

NON-KEY DECISION TAKEN BY A CABINET MEMBER

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

1. Title of report and reason for exemption (if any)

Proposed MTC1 CPZ Love Lane area – informal consultation

2. Decision maker

Cabinet member for regeneration, housing and transport

3. Date of Decision

16 November 2018

4. Date report made available to decision maker

16 November 2018

5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel

N/A

6. Decision

That the Cabinet Member considers the issues detailed in this report and

- A) Notes the result of the informal consultation carried out between 13th September and 5th October 2018 on the proposals to introduce a Controlled Parking Zone (CPZ) MTC1 to include Love Lane (between its junction with Western Road and No.47 Love Lane), Raleigh Gardens, Westfield Road, Pear Tree Close, Taffy's How, De'Arn Gardens and Walnut Tree Avenue.
- B) Agrees to proceed with a statutory consultation to include Love Lane (between its junction with Western Road and No.47 Love Lane), Raleigh Gardens, Westfield Road, Pear Tree Close, Taffy's How, De'Arn Gardens and Walnut Tree Avenue into the proposed MTC1 CPZ, operational Monday to Saturday between 8.30am and 6.30pm as shown in Drawing No. Z78-350-01 attached in Appendix 1.
- C) Agrees to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone as shown in Drawing No. Z78-350-01 attached in Appendix 1.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

- 1) Support shown from residents for the introduction of controlled parking from 8:30 to 6:30 on Monday-Saturday in the consulted area which will give local residents priority for parking
- 2) The implementation of the CPZ will assist in improving road safety for all road users

8. Alternative options considered and why rejected

8.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.

8.2 Not to introduce the proposed double yellow lines. In the event of an incident, however, this would put the Council at risk and the Council could be considered as failing in its duties by not giving safety and access priority

9. Declarations of Interest

None

10. Publication of this decision and call in provision

Send this form and the officer report* to democratic.services@merton.gov.uk for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.



Cllr Martin Whelton

Cabinet member for regeneration, housing and transport

Friday 16 November, 2018

Committee: Cabinet Member Report

Date: 15th November 2018

Agenda item:

Ward: Cricket Green

Subject: Proposed MTC1 CPZ Love Lane area – informal consultation.

Lead officer: Chris Lee, Director of Environment & Regeneration.

Lead member: Councillor Martin Whelton, Cabinet Member for Regeneration, Housing and Transport.

Forward Plan reference number: N/A

Contact Officer: Barry Copestake, Tel: 020 8545 3840

Email: [mailto: barry.copestake@merton.gov.uk](mailto:barry.copestake@merton.gov.uk)

Recommendations:

That the Cabinet Member considers the issues detailed in this report and

- A) Notes the result of the informal consultation carried out between 13th September and 5th October 2018 on the proposals to introduce a Controlled Parking Zone (CPZ) MTC1 to include Love Lane (between its junction with Western Road and No.47 Love Lane), Raleigh Gardens, Westfield Road, Pear Tree Close, Taffy's How, De'Arn Gardens and Walnut Tree Avenue.
- B) Agrees to proceed with a statutory consultation to include Love Lane (between its junction with Western Road and No.47 Love Lane), Raleigh Gardens, Westfield Road, Pear Tree Close, Taffy's How, De'Arn Gardens and Walnut Tree Avenue into the proposed MTC1 CPZ, operational Monday to Saturday between 8.30am and 6.30pm as shown in Drawing No. Z78-350-01 attached in Appendix 1.
- C) Agrees to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone as shown in Drawing No. Z78-350-01 attached in Appendix 1.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the result of the informal consultation carried on the proposals to introduce MTC1 CPZ to include Love Lane (between its junction with Western Road and No.47 Love Lane), Raleigh Gardens, Westfield Road, Pear Tree Close, Taffy's How, De'Arn Gardens and Walnut Tree Avenue.
- 1.2 It seeks approval to carry out a statutory consultation to include Love Lane (between its junction with Western Road and No.47 Love Lane), Raleigh Gardens, Westfield Road, Pear Tree Close, Taffy's How, De'Arn Gardens and Walnut Tree Avenue into the proposed MTC1 CPZ, and operational Monday to Saturday between 8.30am and 6.30pm as shown in Drawing No. Z78-350-01 attached in Appendix 1.

