

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

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1. Title of report

Proposed waiting restrictions in Ashridge Way, Hillcross Avenue, Leamington Avenue, Arundel Avenue, Cherrywood Lane and Northway areas (statutory consultation)

2. Reason for exemption (if any)

3. Decision maker

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

4. Date of Decision

16 May 2017

5. Date report made available to decision maker

16 May 2017

6. Decision

A) Notes the result of the statutory consultation carried out between 19th January and 10th February 2017 on the proposals to introduce 'At any time' waiting restrictions in Ashridge Way, Hillcross Avenue, Leamington Avenue, Cherrywood Lane and Northway areas.

B) Notes the representations received (detailed in appendix B) and agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed waiting restrictions 'At any time' in Ashridge Way, Hillcross Avenue, Leamington Avenue and Arundel Avenue area, as shown in Drawing No. Z27-652-02, see Appendix A, and the Cherrywood Lane and Northway area, as shown in Drawing No. Z27-652-03, see Appendix B.

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

7. Reason for decision

Improves road safety at junctions and create a safer environment for road users.

8. Alternative options considered and why rejected

Not to implement would lead to continuing road safety issues and be a danger to road users and pedestrians.

9. Documents relied on in addition to officer report

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10. Declarations of Interest

None

A handwritten signature in black ink, appearing to read 'Martin Whelton', written in a cursive style.

Cllr Martin Whelton

Cabinet member for regeneration, environment and housing

Cabinet Member for Regeneration, Environment and Housing:

Date: 15th May 2017

Agenda item:

Ward: Cannon Hill

Subject: Proposed waiting restrictions in Ashridge Way, Hillcross Avenue, Leamington Avenue, Arundel Avenue, Cherrywood Lane and Northway areas (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: Barry Copestake, Tel: 020 8545 3840

Email: barry.copestake@merton.gov.uk

Recommendations:

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

- 1) Notes the result of the statutory consultation carried out between 19th January and 10th February 2017 on the proposals to introduce 'At any time' waiting restrictions in Ashridge Way, Hillcross Avenue, Leamington Avenue, Cherrywood Lane and Northway areas.
- 2) Notes the representations received (detailed in appendix B) and agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed waiting restrictions 'At any time' in Ashridge Way, Hillcross Avenue, Leamington Avenue and Arundel Avenue area, as shown in Drawing No. Z27-652-02, see Appendix A, and the Cherrywood Lane and Northway area, as shown in Drawing No. Z27-652-03, see Appendix B.
- 3) 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 details the undertaking of the statutory consultation and the outcome of the Councils' proposals to introduce waiting restrictions in Ashridge Way, Hillcross Avenue, Leamington Avenue, Cherrywood Lane and Northway areas operating 'At any time'.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to introduce waiting restrictions in Ashridge Way, Hillcross Avenue, Leamington Avenue, Cherrywood Lane and Northway areas operational 'at any time' as shown in Drawing Nos. Z27-652-02, appendix A and Z27-652-03, appendix B.

2 DETAILS AND BACKGROUND

- 2.1 Officers have received complaints and concerns raised by local ward members and the local residents regarding obstructive and dangerous parking at several other junctions within the area of the proposals. Due to the requests for waiting restrictions and consideration for a proactive stance to protect other junctions, it has been necessary to group these requests with the intention of undertaking an area wide statutory consultation. The appropriate recommendations and the proposals have been formulated in one report

- 2.2 The carriageway width of Ashridge Way is not of sufficient width to accommodate parking on both sides of the carriageway and therefore waiting restrictions operating 'at any time' are proposed to address obstructive parking and assist with traffic flow.
- 2.3 In response to a request from Hillcross School to address obstructive parking at road junctions around the school, the Council is proposing to introduce yellow line waiting restrictions at all the junctions in the vicinity of the school to assist with clear sightlines and access for vehicles and pedestrians using these junctions.

3 STATUTORY CONSULTATION UNDERTAKEN

- 3.1 The statutory consultation on the Council's proposal to introduce waiting restrictions in Ashridge Way, Hillcross Avenue, Leamington Avenue, Cherrywood Lane and Northway areas was carried out between 19th January and 10th February 2017. The consultation included erecting high-visible 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.
- 3.2 A newsletter with a plan of proposal, (see appendix B), was also distributed to properties in the section of Ashridge Way between its junctions with Leamington Avenue and Hillcross Avenue and properties in the immediate vicinity of those junctions and Woodland Way.

