

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

Proposed CH CPZ Cannon Hill (informal consultation)

2. Reason for exemption (if any)

3. Decision maker

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

4. Date of Decision

4 April 2019

5. Date report made available to decision maker

3 April 2019

6. Decision

A) Notes the result of the informal consultation carried out between 18th January and 8th February 2019 on the proposals to introduce a CPZ 'CH' to include Arundel Avenue, Ashridge Way, Hillcross Avenue, Leamington Avenue, Maycross Avenue, Monkleigh Road, Mossville Gardens, Northernhay Walk, Sheldon Drive, Westcroft Gardens and Woodland Way.

B) Agrees to proceed with a statutory consultation to include Arundel Avenue, Maycross Avenue, Mossville Gardens and Woodland Way into the proposed CH CPZ, operational Monday to Friday between 11am and 3pm as shown in Drawing No. Z78-358-01A attached in Appendix 1.

C) Agrees to proceed with a statutory consultation to include the section of Leamington Avenue between, odd nos. 1 – 37 and even nos. 2 – 22 into the proposed CH CPZ.

D) Agrees to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions as shown in Drawing No. Z78-358-01A attached in Appendix 1.

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

7. Reasons for decision

1) Only part of the consulted area showed support for the consultation and the decision reflects the views of residents.

2) Addressing parking issues following requests from residents.

3) Improved road safety which will result from the implementation of a controlled parking zone.

8. Alternative options considered and why rejected

Do nothing. This would not address the current parking demands of the residents in respect of their views requesting controlled parking expressed by residents' petitions received by the Council, as well as the Council's duty to provide a safe environment for all road users.

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.

9. Documents relied on in addition to officer report

None

10. Declarations of Interest

None



Cllr Martin Whelton
Cabinet member for regeneration, housing and transport
4 April, 2019

Committee: Cabinet Member Report

Date: 3rd April 2019

Agenda item:

Ward: Cannon Hill

Subject: Proposed CH Controlled Parking Zone (CPZ) Mossville Gardens area – informal consultation.

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

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

Forward Plan reference number: N/A

Contact Officer: Barry Copestake, Tel: 020 8545 3840

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

Recommendations:

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

- A) Notes the result of the informal consultation carried out between 18th January and 8th February 2019 on the proposals to introduce a CPZ 'CH' to include Arundel Avenue, Ashridge Way, Hillcross Avenue, Leamington Avenue, Maycross Avenue, Monkleigh Road, Mossville Gardens, Northernhay Walk, Sheldon Drive, Westcroft Gardens and Woodland Way.
- B) Agrees to proceed with a statutory consultation to include Arundel Avenue, Maycross Avenue, Mossville Gardens and Woodland Way into the proposed CH CPZ, operational Monday to Friday between 11am and 3pm as shown in Drawing No. Z78-358-01A attached in Appendix 1.
- C) Agrees to proceed with a statutory consultation to include the section of Leamington Avenue between, odd nos. 1 – 37 and even nos. 2 – 22 into the proposed CH CPZ.
- D) Agrees to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions as shown in Drawing No. Z78-358-01A attached in Appendix 1.
- E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the result of the informal consultation carried on the proposals to introduce CH CPZ to include Arundel Avenue, Ashridge Way, Hillcross Avenue, Leamington Avenue, Maycross Avenue, Monkleigh Road, Mossville Gardens, Northernhay Walk, Sheldon Drive, Westcroft Gardens and Woodland Way.
- 1.2 It seeks approval to carry out a statutory consultation to include implement the above recommendations

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.
- 2.2 The CPZ aims 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 Permit holder parking bays for use by resident permit holders, business permit holders and those with visitor permits operational during the controlled times.
- 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 yellow lines at junctions will remain unchanged.
- 2.3 The CPZ design comprises permit holder bays to be used by residents, their visitors or business permit holders. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.
- 2.4 Within any proposed CPZ, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition, the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.
- 2.5 Residents in Mossville Gardens petitioned the Council requesting the introduction of a CPZ in their roads due to parking difficulties caused by commuter / long term visitor parking.

3. ALTERNATIVE OPTIONS

- 3.1 Do nothing. This would not address the current parking demands of the residents in respect of their views requesting controlled parking expressed by residents' petitions received by the Council, 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. INFORMAL CONSULTATION

4.1 The informal consultation on proposals to introduce parking controls in the Mossville Gardens area commenced on 18th January 2019 and ended on 8th February 2019. 943 premises were consulted via documents containing a newsletter explaining the proposals and an associated plan showing the proposed parking. 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. Notification of the proposals along with an online questionnaire (e-form) and frequently asked questions were also posted on the Council's website. Plan of the proposed CPZ showing the parking controls within the area included the following:

- 'At any time' waiting restrictions (double yellow lines) at key locations such as at junctions, bends, and narrow roads.
- Single yellow lines (mainly between parking bays and across dropped kerbs);
- Permit holder bays for use by residents, businesses and their visitors;

4.2 The consultation resulted in a total of 393 questionnaires returned (after removing duplicates/multiple returns from households, staff and members of businesses), representing a response rate of 42%. Table 1 is a breakdown summary for each road.