- 1.3 It seeks approval to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'At any time' waiting restrictions in the Love Lane area as shown in Drawing No. Z78-350-01 attached in Appendix 1.

2. DETAILS

- 2.1 The key objectives of parking management include:
- Tackling of congestion by reducing the level and impact of traffic in town centres and residential areas.
 - Making the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures.
 - Managing better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
 - Improving the attractiveness and amenity of the borough's streets particularly in town centres and residential areas.
 - Encouraging the use of more sustainable modes of transport.
- 2.2 Controlled Parking Zones (CPZ) aim to provide safe parking arrangements whilst giving residents and businesses priority access to available kerbside parking space. It is a way of controlling the parking whilst improving and maintaining access and safety for all road users. A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:
- Permit holder bays: - For use by resident permit holders, business permit holders and those with visitor permits.
- Pay and display shared use/permit holder bays: - For use by pay and display customers and permit holders.
- 2.3 A CPZ includes double yellow lines (no waiting 'At any time') restrictions at key locations such as at junctions, bends and along certain lengths of roads (passing gaps) where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross. These restrictions will improve access for emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams. Any existing double yellow lines at junctions will remain unchanged.
- 2.4 The CPZ design comprises mainly of permit holder bays to be used by residents, their visitors or business permit holders and a limited number of pay and display shared use bays, which are mainly located near businesses. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

- 2.5 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.
- 2.6 Residents in the Love Lane, Mitcham area petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ) in their roads due to parking difficulties caused by commuter / long term visitor parking.

3. ALTERNATIVE OPTIONS

- 3.1 Do nothing. This would not address the current parking demands of the residents in respect of their views requesting controlled parking expressed by residents' petitions received by the Council, as well as the Council's duty to provide a safe environment for all road users.
- 3.2 Not to introduce the proposed double yellow lines. In the event of an incident, however, this would put the Council at risk and the Council could be considered as failing in its duties by not giving safety and access priority.

4. INFORMAL CONSULTATION

- 4.1 The informal consultation on proposals to introduce parking controls in the Love Lane area commenced on 13th September and ended on 5th October 2018. 266 premises were consulted via documents containing a newsletter explaining the proposals and an associated plan showing the proposed parking. A copy of the consultation document is attached as Appendix 2. The consultation document was posted to all households and businesses within the catchment area. Notification of the proposals along with an online questionnaire (e-form) and frequently asked questions was also posted on the Council's website. Plan of the proposed CPZ showing the parking controls within the area included the following:
- 'At any time' waiting restrictions (double yellow lines) at key locations such as at junctions, bends, and narrow roads.
 - Single yellow lines (mainly between parking bays and across dropped kerbs);
 - Permit holder bays for use by residents, businesses and their visitors;
 - Pay and display shared use bays in Love Lane with a maximum stay of 2 hours.
- 4.2 The consultation resulted in a total of 65 questionnaires returned (after removing duplicates/multiple returns from households, staff and members of businesses), representing a response rate of 24%.
- 4.3 As shown in table 1 below, of the 65 who responded, 83% support a CPZ in their road, compared to 15% who do not and 2% who are unsure. See table 1 below.

(Table 1 – summary of results to questions 3)

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD					
	YES	NO	UNSURE	% YES	% NO	% UNSURE
Love Lane	13	4	0	76%	24%	-
Raleigh Gardens	8	1	0	89%	11%	-
Westfield Road	9	0	0	100%	0	-
Pear Tree Close	5	0	0	100%		-
Taffy's How	7	1	0	88%	12%	-
De'Arn Gardens	12	4	1	71%	24%	5%
Walnut Tree Avenue	0	0	0			
Total	54	10	1	83%	15%	2%

4.4 Of the 65 who responded, 83% support a CPZ in their road if their neighbouring roads were included in a CPZ, compared to 14% who do not, 3% who are unsure. As shown in table 2 below.

