

**Committee:** Cabinet Member Report

**Date:** 23<sup>rd</sup> April 2024

**Agenda item: N/A Wards:**  
**Ravensbury**

**Subject:** Proposed RB CPZ – Morden Road – Informal consultation.

**Lead officer:** Dan Jones, Executive Director Environment, Civic Pride and Climate department.

**Lead member:** Councillor Stephen Alambritis, Cabinet Member for Transport.

**Forward Plan reference number:** N/A

Contact Officer: Paul Atie, Tel: 020 8545 3337 [Email: paul.atie@merton.gov.uk](mailto:paul.atie@merton.gov.uk)

**Recommendations:**

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

- A) Notes the results of the informal consultation carried out between 22 January and 24 February 2024 on the proposals to introduce Controlled Parking Zone (CPZ) RB to include Deer Park Gardens, Heatherdene Close, Morden Garden and Morden Road between London Road and Deer Park Gardens.
- B) Agrees to abandon the CPZ element of the proposals of RB CPZ as shown in Drawing No. Z78-377-01 attached in Appendix 2.
- 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. Z78-377-01 attached in Appendix 1.
- D) Agrees to carry out a statutory to introduce restricted free parking spaces in Morden Road, between London Road and Deer Park Gardens operating Monday to Friday between 8am to 6pm, with Max stay 1 hour with no return within 2 hours as shown in Drawing No. Z78-377-02 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 results of the informal consultation carried on the Council's proposals to introduce a CPZ RB to include Deer Park Gardens, Heatherdene Close, Morden Garden and Morden Road between London Road and Dear Park Gardens

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 centers and residential areas.
- Encourage the use of more sustainable modes of transport.

2. In February 2022 some residents of Morden Road petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ). 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) RB to include Deer Park Gardens, Heatherdene Close, Morden Garden and Morden Road between London Road and Deer Park Gardens, commenced on the 22 January and concluded on 24 February 2024. 339 premises were consulted via documents containing a newsletter explaining the proposals and an associated plan showing the proposed parking layout. Residents were directed to the Council's website to complete an online questionnaire. A copy of the consultation document is attached as Appendix 2. The consultation document was posted to all the properties 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 visitors.
- Residents and pay by phone shared use bays.
- Regulated free parking bays.

3.3 The consultation resulted in 53 online responses. After removing duplicate/multiple returns, the overall response rate is 16%. See table 1 below.

*Table 1 – summary of results to question*

Road Name	No. of Properties	No. of Responses	Response rate %
Deer Park Gardens	120	18	15%
Heatherdene close	57	9	16%
Morden Gardens	41	16	39%
Morden Rd	121	10	8%
total	339	53	16%

3.4 In response to the question *Do you support a CPZ in your road*, as shown in table 2 below, of the 53 who responded, 28% support a CPZ, compared to 64% who do not and 8% who are unsure/no reply.

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

ROAD	DO YOU SUPPORT A CPZ						
	No. of Responses	YES	NO	Unsure/ no reply	% YES	% NO	%Unsure or no reply
Deer Park Gardens	18	7	9	2	39%	50%	11%
Heatherdene close	9	4	4	1	44%	44%	11%
Morden Gardens	16	2	14	0	12%	88%	0%
Morden Rd	10	2	7	1	20%	70%	10%
Total	53	15	34	4	28%	64%	8%

3.5 In response to the question *Would you be in favour of a CPZ in your Road if the neighbouring road(s) or part of your road were included in a CPZ*, as shown in table 3 below, of the 53 who responded, 28% support a CPZ, compared to 64% who do not and 8% who are unsure/no reply.

*Table 3 – summary of results to question: Would you be in favour of a CPZ in your Road if the neighbouring road(s) or part of your road were included in a CPZ?*

ROAD	Would you want support parking controls if neighbouring roads did?						
	No. of Responses	YES	NO	Unsure or No reply	% YES	% NO	% Unsure or No reply
Deer Park Gardens	18	7	9	2	39%	50%	11%
Heatherdene close	9	4	4	1	44%	44%	11%
Morden Gardens	16	2	14	0	12%	88%	0%
Morden Rd	10	2	7	1	20%	70%	10%
Total	53	15	34	4	28%	64%	8%

3.6 Residents were also asked which days of operation they would prefer should the CPZ be introduced in their road. As shown in table 4 below, of the 53 who responded, 75% prefer Mon - Friday, 8% prefer Monday – Saturday, 13% prefer Monday to Sunday and 4% who are unsure/no reply.