(Table 1 – summary of responses)

Road Name	No. of Properties	No. of Responses	Response rate
Arundel Avenue	55	26	47%
Ashridge Way	87	30	34%
Hillcross Avenue	158	47	30%
Leamington Avenue	108	49	45%
Maycross Avenue	130	50	38%
Monkleigh Road	174	84	48%
Mossville Gardens	39	21	54%
Northernhay Way	19	11	58%
Shaldon Drive	24	17	71%
Westcroft Gardens	89	37	42%
Woodland Way	60	21	35%
TOTALS	943	393	42%

- 4.3 Of the 393 who responded, the majority of roads within the consulted area do not support the proposed scheme; only 3 roads, Arundel Avenue, Mossville Gardens and Woodland Way have demonstrated majority support. See table 1 below.

(Table 2)

Road Name	No. of Responses	Do you support a CPZ in your road?					
		Yes		No		Unsure	
Arundel Avenue	26	13	50%	10	38%	3	12%
Ashridge Way	30	9	30%	19	63%	2	7%
Hillcross Avenue	47	17	36%	25	53%	5	11%
Leamington Avenue	49	12	24%	30	61%	7	14%
Maycross Avenue	50	24	48%	25	50%	1	2%
Monkleigh Road	84	9	11%	73	87%	2	2%
Mossville Gardens	21	14	67%	7	33%	0	0%
Northernhay Way	11	2	18%	9	82%	0	0%
Shaldon Drive	17	4	24%	11	65%	2	12%
Westcroft Gardens	37	7	19%	28	76%	2	5%
Woodland Way	21	11	52%	9	43%	1	5%
Total	393	122	31%	246	63%	25	6%

- 4.4 Within the consultation newsletter the Council advised residents to consider the effect of displaced parking from a neighbouring road with controls and as part of the questionnaire survey residents are asked if they “would support parking controls if neighbouring roads did?”
- 4.5 Taking the responses to the question “would support parking controls if neighbouring roads did?” into consideration, as set out in table 3 below, it is also acknowledged that Maycross Avenue has considered the impact of displacement and the majority view shifts in support of parking controls. This indicates majority in favour of parking controls from Arundel Avenue, Maycross Avenue, Mossville Gardens and Woodland Way with all other roads with a majority against the proposed parking controls.

(Table 3)

Road Name	No. of Responses	Would you want support parking controls if neighbouring roads did?							
		Yes		No		Unsure		No reply	
Arundel Avenue	26	16	62%	9	35%	1	4%	0	0%
Ashridge Way	30	9	30%	16	53%	5	17%	0	0%
Hillcross Avenue	47	20	43%	24	51%	2	4%	1	2%
Leamington Avenue	49	17	35%	28	57%	4	8%	0	0%
Maycross Avenue	50	28	56%	22	44%	0	0%	0	0%
Monkleigh Road	84	10	12%	71	85%	3	4%	0	0%
Mossville Gardens	21	14	67%	6	29%	1	5%	0	0%
Northernhay Way	11	3	27%	7	64%	1	9%	0	0%
Shaldon Drive	17	7	41%	8	47%	2	12%	0	0%

Westcroft Gardens	37	9	24%	21	57%	7	19%	0	0%
Woodland Way	21	12	57%	7	33%	2	10%	0	0%
Total	393	145	37%	219	56%	28	7%	1	0%

- 4.6 Taking only the responses from Arundel Avenue, Maycross Avenue, Mossville Gardens and Woodland Way into consideration, as shown in table 4 below, the results for the preferred days of operation of the proposed CPZ scheme show 85% of respondents prefer Monday – Friday, 14% prefer Monday – Saturday and 1% no response.

(Table 4 – summary of results to preferred days of operation)

Road Name	No. of Responses	Preferred days of operation					
		Mon-Fri		Mon-Sat		No response	
Arundel Avenue	26	24	92%	1	4%	1	4%
Maycross Avenue	50	43	86%	7	14%	0	0%
Mossville Gardens	21	15	71%	5	24%	1	5%
Woodland Way	21	18	86%	3	14%	0	0%
Total	118	100	85%	16	14%	2	1%

- 4.7 Residents were also asked which hours of operation they would prefer should the CPZ be introduced in their road. As shown in table 5 below, 48% of respondents prefer 11am – 3pm, 30% prefer 8.30am – 6.30pm, 20% 10am – 4pm and 2% no reply.

