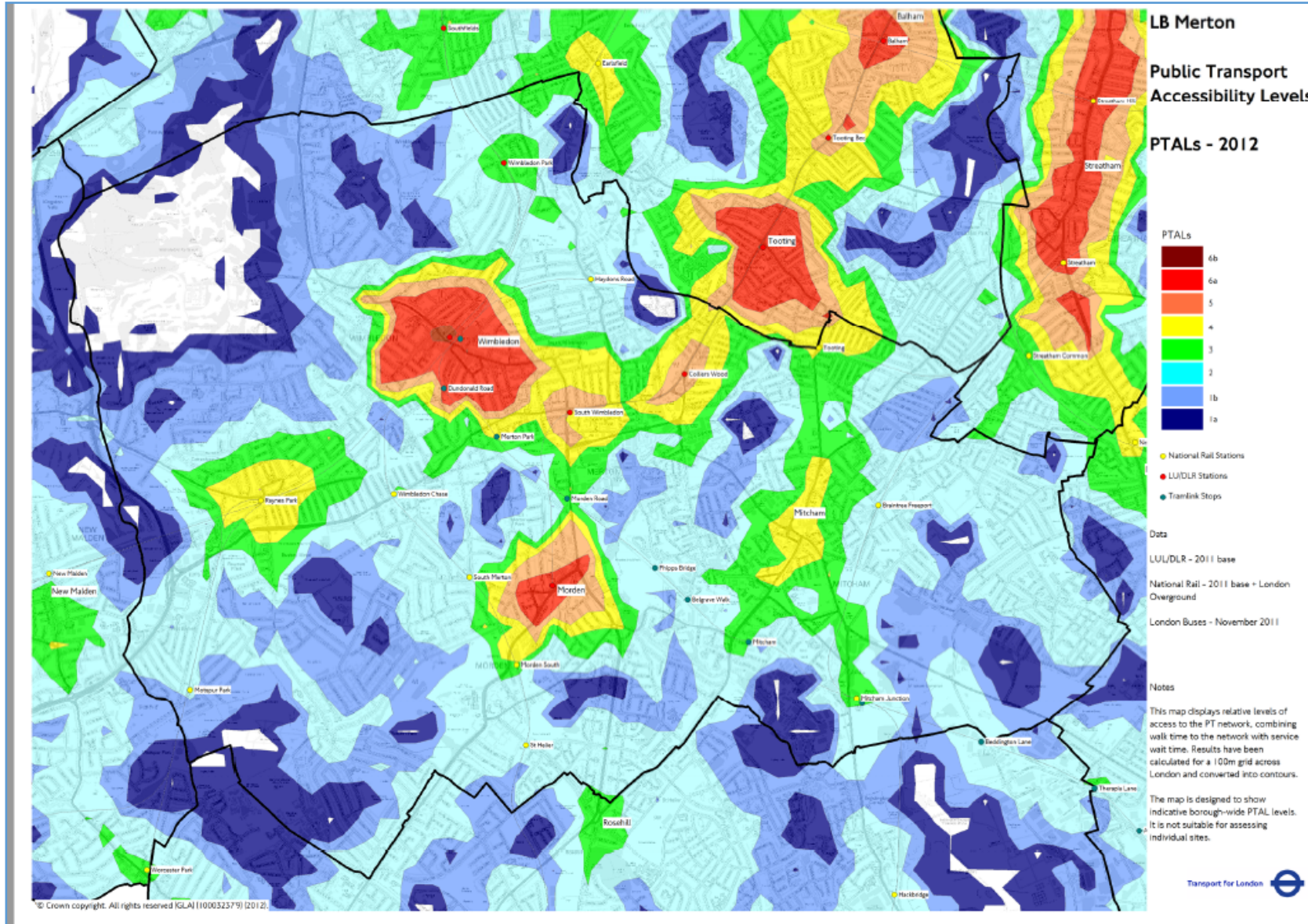
- 10.6. Appendix 6 Benefits of walking and cycling.
- 10.7. Appendix 7 – Proposed consultation process
- 10.8. Appendix 8 – Equalities Impact Assessment.