*Table 4 – summary of results to question: Preferred days of operation*

ROAD	Preferred days of operation								
	No. of Responses	MON-FRI	MON-SAT	Mon-Sun	Unsure	% MON - FRI	%MON - SAT	%Mon - Sun	% Unsure
Deer Park Gardens	18	14	0	4	0	78%	0%	22%	0%
Heatherdene close	9	6	2	1	0	67%	22%	11%	0%
Morden Gardens	16	15	1	0	0	94%	6%	0%	0%
1Morden Rd	10	5	1	2	2	50%	10%	20%	20%
	53	40	4	7	2	75%	8%	13%	4%

3.7 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 of the 53 who responded 28 of respondents prefer 8.30am to 6.30pm, while 62% prefer 11am to 3pm and 8% prefer 10am to 4pm and 4% who are unsure/no reply.

*Table 5 summary of results to question: Preferred hours of operation*

ROAD	Preferred hours of operation								
	No. of Responses	8.30am-6.30pm	10am – 4pm	11am – 3pm	Unsure /no reply	% 8.30am 6.30pm	% 10am– 4pm	% 11am - 3pm	%Unsure/ No reply
Deer Park Gardens	18	8	0	10	0	44%	0%	56%	0%
6 Heatherdene close	9	5	1	2	1	56%	11%	22%	11%
Morden Gardens	16	1	2	13	0	6%	13%	81%	0%
10 Morden Rd	10	1	0	8	1	10%	0%	80%	10%
Total	53	15	3	33	2	28%	6%	62%	4%

### **3.8 Morden Road**

The Council received complaints from residents via the local MP and local Ward Councillors raising concerns regarding kerbside space along Morden Road being taken up by commercial vehicles and other vehicles causing anti-social behaviour in the road. It is alleged that the vans and other vehicles are parking indiscriminately all day.

A meeting was organised by the residents and businesses along Morden Road to discuss the issues. In attendance was the MP, Local Ward Councillors and an officer. It was agreed that the most effective way to remove long term commuters and prioritise parking for residents, businesses and their visitors would be to introduce a Controlled Parking Zone (CPZ) subject to the Council receiving a petition is required from residents and businesses of the area in order to progress a CPZ consultation.

In February 2022 some residents and businesses of Morden Road petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ). The petition was submitted to the Council via one of the local Ward Councillors. This instigated the start of the consultation process. As can be seen from table 1 (s 3.3) the results show that the majority of those who responded to consultation do not support a CPZ in their roads. It is, therefore, recommended to carry out a statutory consultation to introduce restricted parking bays along Morden Road between London Road and Deer Park Gardens operating Monday to Friday between 8am and 6pm for a maximum stay of 1 hours with no return within 2 hours as shown in Drawing No. Z78-377-02 attached in Appendix 1.

### **3.9 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. The local Ward Councilors' agree that without clear support for the CPZ, the CPZ elements of the scheme should be abandoned.

## **4. RECOMENDATION**

- 4.1 Based on the results of the informal consultation and comments received, it is recommended that the CPZ elements of the proposed RP CPZ Morden Road be abandoned.
- 4.2 To ensure safety and access are maintained at all times, it is recommended to carry out a statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'At any time' waiting restrictions within the consultation catchment area.
- 4.3 To remove all day commuter parking, it is recommended to carry out statutory consultation to introduce restricted free parking spaces in Morden Road, between London Road and Deer Park Gardens to operate Monday to Friday between 8am and 6pm, Max stay 1 hour with no return within 2 hours.

## **5 ALTERNATIVE OPTIONS**

- 5.1 Introduce the proposed RB CPZ. This would be against the wishes express by majority of residents who responded to the consultation. This would also be against the Council's practice of only introducing a CPZ in those roads that support a CPZ.
- 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 July/August 2024. 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 £8k. estimated cost of consultation.
- 7.2 The Environment, Civic Pride and Climate department revenue budget for 2024/2025 currently contains a provisional budget for Parking Management schemes. The consultation cost 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 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.