Ward Councillor Comment

- 3.3 Ward Members have been engaged during the statutory consultation process and are supportive of the proposed measures.

4 REPRESENTATIONS RECEIVED

- 4.1 The statutory consultation resulted in the Council receiving 8 representations to the proposals. Full details of representations and the petition can be found in Appendix D.
- 4.2 Of the 8 representations, 2 representations generally support the proposals in Ashridge Way and make strong representation in support of regular enforcement; 1 representation supporting the proposal in Ashridge Way with a request for regular enforcement and also requesting resident controlled parking; 2 representations conditionally in support but querying why the restrictions are to be 'at any time' (24 hours operation); 1 representation in support to the proposal specific to Hillcross Avenue and its junction with Ashridge Way and 2 representations in support of the proposals specific to Northernhay Walk.
- 4.3 There were no representations received in response to the proposed waiting restrictions at junctions in the Cherrywood Lane / Northway and Leamington Avenue / Arundel Avenue areas.
- 4.4 It is important to note that the council must strike a balance of ensuring safety and maintaining unobstructed traffic flow whilst acknowledging the parking needs of the community.

5 TIMETABLE

- 5.1 If a decision is made to proceed with implementation of the proposed waiting restrictions, Traffic Management Orders could be made six weeks after the decision is made. 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. The measures will be introduced soon after.

6 ALTERNATIVE OPTIONS

- 6.1 Do nothing. This would be contrary to the concerns expressed thus far, and would not resolve the dangerous and obstructive parking that is currently taking place.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 To introduce the proposed restrictions will cost approximately £5k. This includes the making of The Traffic Management Orders. The set up costs will be funded from the budget identified for controlled parking zones and waiting restrictions within the Capital Programme 2016/2017.

8 LEGAL AND STATUTORY IMPLICATIONS

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

9 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 9.1 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 parking needs of the residents and visitors are given consideration but it is considered that maintaining safe access must take priority.
- 9.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 9.3 The implementation of waiting restrictions affects all sections of the community especially the young and the elderly and assists in improving safety for all road users as well as achieving the transport planning policies of the government, the Mayor for London and the borough.
- 9.4 By maintaining clear access points, visibility will improve thereby improving the safety at junctions; bends and along narrow sections of a road and subsequently reducing potential accidents.
- 9.5 Regulating and formulating the flow of traffic will ensure the safety of all road users and improved access throughout the day.

10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 10.1 The risk in not introducing the proposed waiting restrictions would be the potential risk to all road users, including residents, businesses and visitors, particularly in the case of an emergency. It would also be contrary to the support and concerns expressed and could lead to loss of public confidence in the Council.
- 10.2 The risk of introducing the proposed restrictions could lead to possible extra pressure on the current parking demand. However, the benefits of the proposals outweigh the possible increase in demand.

11 APPENDICES

- 11.1 The following documents are to be published with this report and form part of the report.
- 11.2 Appendix A – Drawing No. Z27-652-02 Ashridge Way, Hillcross Ave and Leamington Ave
- 11.3 Appendix B – Drawing No. Z27-652-03 Cherrywood Lane and Northway area
- 11.4 Appendix C – Statutory consultation newsletter and plan for Ashridge Way
- 11.5 Appendix D - Representations and Officer's Comment



Notes
Do not scale from this drawing

- Proposed double yellow lines
- Existing double yellow lines
- Existing single yellow line
- Dropped kerb / drive

Drawn	Slg.	Date	Chkd.	Slg.	Date	Appr.	Slg.	Date

PROJECT
Waiting Restrictions (Proposed)
Hillcross Ave, Monkleigh Rd and Leamington Ave area

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Drawn by: BC
Checked by: Slg.
Approved by: Slg.

