

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 M4 CPZ (Canterbury Road area) – Informal consultation

2. Decision maker

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

3. Date of Decision

17 May 2017

4. Date report made available to decision maker

17 May 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

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

A) Notes the results of the informal consultation carried out between 3 February and 3 March 2017 on the proposals to introduce a Controlled Parking Zone (CPZ) M4 to include Calder Road, Canterbury Road, Cartmel Gardens, Cerne Road, Chester Road, Comberne Road, Crowland Walk, Farm Road, Faversham Road and Jarrow Close.

B) Agrees 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.

C) Agrees 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 as shown in Drawing No. Z78-236-01"A" attached as Appendix 1.

Agrees to abandon the proposed M4 CPZ in Calder Road, Canterbury Road, Cartmel Gardens, Cerne Road, Chester Road, Comberne Road, and Crowland Walk.

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

Reason for decision

1) To address parking concerns in the local area and representations from local residents.

- 2) Following consultation with local councillors in St Helier to implement the amended zone to address displacement and loss of parking through the introduction of double yellow lines, it would be in resident's interest to include them within the CPZ.
- 3) Recognising the representations from local residents, to exclude roads that had not demonstrated support for a CPZ.
- 4) The introduction of waiting restrictions will help improve road safety on the roads.

7. Alternative options considered and why rejected

Not to implement would not address road safety in the area and to implement in full would go against residents' opinions.

8. Documents relied on in addition to officer report

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

17 May 2017

Committee: Cabinet Member report

Date: 17 May 2017

Wards: St Helier

Subject: Proposed M4 CPZ (Canterbury Road Area), Morden – Informal consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Contact officer: Paul Atie, Tel: 020 8545 3337

Email: <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 3 February and 3 March 2017 on the proposals to introduce a Controlled Parking Zone (CPZ) M4 to include Calder Road, Canterbury Road, Cartmel Gardens, Cerne Road, Chester Road, Comberne Road, Crowland Walk, Farm Road, Faversham Road and Jarrow Close.
 - B) Agrees 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.
 - C) Agrees 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 as shown in Drawing No. Z78-236-01"A" attached as Appendix 1.
 - D) Agrees to abandon the proposed M4 CPZ in Calder Road, Canterbury Road, Cartmel Gardens, Cerne Road, Chester Road, Comberne Road, and Crowland Walk.
 - E) Agrees to exercise his discretion not to hold a public inquiry on the consultation
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1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report presents the results of the informal consultation carried out on the Council's proposals to introduce a CPZ in Calder Road, Canterbury Road, Cartmel Gardens, Cerne Road, Chester Road, Comberne Road, Crowland Walk, Farm Road and Faversham Road and Jarrow Close.
- 1.2. It seeks approval 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.
- 1.3. It seeks approval to proceed with a statutory consultation to implement the proposed 'At any time' waiting restrictions (as consulted) in Calder Road,

Canterbury Road, Cartmel Gardens, Cerne Road, Chester Road, Comberne Road and Crowland Walk as shown in Drawing No. Z78-236-01"A" attached as Appendix 1.

- 1.4. It seeks approval to abandon the proposed M4 CPZ in Calder Road, Canterbury Road, Cartmel Gardens, Cerne Road, Chester Road, Comberne Road and Crowland Walk.

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.

2.1. 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:

2.2. Permit holder bays: - for use by resident permit holders, business permit holders and those with visitor permits.

2.3. Pay and display shared use/permit holder bays: - for use by pay and display customers and permit holders.

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 (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.

2.5. 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. 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.

3 ALTERNATIVE OPTIONS

- 3.1. Do nothing. This would not address the current parking demands of Farm Road 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.
- 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 CONSULTATION UNDERTAKEN

INFORMAL CONSULTATION

- 4.1. 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 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 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:
- 'At any time' double yellow lines at key locations such as at junctions, bends, along narrow roads and ends of culs de sac.
 - Single yellow lines (mainly between parking bays and across dropped kerbs);
 - Permit holder bays for use by residents, businesses and their visitor;
- 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. As shown in table 1 below, 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.