(Table 5 – summary of results to preferred hours of operation)

Road Name	No. of Responses	Preferred hours of operation							
		8.30am-6.30pm		10am-4pm		11am - 3pm		No reply	
Arundel Avenue	26	5	19%	5	19%	15	58%	1	4%
Maycross Avenue	50	11	22%	11	22%	28	56%	0	0%
Mossville Gardens	21	7	33%	6	29%	7	33%	1	5%
Woodland Way	21	12	57%	2	10%	7	33%	0	0%
Total	118	35	30%	24	20%	57	48%	2	2%

- 4.8 During the consultation period a petition from residents of Woodland Way was received in support of a CPZ. The petition contains 27 signatories, see Appendix 4.

Ward Councillor Comments

- 4.9 The local Ward Councillors have been engaged during the consultation process. They have also been advised of the outcome of the consultation and officer's recommendations and no comments have been received.

5. PROPOSED MEASURES

- 5.1 Based on the results of the informal consultation, it is recommended that a statutory consultation is carried out to include Arundel Avenue, Maycross Avenue, Mossville Gardens and Woodland Way into the proposed CH CPZ, operational Monday to Friday between 11am and 3pm as shown in Drawing No. Z78-350-01A and attached in Appendix 1.
- 5.2 To achieve a natural zone boundary, it is recommended to include the section of Leamington Avenue between, odd nos. 1 – 37 and even nos. 2 – 22 into the proposed CH CPZ. In this section of Leamington Avenue there were 15 responses to the consultation which included 7 in support, 5 against and 3 unsure.
- 5.3 Following reports from the Council's refuse collection service regarding obstructive parking especially in Westcroft Gardens and Leamington Avenue and due to the narrow width of the roads that are insufficient to accommodate parking on both sides of the carriageway, it is recommended to implement the 'at any time' waiting restrictions (double yellow lines) as proposed.
- 5.4 It is recommended that a statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions (as consulted) in the proposed CH CPZ as shown in Drawing No. Z78-350-01A and attached in Appendix 1 are undertaken.
- 5.5 The CPZ design comprises of permit holder bays to be used by residents, businesses and their visitors with some pay and display and shared use facilities made available for pay & display customers. 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.
- 5.6 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.
- 5.7 In November 2016, the Council agreed to introduce a Diesel Levy to all those permit holders with a diesel vehicle. The Diesel Levy cost will be in addition to the cost of permits. Permit holders will be advised accordingly when making their permit application. Those residents with all-electric vehicles will only have to pay a reduced rate of £25 instead of £65.
- 5.8 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.

5.9 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.

5.10 On 29th March 2019, the Council started a statutory consultation on making a number of changes to parking charges throughout the borough including the permit tariff structure. Although the residents have been consulted on the existing permit prices, should the proposed parking charges be implemented, residents would need to pay the new charges upon the renewal of their permits. The information can be found on the Council's website using the following links;

- www.merton.gov.uk/parkingconsultation2019
- <https://democracy.merton.gov.uk/documents/s26251/Reference%20from%20scrutiny%20-%20strategic%20approach%20to%20parking%20charges.pdf>
- <https://democracy.merton.gov.uk/documents/s26071/Public%20health%20and%20air%20quality%20-%20a%20review%20of%20parking%20charges%202.pdf>

6. **TIMETABLE**

6.1 The statutory consultation will be carried out shortly after obtaining Cabinet Member approval. 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 the statutory consultation on the proposed parking controls and a plan.

7.0 **FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

7.1 The cost of implementing the proposed measures is estimated to be £13.5k. This includes the publication of the Made Traffic Management Orders, the road markings and the signs.

7.2 The Environment and Regeneration revenue budget for 2019/20 will contain a provisional budget for Parking Management schemes. The cost of this proposal will 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 AND 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 DISORDER IMPLICATIONS

10.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

11.1 The risk of not progressing to statutory consultation on the proposed parking arrangements is that the consultees will not have a further opportunity to air their views and the Council would not be able to progress toward implementation which is supported by majority as demonstrated via the informal consultation. Not to progress the proposed measures will do nothing to address existing parking difficulties and will not assist the residents. It will also do nothing to address the obstructive parking that has been identified.

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.

- 12.2 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.

