

Committee: Cabinet Member Report

Date: 09 November 2021

Agenda item: N/A

Wards: Merton Park

Subject: Proposed M4 CPZ – Cedars Road – Informal consultation.

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

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

Forward Plan reference number: N/A

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 27 September and 18 October 2021 on the proposals to introduce Controlled Parking Zone (CPZ) M4 to include Cedars Road.
- B) Agrees to proceed with a statutory consultation to introduce the proposed M4 CPZ to include Cedars Road operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-369-01 and attached in Appendix 1.
- C) Agrees to proceed with a statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone as shown in Drawing No. Z78-369-01 and attached in Appendix 1.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the informal consultation carried on the Council's proposals to introduce a CPZ (M4) to include Cedars Road Only.
- 1.2 It seeks approval to progress the above recommendations.

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.
- Encourage the use of more sustainable modes of transport.

2.2 Controlled parking zones aim to provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space. It is a way of controlling the parking whilst improving and maintaining access and safety for all road users. A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:

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

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

- 2.3 A CPZ includes double yellow lines (no waiting 'At Any Time') restrictions at key locations such as at junctions, bends and along certain lengths of roads (passing gaps) where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross. These restrictions will improve access for emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams. Any existing double will remain unchanged.
- 2.4 The CPZ 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.
- 2.5 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 In April 2019 some residents of Cedars Road petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ) in their roads. This instigated the start of the consultation process.

3. INFORMAL CONSULTATION

- 3.1 The informal consultation on the proposals to introduce Controlled Parking Zone (CPZ) M4 to include Cedars Road commenced on 27 September and concluded on 18 October 2021. 38 premises were consulted via documents containing a newsletter explaining the proposals; an associated plan showing the proposed parking layout. 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.
- 3.2 Notification of the proposals along with the web link to the online questionnaire (e-form) was also available 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, and communal entrances;
 - Single yellow lines (mainly between parking bays and across dropped kerbs);
 - Permit holder bays for use by residents, businesses and their visitor.
- 3.3 The consultation resulted in 30 online responses. After removing duplicate/multiple returns, the overall response rate is 79%. See table 1 below.

Table 1 – summary of results to question

Road Name	No. of Properties	No. of Responses	Response rate %
Cedars Road	38	30	79%

- 3.4 As shown in table 2 below, of the 30 who responded, 90% support a CPZ, compared to 7% who do not and 3% who are unsure.

Table 2 .summary of results to question: Do you support a CPZ?

ROAD	DO YOU SUPPORT A CPZ					
	YES	NO	UNSURE/ NO REPLY	% YES	% NO	% UNSURE
Cedars Road	27	2	1	90	7	3

3.5 Residents were also asked which days of operation they would prefer should the CPZ be introduced in their road. As shown in table 3 below, of the 30 who responded, 53% prefer Mon - Friday, 5% prefer Monday – Saturday, and 30% prefer Monday – Sunday.

Table 3 summary of results to question: Preferred days of operation

ROAD	PREFERRED HOURS OF OPERATION					
	MON-FRI	MON-SAT	Mon- Sun	% MON - FRI	%MON - SAT	%Mon - Sun
Cedars Road	16	5	9	53%	17%	30%

3.6 Residents were also asked which hours of operation they would prefer should the CPZ be introduced in their road. As shown in table 4 below of the 30 who responded 73.3% of respondents prefer 8.30am to 6.30pm, while 13.3% prefer 10am to 4pm, and 13.3% prefer 11am to 3pm.

Table 4 summary of results to question: Preferred hours of operation

ROAD	PREFERRED HOURS OF OPERATION						
	8.30am-6.30pm	10am-4pm	11am-3pm	% 8.30am-6.30pm	% 10am-4pm	% 11am-3pm	Unsure/No reply
Cedars Road	22	4	4	73.3%	13.3%	13.3%	0%

3.7 Ward Councillor Comments

The local Ward Councillors have been fully engaged during the consultation process. The Ward Members have been advised of the outcome of the consultation and officer's recommendations and the following comments have been received:

Thank you for the opportunity to comment on the outcome of the informal consultation into a CPZ for Cedars Road, and your proposed recommendation to the Cabinet member.

