

NON-KEY DECISION TAKEN BY A CABINET MEMBER UNDER DELEGATED AUTHORITY

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

Proposed GC3 CPZ Edgehill Road – informal consultation

2. Reason for exemption (if any)

3. Decision maker

Councillor Martin Whelton, cabinet member for regeneration, housing and transport

4. Date of Decision

28 August 2019

5. Date report made available to decision maker

27 August 2019

6. Decision

- A) Notes the results of the informal consultation carried out between 23 May and 21 June 2019 on the proposals to introduce a Controlled Parking Zone (CPZ) GC3 to include Beecholme Avenue, Caithness Road, Edgehill Road, Elmhurst Road, Garden Avenue, Hill Road, Melrose Avenue, Park Avenue, Ridge Road, Streatham Road.
- B) Agrees to proceed with a statutory consultation to include Beecholme Avenue, Caithness Road, Edgehill Road, Elmhurst Road, Garden Avenue, Hill Road, Melrose Avenue, Park Avenue, Ridge Road, Streatham Road within the proposed GC3 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-354-01 and 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. Z78-354-01 and attached in Appendix 1.
- E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

- | |
|--|
| 1) Support shown in the informal consultation for the introduction of a controlled parking zone in the consulted area. |
| 2) The times 8:30 to 6:30 was the option most favoured by residents. |
| 3) The introduction of waiting restrictions will improve road safety for road users and pedestrians. |

8. Alternative options considered and why rejected

- | |
|---|
| 8.1 Do nothing. 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 In response to the results of the informal consultation where the majority of Melrose Avenue and Edgehill Road opted against the proposed CPZ, (even if their neighbouring roads have one) consideration could be given to exclude these roads. However, should the CPZ be implemented, those residents who do not have access to off street parking would be adversely affected by displaced parking from neighbouring roads. To be included within the statutory consultation will allow the residents a further opportunity to consider the possible implications and make an informed decision. Documents relied on in addition to officer report |

9. Declarations of Interest

None



Cllr Martin Whelton
Cabinet member for regeneration, housing and transport
28 August 2019

Committee: Cabinet Member Report

Date: 25th August 2019

Agenda item:

Wards: Graveney

Subject: Proposed GC3 CPZ Edgehill Road 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: Paul Atie, Tel: 020 8545 3337 [Email: mailto:paul.atie@merton.gov.uk](mailto:paul.atie@merton.gov.uk)

Recommendations:

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

- A) Notes the results of the informal consultation carried out between 23 May and 21 June 2019 on the proposals to introduce a Controlled Parking Zone (CPZ) GC3 to include Beecholme Avenue, Caithness Road, Edgehill Road, Elmhurst Road, Garden Avenue, Hill Road, Melrose Avenue, Park Avenue, Ridge Road, Streatham Road.
- B) Agrees to proceed with a statutory consultation to include Beecholme Avenue, Caithness Road, Edgehill Road, Elmhurst Road, Garden Avenue, Hill Road, Melrose Avenue, Park Avenue, Ridge Road, Streatham Road within the proposed GC3 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-354-01 and 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. Z78-354-01 and 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 results of the informal consultation carried on the Councils' proposals to introduce a CPZ (GC3) to include in Beecholme Avenue, Caithness Road, Edgehill Road, Elmhurst Road, Garden Avenue, Hill Road, Melrose Avenue, Park Avenue, Ridge Road, Streatham Road.
- 1.2 It seeks approval to progress the above recommendations.

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.
 - Encouraging 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 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. All 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 of the Edgehill Road, Caithness Road and Garden Avenue Road

petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ) in their road due to inconsiderate and obstructive parking, which impede traffic flow.

3. INFORMAL CONSULTATION

3.1 The informal consultation on proposals to introduce parking controls in Edgehill Road Road area commenced on between 23 May and 21 June 2019. 1018 premises were consulted via documents containing a newsletter explaining the proposals and a 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 were also posted on the Council's website. The 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

Area of consultation as agreed with Ward Councillors



- 3.2 The Council also received a petition from residents of Melrose Avenue against the scheme containing 39 signatures. It would be prudent to note that a petition received during a consultation against a proposed scheme is reported but does not override the consultation results. The Council carries out consultations to determine if there is a support for the proposed scheme or not. The Council encourages residents to make an informed decision regarding a proposed scheme in the security of their home without outside influence. It is, therefore, recommended that the Cabinet Member notes the petition but make a decision based on the consultation results.
- 3.3 The consultation resulted in a total of 200 questionnaires returned (after removing duplicates/multiple returns from households, staff and members of businesses), representing a response rate of 20% which is considered good for this type of consultation.

