POLICY PK.1: ON-STREET PARKING SCHEMES

THE CONTROLLED PARKING ZONES (CPZ) PROPOSED IN SCHEDULE 1 (33T-39T) AND PROPOSALS FOR SHORT STAY PARKING IN CAR PARKS WILL BE IMPLEMENTED FOLLOWING FULL CONSULTATION. THE PARKING NEEDS OF NEW DEVELOPMENT PROPOSALS WILL BE EXPECTED TO TAKE INTO ACCOUNT THE CPZ AND SHORT STAY PROPOSALS LISTED.

Justification

6.95 The Council will use its parking enforcement powers and will make adequate resources available to ensure parking restrictions are respected. The principle of parking control is to enhance the environment and parking needs of local residents, to allow the most efficient use of road space for pedestrians, cyclists and public transport, and to promote accessibility to town centres to assist local use of shopping and employment areas. Parking policies are designed to give priority to the more essential users and will be implemented in a manner which as far as possible avoids financial losses to the Council.

6.96 Control of on-street parking has increased in recent years, particularly in town centres, in order to ease congestion and improve environmental conditions and safety. It will also assist the Council in achieving the aims of the Road Traffic Reduction Act and meeting the new requirements for improved air quality in the borough. Wimbledon and South Wimbledon are subject to controlled parking zones of parking meters and residents’ parking spaces, and controls are currently being extended to a number of other areas of the borough. Short-stay public car parks have been provided by the Council at the major shopping and business centres.

6.97 The growth of commuter car parking has put pressure on road space near centres of employment and stations. This has had two effects:

(i) of reducing road space for residents’ needs and essential traffic, especially at peak times;

(ii) to make parking difficult for short-stay visitors and deliveries in the main town centres. Since the majority of these vehicles are not used during the working day, motorists are encouraged to either park them outside the busiest town centre areas, park in an appropriate long stay car park (if available) or to use an alternative form of transport to reach their destination. This gives the shorter-stay users more opportunity to move and park, and peak period congestion and pollution is reduced. An appropriate level of short-stay parking in a town centre is essential to its viability.

6.98 The Council has recognised that additional controlled zones are necessary to promote better environmental and residential parking conditions in the vicinity of railway stations. Controls are being extended to areas around a number of stations that are under stress including Colliers Wood, Morden and Wimbledon Park.

6.99 Within car parks and on-street parking schemes adequate provision will be made for the parking needs of people with disabilities, cyclists and motorcyclists. The Supplementary Guidance Notes for People with Disabilities and Parking Standards provide advice on design requirements.
POLICY PK.2: CAR PARKING STANDARDS

THE COUNCIL WILL REQUIRE ALL DEVELOPMENTS TO PROVIDE APPROPRIATE LEVELS OF CAR AND CYCLE PARKING IN ACCORDANCE WITH THE STANDARDS ADOPTED BY THE COUNCIL WHICH ARE DETAILED IN SCHEDULE 6. CAR PARKING STANDARDS ARE SET AS THE MAXIMUM PERMISSIBLE PROVISION AND SHOULD THEREFORE NOT BE EXCEEDED UNLESS IT CAN BE DEMONSTRATED THAT A HIGHER LEVEL OF PARKING IS NEEDED AND IT CAN BE SHOWN THAT THE APPLICANT HAS TAKEN OTHER MEASURES TO MINIMISE THE NEED FOR PARKING.

POLICY PK.3: CAR PARKING AND DEVELOPMENT

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT LIKELY TO RESULT IN AN INCREASE IN ON-STREET PARKING WHERE IT WOULD ADVERSELY AFFECT TRAFFIC MANAGEMENT, BUS AND CYCLE MOVEMENTS, SAFETY, THE CONVENIENCE OF LOCAL RESIDENTS OR THE QUALITY OF THE ENVIRONMENT.

