

# Committee: Cabinet Member Report

**Date:** 27<sup>th</sup> November 2015

**Agenda item:**

**Wards:** Village

**Subject:** Proposed VSW CPZ (Chester Road Area, Wimbledon Village – formal consultation

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

**Lead member:** Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration

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

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## Recommendations:

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

- A) Notes the result of the statutory consultation carried out between 23 June and 15 July 2015 on the proposals to extend the existing Controlled Parking Zone (CPZ) VSW to include Chester Road, Sycamore Road and Beech Close operational Monday to Friday between 8.30am and 6.30pm.
- B) Notes the results of the hours of operation carried out between 2 and 13 November 2015 as detailed in section 4.8 of this report.
- C) Notes and considers the representations including objections received in respect of the proposals. These are detailed in **Appendix 2**.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of a proposed 'CPZ' VSW to include Chester Road, Sycamore Road and Beech Close, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-224-02 in **Appendix 1**.
- E) Agrees to the making of an Exemption Order to allow partial footway parking (two wheels on the footway in Chester Road and Sycamore Road
- F) 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 statutory consultation carried on the Councils' proposals to introduce 'CPZ' VSW to include Chester Road, Sycamore Road and Beech Close operational Monday to Friday between 8.30am and 6.30pm.

1.2 It seeks approval to proceed with the making of the relevant Traffic Management

Orders (TMOs) for the proposed VSW CPZ to include Chester Road, Sycamore Road and Beech Close operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-224-02 in **Appendix 1**

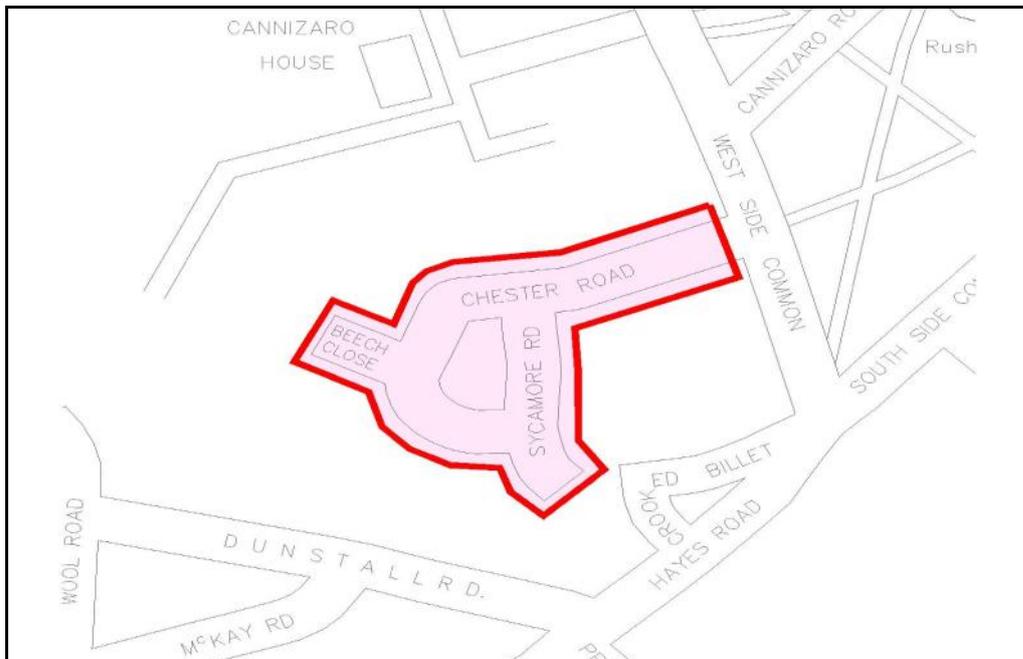
## 2. DETAILS

- 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 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 yellow lines at junctions will remain unchanged.
- 2.4 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.
- 2.5 The CPZ design comprises mainly of permit holder bays to be used by residents, their visitors or business permit holders and a limited number of pay and display shared use bays, which are mainly located near businesses. 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.