(Table 1 – summary of results to questions 3)

| ROAD | Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD | | | | | | |
|-----------------|---------------------------------------|----|-----------|-------------|--------|-------|----------|
| | YES | NO | UNDECIDED | NO RESPONSE | % YES | % NO | % UNSURE |
| Calder Road | 0 | 0 | 0 | | 28.6% | 57.1% | 14.3% |
| Canterbury Road | 6 | 12 | 3 | | 0.0% | 0.0% | 0.0% |
| Cartmel Gardens | 2 | 15 | 2 | | 10.5% | 78.9% | 10.5% |
| Cerne Road | 1 | 0 | 0 | | 25.0% | 75.0% | 0.0% |
| Chester Road | 1 | 9 | 0 | | 10.0% | 90.0% | 0.0% |
| Comberne Road | 1 | 0 | 1 | | 50.0% | 0.0% | 50.0% |
| Crowland Walk | 1 | 0 | 0 | | 100.0% | 0.0% | 0.0% |
| Farm Road | 7 | 3 | 0 | | 70.0% | 30.0% | 0.0% |
| Faversham Road | 1 | 3 | 0 | | 25.0% | 75.0% | 0.0% |
| Jarrow Close | 0 | 0 | 0 | | 0.0% | 0.0% | 0.0% |
| Total | 20 | 42 | 6 | | 29.4% | 61.8% | 8.8% |

4.6. Residents were also asked would you be in favour of a CPZ in your 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.as shown in table 2.

(Table 2 – summary of results to questions 4)

| ROAD | Q4. 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 | UNDECIDED | NO RESPONSE | % YES | % NO | % UNSURE |
| Calder Road | 0 | 0 | 0 | | 28.6% | 57.1% | 14.3% |
| Canterbury Road | 6 | 12 | 3 | | 0.0% | 0.0% | 0.0% |
| Cartmel Gardens | 2 | 15 | 2 | | 10.5% | 78.9% | 10.5% |
| Cerne Road | 1 | 0 | 0 | | 25.0% | 75.0% | 0.0% |
| Chester Road | 1 | 9 | 0 | | 10.0% | 90.0% | 0.0% |
| Comberne Road | 1 | 0 | 1 | | 50.0% | 0.0% | 50.0% |
| Crowland Walk | 1 | 0 | 0 | | 100.0% | 0.0% | 0.0% |
| Farm Road | 7 | 3 | 0 | | 70.0% | 30.0% | 0.0% |
| Faversham Road | 1 | 3 | 0 | | 25.0% | 75.0% | 0.0% |
| Jarrow Close | 0 | 0 | 0 | | 0.0% | 0.0% | 0.0% |
| Total | 20 | 42 | 6 | | 29.4% | 61.8% | 8.8% |

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 as shown in table 2

(Table 2 – 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 - SAT | MON - SUN | | % MON - FRI | % MON - SAT | % MON - SUN |
| | MON - FRI | MON - SAT | MON - SUN | NO RESPONSE | % MON - FRI | % MON - SAT | % MON - SUN |
| Calder Road | 0 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Canterbury Road | 16 | 4 | 0 | 1 | 76.2% | 19.0% | 4.8% |
| Cartmel Gardens | 16 | 1 | 0 | 2 | 84.20% | 5.3% | 0.0% |
| Cerne Road | 1 | 0 | 0 | 0 | 100% | 0.0% | 0.0% |
| Chester Road | 10 | 0 | 0 | 0 | 100.0% | 0.0% | 0.0% |
| Comberne Road | 1 | 0 | 0 | 0 | 100.0% | 0.0% | 0.0% |
| Crowland Walk | 1 | 1 | 0 | 0 | 50.0% | 50.0% | 0.0% |
| Farm Road | 6 | 4 | 0 | 0 | 60.0% | 40.0% | 0.0% |
| Faversham Road | 3 | 1 | 0 | 0 | 75.0% | 25.0% | 0.0% |
| Jarrow Close | 0 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Total | 54 | 11 | 0 | 3 | 79.4% | 16.2% | 4.4% |

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. As shown in *Table 3 above*.

(Table 3 – summary of results to questions 6)