Justification

6.100 In accordance with Government Guidance in PPG13 (Transport) and Strategic Guidance for London Planning Authorities, 1996, parking policies and standards in Merton seek to limit car use and encourage alternative means of travel which have less environmental impact. Parking control will be used as a method of restraining the use of cars, particularly for commuting in the peak hours, and will assist the Council in meeting the requirements of the Road Traffic Reduction Act 1997 and improving air quality. The aim is to provide and manage a balanced supply of on-street and off-street parking spaces for different types of parking, to reduce accidents, to restrain traffic for environmental reasons, to allow for short-stay visitor parking in town centres and to satisfy the needs of business and residential areas. Schedule 6 provides detailed advice on standards for different types of development in the Borough. Maximum parking standards are set, however, in some situations it will be necessary to define minimum operational parking requirements. In individual developments a need for parking in excess of the standards in Schedule 6 should be demonstrated preferably through a Transport Assessment. Applicants must also indicate the measures they are taking in the design, location or implementation of the scheme to minimise the need for parking.

6.101 Government guidance, particularly in PPG13, advises that authorities should be flexible in requiring off-street residential parking and in areas with good public transport to reduce their requirements. To achieve quality and affordable high density residential development in town centres and in other areas with very good quality public transport, developers should look to providing significantly less than the maximum parking standards. This is particularly important where it improves the quality and affordability of housing and the environments of residential areas. The Council will have regard to the extent and form of on-street parking control in assessing particular schemes. Within Controlled Parking Zones, residents’ parking permits may be withheld through parking zone orders and planning obligations. Further guidance is provided in the Supplementary Planning Guidance Note on Parking Standards.
6.102 For non-residential parking the parking standard is distinguished between “operational” and “non-operational” parking. The operational requirement refers to vehicles necessary for the operation of an activity including the loading and unloading of goods and car parking necessary for the day to day running of the business and parking for people with disabilities. The remainder of the parking which is appropriate to a particular development is classified as non-operational parking. Where satisfactory operational parking cannot be provided such developments will normally be refused planning permission.

6.103 For certain land use classifications, parking standards will be related to the quality of public transport services available and the extent of on-street parking controls. In order to achieve the Council’s movement strategy aims of supporting public transport and restraining the use of cars for commuting, the Plan encourages the location of major developments close to locations with good public transport accessibility.

6.104 Development should not create adverse on-street parking effects. The Council is gradually introducing on-street parking controls to limit such effects. There are however areas where on-street controls are absent or inadequate. In these areas the Council will require financial contributions from the developer to improve parking control where appropriate. However, if on-street parking is likely to lead to significant problems, then the Council will oppose such schemes.

POLICY PK.4: MANAGEMENT OF PUBLIC PARKING

THE COUNCIL WILL SEEK TO ENSURE THAT PUBLIC PARKING PROVIDED IN ASSOCIATION WITH NEW DEVELOPMENT IS BROUGHT UNDER ITS CONTROL OR IS OPERATED IN ACCORDANCE WITH THE COUNCIL’S MANAGEMENT POLICIES WHICH ARE TO LIMIT COMMUTER PARKING AND PROVIDE FOR SHORT STAY VISITOR PARKING WITH APPROPRIATE CHARGES.

Justification

6.105 The Council will seek to manage parking for use by the general public to ensure that it is available for short-stay purposes related to the proposed development. The management of out-of-centre parking will be consistent with that for town centres to ensure that town centres are not disadvantaged in accordance with advice in PPG6 and PPG13. Further details of town centre management of parking are provided in the Town Centres Section of this Chapter.

POLICY PK.5: CHANGE OF USE OF CAR PARKS

THE COUNCIL WILL PERMIT REDEVELOPMENT OR CHANGE OF USE OF PRIVATE NON-RESIDENTIAL CAR PARKS AND CAR PARKING WHERE THIS WILL ACHIEVE NEW LOWER PARKING STANDARDS SUBJECT TO ADEQUATE PUBLIC TRANSPORT AND ON-STREET PARKING CONTROL IN THE VICINITY.
Justification

6.106 Many developments include parking provision at high levels which encourages car commuting and causes environmental problems in the Borough. Favourable consideration will therefore be given to schemes which reduce parking down to current approved standards.

POLICY PK.6: CAR FREE RESIDENTIAL DEVELOPMENT

CAR FREE RESIDENTIAL DEVELOPMENTS WILL BE PERMITTED IN THE TOWN CENTRES OF WIMBLEDON, MITCHAM AND MORDEN AND ALSO IN AREAS WITH ACCESS TO VERY GOOD PUBLIC TRANSPORT WHERE THERE IS AN OPERATIONAL CONTROLLED PARKING ZONE. RESIDENTS’ PARKING PERMITS TO THE OCCUPANTS WILL BE PROHIBITED BY THE CONTROLLED PARKING ZONE ORDERS AND BY PLANNING OBLIGATION.

