

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 and reason for exemption (if any)

Proposed M2 CPZ (Farm Road and Faversham Road and double yellow lines) – Statutory consultation

2. Decision maker

Councillor Martin Whelton, Cabinet Member for Regeneration, Environment and Housing

3. Date of Decision

21 December 2017

4. Date report made available to decision maker

20 December 2017

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 statutory consultation carried out between 7 and 29 September 2017 on the proposals to extend M2 Controlled Parking Zone (CPZ) Farm Road and Faversham Road to be operational Monday to Friday between 10am and 4pm.
- B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'M2' CPZ extension to include Farm Road and Faversham Road, operational Monday to Friday between 10am and 4pm as shown in Drawing No. Z78-236-002 Rev A, attached as Appendix 1.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of waiting restrictions in Canterbury Road area operational 'At any time' as shown in Drawing Nos. Z78-236-002 Rev A, attached as Appendix 1.
- E) Agrees to the undertaking of a statutory consultation to extend the length of double yellow lines in Faversham Rd at its junction with Middleton Rd roundabout. Reasons are set out in section 6.3 of this report.

- F) Agrees to exercise his discretion not to hold a public inquiry on the consultation

Reason for decision

- 1) Support from residents for the extension of the 'M2' controlled parking zone to include Farm Rad and Faversham Road with its introduction giving priority to local residents for parking spaces.
- 2) The improvement to road safety especially in relation to obstructive sightlines and parking impedes the flow of traffic.
- 3) Current issues with parked vehicles has caused congestion and access issues on Faversham Road

7. Alternative options considered and why rejected

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. Documents relied on in addition to officer report

None

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.



Councillor Martin Whelton

Cabinet member for regeneration, environment and housing

December 21, 2017

Cabinet Member for Environmental Sustainability and Regeneration:

Date: 15th November 2017

Agenda item: N/A

Ward: St. Helier

Subject: Proposed M2 Ext CPZ (Farm Road and Faversham Road and yellow lines – Statutory Consultation)

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Forward Plan reference number: N/A

Contact Officer: Paul Atie, Tel: 020 8545 3337

Email: paul.atie@merton.gov.uk

Recommendations:

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

- A) Notes the result of the statutory consultation carried out between 7 and 29 September 2017 on the proposals to extend M2 Controlled Parking Zone (CPZ) Farm Road and Faversham Road to be operational Monday to Friday between 10am and 4pm.
- B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'M2' CPZ extension to include Farm Road and Faversham Road, operational Monday to Friday between 10am and 4pm as shown in Drawing No. Z78-236-002 Rev A, attached as Appendix 1.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of waiting restrictions in Canterbury Road area operational 'At any time' as shown in Drawing Nos. Z78-236-002 Rev A, attached as Appendix 1.
- E) Agrees to the undertaking of a statutory consultation to extend the length of double yellow lines in Faversham Rd at its junction with Middleton Rd roundabout. Reasons are set out in section 6.3 of this report.
- F) 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 statutory consultation on the Councils' proposals to extend M2 CPZ to include Farm Road and Faversham Road.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to include Farm Road and Faversham Road into the proposed M2 CPZ, operational Monday to Friday between 10am and 4pm as shown in Drawing No. Z78-236-002 Rev A, attached as Appendix 1.

- 1.3 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of waiting restrictions in Canterbury Road area operational 'at any time' as shown in Drawing Nos. Z78-236-002 Rev A, appendix A, attached as Appendix 1.
- 1.4 The report also seeks approval to undertake a statutory consultation to extend the length of double yellow lines in Faversham Rd at its junction with Middleton Rd roundabout. Reasons are set out in section 6.3 of this report

2. DETAILS

- 2.1 The key objectives of parking management include:
- Tackling 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 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.
- 2.3 Due to the residential nature of this proposed zone, the design comprises of permit holder bays to be used by residents, their visitors or business permit holders. 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.
- 2.4 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 where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross.
- 2.5 Within any proposed CPZ, 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.

3. ALTERNATIVE OPTIONS

- 3.1 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.