| ROAD | Q6. IF A CPZ WAS INTRODUCED WHICH HOURS WOULD YOU LIKE THE CONTROLS TO OPERATE? | | | | | | |
|-----------------|---|------------|------------|-------------------|------------|------------|-----------|
| | 8.30AM-6.30PM | 10AM - 4PM | 11AM – 3PM | % 8.30AM - 6.30PM | % 10AM-4PM | % 11AM-3PM | Undecided |
| Calder Road | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% | 1 |
| Canterbury Road | 4 | 5 | 11 | 19% | 23.8% | 52.4% | |
| Cartmel Gardens | 1 | 4 | 12 | 5.2% | 21.1% | 63.2% | 2 |
| Cerne Road | 0 | 0 | 1 | 0.0% | 0.0% | 100.0% | |
| Chester Road | 2 | 1 | 7 | 20.0% | 10.0% | 70.0% | 0 |
| Comberne Road | 0 | 0 | 1 | 0.0% | 0.0% | 100.0% | |
| Crowland Walk | 1 | 1 | 0 | 50.0% | 50.0% | 100.0% | |
| Farm Road and | 5 | 3 | 2 | 50.0% | 30.0% | 20.0% | 0 |
| Faversham Road | 1 | 0 | 3 | 25.0% | 0.0% | 75.0% | 0 |
| Jarrow Close | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% | 0 |
| | 14 | 14 | 37 | 20.6% | 20.6% | 54.4% | 3 |

4.9. Farm Road

As it can be seen from table1, 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.

Faversham Road

- 4.10 With regards to Faversham Road, this road is a continuation of Farm Road which ends at Middleton Roundabout. Only 4 residents responded to the consultation with 3 against and 1 in favour. Following a discussion with one of the ward councillors and based on experience, it is considered that it would be prudent to include Faversham Road as an extension to Farm Road within the M2 CPZ. Faversham Road is heavily parked and there are key locations that would be subject to double yellow lines to ensure safety and access particularly for the bus service and delivery vehicles. If Farm Road is to be included within a CPZ, to address displacement and loss of parking through the introduction of double yellow lines, it would be in resident's interest to include them within the CPZ. At this stage, the inclusion means that the residents would be included within the statutory consultation thereby affording them a further opportunity to air their views.

Combermere Road

- 4.11 During the informal consultation the Council received a petition from residents of Combermere Road against the CPZ containing 23 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 prefer residents to make an informed decision regarding a proposed scheme in the comfort of their home without outside influence. It is, therefore, recommended that the Cabinet Member note the petition but make a decision based on the consultation results.

- 4.12 Double yellow lines "At any time" waiting restrictions are proposed in on many of the roads within the consultation catchment area. These yellow lines will address access and will remove the current illegal partial footway parking in roads where the footway is not wide enough to accommodate parking and pedestrians. Officers' recommendation is to proceed to statutory consultation on the Council's intention to introduce the proposed waiting restrictions. It is the policy of the Council to improve the environment by making it safer for both motorists and pedestrians. One way this can be achieved is by regulating the number of parked vehicles in the area, particularly at key locations such as at junctions, narrow roads (double yellow lines on one side or both sides of narrow

road), cul de sacs and at bends. The aims of the proposed double yellow lines waiting restrictions are to improve visibility and to provide clear access for all road users, especially fire engines, council refuse vehicles, delivery vehicles and other emergency services.

4.13 In conclusion, officers' recommendation is to carry out a statutory consultation on the council's intention to implement the double yellow lines as consulted upon during the informal consultation which is normal practice within all parking management proposals. Within any parking management arrangement, the Council gives priority to maintaining access and safety at all times. Parking can only be permitted where it does not impede on access and passing gaps are also used to make sure vehicles have some where to pull in to give way to oncoming traffic.

4.14 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. Therefore the design provided adequate parking spaces for residents and clear access for all road users including the emergency services.

4.15 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.

5.0 PROPOSED MEASURES

5.1 Based on the informal consultation results it is recommended that the previously proposed CPZ is abandoned but to undertake a statutory consultation to include Farm Road and Faversham Road into the existing M2 CPZ, operational Monday to Friday between 10am and 4pm as shown in Drawing No. Z78-236-01Rev A in *Appendix 1*.

5.2 It is recommended that a statutory consultation be carried out on the proposed 'At any time' waiting restrictions (as consulted) in the Canterbury Road area as shown in Drawing No. Z78-236-01 Rev A and attached in Appendix 1.

4.10. The CPZ design comprises of mainly permit holder bays to be used by residents, and their visitors. 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.

4.11. Hours of operation

Farm Road and Faversham Road are to be part of an existing M2 CPZ which operates Monday to Friday between the hours of 10am and 4pm.

4.12. 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.

- 4.13. In November 2016, the Council agreed to introduce a Diesel Levy to all those permit holders with a diesel vehicle. However, it has been agreed not to apply this new Diesel levy to the first year of permits of those zones that were consulted on (but not implemented) prior to the introduction of this levy. However, the levy will be applied to renewals. Permit holders will be advised accordingly when making their permit application. Those residents with an all-electric vehicles will only have to pay a reduced rate of £25 instead of £65.