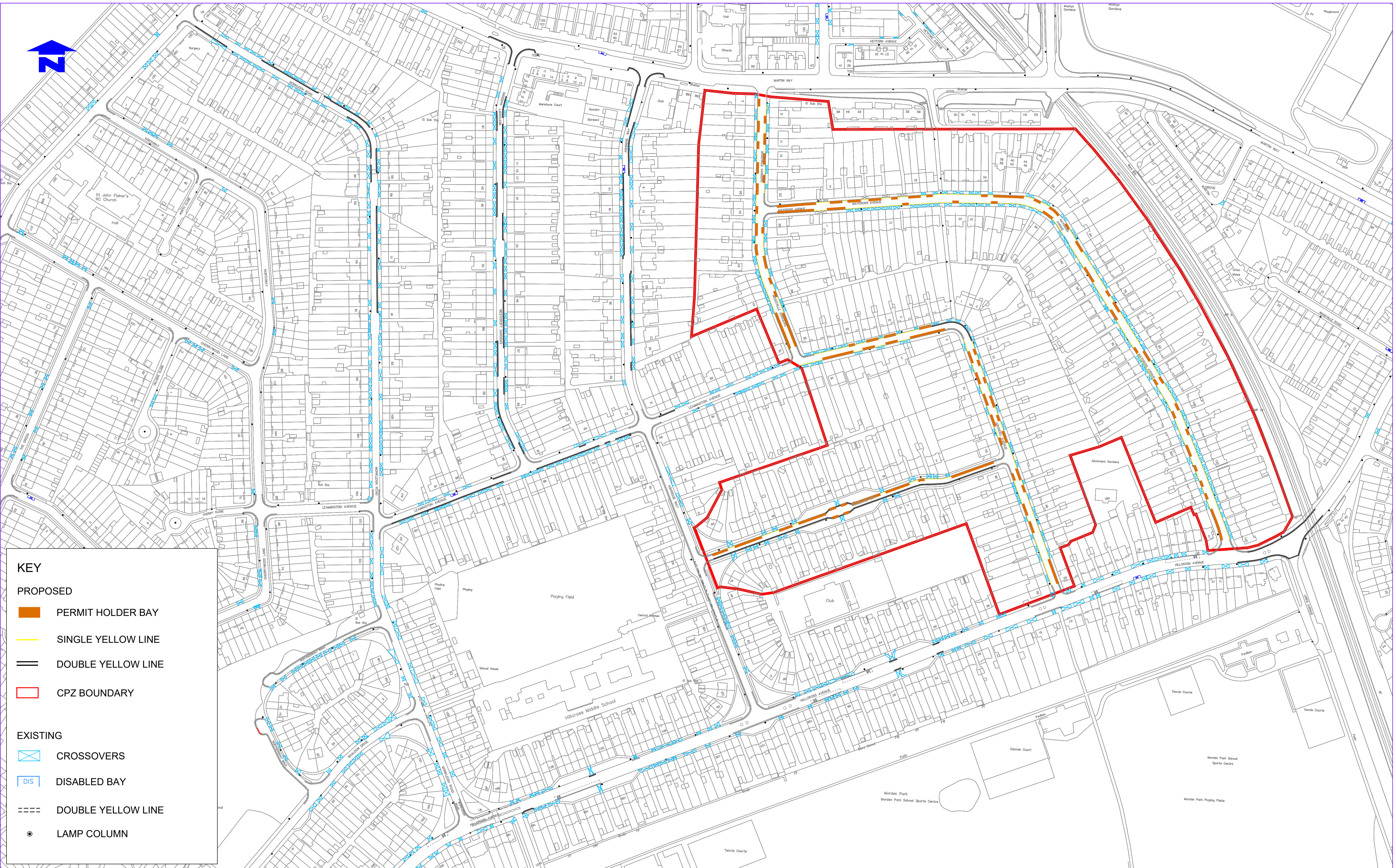
Appendix 1 - Drawing No. Z78-358-01A



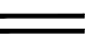





Appendix 2 - Informal consultation document.

Appendix 3 – Representations received and officer’s comments

Appendix 4 – Petition in support of CPZ from Woodland Way

Drawing No.Z78-358-01A: Plan of Proposed Scheme



- KEY**
- PROPOSED**
-  PERMIT HOLDER BAY
 -  SINGLE YELLOW LINE
 -  DOUBLE YELLOW LINE
 -  CPZ BOUNDARY
- EXISTING**
-  CROSSOVERS
 -  DISABLED BAY
 -  DOUBLE YELLOW LINE
 -  LAMP COLUMN

Notes
Do not scale from this drawing

Rev.	Revisions	Drawn	Sig.	Date	Chkd.	Sig.	Date	App.	Sig.	Date



Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

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London Borough of Merton 100019259 >>YEAR<<

Drawn by DRW	Sig. SIG	Date DAT_DRW
Checked by CHK	Sig. SIG	Date DAT_CHK
Approved by APP	Sig. SIG	Date DAT_APP

PROJECT
CANNON HILL (CH)
CONTROLLED PARKING ZONE

TITLE
PROPOSED DESIGN LAYOUT
INCLUDING WAITING RESTRICTIONS



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

Drawing No.
Z78-358-01A

Revision

Classification
CONSULTATION

Scale
NTS

Informal Consultation Document

controlled times.

The proposed operational days include: **Monday to Friday** - This will offer more flexibility to residents and visitors at weekends. However it allows non-residents to park on Saturdays, therefore, reducing available parking for visitors.

Monday to Saturday - Provides maximum 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.

The standard annual parking permit charges apply regardless of the days or hours the zone operates.

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 (**one vote per household or business**) www.merton.gov.uk/cpzch. 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 Barry Copestake, barry.copestake@merton.gov.uk and one will be posted to you. Please let us have any comments or any suggestions you may have by **8 February 2019** and **it is only 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.