This is the most clear-cut outcome to a CPZ consultation in Merton Park Ward I can recall, going back to the first one in 2003. Allowing for four empty properties in the road, the response rate is 88%. This is the highest response rate achieved in the Ward for a CPZ consultation, and it engenders confidence in the representative coverage of the consultation.

At 90% the proportion in favour of introducing a CPZ is also exceptionally high, and reassuring that very few residents will be left disaffected by the decision. Offering three options each for hours and days of operation lowers the chances of a majority opinion, but in fact Monday to Friday (53%) and 8.30 am to 6.30 pm (73%) are the clear preferences of the majority.

Based on the evidence from the informal consultation, we have no hesitation in endorsing the officer recommendation to proceed with a statutory consultation to introduce the proposed M4 CPZ in Cedars Road operational Monday to Friday between 8.30am and 6.30pm.

On behalf of the residents of Cedars Road, I would like to thank you for organising such a conclusive consultation.

4. PROPOSED MEASURES

- 4.1 Based on the results of the informal consultation, it is recommended that a statutory consultation is carried out to introduce M4 CPZ to include Cedars Road operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-369-01 and attached in Appendix 1.
- 4.2 It recommended that a statutory consultation is carried out to introduce the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions in the Cedars Road as shown in Drawing No. Z78-369-01 and attached in Appendix 1.
- 4.3 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 £110 per annum; the second permit is £160 and the third permit cost is £210 subsequent car in a household plus an additional charge of £150 for a diesel vehicle. An annual Visitor permit cost is £360. Those residents with all-electric vehicles will only have to pay a reduced rate of £20.
- 4.4 Visitors' permits
All-day Visitor permits are £4 and half-day permits at £3. 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.
- 4.5 Trades permits
Trade Permits are priced at £900 per annum. Trades permits can also be purchased for 6 months at £600, 3 months at £375, 1 month at £150 and Weekly at £50.

5. ALTERNATIVE OPTIONS

- 5.1 Do nothing. This would not address the current parking needs of the residents and would be contrary to the level of support expressed during the informal consultation. Also it would not address the Council's duty to provide a safe environment for all road users.
- 5.2 Not to introduce the proposed double yellow lines. In the event of an incident, however, this would put the residents and other road users at risk in terms of safety and the Council could be considered as failing in its duties by not giving safety and access priority.

6. TIMETABLE

- 6.1 If a decision is made to proceed, the statutory consultation will be carried out in January 2022. This will include the erection of the Notices on lamp columns in the area, the publication of the Notice in the Local Wimbledon and Wandsworth Times and the London Gazette. The documents will be made available at the Link, Civic Centre and published on the Council's website. A newsletter will be distributed to all the premises within the consulted area informing them of the decision and the statutory consultation. All representations will be reported back to the Cabinet Member for a final decision.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposed measures is estimated at £15k. This includes consultations, the publication of the Made Traffic Management Orders, the road markings and the signs.
- 7.2 The Environment and Regeneration revenue budget for 2021/22 currently contains a provisional budget for Parking Management schemes. The cost of this proposal can be met from this budget.

8. LEGAL AND STATUTORY IMPLICATIONS

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

9. HUMAN RIGHTS & EQUALITIES & COMMUNITY COHENSION IMPLICATIONS

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

those of residents and local businesses.

- 9.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

10. CRIME AND DISORDE IMPLICATIONS

- 10.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk of not progressing the proposed measures to the statutory consultation stage will be against the wishes of the majority of the residents who have responded favorably to the informal consultation. Also, it will do nothing to address existing parking and access difficulties.

- 11.2 The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing. The statutory consultation will provide a further opportunity for residents to air their views.

12. ENVIRONMENTAL IMPLICATIONS

- 12.1 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.

- 13.2 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-

- (a) the desirability of securing and maintaining reasonable access to premises.
- (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- (c) the national air quality strategy.
- (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- (e) any other matters appearing to the Council to be relevant.

13. APPENDICES

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

Appendix 1 Drawing No. Z78-369-01
Appendix 2 informal Consultation Document.