Table 1

Road Name	No. of Properties	No. of Responses	Response rate
Beecholme Avenue	66	6	9%
Caithness Road	123	53	43%
Edgehill Road	158	36	23%
Elmhurst Road	111	14	13%
Garden Avenue	86	19	22%
Hill Road	115	20	17%
Melrose Avenue	116	22	19%
Park Avenue	132	21	16%
Park Avenue Mews	6	0	0%
Ridge Road	25	6	24%
Streatham Road	80	3	4%
TOTAL	1018	200	20%

- 4.7 As shown in table 2, of the 200 who responded, 57% support a CPZ in their road, compared to 36% who do not and 8% who are unsure or made no response.

Table 2 – (summary of results to questions 3 of the questionnaire)

ROAD	DO YOU SUPPORT A CPZ IN YOUR ROAD					
	YES	% YES	No	% No	No response/ UNSURE	% No response/ UNSURE
Beechholme Avenue	3	50%	2	33%	1	17%
Caithness Road	47	87%	4	8%	2	4%
Edgehill Road	15	42%	17	47%	4	11%
Elmhust Road	5	36%	6	43%	3	21%
Garden Avenue	12	63%	7	37%	0	0%
Hill Road	8	40%	8	40%	4	20%
Melrose Avenue	8	36%	13	59%	1	5%
Park Avenue	9	43%	11	52%	1	5%
Park Avenue Mews	0	0%	0	0%	0	0%
Ridge Road	6	100%	0	0%	0	0%
Streatham Road	2	67%	1	33%	0	0%
Total	115	57%	69	34%	16	8%

4.8 As set out in table 3, in response to question 4, of the 200 who responded, 59% support a CPZ in their road if their neighbouring road is included in a CPZ, compared to 33% who do not with 8% who were unsure or made no response.

Table 3 – 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	% YES	No	% No	No response/ UNSURE	% No response/ UNSURE
Beechholme Avenue	3	50%	2	33%	1	17%
Caithness Road	47	87%	4	8%	2	4%
Edgehill Road	15	42%	17	47%	4	11%
Elmhust Road	5	36%	5	36%	4	28%
Garden Avenue	12	63%	7	37%	0	0%
Hill Road	10	50%	7	35%	3	15%
Melrose Avenue	9	41%	12	54%	1	4%
Park Avenue	12	57%	8	38%	1	5%
Park Avenue Mews	0	0%	0	0%	0	0%
Ridge Road	4	67%	2	33%	0	0%
Streatham Road	2	67%	1	33%	0	0%
Total	119	59%	65	33%	16	8%

4.9 Residents were also asked which days of operation they would prefer should the CPZ be introduced in their road. Results show that 64% of respondents prefer Mon – Fri; 32% prefer Mon – Sat, 4% prefer Mon – Sun and 1% who were unsure or made no response. As shown in table 4 below.

(Table 4 – summary of results to questions 5)

ROAD	Q5. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE?							
	MON - FRI	% MON - FRI	MON - SAT	% MON - SAT	MON - SUN	% MON - SAT	UNSURE or NO response	% UNSURE or NO response
Beecholme Avenue	3	50%	2	33%	1	17%	0	0%
Caithness Road	27	51%	7	13%	19	36%	0	0%
Edgehill Road	26	72%	7	20%	3	8%	0	0%
Elmhurst Road	7	50%	4	29%	2	14%	1	7%
Garden Avenue	11	58%	3	16%	5	26%	0	0%
Hill Road	12	60%	5	25%	3	15%	0	0%
Melrose Avenue	13	59%	1	4%	7	33%	1	4%
Park Avenue	10	48%	10	9%	8	38%	1	5%
Park Avenue Mews	0	0%	0	0%	0	0%	0	0%
Ridge Road	1	17%	5	83%	0	0%	0	0%
Streatham Road	1	33%	1	33%	1	33%	0	0%
Total	111	64%	45	32%	49	4%	3	1%

4.10 Residents were also asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 55% of respondents prefer 8.30am – 6.30pm; 29% prefer 11am – 3pm, 14% prefer 10am – 4pm and 4% who were unsure or did not respond.