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**

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

Appendix 1 Drawing No. Z78-377-01

Appendix 2 – Amended plan.

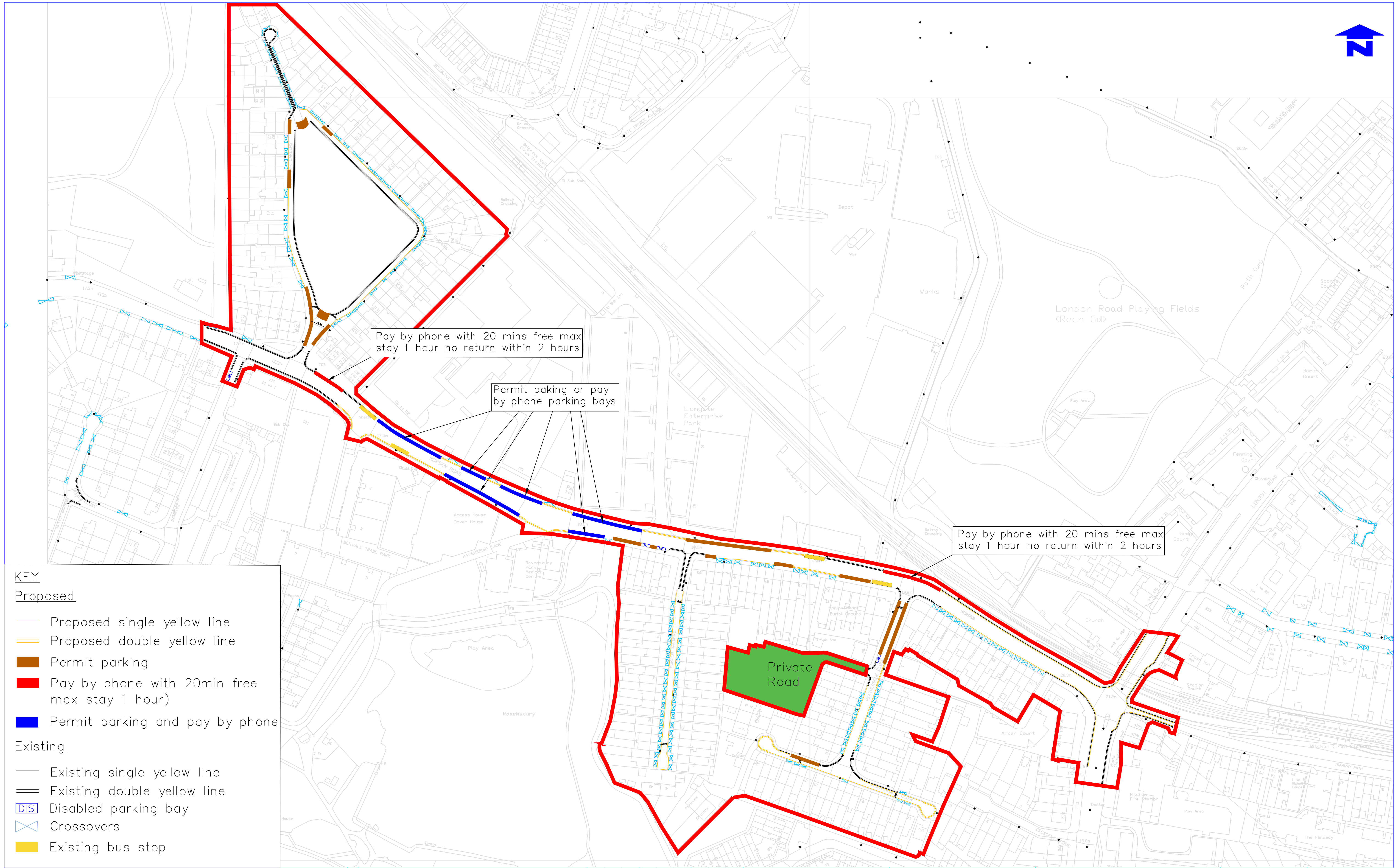
Appendix 3 informal Consultation document

## **14 BACKGROUND PAPERS**

None.