### **3. BACKGROUND- INFORMAL CONSULTATION**

- 3.1 The Council received a petitions submitted by residents from Chester Road area requesting a CPZ in their roads. A public meeting was held on 24 November 2014 by the Residents Association for this area, which officers attended.
- 3.2 The informal consultation on proposals to introduce parking controls in Chester Road area commenced on 20 February 2015 and ended on 13 March 2015. 110 premises were consulted via documents containing a newsletter explaining the proposals; an associated plan showing the proposed parking layout; a pre-paid questionnaire reply card and a sheet of frequently asked questions. The consultation document was posted to all households and businesses within the catchment area. An exhibition was held on 28 February 2015 at Cannizaro House Hotel allowing residents to discuss the proposed measures with officers. It was attended by 12 local residents. Notification of the proposals along with an online questionnaire (e-form) was also posted on the Council's website showing the parking controls within the zone including the following:
  - 3.3 The consultation resulted in a total of 72 questionnaires returned (after removing duplicates/multiple returns from households), representing a response rate of 65.5%. 72 responses were received. Of the 72 who responded, 76.4% support a CPZ in their road, compared to 18% who do not and 5.6% who are unsure. Residents were also asked which days of operation they would prefer should the CPZ be introduced in their road. Results show that 76.4% of respondents Mon – Fri, 11.1% who supported Mon - Sat and 2.8% preferred Mon –Sun. Residents were also asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 44.4% of respondents preferred 8.30am – 6.30pm, while 41.7% preferred 11am – 3pm and 2.7% preferred 10am – 4pm.
  - 3.4 The results of the informal consultation were reported to the Cabinet Member on 25 May 2015, after which the Cabinet Member approved the undertaking of the statutory consultation.



#### 4. Statutory Consultation

- 4.1 The statutory consultation on the Council's intention to introduce the proposed parking controls in Chester Road, Sycamore Road and Beech Close into the proposed VSW CPZ commenced on 23 June and ended on 15 July 2015. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, attached as [Appendix 4](#), was also circulated to all those properties included within the consultation area.
- 4.2 The newsletter detailed the following information:
- The outcome of the informal consultation
  - Cabinet Member decision
  - The undertaking of the statutory consultation
  - A plan detailing the following:
    - Hours of operation of the zone (Monday to Friday, between 8.30am and 6.30pm)
    - Double yellow lines operating "At any time" without loading restrictions
    - Single yellow lines (mainly between parking bays and across dropped kerbs)
    - The various parking bays
    - Zone boundary
- 4.2 The statutory consultation resulted in a total of 36 representations; 26 of which are in support of the proposal and 10 against (9 of which are from Beech Close). There was also a petition containing 34 signatures requesting the proposed hours of operation of the zone to be reduced from 8.30am to 6.30pm to 11am to 3pm. There was also a petition from residents of Beech Close requesting the road to be removed from the CPZ. These representations are detailed in [Appendix 2](#). A representation was also received by the Metropolitan Police with no comment or observation.

- 4.3 A resident of the Chester Road area did a letter drop to all households within the consultation catchment area. Of the 105 properties 34 signed the letters which were returned to the Council in form of a petition.
- 4.4 The outcome of the informal consultation summarised in section 3.3 of this report resulted in 44.4% of respondents opting for 8.30am – 6.30pm, while 41.7% opted for 11am – 3pm and 2.7% chose 10am – 4pm. The petitioner argued that 8.30am to 6.30pm is excessive and not necessary. Although the petition is noted, it is normal practice to adopt the feedback received from residents who had made a choice without any coercion that is sometimes involved during the petition process. Additionally given that other residents (71 in total) did not object to the proposed hours of operation, it is recommended that the proposed hours of operation that has been consulted on to remain unchanged. Other objections include some residents wishing to park across their dropped kerbs during the hours of operation. They also feel that the double yellow lines are unnecessary. Representations and officers comments' are detailed in Appendix 2 of this report.
- 4.5 The petitioners do not support the scheme layout, particularly the single yellow lines across crossovers and other double yellow line within the scheme. The layout of the scheme was designed to ensure access and safety; maximise available space and use. Some requests received from local residents have been accommodated where possible. Full representations and officers comments' are detailed in Appendix 2 of this report.