- 4.14. 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 TIMETABLE

- 5.1. The statutory consultation will be carried out soon after a decision is made. 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 of the statutory consultation on the proposed parking controls.

6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 6.1. The cost of implementing the proposed measures is estimated at £10k. This includes the publication of the made Traffic Management Orders, the road markings, the signs and removal of part of the central island.
- 6.2. The Environment and Regeneration revenue budget for 2017/18 has a provisional budget for Parking Management schemes. The cost of this proposal can be met from this budget.

7 LEGAL AND STATUTORY IMPLICATIONS

- 7.1. 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.
- 7.2. 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.

- 7.3. 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.

8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 8.1. 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.
- 8.2. By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 8.3. 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 as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 8.4. 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.

9 CRIME AND DISORDER IMPLICATIONS

- 9.1. N/A

10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 10.1. 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 bus service along Farm Road and Faversham Road.
- 10.2. The risk in not addressing the issues from the informal consultation exercise would be the loss of confidence in the Council. 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.

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

- a) Appendix 1 – Drawing No.Z78-236-01A (Revised scheme layout)
- b) Appendix 2 - informal consultation document

BACKGROUND PAPERS

Controlled Parking Zone (CPZ)

Proposed Zone M4 Canterbury Road.



ISSUE DATE : 3 FEBRUARY 2017

Dear Resident / Business

The safety of our residents and visitors to the borough is of high priority for us. The quality of the street scene is of equal importance. As part of this commitment, a Controlled Parking Zone (CPZ) is proposed in the Canterbury Road area. CPZs are only considered where local residents have petitioned the Council to introduce parking controls in their road. CPZs will usually be implemented where there is majority support from any given road within the consultation area.

The purpose of this leaflet is to seek your views on proposals to introduce a CPZ in Canterbury Road area between Middleton Road roundabout and Bristol Road and Farm Road Junction with Central Road as shown on the enclosed plans. This proposal is in response to representations received from Canterbury Road residents who are experiencing parking difficulties in their road(s).

In anticipation of the likely parking displacement into the neighbouring road, it has been agreed that the Council would carry out an informal consultation across a larger area, beyond Canterbury Road to give those residents an opportunity to air their views on parking in their road.

This area is currently being proposed as a new stand alone zone thereby allowing residents to choose the hours of operation of the zone.

HOW WILL IT WORK?

All road space in a CPZ is managed by the introduction of parking controls. 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 or at key locations such as bends, narrow roads and at junctions. **To ensure safety and access Officers will recommend the proposed double yellow lines whether the CPZ goes ahead or not.**

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.

PROPOSAL

The proposals include a number of provisions which are detailed over leaf.

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. There will, however, be a number of shared use bays and pay and display bays which can be utilised by visitors.

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 parkers. However, it may encourage other short term parking outside the restricted time by non-residents such as shoppers and 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.

3 hours controls (11am - 3pm) - These operating times offer fewer restrictions for residents and their visitors than the “all day” controls. It is still effective in preventing long term commuters and other long stay parking. However, it may encourage short-term parking outside the operating times by non-residents or businesses. Motorists unable to park in nearby roads with controls may also take advantage of the available parking outside the controlled times. The standard annual parking permit charges apply regardless of the hours the zone operates.

LET US KNOW YOUR VIEWS

We are at the informal consultation stage and seeking your views on the proposals to determine the level of support before we proceed to the next stage of the process, which would involve the statutory consultation on the proposals. We would ask that you respond to this consultation by completing the on-line questionnaire using the link provided www.merton.gov.uk/cpzv4. The online system has been created to keep costs down and allow the Council to process your views more efficiently. Please let us have any comments or suggestions you may have by **3 March 2017** and it is **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. It should be noted that subject to the responses received, a recommendation may be made to only include those roads where there is a majority in support of the proposals.

WHAT HAPPENS NEXT

The results of the consultation along with officers' recommendations will be presented in a report to the Cabinet Member for Environment Regeneration and Housing. Once a decision is made you will be informed accordingly. You can visit our website using the following link

www.merton.gov.uk/cpzm4. You may also view the plans in Merton Link at Merton Civic Centre, Morden during our working hours, Monday to Friday between 9am and 5pm. Plans will also be available at Wimbledon Library.

For more information, please see the Frequently Asked Questions (FAQ's) at www.merton.gov.uk/cpzm4.

ST HELIER WARD COUNCILLORS

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