11 BACKGROUND PAPERS

- **London Borough of Merton’s Air Quality Action Plan 2018-2023**, available here: <https://www2.merton.gov.uk/Merton%20AQAP%2020182023.pdf>
- **Annual Public Health Report 2017-18**, available here: <https://www2.merton.gov.uk/health-social-care/publichealth/annualpublichealthreport.htm>
- **Merton’s Health and Wellbeing Strategy 2015-2018** (please note this is currently being refreshed), available here: <https://www2.merton.gov.uk/merton-health-and-wellbeing-strategy-web.pdf>
- **Mayor’s Transport Strategy 2018**, available here: <https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>
- **Mayor’s Health Inequalities Strategy 2018**, available here: https://www.london.gov.uk/sites/default/files/health_strategy_2018_low_res_fa1.pdf
- **‘Benefits of Parking Management in London August 2018’**. <https://www.londoncouncils.gov.uk/node/34485>







Controlled Parking Zone charges level 1

Zone	Area	Level	Time Group	Permit price	New Charge	Hours per weekday	Annual visitor charge
W3	Wimbledon	Level 1	Long	£65	£150	14.50	£400
W4	Wimbledon	Level 1	Long	£65	£150	14.50	£400
2F	Wimbledon	Level 1	Medium	£65	£120	10	£370
3E	Wimbledon	Level 1	Medium	£65	£120	10	£370
3F	Wimbledon	Level 1	Medium	£65	£120	10	£370
4F	Wimbledon	Level 1	Medium	£65	£120	10	£370
5F	Wimbledon	Level 1	Medium	£65	£120	10	£370
VC	Wimbledon Village	Level 1	Medium	£65	£120	10	£370
VN	Wimbledon Village	Level 1	Medium	£65	£120	10	£370
VOn	Wimbledon Village	Level 1	Medium	£65	£120	10	£370
VOs	Wimbledon Village	Level 1	Medium	£65	£120	10	£370
VOt	Wimbledon Village	Level 1	Medium	£65	£120	10	£370
VSW	Wimbledon Village	Level 1	Medium	£65	£120	10	£370
VSW2	Wimbledon Village	Level 1	Medium	£65	£120	10	£370
W1	Wimbledon	Level 1	Medium	£65	£120	10	£370
W2	Wimbledon	Level 1	Medium	£65	£120	10	£370
W5	Wimbledon	Level 1	Medium	£65	£120	10	£370
W6	Wimbledon	Level 1	Medium	£65	£120	10	£370
W7	Wimbledon	Level 1	Medium	£65	£120	10	£370
P3	Wimbledon Park	Level 1	Medium	£65	£120	7	£370
VNe	Wimbledon Village	Level 1	Medium	£65	£120	6	£370
VNs	Wimbledon Village	Level 1	Medium	£65	£120	6	£370
P1	Wimbledon Park	Level 1	Short	£65	£110	4	£360
P2	Wimbledon Park	Level 1	Short	£65	£110	4	£360
P2S	Wimbledon Park	Level 1	Short	£65	£110	4	£360
VSW1	Wimbledon Village	Level 1	Short	£65	£110	4	£360
VQ	Wimbledon Village	Level 1	Short	£65	£110	3	£350