#### Beech Close

- 4.6 During the consultation, the Council received the following correspondence:

*This letter is from all the residents of Beech Close who would like to make the following representations against the proposed Controlled Parking Zone (CPZ) VSW - Chester Road Area Reference P0044-15. Amidst the discussion about Chester and Sycamore roads, which are quite different from Beech Close, our voice and our needs have not been heard and we are all unanimously against the proposals for any change to Beech Close as it will totally remove our ability to park on our road or over our driveways. We have set out our reasons in the signed and attached 2 page letter. In addition, two photo's are included to show how a huge truck can access the narrowest part of the road with room to spare on both sides while a car is parked over its driveway and the other shows how easily a van can park on the Close at it's widest part with plenty of passing space while further up the Close, 2 out of a possible 4 cars are parked off the road. We are a close community in frequent communication with each other and we have all discussed this matter and are very alarmed at the proposals for our Close. Thank you for listening. We look forward to your response and please contact us if you wish to discuss any particular item with us. The letter is attached in appendix 2*

#### Officers Comment

- 4.7 The minimum running width required by a fire engine to access residential road is between 3 and 3.5 metres. With cars parked fully on the carriageway, on one side of the road, the average available road width for access is reduced to 2.5 metres and even less in some sections of the road. Also the footway is too narrow to allow footway parking. When considering road safety, S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council "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" when exercising any of its functions under the 1984 Act. Road safety is therefore a matter that the Council should have proper regard to when considering whether to make an Order under S.6 of the 1984 Act.

The photo provided by the resident (as attached in appendix 2) referred to in the above letter shows a vehicle parked with majority of the car blocking the footway and the articulated lorry trying to squeeze through between the car on one side and a tree on the other. The council will be failing in its duty if this type of situation is permitted to continue.

The area outside the electric sub-station has vehicles parked fully blocking the footway and pedestrians are forced to walk on the road. This section of Beech Close (both the carriageway and the footway) is not wide enough to allow partial footway parking or parking on the carriage way. Any vehicle parked in this location will cause an obstruction and this manner of parking cannot be permitted to continue. It is considered that there are reasonable number of parking bays proposed in Chester Road close to its junction with Beech Close that can accommodate residents and their visitors. Residents could load and unloading their vehicles on a yellow line restrictions for up to 20 minutes, however, the activity has to be observed.

4.8 During the informal consultation the hours of operation was identified as 8.30am to 6.30pm, upon which the statutory consultation was based on. During the statutory consultation, however, a petition was submitted by some residents of these roads demonstrating that some residents have changed their minds with regards to their preferred hours of operation and now they wish for the hours to be changed to 11am to 3pm. To ensure that the true preferred option is determined the Council carried out a second informal consultation which was carried out between 2<sup>nd</sup> and 13 November 2015. 106 premises were consulted via a letter (attached as Appendix 4) explaining the reason for further informal consultation and residents were advised to vote online. 79 households responded representing a response rate of 74.5%. Of the 79 who responded, 62% support 8.30am to 6.30pm, compared to 38% who support 11am to 3pm. The results are set out in the table below. The outcome is in line with the previous informal consultation. It is, therefore, recommended that VSW CPZ should operate Monday to Friday between 8.30am and 6.30pm.

Road Name	Nos of households	Returns	8.30am - 6.30pm	11am - 3pm	% 8.30am-6.30pm	% 11am-3pm
Beech Grove	9	5	0	5	0	100%
6 Chester Road	30	25	18	7	72%	28%
9 Sycamore Road	65	47	30	17	63.85	36.20%
Westside Common	2	2	1	1	50%	50%
<b>Total</b>	<b>106</b>	<b>79</b>	<b>49</b>	<b>30</b>	<b>62%</b>	<b>38%</b>

#### 4.9 Ward Councillor Comments

The local Ward Councillors have been fully engaged during the consultation process. Although the Ward Members have been advised of the outcome of the consultation and officer's recommendations, at the time of writing this report, no comments have been received against the proposed measures.