It is important to note that the proposed double yellow lines in the area are paramount to ensure safety and access for all road users. 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.

WHAT HAPPENS NEXT

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

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/cpzch. It is paramount that you refer to the frequently asked questionns

CANNON HILL WARD COUNCILLORS

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Cllr Mark Kenny
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Cllr Nick McLean
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Cabinet Member for Regeneration, Transport and Housing.

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

Controlled Parking Zone (CPZ)
Proposed Zone CH - Mossville Gardens area



ISSUE DATE : 18 JANUARY 2019

Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in Mossville Gardens area. This proposal is in response to a petition received from residents of Mossville Gardens 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 area is currently being proposed as a new zone thereby allowing residents to choose the hours of operation. You can view the plans on the website www.merton.gov.uk/cpzch

HOW WILL IT WORK?

All road space in a CPZ is 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 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.

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 nd maintain

access for all road users including pedestrians.

PROPOSAL

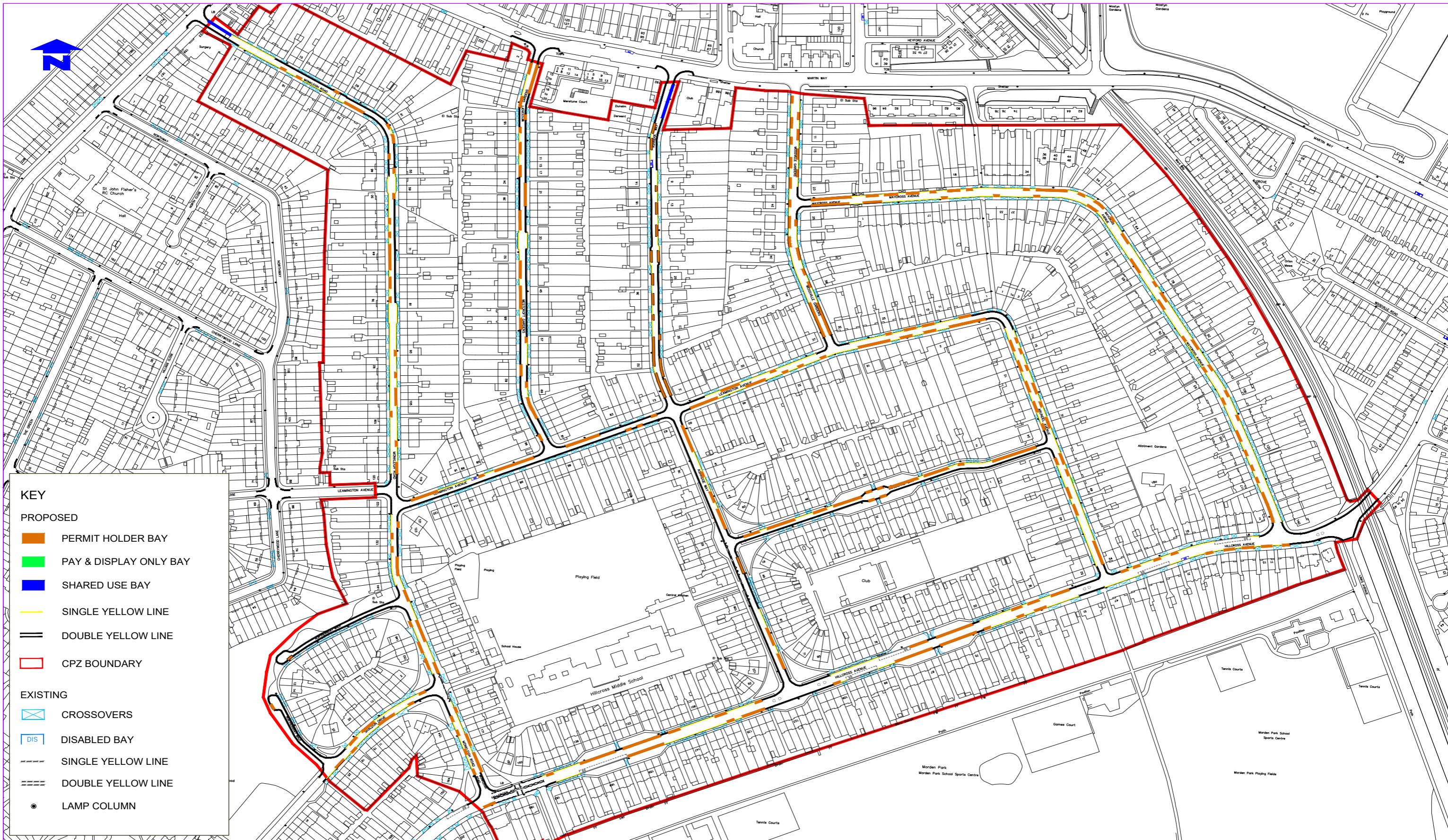
The proposals include a number of provisions which are detailed below

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) - 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 parking outside the restricted time, by non-residents 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 due to this.