4. INFORMAL CONSULTATION

- 4.1 The Council received a petition from residents of Canterbury Road requesting a CPZ in their road. A public meeting was held on 16 November 2016 by the ward Councillors for this area, which officers attended.
- 4.2 The informal consultation on proposals to introduce parking controls in the Canterbury Road area commenced on 3 February and ended on 3 March 2017. 506 premises were consulted via documents containing a newsletter explaining the proposals; an associated plan showing the proposed parking layout and a sheet of frequently asked questions. Residents were directed to the Council's website to fill in the online questionnaire. 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.
- 4.3 Notification of the proposals along with an online questionnaire (e-form) was also posted on the Council's website showing the parking controls within the zone including the following:
- Double yellow lines at key locations, such as junctions and culs-de- sacs,
 - Single yellow lines (between parking bays and across dropped kerbs),
 - Permit holder bays for use by residents, businesses and their visitors,
- 4.4 The consultation resulted in a total of 68 questionnaires returned representing a response rate of 13.8%. See plan below showing the extent of the consultation.
- 4.5 Of the 68 who responded, 29.4% support a CPZ in their road, compared to 61.8% who do not and 8.8% who are unsure.
- 4.6 Residents were also asked if they would support a CPZ in their road(s)/or part of your road if the neighbouring roads were included in a CPZ. Results show that 29.4% would support a CPZ in their road, compared to 61.8% who do not and 8.8% who are unsure.
- 4.7 Residents were also asked which days of operation they would prefer if a CPZ was introduced in their road. Results show that 79.45% of respondents prefer Mon – Fri, 16.2% who support Mon - Sat and 4.4% prefer Mon – Sun.
- 4.8 Residents were also asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 20.6% of respondents prefer 8.30am – 6.30pm, while 54.4% prefer 11am – 3pm and 20.6% prefer 10am – 4pm
- 4.9 Based on the outcome of the informal consultation with overall majority against a CPZ, in a report dated 17 May 2017 the Cabinet Member it was recommended that the CPZ proposals be abandoned. However, based on the results on a road by road basis it was recommended that Farm Road and Faversham Road be included within the existing M2 CPZ. The Cabinet Member agreed to the undertaking of the statutory consultation for this inclusion and for the proposed area wide yellow line restrictions.

5. STATUTORY CONSULTATION

- 5.1 The statutory consultation on the Council's proposal to introduce parking controls in Canterbury Road area commenced on 7 and ended on 29 September 2017. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website and a newsletter with a plan (Drawing No. Z78-236-002) was also distributed to all those properties included within the consultation area, see **Appendix 1**.

- 5.2 The statutory consultation resulted in 16 representations with 2 comments and 14 objections from some of the narrow roads who are against the proposed double yellow lines and the loss of parking spaces. Residents were informed during the meeting organised by the local ward Councillors and within the informal consultation leaflet that was distributed during the previous consultation that to ensure safety and access officers will recommend the proposed double yellow lines whether the CPZ goes ahead or not. As with any scheme, safety and access always take priority over parking space. These representations are detailed in **Appendix 2**.
- 5.3 Cerne Road, Chester Gardens and Crowland Walk have carriageway widths of 4.3 metres with footway width on both sides of the roads at 1 and 1.3 metres respectively. The minimum running width required by a fire engine to access residential road is between 3 and 3.5 metres. Carriageway and footway in these roads are not wide enough to accommodate partial footway parking and access for the emergency services. Although the consultation results show that the majority of residents in those roads are not in favour of the scheme, 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. Residents were informed that 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. Over the years this has become normal practice.
- 5.4 Following the completion of the statutory consultation, officers were made aware of a technical oversight when preparing the drawing in that the restrictions proposed for Croxden Walk which has the same carriageway and footway width was omitted from the consultation process. To rectify this oversight, it is proposed to undertake a statutory consultation either before Christmas or soon after. It should be noted that following a meeting with some of the residents from this road, there is an acknowledgement of obstructive parking and there is support for the proposed yellow line restrictions.
- 5.5 When considering road safety, S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council "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" when exercising any of its functions under the 1984 Act. Road safety is therefore a matter that the Council should have proper regard to when considering whether to make an Order under S.6 of the 1984 Act.

5.6 Ward Councillor Comment

All local ward Councillors have been fully engaged during the consultation process and they are supportive of the recommendations made in this report.

6. **RECOMMENDED PROPOSED MEASURES**

- 6.1 Based on the outcome of the informal consultation and the statutory consultation, it is recommended that the Cabinet Member agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the extension to the existing 'M2' CPZ to include Farm Road and Faversham Road, operational Monday to Friday between 10am and 4pm as shown in Drawing No. Z78-236-002 in **Appendix 1**.
- 6.2 It is also recommended approval is given to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of waiting

restrictions in Canterbury Road areas operational 'at any time' as shown in Drawing Nos. Z78-236-002 Rev A and attached as Appendix 1.

6.3 Following a number of complaints and further assessment of Faversham Road particularly at its junction with Middleton Rd roundabout, it is now proposed to increase the double yellow lines on the eastern side by 15 metres and 10 metres on the western arm. Faversham Road is a bus route and it is also the adopted route for the Community Transport and due to parked vehicles and the volume of traffic at the junction, there is often a blockage which leads to congestion at the roundabout and into Faversham Road itself. With parking on both sides of the road, the road is not wide enough to accommodate two-way traffic nor a passing gap. It is proposed that the statutory consultation to facilitate this amendment to the original design is carried out at the same time as the proposed double yellow lines for Croxden Walk.

6.3 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.

6.4 In November 2016, the Council agreed to introduce a Diesel Levy to all those permit holders with a diesel vehicle. The Levy will increase over the next 3 years with costs set at 2017/18 = £90, 2018/19 = £115 and 2019/20 = £150. 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.