Date: Dec 2016
Date: Dec 2016
Date: Dec 2016

Classification: CONSULTATION
Scale: NTS


Drawing No.: Z27-652-02

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

Sustainable Communities
environment & regeneration
TRAFFIC & HIGHWAYS



Notes
Do not scale from this drawing

— Proposed double yellow lines
 Dropped kerb / drive



TRAFFIC & HIGHWAYS

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Drawn by BC	Sig.	Date Dec 2016
Checked by	Sig.	Date Dec 2016
Approved by	Sig.	Date 00 May 2002

Proposed Waiting Restrictions

Cannon Hill Lane / Cherrywood Lane area



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

Drawing No. Z27-652-03
Revision -
Classification CONSULTATION
Scale 1: 1000



**Ashridge Way
Morden
SM4 4ED**

Future Merton London
Borough of Merton
Merton Civic Centre
London Road Morden
SM4 5DX
Date: 19 January 2017

Dear Resident,

Several years ago, whilst building works were going on at Hillcross School, temporary parking restrictions were implemented in Ashridge Way to ease traffic congestion and facilitate easy access for all road users including the emergency services. The restrictions also assisted parents dropping off and picking up children from the school during school times. The school redevelopment works has finish and the Council's intention is to make the existing double yellow lines permanent.

PROPOSED MEASURE

The Council is proposing to make a permanent Traffic Management Orders (TMO) for the existing 'at any time' waiting restrictions along Ashridge Way and at its junctions with Hillcross Road, Woodland Way and Leamington Avenue.

WHAT HAPPENS NEXT

A Notice of the Council's intentions to make the relevant Traffic Management Orders (TMOs) for the required changes will be published in the local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity.

All representations must be in writing by either emailing trafficandhighways@merton.gov.uk or to **Environment & Regeneration Department, futureMerton, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX.**

All comments must be received no later than **10 February 2017** quoting reference **ES/WR Ashridge.**

Objections must relate only to the elements of the scheme that are subject to this statutory consultation. 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.

Copies of the proposed Traffic Management Order (TMO), a plan identifying the area affected by the proposal 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. A copy will also be available at the Collier's Wood library.

All representations along with Officers' comments and recommendations will be presented in the 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. Once a decision is made by the Cabinet Member you will be informed accordingly.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Barry Copestake".





Barry Copestake
Traffic Engineer |futureMerton|

Environment and Regeneration |London Borough of Merton|
Direct Line: 020 8545 3840

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



Key

-  Proposed double yellow lines
-  Existing double yellow lines
-  Existing single yellow line
-  Dropped kerb / drive

Notes
Do not scale from this drawing



Traffic & Highways

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Drawn by BC	Sig:	Date 0117
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Approved by	Sig:	Date 0117

PROJECT
Proposed Waiting Restrictions (Yellow Lines)

TITLE
Ashridge Way, SM4



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

Drawing No. Z27-652-02
Revision -
Classification CONSULTATION
Scale NTS

Appendix D - Representations and Officer's Comment

ES/WRASHRIDGE/001

Thank you for the letter laying out your proposals. Residents on this part of Hillcross Avenue have been plagued for years by inconsiderate parking from staff and parents attending Hillcross Primary school.

My first observation is that this needs to be enforced; currently the yellow lines are ignored because drivers know they will face no sanction.

Secondly you must consult the route manager at London buses for the 163 & 293 routes. Often these buses really struggle because of the parking. I have several elderly neighbours who now cannot confidently leave our shared driveway because their line of sight is obstructed by parked cars.

The bit of Hillcross Avenue between the two traffic islands also needs to be included in the plan; it is not uncommon to see three or more cars parking there.

There is also a delicate cultural matter to be considered, number 119 & 96 Hillcross Avenue are on paper privately rented properties. They are in fact used as hostels for Eastern European tradesmen. It is not uncommon for there to be up to 5 vehicles per house parked outside these properties.

Finally there must be a tougher line taken with the Head teacher of Hillcross School. Her staff need to be told to set a better example, and the parents also told that their behaviour towards residents has been unacceptable.

Officers comments:

The double yellow lines are enforced by the Council's Civil Enforcement Officers (CEO), however school traffic / obstructive parking is an issue across the borough even in areas with double yellow lines. Level of enforcement is limited and yellow lines are always ignored outside schools during drop off / pick up periods. Even with double yellow lines parents will continue to park obstructively and daily enforcement is simply not a viable solution.