(Table 2 – summary of results to questions 4)

ROAD	WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD WERE INCLUDED IN A CPZ?					
	YES	NO	UNSURE	% YES	% NO	% UNSURE
Love Lane	13	4	0	76%	24%	-
Raleigh Gardens	8	1	0	89%	11%	-
Westfield Road	9	0	0	100%	-	-
Pear Tree Close	5	0	0	100%	-	-
Taffy's How	7	1	0	88%	12%	-
De'Arn Gardens	12	3	2	71%	18%	11%
Walnut Tree Avenue	0	0	0	-	-	-
Total	54	9	2	83%	14%	3%

4.5 Residents were also asked which days of operation they would prefer should the CPZ be introduced in their road. Results show that 88% of respondents prefer Monday – Saturday, 12% prefer Monday – Friday. As shown in table 3 below.

(Table 3 – summary of results to questions 5)

ROAD	Q5. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE CONTROLS TO OPERATE?					
	MON - FRI	MON - SAT	UNSURE	% MON - FRI	% MON - SAT	% UNSURE
Love Lane	4	13	0	24%	76%	-
Raleigh Gardens	1	8	0	11%	89%	-
Westfield Road	0	9	0	-	100%	-
Pear Tree Close	0	5	0	-	100%	-
Taffy's How	1	7	0	12%	88%	-
De'Arn Gardens	2	15	0	12%	88%	-
Walnut Tree Avenue	0	0	0	-	-	-
Total	8	57	0	12%	88%	

4.6 Residents were also asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show 89% of respondents prefer 8.30am – 6.30pm, 9% prefer 11am – 3pm and 2% prefer 10am – 4pm.

(Table 4 – summary of results to questions 4 for the reduced A1 CPZ area)

ROAD	Q6. IF A CPZ WAS INTRODUCED WHICH HOURS WOULD YOU LIKE CONTROLS TO OPERATE?							
	8.30AM-6.30PM	10AM - 4PM	11AM – 3PM	Unsure	% 8.30AM - 6.30PM	% 10AM-4PM	% 11AM-3PM	% Unsure
Love Lane	14	0	3	0	%		%	
Raleigh Gardens	8	0	1	0	89%		11%	
Westfield Road	9	0	0	0	100%			
Pear Tree Close	5	0	0	0	100%			
Taffy's How	7	0	1	0	88%		12%	
De'Arn Gardens	15	1	1	0	88%	6%	6%	
Walnut Tree Ave	0	0	0	0				
Total	58	1	6	0	89%	2%	9%	

Ward Councillor Comments

4.7 The local Ward Councillors have been engaged during the consultation process. The Ward Members have been advised of the outcome of the consultation and officer's recommendations and at the time of writing this report, no comments have been received.

5. PROPOSED MEASURES

5.1 Based on the results of the informal consultation, it is recommended that a statutory consultation is carried out to include Love Lane (between its junction with Western Road and No.47 Love Lane), Raleigh Gardens, Westfield Road, Pear Tree Close, Taffy's How, De'Arn Gardens and Walnut Tree Avenue into the proposed MTC1 CPZ,

operational Monday to Saturday between 8.30am and 6.30pm as shown in Drawing No. Z78-350-01 and attached in Appendix 1.

5.2 It is recommended that a statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions (as consulted) in the proposed MTC1 CPZ as shown in Drawing No. Z78-350-01 and attached in Appendix 1

5.3 The CPZ design comprises of mainly permit holder bays to be used by residents, businesses and their visitors with some pay and display and shared use facilities made available for pay & display customers. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

5.4 Permit issue criteria

It is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones in Merton at the time of consultation. The cost of the first permit in each household is £65 per annum; the second permit is £110 and the third permit cost is £140. An annual Visitor permit cost is £140.