6.5 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.

6.6 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.

7. TIMETABLE

7.1 If a decision is made to proceed with implementation of the proposed CPZ/ double yellow lines, Traffic Management Orders could be made within six weeks after the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. A newsletter will be distributed to all the premises within the consulted area informing them of the decision. The measures will be introduced soon after.

8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

8.1 The cost of implementing the proposed measures is estimated at £15k. This includes the publication of the made Traffic Management Orders, road markings, signage and removal of part of the Central Island.

8.2 The Environment and Regeneration revenue budget for 2017/18 currently contains a provision of £260k for Parking Management schemes. The cost of this proposal can be met from this budget.

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 Cabinet Member in reaching a decision. Before reaching a decision to make the necessary Traffic Management Order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA") 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

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.

9.4 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.

9.5 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:-

- the desirability of securing and maintaining reasonable access to premises.
- 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.
- the national air quality strategy.
- facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- any other matters appearing to the Council to be relevant.

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 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 IMPLICATION

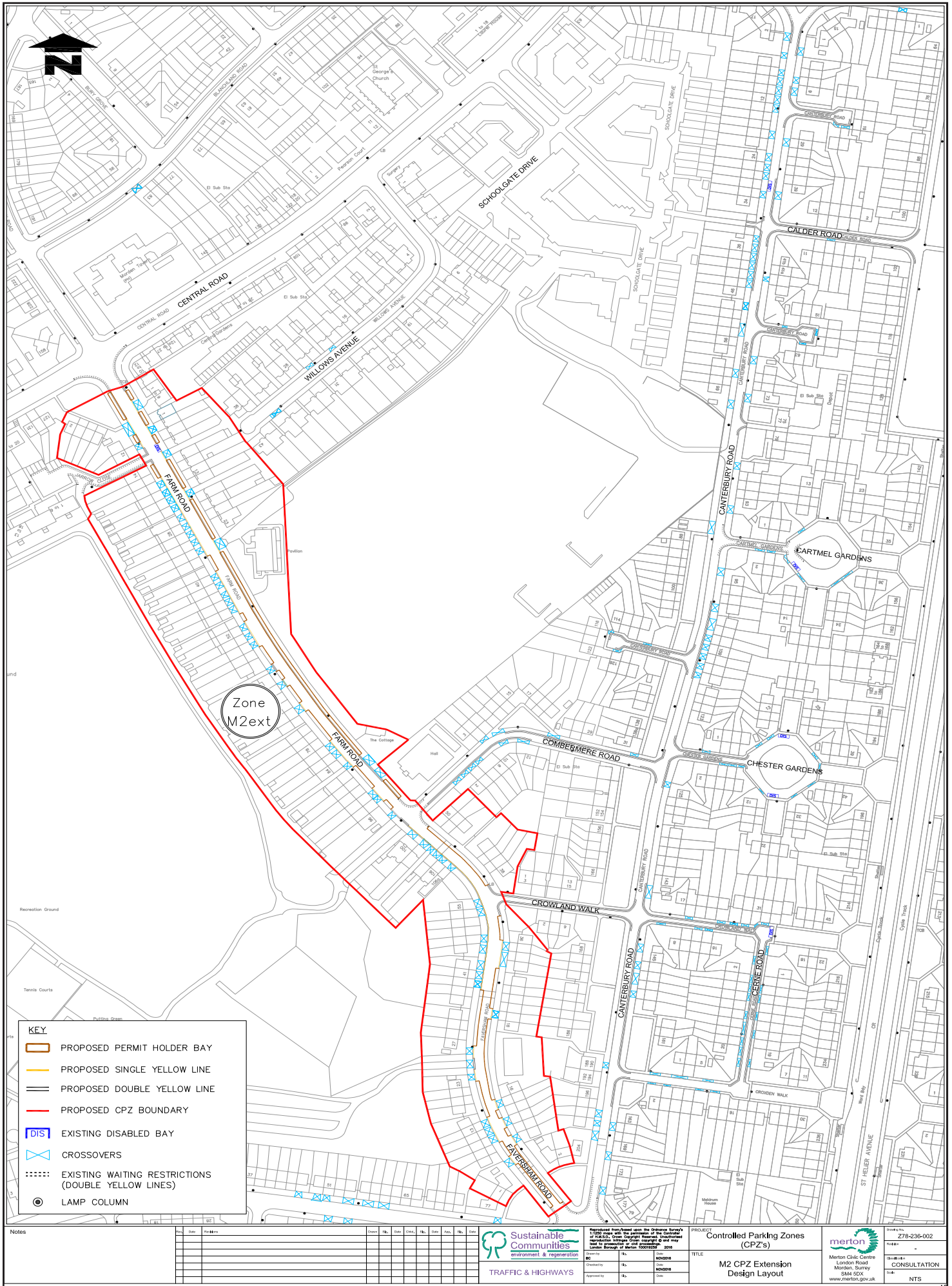
11.1 N/A

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.
- 12.2 The risk in not addressing the issues from the consultation exercise would be the loss of confidence in the Council from those residents who have made representation of parking difficulties / concerns. 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. APPENDICES