### 5. PROPOSED MEASURES

5.1 Based on the statutory consultation responses and further informal consultation, it is recommended that the Traffic Management Orders TMOs be made to implement VSW CPZ to include Chester Road, Sycamore Road and Beech Close, hours of operation Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-224-02 in [Appendix 1](#).

5.2 In accordance with the Greater London Council (General Powers) Act 1974, parking on any part of a footway is illegal; although there are occasions where provided there is sufficient footway width (minimum 1.5m) parking on footway can be permitted via an Exemption Order. This exemption, however, does not apply where the footway comprises of a grass verge. Chester Road and Sycamore Road have sufficient footway width to allow partial footway parking (two wheels on the footway). It is recommended that the footway parking exemption be approved to maximise parking for residents and also to create sufficient access for all road users including the emergency services.

5.3 The pay and display shared use bays in Chester Road will operate a maximum stay of 2 hours and no return within 1 hour.

5.4 The CPZ design comprises of mainly permit holder bays to be used by residents, businesses and their visitors with some 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.

#### 5.5 Hours of operation

The majority of respondents favoured VSW CPZ to operate Monday to Friday between the hours of 8.30am and 6.30pm.

#### 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 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.

#### 5.8 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.

#### 5.8 Pay and display tickets

It is recommended that the charge for parking within the pay and display shared use/permit holder bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation. The cost will be £1.20 per hour.

### 5. **TIMETABLE**

- 5.1 If a decision is made to proceed with the implementation of the proposed CPZ, Traffic Management Orders will be made and implemented soon after. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. A newsletter will be distributed to all the premises within the consulted area informing them of the decision.

### 6. **ALTERNATIVE OPTIONS**

- 6.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation. It will not address the obstructive parking and access difficulties.

### 7 **FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 7.1 The cost of implementing the proposed measures is estimated at £25k. 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 2015/16 currently contains a provisional budget of £265k 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.



Drawing	Appendix 2
<b>Representation - Support</b>	
<b>Chester Road</b>	
P0044-03	Our family are the residents of Chester Road area (at the address below) and fully support the establishment of CPZ there.
P0044-04	Please note it on your records that we are in full support of the proposed Controlled Parking Scheme in Chester Road. We note however that our preference would be for shorter hours on the controls (e.g. 11am-3pm) but we would rather have a controlled zone that not have a controlled zone, irrespective of the hours.
P0044-05	I support CPZ operation in Sycamore Rd from 8:30 to 18:30 Mon to Friday.
P0044-08	I am in favour of the proposed control hours on Chester and Sycamore Road SW19
P0044-16	We agree with the statutory consultation of the proposed VSW CPZ with regards to the operation Monday to Friday 8.30a.m. and 6.30pm. We strongly object to the footway parking in Chester Road and Sycamore Road to maximise the number of parking spaces. Our main objections are , ; 1. Cars will continue to drive along the footway and our property entrance to park on the footway. 2. This does not leave enough room for pedestrians and mobility scooters to pass. 3. Lorries constantly have to back around the corners as they can not pass through because of the cars on the footway. 4. Why do some residencies , on the proposed street map, have single yellow lines outside their property and some double. 5. We need traffic enforcing officers on duty now to restrict the bad parking practice and issue fines.
<b>P0044-17</b>	We are very much in favour of the CPZ in Chester Road
P0044-19	I fully support for the CPZ on Chester and Sycamore Road in Wimbledon and look forward to being able to park in front of my own flat.
P0044-20	I am writing to confirm that I am perfectly happy with the above proposed CPZ in every detail.
P0044-22	Please be advised that we are very much in favour of the proposed parking scheme Ref: P0044 - 15. We live in Chester Road and have first hand experience of the current disruption and parking over our driveway by others.
P0044-25	I am in support of residents parking for this road as the road is now just being used as a car park , people often parking on corners and in a way that would make it very difficult for emergency vehicles to get down the road making it unsafe for residents. I have no objection to the proposed hours of 8.30 to 6.30 but also feel 10.00am to 16.00 pm would be enough to stop the problem Monday to Saturday.
P0044-26 and P0044-24	I am in favour of the above scheme, however, please can you ensure that there is a yellow line one car length away from the end of the dropped kerb outside the gate of 25 Chester Road. If you put a parking bay up to the edge of the dropped kerb - as you currently show on the proposed drawing - it causes a danger to exit the driveway. This is because it is on a bend (to the left side of the gate as one stands facing the gate) and it is impossible to see clearly out into the incoming traffic if there is a car parked on that bend ie close to the edge of 25 Chester road's driveway. Cars seem to drive very fast around that bend so it is very important to be able to see them coming clearly as one reverses out of the drive. A parked car, taking into account the width of the car & height at the rear and the angle of the bend, completely obscures the sightline. Cars need to be parked at least one car length away to be safe. Please confirm you have recorded this change. Further to our objection of 29th June. We would like to add that we would like to request a double yellow line outside our property as this would benefit to our overall visibility and safety on entering and leaving our property. This will be invaluable if the footway parking is not banned.
<b>Sycamore Road</b>	