As part of the wider area proposals, the section of carriageway of Hillcross Avenue opposite its junction with Ashridge Way has a proposal for 'at any time' waiting restrictions to protect from obstructive parking, especially due to the locations of the pedestrian refuge islands to ensure clearance for large vehicles and busses.

ES/WRASHRIDGE/002

Reference your letter received today re "at any time" waiting restrictions for Northernhay Walk. I agree with the proposals as the obstructive parking is not only at school times but can be worse in the evening when vans and lorries park at the junction of Northernhay Walk and Monkleigh Road and parking in Northernhay Walk blocking access sometimes for residents, delivery and emergency vehicles.

I would like to point out on your plan on the reverse of the letter that numbers 8,9,10 and 11 Northernhay Walk also have dropped drives, which is omitted from yours.

ES/WRASHRIDGE/003

With reference to your letter of 19th January 2017 concerning the above proposal of introducing double yellow lines and waiting restrictions at the junction of Monkleigh Road and Northernhay Walk and the north side of Northernhay Walk.

I am certainly in agreement with this proposal as it's been a very dangerous situation for some time for drivers and pedestrians in using these junctions.

I would like to put in a request if it would be possible that while you are doing the work if the yellow lines could be continued onto the other side of my crossover which will be outside of my property as my family have a problem in exiting and entering our property as drivers will park over our crossover and white line on both sides of the driveway. To have these lines installed might also stop drivers parking on the grass verge outside of my property and causing damage.

ES/WRASHRIDGE/004

Has somebody miss read the date as today is only 1 February 2017 and Conways have been outside all morning repainting the double yellow lines, this is exactly what happened when they were implemented the notices went up and the next day the lines were in. Yet, another example of this Council's arbitrary decision without proper consultation. At the time I wrote to the Council and Councillor, Debbie Shears and was informed on completion of the building works at the school a consultation would be held with Residents, where is it? Why waste time and Council Tax payers money on letters asking for their comments when you know they won't to be incorporated in the report to the Cabinet Member for Regeneration, Environment and Housing as it a done deal.

I reiterate my previous comments that I feel it is overkill to have double yellow lines 24/7 when a single one would suffice with restricted times, say 8am to 5pm Monday to Friday, ironically these are the only times you cannot park on the zigzags directly outside the school. There has never been a problem with parking in this road as most residents have garages and/or driveways, in fact, they all have from Leamington Ave to Woodland Way and nobody parks their vehicles on the road. The problem used to be when parents parked either side of the road when dropping off and picking up their children at either end of the school day. The only vehicles that should park on this side of the road now are 2 cars belonging to people in the block of terrace houses and occasionally a van belonging to number 86. However, this is not so now as the stretch of road from Leamington Ave to Woodland Way has become the overflow Car Park all day for staff at Hillcross School and evening and weekends various cars and commercial vehicles belonging to people who live in Woodland Way our properties have become blighted with a permanent Car Park outside. Many roads in this Borough are far narrower than Ashridge Way were it is an impossibility to get through so why such a drastic 24/7 Double Yellow line which appears to now have been permanently put in place already.

I fully appreciate the safety of the children as many years ago I originally raised the issue but it took some years to get anything done. However, I feel residents' standard of life should also be appreciated.

Officers comments:

The Council has a road marking maintenance team that conducts borough-wide refreshing of road markings where wear has been identified. Sections of yellow lines in the vicinity were likely refreshed as part of this programme however the works were not connected to this consultation. The Council undertakes careful consultation in seeking the community's views on the proposals and the results are not a foregone conclusion.

Due to the insufficient road width of Ashridge Way to accommodate parking on both sides the proposal is for 'at any time' waiting restrictions (double yellow lines) along one side of the carriageway to address obstructive parking and assist with traffic flow, especially for emergency service vehicles and the Council's refuse collection services. The alternative single yellow line does not provide continuous clearance on one side of the carriageway and the road would be subject to, at times outside of the single yellow line's operational period, vehicles parking on both sides of the road leading to obstructive parking.

ES/WRASHRIDGE/005

I would like to make the following observations and suggestions re; the TMOs suggested to the road markings in Ashridge Way.

1. The existing double yellow lines which are in place do stop residents parking 24/7. They also allow some parents to park on the yellow lines and drop or collect their children in the mornings, at around midday and in the afternoons because they park on the double yellow lines.