Table 5 – summary of results to questions 6

ROAD	Q6. IF A CPZ WAS INTRODUCED WHICH HOURS WOULD YOU LIKE THE CONTROLS TO OPERATE?							
	10am to 4pm	% 10am to 4pm	8.30am to 6.30pm	% 8.30am to 6.30pm	11am to 3pm	% 11am to 3pm	unsure or no reply	% Unsure or no reply
Beecholme Avenue	0	0%	3	50%	3	50%	0	0%
Caithness Road	3	6%	43	81%	5	9%	2	4%
Edgehill Road	6	17%	13	36%	15	42%	2	5%
Elmhurst Road	1	7%	9	64%	3	21%	1	7%
Garden Avenue	5	26%	9	47%	5	26%	0	0%
Hill Road	4	20%	11	55%	5	25%	0	0%
Melrose Avenue	3	14%	10	45%	8	36%	1	5%
Park Avenue	3	14%	10	48%	7	33%	1	5%
Park Avenue Mews	0	0%	0	0%	0	0%	0	0%
Ridge Road	0	0%	6	100%	0	0%	0	0%
Streatham Road	0	0%	2	67%	1	33%	0	0%
Total	25	14%	116	55%	52	29%	7	4%

Melrose Avenue and Edgehill Road

4.11 As it can be seen from table1, majority of responses from the proposed zone have opted for the proposed CPZ. However, on a road by road basis, majority of those who responded from Melrose Avenue and Edgehill voted against being included in a CPZ even if neighbouring roads were to be included. However, these two roads do not form a logical geographical boundary that would allow them to be excluded from the CPZ without affecting those roads who have opted in favour of the CPZ. If these roads are excluded and the rest of the zone proceeds to implementation, based on experience, there is no doubt that soon after the implementation of the zone, these two roads will suffer from displacement not only from commuters but from residents of the CPZ who do not want to pay for a permit. An example of this is Framfield Road that opted out during the statutory consultation of GC2 CPZ and then asked to be included as soon as GC2 CPZ was implemented. Due to the adverse impact of exclusion on these roads, it is recommended that they are included so as far as the the next stage, which is a statutory consultation. This will provide residents a further opportunity to air their views whilst contemplating the consequences of being excluded.

- 4.12 The inclusion of the above roads is recommended for the following reasons:-
- Some residents within these roads do not have access to off street parking
 - Currently vehicles are parked bumper to bumper on both sides of these roads including reasonable number of high sided vehicles which impedes the flow of traffic particularly service vehicles such as refuse and delivery vehicles; sightlines and therefore safety are compromised. To improve access and sightlines, officers will be recommending the introduction of strategically placed waiting restrictions with or without a CPZ. This will impact the current level of on-street parking.
 - Over the years some residents have been complaining about long term commuter parking and about those from the existing GC and GC2 zones who do not want to pay to park in their roads. If the neighbouring roads that support a CPZ are introduced, parking conditions for these residents will exacerbate and become entirely intolerable.
 - The above roads intertwine with those roads who support the scheme and removing them would cause confusion for both residents and other motorists.
 - These roads do not form a logical geographical boundary that would allow them to be removed without impacting the roads that have voted for the scheme to go ahead. These roads if removed would be isolated within the CPZ and residents would be competing for parking spaces with commuters and those residents within the CPZ who do not want to pay for parking in their roads.

Ward Councillor Comments

4.13 The local Ward Councillors' have been fully engaged during the consultation process. The results of the consultation and officer's recommendations were discussed.

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 Beecholme Avenue, Caithness Road, Edgehill Road, Elmhurst Road, Garden Avenue, Hill Road, Melrose Avenue, Park Avenue, Ridge Road, Streatham Road in GC3 CPZ, operational Monday to Friday between

8.30m and 6.30pm as shown in Drawing No. Z78-354-01 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 GC3 CPZ as shown in Drawing No. Z78-354-01 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 introduced a Diesel Levy to all those permit holders with a diesel vehicle. 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
Half-day permits at £1.50. Half-day permits can be used between 11am and 3pm. The allowance of visitor permits per adult in a household shall be 100 half-day permits.
- 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 The Council has recently completed a statutory consultation on making a number of changes to parking charges throughout the borough including the permit tariff structure. Although the residents have been consulted on the existing permit prices, should the proposed parking charges be implemented, residents would need to pay the new charges upon the renewal of their permits. The information can be found on the Council's website using the following links. www.merton.gov.uk/parkingconsultation2019
- 5.9 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 ALTERNATIVE OPTIONS

- 6.1 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.

- 6.2 In response to the results of the informal consultation where the majority of Melrose Avenue and Edgehill Road opted against the proposed CPZ, (even if their neighbouring roads have one) consideration could be given to exclude these roads. However, should the CPZ be implemented, those residents who do not have access to off street parking would be adversely affected by displaced parking from neighbouring roads. To be included within the statutory consultation will allow the residents a further opportunity to consider the possible implications and make an informed decision.