P0044-18, - 9 letters. I wish to confirm my/our full and total support for the proposed Controlled parking Zone in Chester Road, Sycamore Road and Beech Close. I/we are looking forward to its implementation at the earliest opportunity this Autumn operating from 8.30am to 6.30pm daily, from Monday to Friday inclusive.
<b>Westside Common</b>
P0044-01 We are in full support of the proposed parking scheme.
P0044-02 I support the proposals for a CPZ in this area, within whatever hours the majority of residents wish to see.
P0044-23 I am writing to confirm my wholehearted support for the installation of the Controlled Parking Zone proposed for Chester Road SW19.

## Comments

P0044-07 and P0044-27 With reference to ongoing emails regarding parking CPZ Vos for residents of Crooked Billet and West Side Common with Mr Atie and Ms Dubet, I should like to make an application for West Side Common to be included in the new CPZ parking zone on Chester Road. I write with particular reference to 1 & 2 West Side Common which are the only houses without off street parking and who recently had free parking replaced by yellow lines. I ask you to consider this application positively. I thank you for your attention to this matter. Omitted to say in my email of yesterday that our request is specifically regarding West Side Common (South). This section of road adjoins Chester Road and then becomes Cannizaro Road (all part of the B281).
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## Representations Against

<b>Chester Road</b>
P0044-06 Re: proposed controlled parking zone Chester Road area. We are writing to object about the chosen hours for the controlled parking zone in Sycamore road etc. We would prefer 11-3 rather than 8.30-6.30. The idea of controlled parking was put to us as a way to stop non-residents from parking in the area for the whole day. 11-3 would be sufficient for this purpose. There is no need for a restriction to last all day. As the vote was so close, it would seem reasonable to re-vote now that we know that the cpz is going ahead
P0044-21 The dropped curb pavement crossovers have worked successfully thus far with white lines and should continue to remain so. Your proposal to put double yellow lines on most of the pavement crossovers seems arbitrary and not necessary. Emergency services have not in the past had any serious problem.
P0044-24 Further to our objection of 29th June We would like to add that we would like to request a double yellow line outside our property as this would benefit to our overall visibility and safety on entering and leaving our property. This will be invaluable if the footway parking is not banned.
P0044-29 Letters received in form of a petition. Beech Close (8), Chester Road (19) and Sycamore Road (7). Thank you for the work on the above proposed scheme. My representations are as follows 1. Timing. The consultation exercise said that 44.4% were in favour of Monday to Friday 8:30am — 6:30pm, 41.7% prefer 11am — 3pm and 2.7% prefer 10am — 4pm. On this basis you are proposing 8.30am — 6.30pm. However you also report that 18% wanted no restriction and 5.6% were unsure. If you add the figures preferring shorter hours (the 41.7% and the 2.7%) to the 18% and the 5.6% who were unsure, you get a very clear two thirds majority in favour of the shorter hours of 11am -3pm. We all know that the problem is the parking from the school and people working in the village. The shorter hours of 11am -3pm would solve the problem and the 8.30am - 6.30pm is excessive and not necessary. Many of the people in the street are retired and the extra flexibility caused by shorter hours would be very helpful for visitors, carers and so on who come in the morning

or later afternoon. We do not need the longer hours to solve the problem.