2. Parents also park on the corner lines at the junction with Woodland Way.

3. The plan does not show the many more dropped kerbs that are in place to allow residents to park off-road and which are also ignored by some parents.

4. Council enforcement of the illegal parking is erratic and only very occasional. When it occurs, the presence of council officers and/or their white vehicle is easily spotted and the offenders do not park on those occasions.

5. If it would help, I am willing to provide photographic evidence to substantiate this illegal parking.

6. I would like to make the suggestion that double yellow lines be replaced by single lines which could operate during extended school hours (say 8.00am-5.00pm) on weekdays and during school term times. This would make parking easier for residents who do obey the regulations and will not affect those few parents who ignore the yellow lines anyway. I believe that the residents would appreciate this consideration of their needs as well as the needs of the school.

7. I very much appreciate the financial constraints on the Council but would like to suggest that a discrete survey of the illegal parking would be a useful exercise

I also note that this week the Council repainted the double yellow lines. I hope that this was just routine and not a pre-judgement on the results of the consultation.

Officers comments:

The double yellow lines are enforced by the Council's Civil Enforcement Officers (CEO), however school traffic / obstructive parking is an issue across the borough even in areas with double yellow lines. Level of enforcement is limited and yellow lines are always ignored outside schools during drop off / pick up periods. Even with double yellow lines parents will continue to park obstructively and daily enforcement is simply not a viable solution.

Due to the insufficient road width of Ashridge Way to accommodate parking on both sides the proposal is for 'at any time' waiting restrictions (double yellow lines) along one side of the carriageway to address obstructive parking and assist with traffic flow, especially for emergency service vehicles and the Council's refuse collection services. The alternative single yellow line does not provide continuous clearance on one side of the carriageway and the road would be subject to, at times outside of the single yellow line's operational period, vehicles parking on both sides of the road leading to obstructive parking.

ES/WRASHRIDGE/006

Further to your notice to make the temporary yellow lines permanent, I would like to query why those yellow lines opposite the school entrance need to be no parking 24 hours a day? Could they not apply during school hours only?

As a resident, parking for the occasional visitor at weekends and during holidays is becoming difficult. On Christmas day, several cars were forced to park illegally as there was not enough parking in the locality.

Officers comments:

Due to the insufficient road width of Ashridge Way to accommodate parking on both sides the proposal is for 'at any time' waiting restrictions (double yellow lines) along one side of the carriageway to address obstructive parking and assist with traffic flow, especially for emergency service vehicles and the Council's refuse collection services. The alternative single yellow line does not provide continuous clearance on one side of the carriageway and the road would be subject to, at times outside of the single yellow line's operational period, vehicles parking on both sides of the road leading to obstructive parking.

ES/WRASHRIDGE/007

I wish to make a comment/observation on the above and that I am generally in support of the increased Parking restrictions as detailed in Order 201.

However I should point out that last week the Council repainted the existing double yellow line in the length of Ashridge way. The following day and subsequent days cars were still parking on the double yellow lines at the junction of Ashridge way and Hillcross Avenue (see attached pictures). I would suggest that unless the restrictions are enforced then the Council could save their staff's time and the tax payers' money if they removed all restrictions and not bother and rely instead on the police to enforce the Road traffic Act. (See below)

The Highway Code, Rule 238: You MUST NOT wait or park on yellow lines during the times of operation shown on nearby time plates (or zone entry signs if in a Controlled Parking Zone) – see 'Traffic signs' and 'Road markings'. Double yellow lines indicate a prohibition of waiting at any time even if there are no upright signs. You MUST NOT wait or park, or stop to set down and pick up passengers, on school entrance markings (see 'Road markings') when upright signs indicate a prohibition of stopping. Law RTRA sects 5 & 8.

Officers comments:

The Council has a road marking maintenance team that conducts borough-wide refreshing of road markings where wear has been identified. Sections of yellow lines in the vicinity were likely refreshed as part of this programme however the works were not connected to this consultation. The Council carries out careful consultation to seek the community's views on the proposals and the results are not a foregone conclusion.