7. TIMETABLE

- 7.1 If agreed, the statutory consultation is planned to be carried out during October / November 2019. The consultation will include the erection of the Notices on lamp columns in the area; the publication of Council's intentions in the Wimbledon Times 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 of the statutory consultation on the proposed parking controls and a plan.

8 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 The cost of implementing the proposed measures is estimated at £65k. This includes the publication of the Made Traffic Management Orders, the road markings and the signs.
- 8.2 The cost of this proposal can be from the Environment and Regeneration revenue budget for 2019/20 for Parking Management schemes.

9 LEGAL AND STATUTORY IMPLICATIONS

- 9.1 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.
- 9.2 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.
- 9.3 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.

10 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 10.1 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.

- 10.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 10.3 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 any 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.
- 10.4 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

11. CRIME AND DISORDER IMPLICATIONS

- 11.1 N/A

12. RISK MANAGEMENT IMPLICATIONS

- 12.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents and the local business community. It will also do nothing to address the obstructive parking that has been identified.
- 12.2 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.

13. ENVIRONMENTAL IMPLICATIONS

- 13.1 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.
- 13.2 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.

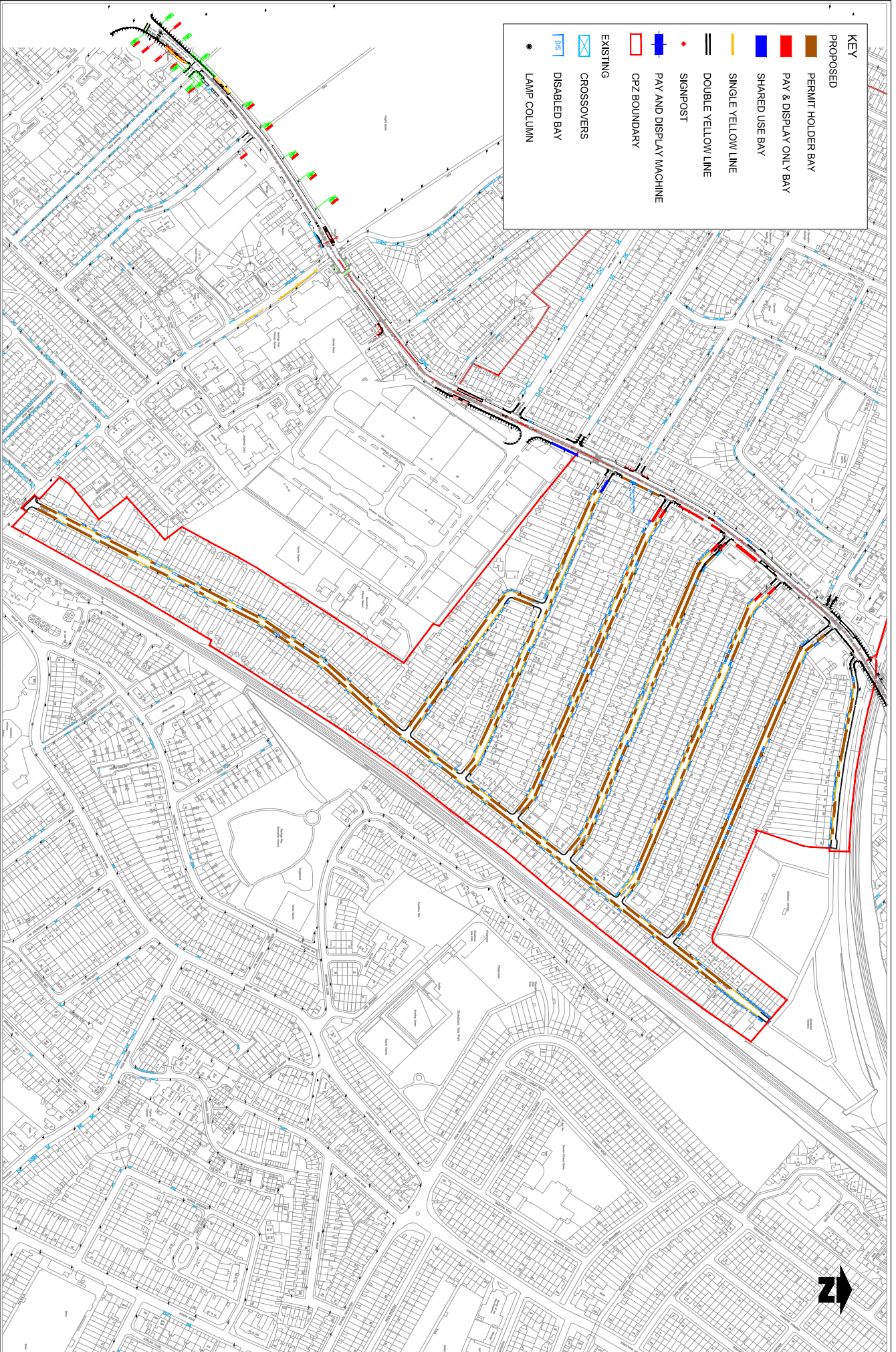
(e) any other matters appearing to the Council to be relevant.