2. The dropped curb pavement crossovers have worked successfully thus far with white lines and should continue to remain so. Your proposal to put double yellow lines on most of the pavement crossovers seems arbitrary and not necessary. Emergency services have not in the past had any serious problem.

3. On Chester Road and Beech Close, I do not see the need to include double yellow lines which means no parking at any time, so the people cannot have their evening guests park even across their driveway, which would be a perfectly normal thing to do and which is allowed at 8/9 Beech Close. They cannot even have deliveries.

4. In particular to make the North side of Beech Close double yellow lines seems unnecessary. These proposals mean that anybody in Beech Close that has weekend visitors cannot park their cars nearby and frankly for what reason? In this context I think that there should be pavement parking bays on the north side of Beech Close next to electricity sub- station/ garages. These are perfectly acceptable parking spaces. They have always been used as such and there is no compelling reason to stop that.

5. To summarise in my opinion the crossovers in Chester Road and Beech Close should all be white lines except in the entrance of Chester Road on the left side from the common to Sycamore Road, Those houses have sufficient drive space for their visitors and builders to park in their drives! Elsewhere there is no need for double lines.

### **Officer Comments**

In response to parking across dropped kerbs during the hours of operation, the Council does not actively promote crossover parking within a CPZ. If a crossover parking is introduced as part of a CPZ, during controlled hours any vehicle with a valid permit for that zone may park adjacent to a dropped kerb marked with a white access bar marking. The Council will not enforce obstruction in this instance, as the CPZ is in operation. The option of cross over parking was not included as part of RPC CPZ consultation.

Additionally, this does cause confusion in that some motorists continue to park across dropped kerbs after the hours of operation which then becomes a contravention.

During the informal consultation, the majority of those who responded supported 8.30am to 6.30pm for the hours of operation and in line with the consultation process, a statutory consultation was carried out on this basis: any change would be subject a further consultation. Although the Council notes the petition, it is also noted that the majority of the residents within the zone did not sign the petition nor made representations against the proposed hours of operation. There are plans for undertaking a consultation on a CPZ in the Quadrant and parking controls along The Causeway - this will, therefore, tackle the element of displaced parking into the surrounding roads. It is considered that the longer hours would offer a greater benefit to the residents in Chester / Sycamore Roads and Beech Close.

Since the closing of the statutory consultation, officers have been encouraged by some residents to progress the introduction of the CPZ in a more rapid pace. Given the number of contacts made, there appears to be sense of urgency to address the parking issues that is being experienced by residents and to carry out further consultation to once again determine the preferred operational times will ultimately delay implementation timescale and add further cost and its progress would be subject to available resources.

Further to this, with the imminent introduction of CPZs in Cottenham Park Road and Melbury Gardens areas possible displaced parking may result in further demand for parking places in roads further north.

It is the policy of the Council to improve the environment by making it safer for both motorists and pedestrians. One way this can be achieved is by regulating the number of parked vehicles in the area, particularly at key locations such as at junctions, narrow roads, cul de sacs and at bends. The aims of the proposed double yellow lines waiting restrictions are to improve visibility and to provide clear access for all road users, particularly vulnerable road users such as pedestrians, push chairs and wheelchair users who for example may wish to make proper use of the section of dropped kerb at junctions and the emergency services.

When considering road safety, S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council "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" when exercising any of its functions under the 1984 Act.

Head of Sustainable Communities  
Merton Civic Centre  
London Road  
Morden  
Surrey  
SM4 5DX  
13 July 2015

Reference: P0044-15 From the residents of BEECH CLOSE

Dear Sir

Thank you for this opportunity to present our representations regarding the Proposed Controlled Parking Zone (CPZ) VSW – Chester Road Area.

This is a collective letter, specifically from the residents of Beech Close, which falls into this proposed scheme. Our concern is that while most in the proposed CPZ area have voted on the Chester/Sycamore Roads issues, the needs and requirements for our Close which is quite separate and intimate in nature, have been lost in the general argument and our voice has inadvertently been silenced.