ES/WRASHRIDGE/008

I am a resident of Ashridge Way and will be directly impacted by the permanent measurements. I support any measurements that are supporting the health and safety of all schoolchildren and residents of Ashridge Way.

However, I would like to highlight a few key points that the Council should take into consideration when making the decision:

- The planned restrictions are only proposed to be introduced in Ashridge Way. The school has an additional entrance in Monkleigh Road, why is the proposed TMO only being introduced in Ashridge Way? Consequently, the residents of Ashridge Way are carrying the major burden introduced by the measurements with fewer parking places being available.

- The few remaining parking places in front of e.g. my house are being taken by assistant school teachers (one of them explained to me that assistant teachers are not allowed to use the dedicated parking areas of Hillcross school), by commuters (park and ride) who park their cars in Ashridge Way and walk or take the bus to Morden tube station. Consequently, there are not sufficient parking spaces available for residents throughout the day.

- The Council is further invited to note that the health and safety of schoolchildren is significantly impaired by the vehicles that race through Ashridge Way on a daily basis as the roads bumps have been significantly lowered when the temporary measurements were introduced. Ashridge Way is being used by vehicles as a shortcut to Martin Way from 6am to 9am in the morning and again in the afternoon during rush-hour. The lowering of the roads bumps has encouraged the racing/high speed traffic through Ashridge Way.

I therefore propose with the TMO the following measures to be introduced:

- To introduce resident parking that will make sure that sufficient parking spaces are being available for residents – such measure would encourage assistant teachers, park and ride commuters and visitors of Hillcross school to use the e.g. the Morden Park car park instead (2min walk from school).

- This is a must – the council to introduce permanent enforcement cameras to monitor the activity of parents drooping and picking up schoolchildren, as a number of parents do not care about the parking restrictions which have led to chaotic scenes in the past. Parents also do not shy away from using and thereby blocking the private alley way that I share with my neighbours. This happens daily!

- Pollution: introduce (just like the City of London) measures to disallow leaving the car on during cold weather periods. Parents waiting to pick up their children usually leave the engine on for a lengthy period of time which leads to significantly increased pollution/poor air quality in Ashridge Way.

On the basis of the introduction of such additional measures that will help alleviating the significant burden placed on the residents of Ashridge Way, I would have no objections to introducing the TMO.

If the Council can't agree to introduce such measurements, I am objecting to the introduction of the TMO and I would be prepared to take the matters further and ensure that the proportionality of placing the sole burden on the residents of Ashridge Way is being examined and justified.

Officers comments:

As part of the wider area proposals, the alternative entrance to Hillcross School has been addressed with an extension of waiting restrictions proposed in Monkleigh Road at its junctions with Shaldon Drive, opposite the entrance and at its junction with Northernhay Walk. Additionally all junctions in the vicinity around the school have a proposal for 'at any time' waiting restrictions to protect from obstructive parking, this is in response to residents' and ward councillor requests for restrictions.

There has been no direct action to lower the height of speed humps in Ashridge Way, however following resurfacing programme in October 2013 the speed humps in Ashridge Way were re-instated at current Department for Transport (DfT) standard guidelines with a height of 75mm.

The proposed waiting restrictions are to address obstructive parking and assist with traffic flow, especially for emergency service vehicles and the Council's refuse collection services. The double yellow lines will be enforced by the Council's Civil Enforcement Officers (CEO) however they cannot assist with prioritising resident parking on the public highway which ideally would be more appropriate with the use of a Controlled Parking Zone (CPZ). The process for consideration of a CPZ scheme is driven by the community and therefore with the provision of evidence of support for parking controls evidenced by a signed petition from residents in the road and neighbouring roads.

The Councils parking enforcement team do not have camera resources available to monitor parental school pick up activities. School traffic and obstructive parking is an issue across the board even in areas with double yellow lines. Level of enforcement is extremely limited. Even with double yellow lines parents will continue to park obstructively and daily enforcement is simply not a viable solution.

The suggestion to restrict parked vehicles running their engines has been noted. Whilst the Council is proactive in curbing vehicle pollution issues, such as introducing higher parking permit charges for diesel vehicles and setting permit fees for electric vehicles at a discounted rate, unfortunately there is not yet a policy to address parked vehicles running engines. However, addressing idling is something that the Council is currently investigating.