Appendix 4b

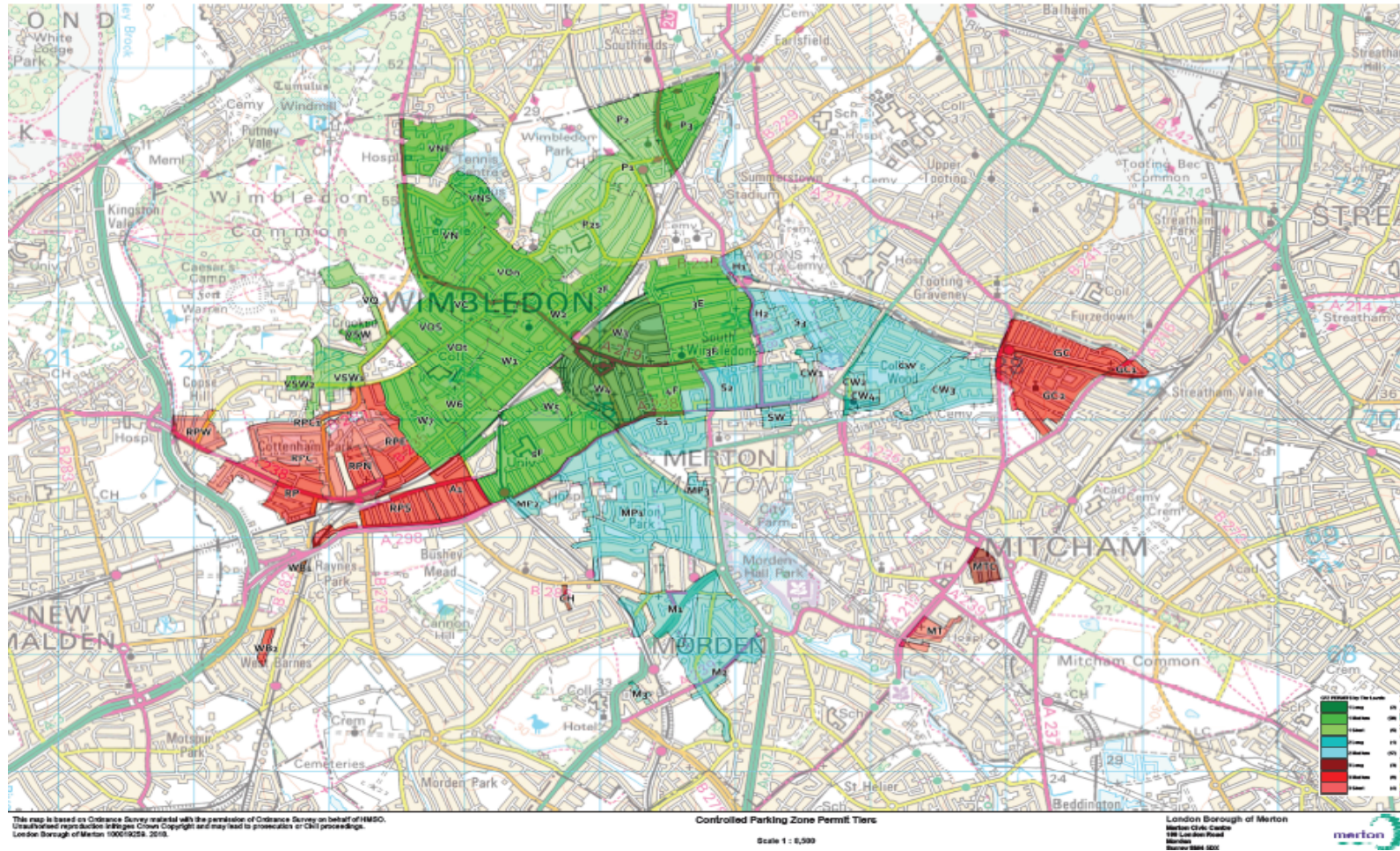
Controlled Parking Zone charges level 2

Zone	Area	Level	Time Group	Permit price	New Charge	Hours per weekday	Annual visitor charge
CW5	Colliers Wood	Level 2	Long	£65	£130	12.5	£380
CW	Colliers Wood	Level 2	Medium	£65	£110	10	£360
CW1	Colliers Wood	Level 2	Medium	£65	£110	10	£360
CW2	Colliers Wood	Level 2	Medium	£65	£110	10	£360
CW4	Colliers Wood	Level 2	Medium	£65	£110	10	£360
M1	Morden	Level 2	Medium	£65	£110	6	£360
M2	Morden	Level 2	Medium	£65	£110	6	£360
M3	Morden	Level 2	Medium	£65	£110	10	£360
MP2	Merton Park	Level 2	Medium	£65	£110	10	£360
MP3	Merton Park	Level 2	Medium	£65	£110	10	£360
S1	South Wimbledon	Level 2	Medium	£65	£110	10	£360
S2	South Wimbledon	Level 2	Medium	£65	£110	10	£360
S3	South Wimbledon	Level 2	Medium	£65	£110	10	£360
SW	South Wimbledon	Level 2	Medium	£65	£110	10	£360
MP1	Merton Park	Level 2	Medium	£65	£110	6	£360
A1	Raynes park	Level 2	Medium	£65	£110	10	£360
RP	Raynes Park	Level 2	Medium	£65	£110	10	£360
RPE	Raynes Park	Level 2	Medium	£65	£110	10	£360
RPN	Raynes Park	Level 2	Medium	£65	£110	10	£360
RPS	Raynes Park	Level 2	Medium	£65	£110	10	£360
H1	Haydon Road SW19	Level 3	Medium	£65	£110	10	£360
H2	Haydon Road SW20	Level 3	Medium	£65	£110	10	£360
RPW	Raynes Park	Level 2	Short	£65	£100	4	£320
RPC	Raynes Park	Level 2	Short	£65	£100	1	£320
RPC1	Raynes Park	Level 2	Short	£65	£100	1	£320