14. APPENDICES

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

Appendix 1 – Drawing No. Z78-354-01

Appendix 2 – Informal consultation document.



KEY

PROPOSED

- PERMIT HOLDER BAY
- PAY & DISPLAY ONLY BAY
- SHARED USE BAY
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- SIGNPOST
- PAY AND DISPLAY MACHINE
- CPZ BOUNDARY

EXISTING

- CROSSOVERS
- DISABLED BAY

LAMP COLUMN

-

Notes
Do not scale from this drawing

Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

Prepared for/used upon the Greater Surr'y's 11,500 page and the permission of the Greater Surr'y's Strategic Planning Committee and any other relevant bodies. The map is for reference only and does not constitute a contract. The map is for reference only and does not constitute a contract. The map is for reference only and does not constitute a contract.

PROJECT

G03 EDGEHILL AREA SCHEME LAYOUT

merton
Merton Civic Centre
London Road
Morden, Surrey
S14 5XJ
www.merton.gov.uk

DATE

15/05/2019

CONSULTATION

N.T.S.

Proposed Controlled Parking Zone (CPZ) GC3 Edgehill Area



ISSUE DATE : 23 MAY 2019

Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in Edgehill Road area. This proposal is in response to petitions received from residents of Edge Hill Road, Caithness Road and Garden Avenue who are experiencing parking difficulties in their road.

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).

This area is currently being proposed as a new zone thereby allowing residents to choose the hours of operation. You can view the plan on the website www.merton.gov.uk/cpzgc3

HOW WILL IT WORK?

All road space in a CPZ must be 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, 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 (effective during the CPZ hours of operation or "At Any time") where the kerb is lowered, i.e. at crossovers for driveways.

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 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 commuter parking outside the restricted time, by those 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 less 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-residents. Consequently residents returning later in the afternoon may find less available parking in their road. 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 and Sundays, therefore reducing available parking.

Monday to Saturday or Monday to Sunday - 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.

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.

To fully note the extent and nature of the proposed yellow lines, it is essential that you view the plan using the website or the large plan which is deposited in the Library and the Link at Merton Civic Centre.

Permit costs

Currently the standard annual parking permit

www.merton.gov.uk

charges apply regardless of the operational hours and days of the zone.

permit costs can be found in our Frequently Asked Questions (FAQ's) at www.merton.gov.uk/cpzgc3 **It is essential you read the document.**

However, it is important to note that the Council has just completed a statutory consultation on making a number of changes to parking charges throughout the borough including the permit tariff structure. Although you are being consulted on the existing permit prices, should the proposed parking charges be implemented, you would need to pay the new charges upon the renewal of your permits. The information can be found on the Council's website using the following links. www.merton.gov.uk/parkingconsultation2019

Please ensure you appraise yourself with the potential new permit prices.

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 www.merton.gov.uk/cpzgc3.

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 Paul Atie, paul.atie@merton.gov.uk and one will be posted to you. Please let us have any comments or suggestions you may have by **21 June 2019. It is only one vote per address.**

We regret that due to the number of responses received during an informal consultation, it will not be possible to reply individually 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, Housing and Transport. Once a decision is made you will be informed accordingly.

Further information on how CPZs work and details of

GRAVENEY WARD COUNCILLORS

Cllr John Dehaney
Phone: 020 8545 3424,
Email: john.dehaney@merton.gov.uk

Cllr Linda Kirby
Phone: 020 8545 3425,
Email: linda.kirby@merton.gov.uk

Cllr Tobin Byers
Phone: 07760 421564
Email: tobin.byers@merton.gov.uk

Cabinet Member for Regeneration, Transport and Housing.

Cllr Martin Whelton
Phone: 020 8545 3425
Email: martin.whelton@merton.gov.uk

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