- 13.1 The following documents are to be published with this report and form part of the report.
- Appendix 1 - Plan of proposed CPZ, Drawing No. Z78-236-002
 - Appendix 2 - Representations and officers' comments
 - Appendix 3 - Statutory Consultation documents



KEY

- PROPOSED PERMIT HOLDER BAY
- PROPOSED SINGLE YELLOW LINE
- PROPOSED DOUBLE YELLOW LINE
- PROPOSED CPZ BOUNDARY
- EXISTING DISABLED BAY
- CROSSOVERS
- EXISTING WAITING RESTRICTIONS (DOUBLE YELLOW LINES)
- LAMP COLUMN

Notes

No.	Date	Revisions

Drawn		Checked							

Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

Prepared for: Merton Council
Project: M2 CPZ Extension
Date: 10/06/2016

PROJECT Controlled Parking Zones (CPZs)

TITLE M2 CPZ Extension Design Layout

PROJECT NO. Z78-236-002

CONSULTATION

NTS

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

Representations and Officer's Comments

Representations – Against
Canterbury Road
<p>014</p> <p>To Whom It May Concern,</p> <p>I have received the proposed controlled parking zone (CPZ) M4 - Canterbury Road Area letter and wish to make a representation against the proposed 'At any time' waiting restriction outside my home 5 Chester Gardens.</p> <p>I am a bit confused as to why you have moved from parking permits to now penalising and subjecting us to double yellow lines. I am a mother of two children aged 6 & 3 and work full-time. When I finish work at 4.30pm I then go to collect my children for 5.45 I will have nowhere to park on my road.</p> <p>My representation against your proposal are:</p> <ol style="list-style-type: none"> 1. Parking will be reduced 2. More cars than parking spaces 3. Problem is moved elsewhere that is equally unsuitable and that area will also probably, in time, end up with restricted parking. 4. This will just further increase the pressure on parking <p>I would like to know the following answers to the below question, as yellow lines are provided where there is a need to restrict parking to help alleviate traffic flow and to prevent obstructions on the highway, where there has been a history of accidents or to keep a major road clear.</p> <ol style="list-style-type: none"> 1. How did you decide this is a problem traffic flow and congested road? 2. When were loops put across the road to measure the traffic flow? 3. How many vehicles did it record? 4. How many of those were residential or travelling through? 5. When was the device calibrated for accuracy? 6. What is the average recorded speed? 7. How many complaints of congestion have there been over the last 3 years? 8. How many of those were from the emergency services? 9. How many accidents have there been on the road? 10. How many does it require for 'safety' concerns to be raised? 11. How many residents have raised any concern in your street? 12. How many vehicles will be displaced by these new restrictions and where do they intend those vehicles to be parked? 13. What have the council done to address the issue of car crime? As I can't protect my car if its 3 streets away. 14. How many cars have they calculated will be forced to use their own parking facilities? How much revenue have they calculated this will raise? I would love to have a drive and have the option too but the lengthy process is stressful. I have to get approval not only by Merton Council but also Circle Housing and then I have to get a quote, tell them when the drive is being started, show the plans etc. All before I pay a deposit. If the process wasn't so long then maybe companies wouldn't run a mile when I have asked them for all these details. 15. Have the surrounding streets been looked at to see if they are full? If all the roads within a mile are already full of vehicles, then what options are there for residents? Pushing car to other roads will make them obstructive and cause dangerous parking

Chester Gardens is a ring road reducing the parking would further exacerbate the already parking difficulties around the surrounding area. One our side vehicles park with no problem and on the other side they have drives so there are no obstructions. Large vehicles - delivery vans etc are able to go up and down the road. The only problem they face is the roundabout as it is too narrow for them to go around.

The implementation of waiting restrictions affects all sections of the community especially the young and the elderly and I cannot see how these restrictions assist in improving safety for all road users.

I believe that my objections are from a 'fairness' perspective.

Thank you in advance for your attention.

Officer comment

This is a parking scheme requested by residents of the area. The Council received a petition from residents of Canterbury Road area requesting a CPZ in their roads. A public meeting was held on 16 November 2016 organised by the ward Councillors for this area, which officers attended.

It is not a speed limit scheme, traffic volume or accident remedial scheme that requires loops to be placed on the road to determine speed and volume of traffic on the road.

With regards to car crime, these should be referred to the Police. The police are responsible for crime not the Council.

See section 4.3 of this report, for the reason to introduce double yellow lines in Chester Gardens.

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 therefore, access for all road users take priority over parking.

001

I'm the one of households on Canterbury road SM4 I'm against the proposed controlled parking zones (CPZ) on Canterbury road.

Officer's Comment

Objection noted.