14. BACKGROUND PAPERS

None.

KEY

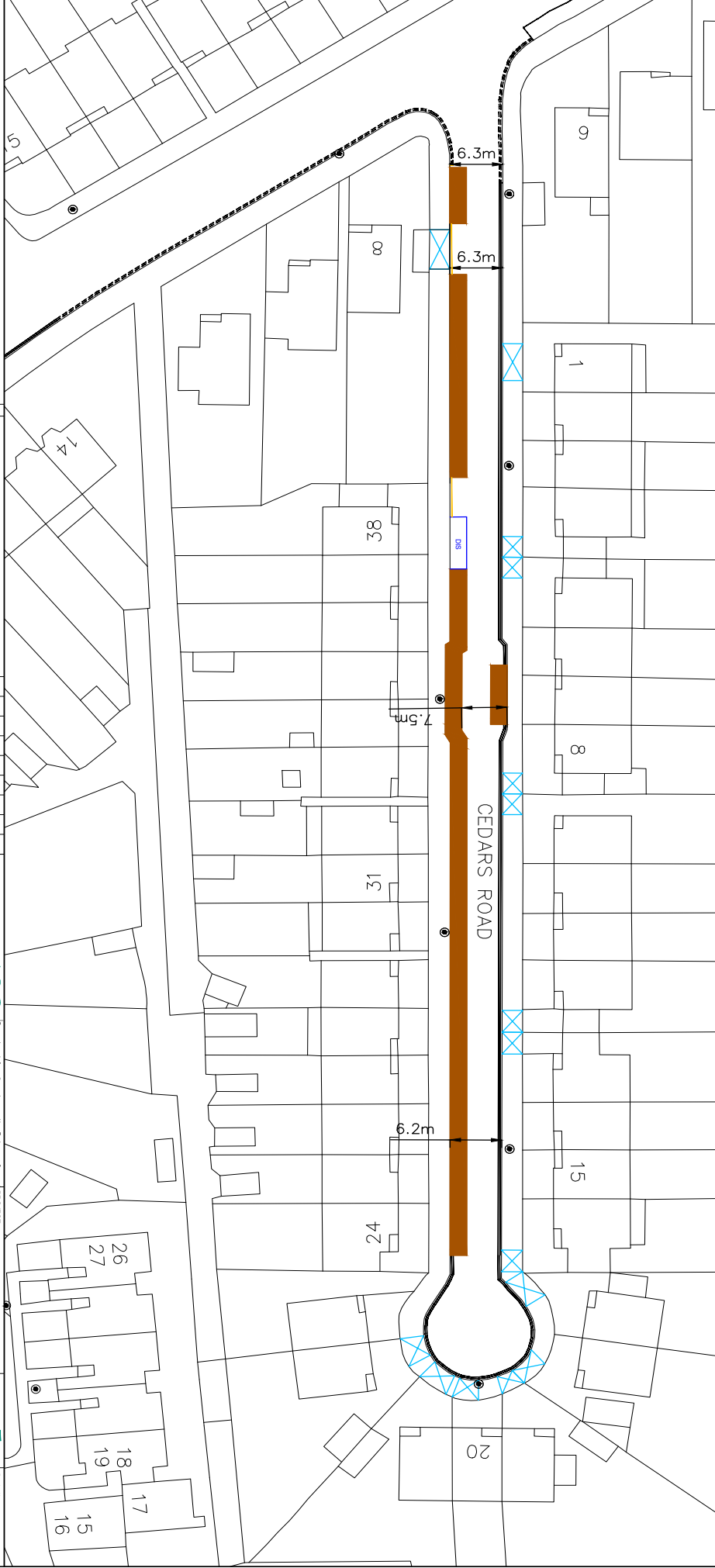
PROPOSED

- PERMIT HOLDER BAY
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE

EXISTING

- CROSSOVERS
- DISABLED BAY
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE

--- LAMP COLUMN



Notes
Do not scale from this drawing

Plot	Area	Volume	Value	Area	Volume	Value	Area	Volume	Value

Sustainable Communities
Environment & regeneration

FUTURE MERTON

Reproduced from the Merton Strategic Planning Framework (Merton Council, 2011) with the permission of the Council. Reproduction in this document is not permitted without the prior written consent of Merton Council. London Borough of Merton, 020379 2025

Approved by: [Signature] Date: 23 Aug 2023

CPZs
CEDARS ROAD
SMA SAB

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

Drawn by: Z87-369-01
Checked by: [Signature]
Date: [Date]
Scale: 1:500

PROPOSED CONTROLLED PARKING ZONE (CPZ)

proposed M4 zone - CEDARS ROAD



ISSUE DATE : 23 SEPT 2021

Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in Cedars Road. This proposal is in response to a petition received from some residents of Cedars Road who are experiencing parking difficulties in their road.

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

This is currently being proposed as a new zone thereby allowing residents to choose the days and hours of operation. Options for hours and days of operation are set out below.

An alternative would be to become part of the existing M1 CPZ which is operational Monday - Friday between 10am and 4pm. You can view the plan on the website www.merton.gov.uk/cpzm4

HOW WILL IT WORK?

All road space in a CPZ must be managed by some form of restrictions. Parking is only permitted where safety, access and sight lines are not compromised. It is, therefore, normal practice to introduce double yellow lines at key locations such as at junctions, bends, turning heads, along narrow roads and at specific locations along lengths of roads where parking would impede passing of vehicles. It is also necessary to provide yellow lines (effective during the CPZ hours of operation or "At Any time") where the kerb is lowered, i.e. at crossovers for driveways.

PROPOSAL

The proposals include a number of provisions which

are detailed below:-

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

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

Part Time Controls (10am - 4pm) (this is the hours of operation of M1 CPZ) - These operating times offer less restrictions on residents and their visitors than 'all day' controls. It is still effective in preventing long-term parking. However, it may encourage other short term commuter parking outside the restricted time, by those who may also work their way around the 6 hours by moving their vehicles and then returning to park for the rest of the day. Residents returning from work later in the afternoon may find less available parking in their street due to this.

4 hours controls (11am - 3pm) - These operating times offer less restrictions for residents and their visitors. It is still effective in preventing commuters and other long stay parking. However, it may encourage short-term parking outside the operating times by non-residents. Consequently residents returning later in the afternoon may find less available parking in their road. Motorists unable to park in nearby roads without controls may also take advantage of the available parking outside the controlled times.

The proposed operational days include:

Monday to Friday - This will offer more flexibility to residents and visitors at weekends. However, it allows

www.merton.gov.uk

non-residents to park on Saturdays and Sundays, therefore reducing available parking.

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

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

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

To fully note the extent and nature of the proposed yellow lines, it is essential that you view the plan using the website.

LET US KNOW YOUR VIEWS

The decision on whether or not to proceed with the next step, which would involve a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask that you submit your questionnaire online using this link www.merton.gov.uk/cpzm4

The online system has been created to keep costs down and allow the Council to process your views more efficiently. If, however, you require a hard copy, please contact Paul Atie, paul.atie@merton.gov.uk and one will be posted to you. Please let us have any comments or suggestions you may have by **18 October 2021**. It is only one vote per address.

We regret that due to the number of responses received during an informal consultation, it will not be possible

to reply individually to each respondent. We welcome your comments on this proposal, which will be noted and included within the proposed measures where appropriate.

WHAT HAPPENS NEXT

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

Please ensure you appraise yourself with permit prices.

Further information on how CPZs work & details of permit costs can be found in our Frequently Asked Questions (FAQ's) at www.merton.gov.uk/cpzm4

MERTON PARK WARD COUNCILLORS

Cllr Edward Foley
Phone - 0208 545 4026
Email: edward.foley@merton.gov.uk

Cllr Peter Southgate
Phone - 020 8542 2053
Email: peter.southgate@merton.gov.uk

Cllr Dickie Wilkinson
Phone - 07905 103 686
Email: dickie.wilkinson@merton.gov.uk

Cabinet Member for Housing, Regeneration and the Climate Emergency

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

www.merton.gov.uk