5.5 In November 2016, the Council agreed to introduce a Diesel Levy to all those permit holders with a diesel vehicle. The Diesel Levy cost will be in addition to the cost of permits. Permit holders will be advised accordingly when making their permit application. Those residents with all-electric vehicles will only have to pay a reduced rate of £25 instead of £65.

5.6 Visitors' permits

All-day Visitor permits are £2.50 and half-day permits at £1.50. Half-day permits can be used between 8.30am & 2pm or 12pm & 6.30pm. The allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two.

5.7 Trades permits

Trade Permits are priced at £900 per annum. Trades permits can also be purchased for 6 months at £600, 3 months at £375, 1 month at £150 and Weekly at £50.

5.8 Pay and display tickets

It is recommended that the charge for parking within the pay and display shared use/permit holder bays reflect the standard charges applied to these types of bays in the borough at the time of consultation. The cost will be £1.20 per hour.

6. **TIMETABLE**

6.1 The statutory consultation is planned to be carried out in November / December 2018. The consultation will include the erection of the Notices on lamp columns in the area; the publication of Council's intentions in the Local Guardian and the London Gazette. The documents will also be available at the Link, Civic Centre and on the website. A newsletter will also be distributed to all consultees. It will detail the result of the informal consultation; Council's intention of undertaking the statutory consultation on the proposed parking controls and a plan.

7.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposed measures is estimated to be £14k. This includes the publication of the Made Traffic Management Orders, the road markings and the signs.
- 7.2 The Environment and Regeneration revenue budget for 2018/19 currently contains a provisional budget for Parking Management schemes. The cost of this proposal will be met from this budget.

8. LEGAL AND STATUTORY IMPLICATIONS

- 8.1 The Traffic Management Orders would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.
- 8.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1 The implementation of new CPZs and the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.
- 9.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 9.3 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses without prejudice toward charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 9.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

10. CRIME AND DISORDER IMPLICATIONS

- 10.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk of not progressing to statutory consultation on the proposed parking arrangements is that the consultees will not have a further opportunity to air their views and the Council would not be able to progress toward implementation which is supported by majority as demonstrated via the informal consultation. Not to progress the proposed measures will do nothing to address existing parking difficulties and will not assist the residents and the local business community. It will also do nothing to address the obstructive parking that has been identified.
- 11.2 The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

12. ENVIRONMENTAL IMPLICATIONS

- 12.1 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 12.2 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as 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. These powers must be exercised so far as practicable having 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 including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - (e) any other matters appearing to the Council to be relevant.

13. APPENDICES

- 13.1 The following documents are to be published with this report and form part of the report.

Appendix 1 – Drawing No. Z78-350-01

Appendix 2 – Informal consultation document.