005

I want to oppose the introduction of the traffic management order (TMO) of double yellow lines proposed for Cerne Road (SM4 6QQ).

With the introduction of this restriction there will no longer be anywhere for residents (including myself) without a front drive to park. This will then have the knock on effect of further competition for space to park on surrounding streets.

Currently people only park on one side of the street and this leaves sufficient space for other drivers to pass, therefore I don't see any need to introduce a restriction.

I hope you take this concern into consideration.

Officer's Comment

Objection noted

Please see section 4.3 of this report

006

I would like to object to the proposed controlled parking in the Canterbury Road area reference ES/M4. I own a house in Crowland walk one of the proposed zones and I object to not being able to park my vehicle outside my house. I have lived down this road for nearly 25 years and never had a problem with parking, lots of neighbours own cars now and we would have no idea where we could park if this parking zone comes into effect!

008

I'm one of the households on Canterbury road SM4 - I'm against the proposed controlled parking zones (CPZ) on Canterbury road.

Officer's Comment

Objection noted

009

Further to receipt of the newsletter 'Proposed Controlled Parking Zone (CPZ) M4 - Canterbury Road Area' Issue date 31 August 2017.

As stated therein objections must be made in writing to yourselves by 29 September 2017.

I herewith raise my objection to the scheme due to the reasons stated below -

Following the link in the newsletter to Merton's website, to review the decision and other relevant documentation, leads to a 'page' titled 'Proposed Controlled Parking Zone (M4 CPZ) Canterbury Road area, St. Helier', noted thereon are the following 3 sections i) Update September 2017 - statutory consultation; ii) Update August 2017 - Result of the informal consultation ; and iii) Informal consultation 2 February 2017; with each 'section' including 2 or 3 pdf's - reviewing the attachments brings the following to the fore - I have reversed the order from the above (and as listed on the 'page') to give chronology to my response:

Within the 'section' **'Informal consultation 2 February 2017'** three pdf's are included under the heading 'related documents' the first pdf is entitled 'proposed M4 CPZ informal consultation newsletter' - this pdf when opened shows the document referenced Controlled Parking Zone (CPZ) Proposed Zone M4 Canterbury Road comprising 2 pages of text and a drawing titled 'M4 Zone Preliminary Design Layout' referenced Z78-236-001 (as Appendix 3 in the report). The second pdf is a separate copy of the drawing of the same title and drawing number. The third pdf is titled 'CPZ frequently asked questions' - see commentary later, regarding the content of the FAQ documentation included as different pdf's under the 'sections' listed in the 'page' following the link.

Within the 'section' **'Update August 2017 - Result of the informal consultation'** two pdf's are included, the first pdf is entitled 'proposed M4 CPZ informal consultation letter' - this actually opens a document entitled 'Non-key decision taken by a cabinet member under delegated authority' two pages in number; and 'Committee: Cabinet Member report' nine pages in number; also attached are appendix 1 which is drawing Z76-236-01 Rev A; and the initial consultation letter and drawing (but referenced appendix 3 - the 'related documents' as noted under the previous section above [except frequently asked questions]). The second pdf is a drawing titled 'M4 Zone Preliminary Design Layout' referenced Z78-236-002 [the same title as previous drawings, although a different number and a different content!] - the relevance of this drawing is not clear!

Within the section **'Update September 2017 - statutory consultation'** three pdf's are included, the first pdf is entitled 'Proposed **M2** CPZ extension statutory consultation newsletter', this is an 'electronic' version of the hardcopy issued newsletter, **however**, these documents are actually titled 'Proposed Controlled Parking Zone (CPZ) **M4** Canterbury Road' and the second pdf is a copy of the drawing from the newsletter - the drawing is titled 'M2 CPZ Extension Design Layout' referenced Z78-236-002. The drawing referred to in the newsletter is Z78-236-01A (which is the same drawing as appendix 1 of the report!) and not the attachment - which show different content/scope!. The third attachment is titled 'CPZ Frequently asked questions' which has the same title as the initial issued document although dated March 2017 (whereas the initial document was dated April 2016) - **what should be noted is that this updated FAQ document includes particular information in respect of double yellow lines and parking controls, whereas the initial document was limited in this regard and made particular reference to 'parking bays', 'costs' and similar information.**

Notwithstanding the inaccuracies/anomalies noted above, it is noted that 'Crowland Walk' and Comberne Road as cited throughout the newsletter, decision and report, are incorrect (therefore in terms of the report etc., they do not exist! and the decisions therefore null and void?).

The initial informal consultation cites introducing a CPZ in Canterbury Road area 'in response to representations received from Canterbury Road residents who are experiencing parking difficulties in their road(s).' to which was added a further requirement to 'address the current parking demands of Farm Road residents', the proposed scheme by reducing parking within the local area cannot be considered to address these issues, may be considered as potentially making parking worse.