4 hours controls (11am - 3pm) - These operating times offer fewer restrictions for residents and their visitors than the "all day" or 6 hours control. 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 or businesses. Residents returning from work later in the afternoon may find less available parking in their road due to this. Motorists unable to park in nearby roads without controls may also take advantage of the available parking outside the



- KEY**
- PROPOSED**
- PERMIT HOLDER BAY
 - PAY & DISPLAY ONLY BAY
 - SHARED USE BAY
 - SINGLE YELLOW LINE
 - DOUBLE YELLOW LINE
 - CPZ BOUNDARY
- EXISTING**
- CROSSOVERS
 - DIS DISABLED BAY
 - SINGLE YELLOW LINE
 - DOUBLE YELLOW LINE
 - LAMP COLUMN

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environment & regeneration

TRAFFIC & HIGHWAYS

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Approved by	Sig.	Date
APP	SIG	DAT_APP

PROJECT
CANNON HILL (CH)
CONTROLLED PARKING ZONE

TITLE
PROPOSED DESIGN LAYOUT

merton

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

Drawing No.	Z78-358-01
Revision	
Classification	CONSULTATION
Scale	NTS



Comments received during informal consultation along with officer's comments

ES/CPZCH/001

Many thanks. We will reply to questionnaire about the proposal but want to make the points below here since the questionnaire allows only limited space for comments.

It looks as though double yellow lines will be a feature down Leamington Avenue whether or not the CPZ is adopted, and I hope people will be able to make representations about where these are actually placed.

We live at XX Leamington Avenue and park in a garage at the rear which is accessed via a narrow, shared driveway. This is also regularly used by three other residents to access their garages. The narrowness of this driveway means it must be approached from the opposite (northern) side of the road. If CPZ went ahead and (as planned) double yellow lines are placed on the south side, limiting all parking to the northern side by the fenced area opposite numbers 92 to 104, it will be very difficult to access these garages, especially when large SUV vehicles or vans are parked there because this will effectively make the road narrower and the angle of entry will be too sharp. Similarly, if there is no CPZ but double yellow lines are placed on the south side, the problem will be the same because people who currently park on the south side will park on the north to avoid the lines; and what is now an occasional problem will become a permanent one.

We would therefore request that the double yellow lines on the corner of Westcroft Gardens are extended along the north side of Leamington Avenue opposite numbers 92 to 104 rather than on the southern side of this stretch of the road. This type of solution may also be preferable to other residents in parts of the proposed CPZ who have crossovers that are on narrow stretches of roads.

Officer's comment

points regarding the placement of the waiting restriction have been taken into consideration and the proposal have been amended for the restriction to be positioned on the northern side of the carriageway opposite the garages' access adjacent to no.98 Leamington Avenue.

ES/CPZCH/002

I have recently filled-in and return the online Control Parking Zone questionnaire. In that questionnaire, I advised you that I had collected 27 names and signatures of residents of Woodland Way, Morden in December 2017.

I and a local businessman (shop owner) decided to draw up a petition with regards to this matter. I completed my petition unfortunately the other gentleman due to business commitments, never manage to complete his. Therefore, I decided not to bother to send it. Now as the CPZ issue has been instigated by Merton Council, I have decided to forward the copy of names and signatures that I collected in Woodland Way alone.

ES/CPZCH/003

Regardless of the outcome of the current consultation the literature states that it will be strongly recommended that the proposed double yellow lines are introduced.

After studying the map it is noted that there are double yellow lines proposed on both sides of the road outside our garage in Leamington Avenue opposite 76 Leamington Avenue. There is no safety issue here and this therefore seems unnecessary and we feel that this should be reconsidered.

ES/CPZCH/004

This is my response I have sent to the Cannon Hill Ward Councillors in response to the 4 page consultation document sent to every resident in the ward. Please take an interest in this project.

Re Controlled Parking Zone Consultation Cannon Hill Ward

I strongly object to this proposed Controlled Parking Zone Consultation Cannon Hill Ward scheme.

This is going to cost my family an extra £1,030.00 a year. £790 per year for three diesel car permits for vehicles needed for work and an additional £240 a month to pay for my eldest daughter and her children to visit twice a week. How dare you tax my family this way.

More importantly you are pandering to the RACISTS who do not like Muslims parking in the surrounding roads for Friday services at the Merton Mosque. I know local residents who will not pay for a permit as they have one car and a driveway but have asked for this scheme because of that reason. "Merton Council helps Racists with new scheme". That will make a good headline!

How dare you not include the high price of parking permits and family visitor permits in your four page document sent to each household. Making people use the internet to find the small text on a FAQ document is outrageous. That information should have been on the front page. You must give people all the facts so they can make a considered well informed response, not hide the more difficult facts, like the cost to each resident, in a FAQ document on a website. This is a serious case of bad judgment; manipulation of the information to try and swing the response in favour of those that would like to push this scheme forward.