Drawing No.Z78-350-01 Plan of Proposed Scheme



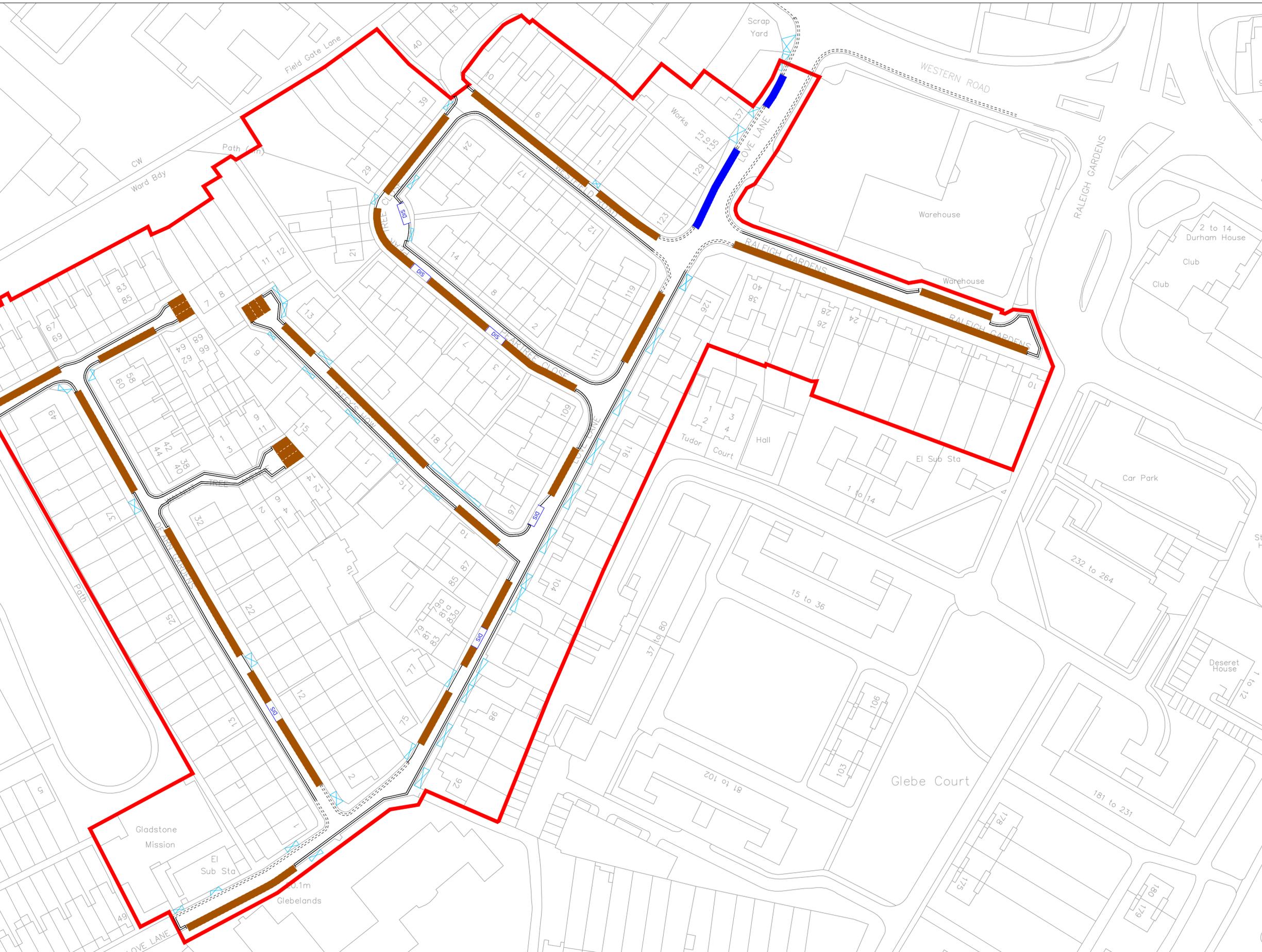
KEY

PROPOSED

- PERMIT HOLDER BAY
- SHARED USE BAY
- DOUBLE YELLOW LINE
- SINGLE YELLOW LINE
- CPZ BOUNDARY

EXISTING

- CROSSOVERS
- DISABLED BAY
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- LAMP COLUMN
- PRIVATE ROAD



Notes
Do not scale from this drawing

Rev.	Revisions	Drawn	Sig.	Date	Chkd.	Sig.	Date	App.	Sig.	Date

TRAFFIC & HIGHWAYS

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Drawn by JLN	Sig.	Date Aug 2017
Checked by	Sig.	Date
Approved by	Sig.	Date

PROJECT
CONTROLLED PARKING ZONES

TITLE
MTC1 DESIGN LAYOUT

Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Drawing No. Z78-350-01
Revision
Classification CONSULTATION
Scale NTS

Informal Consultation Document

residents or businesses. Residents returning later in the afternoon may find less available parking in their road due to this. Motorists unable to park in nearby roads without controls may also take advantage of the available parking outside the controlled times.

The proposed operational days include:
Monday to Friday - This will offer more flexibility to residents and visitors at weekends. However it allows non-residents, to park on Saturdays, therefore reducing available parking for your visitors.