Although the proposed scheme appears to be indeterminate from the confusion of drawing referencing as noted above, it appears to propose the introduction of significant areas of double yellow lines, which **it should be noted was not referenced in your initial newsletter as 'at any time'**. By not including this within the initial newsletter might appear to be considered as underhand, so as not to provoke significant objection, as the limitation is not stated. Furthermore, the response to the initial consultation document, only 13% would suggest that this resulted from lack of understanding of the imposition of double yellow lines throughout the local area, as this was not overly highlighted within the initial consultation documentation. The analysis of the returned questionnaires does not in all cases hold up to scrutiny - the result [table 2] to question 5, that parking restrictions covering the weekend period was not favourable, infers that double

yellow lines are considered to not be wanted to be incorporated (particularly as many of the roads/residencies were not 'parking bay areas' but double yellow line areas.

The implementation of restrictions for safety is not only correct, but to be commended, however, the proposals appear to be inconsistent in the application of double yellow lines, e.g. Croxden Walk (see later). It should be noted that the parking along Canterbury Road on the 'hardstanding/pavements' has resulted in significant damage to paving slabs - producing a large quantity of potential trip hazards! Also with regard to safety there is a significant risk from persons having to walk in the road to avoid 'overgrown bushes/hedges and the like, not just cars (which should be parked responsibly/legally.

The objectives (taken from the report) of ' Tackling of congestion by reducing the level and impact of traffic in 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; aim to provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space; and the aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway - does not appear to be met by the proposals, moreover the 'hunting' for somewhere to park may produce further congestion & increased pollution.

It also appears that single yellow lines, whilst referenced in the documentation (e.g. as between parking bays and across dropped kerbs) does not appear to have been considered/included

Also it is stated that the 'Statement of Reasons' is able to be inspected at Merton Civic Centre, however, they are not able to be 'inspected' via the link in your newsletter! or is this is an incorrect reference/title). The decision cites that it is to address 'parking concerns in the local area and representations from local residents' - the removal of the available limited parking (not across driveways) in Crowland Walk/Cerne Road/Croxden Walk and the proposed inclusion of yellow lines for the entire length of the roads - with no advice in respect of alternative parking for visitors nor residents will cause additional parking problems. The proposed double yellow lines are not consistent and can hardly be considered as addressing parking concerns, what alternative parking areas have been considered? The final proposal may currently include (it is difficult to be certain) no double yellow lines for Croxden Walk, this would appear to be an oversight as the right turn from Cerne Road is 'tight'/ sometimes 'partially obstructed' for cars, let alone emergency vehicles! Also one of the drawings includes space for 4 cars at the head of Croxden Walk - there is sufficient space for 4 cars, this would question the measurements taken to produce the drawings!

I trust the above makes sense, as it is difficult to fully understand what the current proposal is, due to the imprecise/inconsistencies in the information available/presented as noted.

Please acknowledge receipt of my email objecting to the proposals and advise what happens now.

Officer's Comment

Objection noted

The webpage was created for M4 CPZ and has detailed progress of the scheme. The report contained appendices of the consultation documents that were distributed to residents during the informal consultation and also a plan showing changes that has been made during and after the consultation results. The updated webpage included these changes. It important that at every stage residents can see the history of what was proposed at the initial stage of the scheme and what the end produce is. The M2 CPZ extension resulted from M4 CPZ therefore, the webpage contained both titles.

These roads where not built for the number of vehicles the residents own and therefore, the Council cannot be expected to inform residents where to park their vehicles. The Council's duty however, is 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, therefore, access for all road users take priority over parking.

This is a parking scheme requested by residents of the area. The Council received a petition from residents of Canterbury Road area requesting a CPZ in their roads. A public meeting was held on 16 November 2016 organised by the ward Councillors for this area, which officers attended. During the meeting and the subsequent consultation leaflet, residents were informed that 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. These double yellow lines were included in drawing that accompanied the leaflets distributed to residents of the area.

Please see section 4.3 of this report

010

In relation to (CPZ) M4 – Canterbury Road Area

To whom it may concern,

As requested in your correspondence of 31st August 2017 please find below representations against proposals in relation to the statutory parking consultation in the Canterbury Road area.

Scale

My most pressing concern is in relation to the scale of the TMOs proposed in the Canterbury Road area. Having walked along the road making a note of the number of cars parked in spaces that will be affected by TMO changes on Canterbury Road, Cerne Road, Chester Gardens, Crowland Walk and Combermere Road – I counted 85 parking spaces that will be lost.

This obviously does not take into account any future crossovers requested by residents, which would seem extremely likely due to their increased difficulty in parking.

85 is a huge number of cars to be displaced, and will obviously have the knock-on effect of disagreements over the spaces that remain and pushing parking problems onto nearby roads.