Appendix 4c

Controlled Parking Zone charges level 3

Zone	Area	Level	Time Group	Permit price	New Charge	Hours per weekday	Annual visitor charge
MTC	Mitcham	Level 3	Long	£65	£90	14.50	£340
CH	Cannon Hill	Level 3	Long	£65	£90	12	£340
WB1	West Barnes	Level 2	Long	£65	£90	12	£340
CW3	Colliers Wood	Level 3	Medium	£65	£80	10	£330
GC	Mitcham	Level 3	Medium	£65	£80	10	£330
GC1	Mitcham	Level 3	Medium	£65	£80	10	£330
GC2	Mitcham	Level 3	Medium	£65	£80	10	£330
WB2	West Barnes	Level 3	Medium	£65	£80	6	£330
MT	Mitcham	Level 3	Short	£65	£70	4	£320



Benefits of walking and cycling.

Please see attached document.

TMO CONSULTATIONS

(Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

TMO consultation is as follows:-

1. Notice of proposal is published in the Wimbledon Times (the local newspaper) and in the London Gazette. The public are given 21 days to respond with their representations or objections.
2. On or before the day of publication the notice of proposal is sent to a list of consultees (regulation 6 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 along with the draft Order, statement of reasons and a relevant plan showing the lengths of roads that would be affected by the Order. Consultees are requested to respond with their representations or objections by the end of the 21 day notice period.
3. Consultees must include:-

Met Police,
London Fire Brigade
London Ambulance Service
Freight Transport Association
Road Haulage Association

and may also include. (*Given the nature of the proposed changes in the report all bodies and organisations listed below will be written to.*)

- AA Roadwatch (for major schemes)
- Age Concern (for certain schemes)
- British Motorcyclists Federation (if it affects motorcycles)
- Bus and Coach Council/ Confederation of Passenger Transport (if it affects buses or coaches)
- Confederation of Passenger Transport
- Friends of the Earth (if it affects cyclists or pedestrians or large shopping centre plans or environmental improvement schemes)
- Licensed Taxi Drivers' Association (for certain schemes)
- London Tramlink (for certain schemes)
- London Travel Watch (only if affects buses)

- Merton Community Transport (for certain schemes)
 - Neighbouring local authorities (if they are affected)
 - Taxi Ranks (Public Carriage Office) – Transport for London
 - Trafficmaster (RAC) (for certain schemes)
 - Transport for London (buses)
4. Notices are displayed on site in roads or places that would be affected by the order before or on publication date.
 5. For major schemes, Traffic engineers / council officers would consult with:
 - a. All Merton Councillors,
 - b. Residents Association informing them of the statutory TMO consultation, with the address to respond to and the closing date of the consultation.
 - c. Business Associations.
 6. The notice of proposal, draft Order, statement of reasons and a relevant plan are left on deposit from the publication date in the Merton Civic Centre and may also be deposited in public libraries.
 7. 8. Any objections made as part of the consultation process must be considered. Officers will have regard to all representations made which will form part of a further report to for Members/committee (as appropriate), to consider as part of any decision made.
 8. 9. If the Council decide to overrule the objections and proceed in full or in part with the Order, they must notify the objectors of the decision to proceed with the Order and include in that notification the reasons for the decision. Unless they retracted their objections or where the objection were clearly addressed in a report to members summarising the consultation process.
 9. Once the Order is made, notice of its making is published in the Wimbledon Times and London Gazette and notices placed on site as applicable. The notice of making and made Order are placed with the other deposit documents for 6 weeks.

Please see attached Equalities Impact Assessment.