**KEY**

**Proposed**

- Proposed single yellow line
- = Proposed double yellow line
- Permit parking
- Pay by phone with 20min free max stay 1 hour)
- Permit parking and pay by phone

**Existing**

- Existing single yellow line
- = Existing double yellow line
- DIS Disabled parking bay
- X Crossovers
- Existing bus stop

**Notes**  
Do not scale from this drawing

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

<b>ENVIRONMENT CIVIC PRIDE &amp; CLIMATE DEPARTMENT</b>		
<b>TRAFFIC &amp; HIGHWAYS</b>		
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	Checked by <b>PA</b>	Date <b>11.08.23</b>
	Approved by <b>PA</b>	Date <b>11.08.23</b>

<b>PROJECT</b>	controlled parking zones (CPZ)
<b>TITLE</b>	Morden Road Area

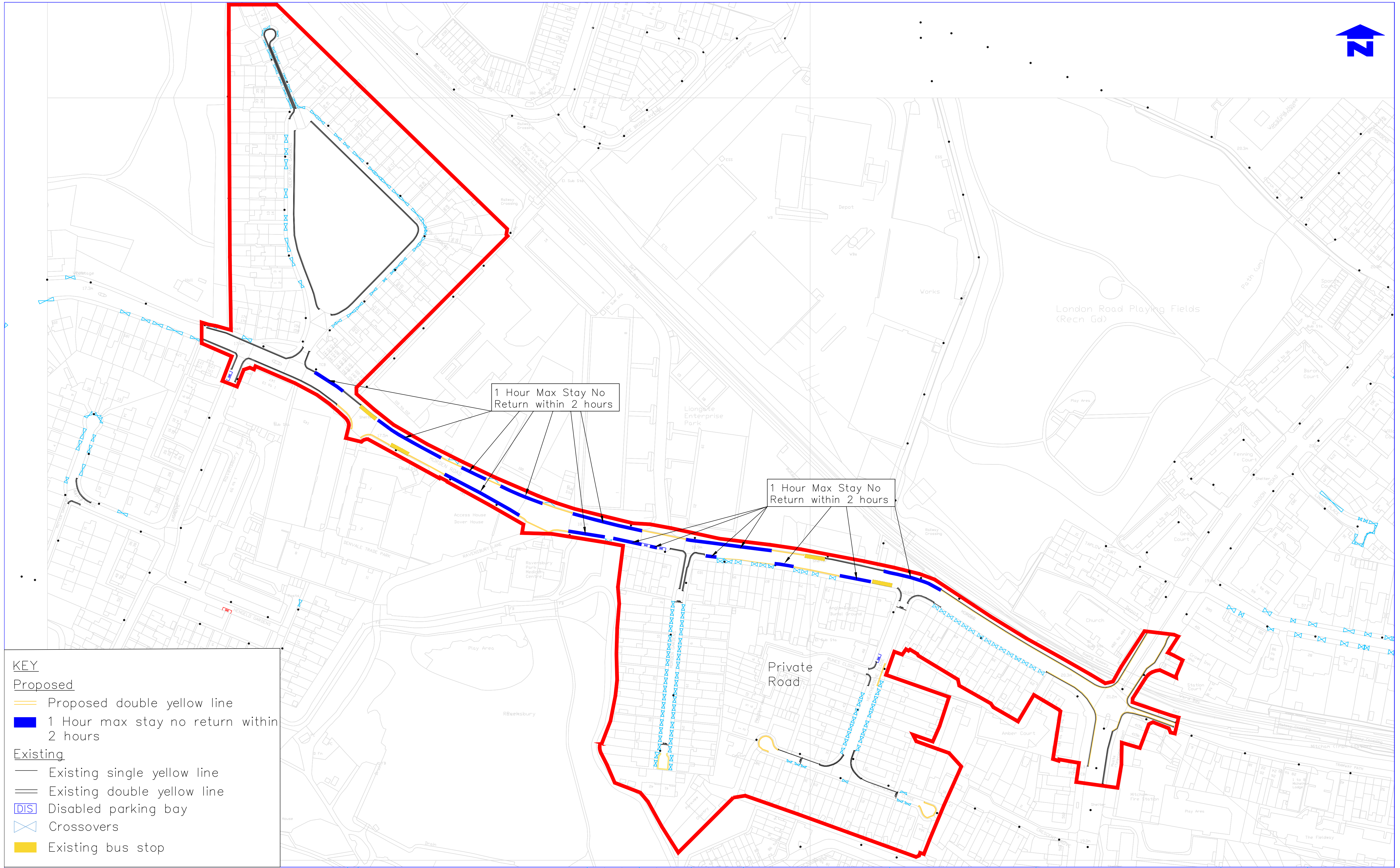


Drawing No	Z78-377-01
Revision	
Classification	DRAFT
Scale	N.T.S









**KEY**

**Proposed**

- Proposed double yellow line
- 1 Hour max stay no return within 2 hours

**Existing**

- Existing single yellow line
- Existing double yellow line
- Disabled parking bay
- Crossovers
- Existing bus stop

**Notes**  
Do not scale from this drawing

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

**ENVIRONMENT  
CIVIC PRIDE & CLIMATE  
DEPARTMENT**

**TRAFFIC & HIGHWAYS**

Drawn by	SC	Sig.	Date
Checked by	PA	Sig.	Date
Approved by	PA	Sig.	Date

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PROJECT	controlled parking zones (CPZ)
TITLE	Morden Road Area



Drawing No	Z78-377-01
Revision	
Classification	DRAFT
Scale	N.T.S





# Proposed Controlled Parking Zone (CPZ) RM CPZ – Morden Road Area



Informal consultation  
Issued 22 January 2024

Cllr Stephen Alambritis MBE  
Cabinet Member for Transport



Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in Morden Road area. This proposal is in response to a petition received from some residents who are experiencing parking difficulties in their road. To address residents' parking and access concerns, the Council is undertaking an informal consultation to determine level of support and seek your views on proposals to introduce a control parking zone in your road (see enclosed plan for the proposals).