Initial consultation

The initial consultation indicated that the proposal was “in response to representations received from Canterbury Road residents who are experiencing parking difficulties in their road(s)”. I cannot speak for other respondents, but my objections to the CPZ were that the scale of the TMOs proposed meant it would become harder, not easier to park on the road as the number of spaces would drastically reduce. If there is commuter parking taking place in the road, I find it very hard to believe that it is to the scale of 85 cars given it is 15 mins walk to the station.

Decision Maker Report

I note from the decision maker’s report that “the Council aims to reach a balance between the needs of residents, businesses, visitors and all other users of the highway.”

I question how balanced this approach is given there were six residents in favour of the initial CPZ, whilst all residents with vehicles, or needing services provided by those requiring parking such as carers and tradespeople will be negatively affected by the proposed TMO plans.

Safety

I appreciate safety is of primary concern in any decision making and that the decision maker report states that this is where “parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructing sight lines or unsafe areas where pedestrians cross”.

I appreciate there is currently parking at junctions on the road and on walkways in some places. Restrictions on this are understandable.

I would however urge you to consider whether some scaling back of the proposals would be viable. There are 44 displaced spaces for example on the cul-de-sacs. In all of these cases parking does not restrict the walkways and access is currently possible for emergency vehicles and other services. There is clear precedent for allowing parking in cul-de-sacs and other narrow roads. For example on Croxdon Walk where no restrictions are proposed, despite it being a similar width to Crowland Walk and Cerne Road where TMOs are proposed. Given the scale of the parking problem which led to the original consultation, surely it would be of benefit to only lose spaces where absolutely necessary.

Parking disagreements

Whilst not perhaps traditionally considered a part of road safety, I would urge you to consider the safety implications and community impact of “parking wars”. The reality is that many residents are reliant on their cars, the loss of space and lack of clear alternative places to park will undoubtedly create issues. There is clear precedent (see below) and likelihood due to the number of spaces lost that there will be at best disagreements about parking.

<http://www.telegraph.co.uk/cars/features/parking-rage-why-so-many-people-lose-their-cool/>

<http://www.thisismoney.co.uk/money/cars/article-3688569/Parking-rage-soars-motorists-homeowners->

[territorial-space.html](#)

In conclusion, I am concerned that the sheer scale of the impact of the proposals, and that the needs of residents, road users and pavement users have not been properly considered. This concern is not helped by the fact that within the consultation document and report almost all road names are spelt incorrectly, there are numerous other general typos, and the response rate table figures are calculated incorrectly suggesting both a lack of familiarity with the area and a lack of care taken in preparing the consultation documents.

I urge further consideration, and wherever possible scaling back of the proposals to find a solution that better balances the need for safety and the needs of residents.

Many thanks for taking the time to read this, I look forward to your response.

Officers comment

This is a parking scheme requested by residents of the area. The Council received a petition from residents of Canterbury Road area requesting a CPZ in their roads. A public meeting was held on 16 November 2016 organised by the ward Councillors for this area, which officers attended. During the meeting and the subsequent consultation leaflet, residents were informed that 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. These double yellow lines were included in drawing that accompanied the leaflets distributed to residents of the area.

These roads were not built for the number of vehicles the residents own and therefore, the Council cannot be expected to inform residents where to park their vehicles. The Council's duty however, is 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, therefore, access for all road users take priority over parking.

Please see section 4.3 of this report

Please see section 4.4 of this report for Croxden Walk.

Farm Road

003

I am writing in response to the proposed controlled parking zone extension in Farm Road and your previous consultation on this.

I note in your communication regarding ES/M4 that only 13.8% of people responded - 68 in total - of which only 24.8% supported this. More importantly 61.8% were actively against this and 8.8% weren't sure. Given that it was not Farm Road residents who had asked for this in the first place -but the Canterbury Road residents - and had been included because of geographical reasons only, it seems very unfair to enforce this on Farm Road residents when they do not want it. There has been a consultation some years back specifically in Farm Road and it was agreed then not to pursue it as it would be detrimental to the residents.

Farm Road residents are obviously affected by commuter parking, however we have been able to manage this well enough up until now. Putting in an extended CPZ would only push the problem further back. Also if you go ahead with the plans for the roads off Canterbury, then this is going to make matters a lot worse for Farm Road.

From memory it was originally only a few people in Canterbury who had asked for this and yet it will detrimentally affect hundreds of people. It appears that, although in theory we have a choice, in practice we don't.

If the CPZ is agreed then we should be allowed to choose the length of time it is in place, rather than extend the 10-4 restrictions as these are not needed.

Officers Comment

It is admitted majority of the proposed zone have opted against the proposed CPZ. However, on a road by road basis, majority of those who responded from Farm Road voted in favour of being included in a CPZ. Officers are recommending that the proposed M4 CPZ is not progressed. However, due to the geographical location of Farm Road it is possible to include this road within the existing M2 CPZ. Farm Road is a bus route and due to its close proximity to the existing M2 zone, it suffers from pumper to pumper parking on both sides of the road and the flow of traffic in both directions does at times does impact the bus service. It should also be noted that over the years, some residents have been complaining of long term commuter parking and those in the existing M2 who do not want to pay to park in their roads. It is recommended that Farm Road be added to the existing M2 CPZ which operates Monday to Friday between 10am and 4pm.