This extra tax on top of the recent news you are now going to charge residents to use the dump as too many people are now using it because the new refuse collection system is inadequate is insulting.

Officer's comment

The consultation for the proposed CH CPZ was initiated by a petition from the residents of Mossville Gardens requesting parking controls due to parking congestion in their road. Before the Council considers any possible resident parking schemes, it requires a demonstration of support from the residents for the concept of controlled parking. The consultation included surrounding roads to give those residents an opportunity to voice their opinion and to consider potential parking displacement in the event that a CPZ is implemented.

The implementation, maintenance, enforcement and administrations costs for a CPZ must be paid with the revenue generated through the income generated by parking management – that is to say a CPZ should pay for itself. Any surplus funds generated is legally required to be ring fenced to be invested in transport and fund concessionary travel schemes.

The charges of permits and CPZ frequently asked questions was included in the consultation newsletter distributed to all properties; additionally the same information is available as an electronic version on the scheme webpage on the Council's website.

ES/CPZCH005

I write with desperate frustration about a proposed CPZ being introduced in Arundel Avenue. Parking is not an issue in Arundel Avenue. The only challenge we have is around the Mosque on Friday lunchtime - and we don't need a nanny state to resolve what works with a little give and take across the community. Do the council really have nothing better to worry about in a period of austerity than to find problems that don't exist? I was flabbergasted to look at the number of consultations out there - surely there must be a more imaginative solution out there than introducing a CPZ? - or do the others not create the capacity to self manage?

So, I go onto the website to give my feedback and having started the questionnaire by saying that I am against it I then have to say when I would prefer it to operate. As I do not want it to operate I am now not able to give feedback. How does democracy work here then? I would suggest that LBM send someone on a 'Questionnaires for beginners course' to allow questionnaires to be properly designed without bias towards their motivated outcome. I cannot answer this question as I do not want it - simply set the questionnaire up to skip the question when the previous answer is negative. Please tell me how you are going to deal with me being excluded from this consultation?

And exactly how many residents in Mossville gardens - a 10 minute walk from me - actually complained in the first place? Please could you treat this as a Freedom of Information Request on this subject so I know how many complaints were received that led to the jump to the need for a CPZ? Why isn't Arundel; Avenue simply removed from the process?

I take great pleasure in looking after my front garden. I routinely cut the grass for the neighbours and when working in the front garden have multiple conversations with those in the street. So in comes CPZ - let's all concrete over our front gardens and break down a bit more of our community - at the financial gain of LBM. Has anyone completed an environmental impact assessment on the impact of residents paving over their drives to date - and for more in the coming months both implementation of this hare brained scheme? Driving up temperatures in the capital, increasing the carbon footprint as we produce tons more cement and concrete - and all for no gain. And guess what - there'll soon be no road left to park on, and in the self-motivated world we live in that will work just find for you.

This is a farce - I was not communicated on this matter by the Council. Only by my Ward Councillor - and I only knew of this when I was in the front garden planting up my clematis's for the year - the irony of having a front garden hey?

The map has no road names on it - I cannot read it, so who knows how my 81 year old dad is going to do the same. Whilst we're on it I wonder if I could have a response from a query sent to the council 11 months back on the repair of the concrete surrounding my Dad's front gate - I presume the service standard is in excess of 330 days and counting.

I routinely have use of vehicles for community use - well, there goes that purpose out the window, and another sports team in Merton goes.

Please withdraw this matter and spend your time on something which needs to be looked into - and allow me and others, the opportunity to feedback comments in a balanced way rather than through a questionnaire designed to support the council's motivated case.

Well, I've popped out this morning for you and can confirm that in Mossville:

- On one side of the road 14 out of 16 homes have a drop-down kerb with parking on their property - the house at the end nearest martin way is boarded over for a major refurb, so for the sake of a fair survey I excluded this one.

On the other side of the road, there are 22 houses and all 22 have a drop-down kerb. I could go back and do a little more work if you liked but I would suggest that over half had room to park multiple cars on their drives. You also have a significant area with no homes approaching Leamington free for parking.

So, I make that 94.7% of residents in Mossville Road have off road parking facilities. So what exactly is the community benefit of this scheme? If you were that concerned about the 2 remaining residents without a drop-down kerb you could have used the money spent on this botched 'consultation' and fitted them a drop-down kerb - problem solved. The only issue I see here is selfish residents not wanting other peoples cars parked outside their homes. It would be interesting to know if these residents ever park on roads outside other peoples homes? - now that would just be hypocritical wouldn't it? Maybe we could do a survey to find out?

If you speak to your planning team they'd tell you that car-free developments are being built. We need new homes in the borough and I am highly supportive of this. So why will a significant number of residents in the borough have no parking spaces - but those in Mossville Gardens be provided with 3 or 4? Seems wrong and bowing down to the selfish few.