## 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 (operational during the CPZ days and hours of operation or "At Any time") where the kerb is lowered, i.e. at crossovers for driveways. As part of this scheme, all illegal and obstructive parking on the public highway will be addressed regardless of the outcome of the CPZ consultation.

## PROPOSAL

The proposals include a number of parking provisions such as Permit Holder only bays; share use bays (Permit holders and pay by phone) and Pay by phone bays which will allow half hour free.

Since this is a new zone, you can choose the days and hours of operation from the following options.

### Operational Hours

**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 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 commuter parking outside the restricted times 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. 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

**Monday to Friday** - This will offer more flexibility to residents and visitors at weekends. However, it allows 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 essential 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, please view the plan on the website.

[www.merton.gov.uk/cpzrb](http://www.merton.gov.uk/cpzrb)

## 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/cpzrb](http://www.merton.gov.uk/cpzrb)

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](mailto:paul.atie@merton.gov.uk) and one will be posted to you. Please let us have any comments or suggestions you may have by **24 February 2024. 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 Transport. Once a decision is made you will be informed accordingly.

## Costs of Permits

Permit tariffs vary depending on several factors including period of operation. This means that the permit price for your zone (should it go ahead) would depend on the days and hours of operation and can only be confirmed after the outcome of the informal consultation is realised and on commencement of a statutory consultation.

Further information on how CPZs work & details of permits including examples that can be used as a reference point can be found in our Frequently Asked Questions (FAQ's) at [www.merton.gov.uk/cpzrb](http://www.merton.gov.uk/cpzrb)

**RAVENSBURY WARD COUNCILLORS** (contact details of Ward Councillors are provided for information purposes only)

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Cllr Peter McCabe Email: [peter.mccabe@merton.gov.uk](mailto:peter.mccabe@merton.gov.uk)

## Cabinet Member for Transport

Cllr Stephen Alambritis [stephen.alambritis@merton.gov.uk](mailto:stephen.alambritis@merton.gov.uk)