Crowland walk,

011

I would like to object to the proposed controlled parking in the Canterbury Road area reference ES/M4. I live in one of the houses on Crowland walk, one of the proposed zones and I object to not being able to park my vehicle outside my house. I have lived down this road for 21 years and never had a problem with parking, lots of our neighbours own cars now and we would have no idea where we could park if this parking zone comes into effect!

Officers Comment

See section 4.3 of this report

012

To whom it may concern,

I would like to object to the proposed controlled parking in the Canterbury Road area reference ES/M4. I live in one of the houses on Crowland walk, one of the proposed zones and I object to not being able to park my vehicle outside my house. Just last year we had a drive over re done converting it from a one car drive to a two car drive, but we have three cars in our household would we still be able to park over the drive? If not where! I object to the proposed parking control as it is not needed and will cause many issues and none of us will have anyway to park!

Officers Comment

See section 4.3 of this report

Representations - Comments

Canterbury Road

002

I am from Canterbury road, I feel that if you bring permit holders bay/ cpz in Canterbury road, that is very helpful to residents. because of next to Canterbury road restriction or around the roads , lots of people park their cars in Canterbury road. because of this , residents of this road they don't have parking space and second thing is as a pedestrian , foot ways are blocking with lots of cars, we could not walk with children or elderly people access is very difficult .

above reasons, we request cpz or permit holders bay system.

Officers comment.

Council undertook a consultation on proposals to introduce a parking scheme in this area it was rejected by the majority of residents who responded. The policy of the Council has never been to impose a resident parking scheme against the wishes of local residents so the scheme. As a result the scheme will not go head except the double yellow lines.

004

I'm a resident off Canterbury road and what I am interested to know is that your proposal off putting double yellow lines on all the side roads and cul de sacs along Canterbury road how that works for the residents that live there as we will all be moved on to the main Canterbury road which is already very overcrowded with cars and vans also once the permits go in along farm road and Faversham road all the residents from there parking down Canterbury as they will not want to pay for a permit we have a car and a work van and struggle to get parked at some evenings and if we are then loosing another 6-7 parking spaces from the cul de sac we live in it's just going to be a joke I understand about putting lines at the top off roads and the junctions but not the whole Cul de sac and some off the side streets I reject the plans for double yellow lines as it will not be a help to the residents off Canterbury road or the side streets and Cul de sacs it needs to be relooked into or not done resident Canterbury road

Officers Comment

See section 4.3 of this report

Proposed Controlled Parking Zone (CPZ) M4 - Canterbury Road Area



ISSUE DATE : 31 AUGUST 2017

Dear Resident/Business

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out between 3 February and 3 March 2017 on the proposals to introduce a Controlled Parking Zone (CPZ) in your road.

M4 CPZ CONSULTATION RESULTS

The consultation resulted in a total of 68 questionnaires returned from the roads within the proposed CPZ area representing a response rate of 13.8%. Of the 68 who responded, 29.4% support a CPZ in their road, compared to 61.8 who do not and 8.8% who are unsure. The Council also received a petition from Comberne Road against the proposed CPZ.

Detailed results of the consultation along with officers' recommendations were presented in a report to the Cabinet Member for Regeneration, Environment and Housing on 17 May 2017. The report and the decision sheet can be viewed on our website. www.merton.gov.uk/cpzm4

After careful consideration, the Cabinet Member has agreed:

- To proceed with a statutory consultation to include Farm Road, Faversham Road and Jarrow Close into the existing M2 CPZ operating Monday – Friday between 10.00am and 4.00pm.
- To proceed with a statutory consultation of the relevant Traffic Management Orders (TMOs) to implement the proposed 'At any time' waiting restrictions (as consulted) in the Canterbury Road area which include Canterbury Road, Cerne Road, Chester Road, Comberne Road and Croweland Walk as consulted and shown in Drawing No. Z78-236-01"A". Please see plan

overleaf.

- To abandon the proposed M4 CPZ in Calder Road, Canterbury Road, Cartmel Gardens, Cerne Road, Chester Road, Comberne Road, and Croweland Walk.

Please see plan overleaf.

WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing **or** email to trafficandhighways@merton.gov.uk by no later than **29 September 2017** quoting reference **ES/M4**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

A copy of the proposed Traffic Management Orders (TMOs), a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm. This information is also available on Merton Council's website www.merton.gov.uk/cpzm4

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Environment and Housing. **Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.**

The Council is required to give weight to the nature and content of your representations and not

necessarily the quantity. Your reasons are, therefore, important to us.

ST HELIER WARD COUNCILLORS

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Cllr : @merton.gov.uk

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Cabinet Member for Regeneration,
Environment and Housing.

Email: martin.whelton@merton.gov.uk

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