Monday to Saturday - Provides maximum protection to the residents. However, it will be more restrictive on visitors who would require a visitor's permit to park during the controlled times.

The standard annual parking permit charges apply regardless of the days or hours the zone operates.

LET US KNOW YOUR VIEWS

The decision on whether or not to proceed with the next step, which would involve a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask that you submit your questionnaire online using this link **(one vote per household or business)** www.merton.gov.uk/cpzmtc1. The online system has been created to keep costs down and allow the Council to process your views more efficiently. If, however, you require a hard copy, please contact Barry Copestake, barry.copestake@merton.gov.uk and one will be posted to you. Please let us have any comments or suggestions you may have by **5 October 2018** and **it is only one vote per household or business.**

We regret that due to the number of responses received during an informal consultation, it will not be possible to individually reply to each respondent. We welcome your comments on this proposal, which will be noted and included within the proposed measures where appropriate.

WHAT HAPPENS NEXT

The results of the consultation along with officers' recommendations will be presented in a report to the Cabinet Member for Regeneration, Transport and Housing. Once a decision is made you will be informed accordingly.

Further information on how CPZs work, details of permit costs can be found in our Frequently Asked Questions (FAQ's) at www.merton.gov.uk/cpzmtc1

CRICKET GREEN WARD COUNCILLORS

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Cabinet Member for Regeneration, Transport and Housing.

Cllr Martin Whelton
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(The contact details of Ward Councillors are provided for information purposes only)

Controlled Parking Zone (CPZ)

Proposed Zone MTC1 - Love Lane area



ISSUE DATE : 13 SEPTEMBER 2018

Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in Love Lane area. This proposal is in response to a petition received from residents of the area who are experiencing parking difficulties in their roads.

To address residents' parking and access concerns the Council is undertaking an informal consultation to seek your views on proposals to control parking in your road (see enclosed plans for the proposals).

It is important to note that the proposed double yellow lines in the area are paramount to ensure safety and access for all road users. Regardless of the outcome of the proposed CPZ consultation officers will strongly recommend to the Cabinet Member that the proposed double yellow lines are introduced. This will ensure clear access for all road users including pedestrians.

This area is currently being proposed as a new zone thereby allowing residents to choose the hours of operation. you can view the plans on the website www.merton.gov.uk/cpzmtc1

HOW WILL IT WORK?

All road space in a CPZ is managed by some form of restrictions. Parking is only permitted where safety, access and sight lines are not compromised. It is, therefore, normal practice to introduce double yellow lines at key locations such as at junctions, bends, narrow roads, turning heads and at specific locations along lengths of roads where parking would impede the passing of vehicles. It is also necessary to provide yellow lines

which are effective during the CPZ hours of operation or "At Any time" where the kerb is lowered, i.e. at crossovers for driveways.

The Council aims to reach a balance between the needs of the residents, businesses and the safety of all road users. In the event that the majority of those consulted do not support a CPZ in their road or area, and if the Cabinet Member agrees, officers will recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access for all road users including pedestrians.

PROPOSAL

The proposals include a number of provisions which are detailed below

Operational Hours - The choice of operational hours are explained below:

All Day Controls (8.30am - 6.30pm) - This will provide maximum protection to the residents by removing short and long-term parking. It will, however, be less flexible for residents and their visitors who will need to obtain a visitor's permit from the resident they are visiting in order to park in the permit holder bays.

Part Time Controls (10am - 4pm) - These operating times offer less restrictions on residents and their visitors than 'all day' controls. It is still effective in preventing long-term parking. However, it may encourage other short term parking outside the restricted time, by non-residents and non-residents who may also work their way around the 6 hours by moving their vehicles and then returning to park for the rest of the day. Residents returning from work later in the afternoon may find less available parking in their street due to this.

4 hours controls (11am - 3pm) - These operating times offer fewer restrictions for residents and their visitors. It is still effective in preventing commuters and other long stay parking. However, it may encourage short-term parking outside the operating times by non-