Justification

6.107 The potential for ‘car-free’ residential development is noted in Strategic Guidance for London Planning Authorities and revised PPG3, and this is a concept which the Council would like to consider, particularly in Wimbledon and possibly other town centres and areas with good public transport accessibility. Such development will only be encouraged within existing Controlled Parking Zones and where there are a range of amenities including shops and leisure activities.

6.108 It is important to ensure that the residents are not able to park a vehicle on the site or in the Controlled Parking Zone as this would undermine the objectives of this type of development and inevitably lead to traffic and parking related problems in adjoining areas (such as parking too close to junctions, footway parking, double parking and related accident potential). The prohibiting of the issue of residents parking permits to the occupants of such development can be achieved through the introduction of or appropriate amendment to the Controlled Parking Zone Orders. No parking is to be provided in the curtilage of any such site, except for people with disabilities and possibly some provision for visitors.

6.109 Land within the site that would have been taken up by parking will be available for other uses such as additional residential units and amenity space. Special provision should be made to cater for the needs of people with disabilities. Additionally, since there are a large number of households in the Borough who do not own or have access to a car, it is likely that there will be a significant demand for such housing.

POLICY PK.7: COMMUTER PARKING IN TOWN CENTRES

DEVELOPMENT THAT WILL LEAD TO THE LOSS OF EXISTING COMMUTER PARKING SPACES WILL BE PERMITTED ONLY IF THE LOSS DOES NOT JEOPARDISE THE OVERALL MOVEMENT STRATEGY AND OTHER OBJECTIVES FOR THE TOWN CENTRES. DEVELOPMENT THAT WILL LEAD TO THE NEED FOR ADDITIONAL PARKING SPACES FOR COMMUTERS WILL NOT BE PERMITTED.
Justification

6.110 The Council will use parking enforcement powers under the Road Traffic Act 1991 in order to reduce on-street parking in the vicinity of railway stations, consistent with the road network capacity and other parking pressures. Recent experiences at Raynes Park have indicated that residents do not always wish on-street controls on commuter parking to be applied when it affects their own parking facilities. Hence interchange proposals need to be carefully evaluated at each site.

6.111 The existing long-term parking by commuters in town centres is not a feature which the Council wishes to see increase, as it would have implications on the requirements for highway infrastructure. Nevertheless, it is likely that the loss of this facility would transfer the burden to other less satisfactory locations in the Borough. To this end the continued provision of some spaces for such users is seen as a necessary part of the parking policy.

POLICY PK.8: COMMERCIAL VEHICLE PARKING
THE OVER-NIGHT BAN ON THE PARKING OF LORRIES AND COACHES IS TO BE CONTINUED IN CONJUNCTION WITH THE PROVISION OF SUITABLE LORRY PARKS.

Justification

6.112 The Over-night Lorry Parking Ban has proved successful in reducing the disturbance caused to residents and has given the Council the ability to effect improvements when complaints are received about lorries which contravene the ban. It will be necessary, as and when existing Lorry Parks are lost to redevelopment, to ensure adequate provision of permanent Lorry Parks to meet established demand.

LAND USE/TRANSPORT INTEGRATION

POLICY LU.1: TRANSPORT INFRASTRUCTURE AND DEVELOPMENT
THE COUNCIL WILL SEEK TO INTEGRATE TRANSPORT AND LAND USE PLANNING INCLUDING THE PROVISION OF ADDITIONAL TRANSPORT FACILITIES WHERE NEW DEVELOPMENTS CREATE ADDITIONAL DEMANDS ON TRANSPORT INFRASTRUCTURE AND SERVICES.

Justification

6.113 Land use policies can contribute to reductions in travel demand by directing particular activities to those locations well served by public transport. The Transport White Paper has highlighted the necessity for transport and land use changes to be integrated and developed at the same time. In general, large developments can act as a catalyst to the achievement of viable new transport schemes and to improvements of existing services. New transport infrastructure, particularly light rail schemes, together with improvements to existing services, can act as the catalyst to major developments.