

Appendix A – Vehicle Crossover Task Group Recommendations **Initial Report February 2018**

	<b>STAKE HOLDER</b>	<b>ACTION / PROGRESS</b>	<b>TIMELINE</b>	<b>STATUS</b>
<p><b>Recommendation 1</b> Highways Team to strengthen advice and guidance for residents who wish to implement crossovers. This could be incorporated into the London Plan and should include; guidance around porous materials and water retention. The team could improve the links to construction advice from Merton’s design guides. Good practice designs from London Councils and central government should also be made available to residents.</p>	Cabinet	<i>Departments are compiling best practice and these will be supplied as a set of links for applicants to access. Only in the few cases where Internet access is still not being used will these be printed and poste. If email is used then we will email.</i>	<i>On-going Expected date for completion Mid March 2018</i>	<b>G</b>
<p><b>Recommendation 2</b> Merton crossover policy to be reviewed to ensure it complies with plain English guidance. The revised policy should be sent to community forums for comments and feedback.</p>	Cabinet	<i>The Current criterion is being re-written and will then be passed to community groups for their comments</i>	<i>On-going Mid March 2018</i>	<b>A</b>
<p><b>Recommendation 3</b> Highways team to hold information sessions with councillors about crossover policy.</p>	Cabinet	<i>Work towards this will be increased when the criterion and guidance has been completed and approved to ensure we work with correct data.</i>	<i>To be arranged June 2018</i>	<b>A</b>
<p><b>Recommendation 4</b> Council to consider extending Short Frontage Agreements Garden Depth from 4.0 Metres to 4.3 Metres. (paragraph 8.12) Also to consider extending Standard Depth from 4.5 metres to 4.8Metres</p>	Cabinet	<i>Work has been completed collecting the vast data available on car sales and this has been analised. We have completed the evaluation of a representative dimension in length as a minimum depth without causing Obstruction in line with safety recommendations to access property.</i>	<i>Completed February 18</i>	<b>G</b>

<p><b>Recommendation 5</b> Highways Team to adopt and implement effective enforcement action to tackle the rise in illegal crossovers. Consideration should be given to other enforcement measures such as Community Protection Orders.</p>	Cabinet	<p><i>Whilst the identification of those that require enforcement is progressing well, The funding may not be available to start the process. This will mean building up the money required through the increased fees before we can commence this part. Detail in main report.</i></p>	<p>On-Going Funding Rqd To Be Confirmed</p>	R
<p><b>Recommendation 6</b> Highways Team to conduct a review of fees charged for crossovers to ensure these covers the full cost of managing the service. Revised fees should include an additional pot of money to pay for enforcement action. Additional funding could be identified from transport related budgets.</p>	Cabinet	<p><i>Fees have been looked at and there is clear evidence that the fees should be increased. Currently £75 non refundable But does count towards Administration fee if application approved. Increase to £250 Fee non refundable and no count towards construction cost, further £100 Technical services fee for those progressing to construction. £200 Technical services fee for CPZ applications.</i></p>	<p>On-going Will be ready to include in the go live application process April 2018</p>	G
<p><b>Recommendation 7</b> Highways Team to take action to reduce parking stress caused by the rise of crossover applications in controlled parking zone areas. A limit of 2.5 annual permits will be issued per bay. Once this is reached no further crossovers should be allowed in that zonal area.</p>	Cabinet	<p><i>Departments have been updating current records to reflect the CPZ coverage of the borough. This includes updating all bay number details and permit provision details. This has been used to assess parking stress in high use Zones. Calculation in Appendix B1 is robust and fair.</i></p>	<p>Complete - Data available in the report</p>	G
<p><b>Recommendation 8</b> Highways Team to implement a process to manage the increase in applications for crossovers when a controlled parking zone is proposed. No application will be processed once the controlled parking zones is formally approved for consultation and will held awaiting the outcome of and implementation of the proposals.</p>	Cabinet	<p><i>Much work has been completed on identifying the issues around when the increase in applications impacts the scheme. This is prior to going to Public Consultation. The issue is around identifying a point in time, that is a constant, that triggers the suspension of applications in the roads under the proposed Controlled Parking Zone – The point in time that the Ward members agree the boundary or new boundary of a CPZ immediately prior to informal consultation.</i></p>	<p>On-going Needs to be included in the Criteria ready for April 2018</p>	A