If you spoke to your team that deals with business rates they'd likely tell you that local business are closing as they cannot afford the business rates. If they have parking spaces around local shops this increases their footfall, use and chance of staying open.

Every way I look this scheme seems to have no benefit. We have a public facility that residents have no legal right to have being hived off for their individual use. What's next? Dividing up each park into meter squares so we can all have our piece of the action?

You need to stop this scheme. A scheme to which I have no lawful opportunity to respond through a fair process.

Officer's comment

A consultation newsletter was distributed to all properties within the consultation boundary. On the web page communicated one can view and download an electronic version of the newsletter; also the plan can be zoomed to a much larger scale where fine detail can be viewed; all street names are included as per standard ordinance survey mapping that used. On the communicated web page there are instructions and a web link to access the questionnaire survey.

Within the questionnaire at the top of the page of questions 9 and 10, it is stated "Please give us your preference for this question even if you are not in favour of any controls –this is so that we can establish the preferred operating schedule in the event that there is support for controls to be introduced." As such it is possible the scheme could proceed with a majority in favour and residents who oppose are further given an opportunity to state their preference in this event. Answering these questions does not detract from the resident's recorded opposed position in the previous questions.

The proposed scheme is in response to a residents' petition from Mossville Gardens, which includes 19 signatories, requesting parking controls. The boundary of the proposed CPZ scheme has been agreed in discussions with officers and Ward Councillors where potential support for parking controls has been identified but also to give those residents in the roads adjacent to where support has been demonstrated an opportunity to voice their concerns. Whether the CPZ scheme is introduced or not and what the operational period of the scheme will be purely depends on the feedback from the community.

The negative response is still recorded whether you continue to answer until the end. There is no mechanism that stops one answering with a 'no' response. As previously confirmed, whether the CPZ scheme is introduced or not, the operational period of the scheme will be purely depends on the feedback from the community.

The details of the dropped kerbs of Mossville Gardens and the surrounding roads has previously been surveyed and the number and placement of dropped kerbs is reflected in the plan of the proposed scheme which was included in the newsletter distributed to all properties in the consultation area and also available on the web page www.merton.gov.uk/cpzch

During the consultation over 393 respondents have taken the opportunity to submit their views to the council regarding the proposed parking scheme, whether in support or opposed.

The request to stop the scheme has been noted along with all other comments, however whether the CPZ scheme is introduced or not, the operational period of the scheme will be is subject to the feedback from all residents / businesses within the community.

ES/CPZCH006

We are fully supportive of the proposed CPZ, as our road in particular becomes very congested during the day. I have responded to the questionnaire but wanted to write to you directly as there is a specific point which affects the area immediately outside our house.

Our neighbours have a disabled space outside their house, which is needed as the gentleman next door is disabled. There is a small space between the disabled bay and the entrance to our shared drive with number **, which is frequently parked in by visiting cars. If the area is parked in by a small car, its generally not a problem, however, if a larger car (Ford Focus or larger) parks there, then it often encroaches into the turning space we need to get into our driveway.

We have a large car and this makes entry into the drive way challenging, where a car is parked in this space. Indeed, I have actually hit a car when reversing out of our drive, because a car was parked in that area, obscuring my view. From the plan, at present, this area is only suggested to be single yellow line, whereas I note that the most of the rest of Ashridge Way is marked for permit parking or double yellow lines.

I would like to request that, because of the small space between the disable bay and the crossover,

that this small area also be double yellow, not single yellow lined. To be clear, on the plan, this is the space directly to the NORTH of the disabled parking bay at the top of Ashridge way, between the disabled bay and the crossover immediately to the North.

Whilst writing, it also seems a little strange that, on the current plan, crossovers in general seem to only be marked with a single yellow line. To my mind, that gives a conflicting impression that it might be possible to park in those areas, outside controlled hours.

ES/CPZCH007

I have looked at the proposed CPZ and feel victimised because my road Northernhay Walk is included and the Only road with crossovers that is going to have Double Yellow lines both sides of the road, yet Mossville is allowed not to have double yellow lines? Why not make more pay and display in Mossville? My road has no problem with commuters, so why is it included pass Monkleigh Rd in the scheme? I disagree with this proposal as it will make it difficult for Carers and District Nurses to visit my house!

ES/CPZCH008

We live on the short stretch of road between Leamington Avenue and Northernhay Walk and we don't normally have a problem with parking. On our side of the road, our property and one other, have the only remaining parking spaces available as all other properties have dropped kerbs My husband is disabled and has a Blue Badge. He is picked up and dropped off for various trips to hospitals and doctors appointments which is why we need the space outside our house to be available. The only congestion is during the school run for Hillcross School which lasts for about half an hour in the morning and afternoon in term-time.

As the collection and delivery of the school children is for such a short time there would be no benefit in having meters installed or Parking Permits issued. If our part of Monkleigh Road becomes a Controlled Zone then we would need a Disabled Parking Bay.

Petition in support of CPZ from Woodland Way