Most of the residents have lived in Beech Close for many years. The Close is circular which helps create an intimate and neighbourly atmosphere, which we all treasure and any changes to the way many have long lived around the Close will cause a dynamic shift in the atmosphere of this lovely neighbourhood.

Our collective consensus is that Beech Close should remain as it currently is with none of the proposed changes to take effect. We do not want double or single yellow lines or a CPZ in Beech Close. Our reasons are as follows:

#### **Double Yellow/Yellow Lines**

The map as included by the council, does not show the dropped curbs at numbers 5 and 6 Beech Close. Also number 2 may well wish to include a dropped curb in the future. There is also a pole not shown outside number 4.

1) The cumulative effect of all these dropped curbs is that no one ever parks in the road, as they would be blocking the almost continuous run of driveways. In addition, the green in the center of the close has posts continuously around its edge so no one can park on it either. Large service trucks can therefore easily circumnavigate Beech Close and are not encumbered. There is thus no need whatsoever for double yellow lines.

2) We would be penalized at absolutely all times, if for any of very many reasons we needed to park over our own driveways and made to feel like we are doing something wrong when this has always been common practice for all the residents on the Close.

3) People never ever park fully in the narrowest part of the road, so double yellow lines are completely unnecessary. Where the road is at its narrowest, cars only ever park half over the curb and usually only when no other parking is available. This does not impede traffic.

4) At the widest part of the Close opposite 7-9, there is facility next to the green for a car to park without impeding traffic. It is common practice for this spot to be used by others such as the dog walker who needs safe access for the dogs. Stopping there would become an offence if yellow lines were to be added and cause unnecessary difficulty.

5) Because of its circular nature, the road has 2 entrances and exits allowing free flow of all traffic so service vehicles, ambulances, fire engines would never be impeded.

6) The 4 yellow painted lines in close proximity to each other around a circle would be unsightly

**Parking Places**

With the possibility of double yellow lines everywhere, there would be no provision for any parking on Beech Close which in reality, can actually accommodate as many as 8 cars on its periphery without impeding the traffic flow. The cars, as in parts of Chester and Sycamore roads mostly need to park half on the curb but parking is easily available and currently used all the time. Under the current proposal, this would be taken away from us, further compounding the problems of available car parks in Chester and Sycamore roads.

- 1) There is very good off road parking on the north side of Beech Close to the right of the Garages entrance, near the substation and where the curb is mostly dropped. It is possible to fit 3 - 4 cars completely off the road, here. This parking facility appears to have been overlooked.
- 2) Where the Close is at it's widest, opposite 7-9, there is space for a vehicle to be parked. It is frequently used by the dog walker, services personal, health care workers etc. The Close is quite wide here and again a car parked here does not impede the traffic flow.
- 3) Cars can park half on the curb intermittently between houses 1-5
- 4) Number 2 Beech Close currently has no parking facility and this should be provided for on the road on which one lives otherwise offloading or carrying heavy shopping etc. would cause unnecessary hardship.
- 5) Parking over our own dropped down curbs is sometimes necessary and frequently undertaken by the residents or their visitors.
- 6) The intimate nature of the Close discourages the public from parking there and only local residents and their visitors' park in it. We therefore do not want a CPZ as it is unnecessary and would impede the lifestyle of the residents of Beech Close.

In summary, we feel that the residents know their Close and respect each other in the way they use it. Because of its intimate nature, it is only locals and their visitors who use it. None of us want our Close to be continuously inspected by traffic wardens and the subconscious pressure this will bring into our lives. We cherish what we already have and want to keep it this way.

We thank you for listening and invite you to meet with us to discuss our concerns should this become necessary.

Kind Regards

The Residents of Beech Close, Wimbledon. SW19 4TU

2. Beech Close ~~\_\_\_\_\_~~

8 Beech Close ~~\_\_\_\_\_~~  
CHERRY KEEN

4 Beech Close

3 Beech close

5 Beech Close

J. Patricia Williams

7. Beech Close.

9 Beech Close

9 Beech Close

Sheilagh — 1 Beech Close (away on holiday)

Mrs Gibbs M. Gibbs

J. Huntford

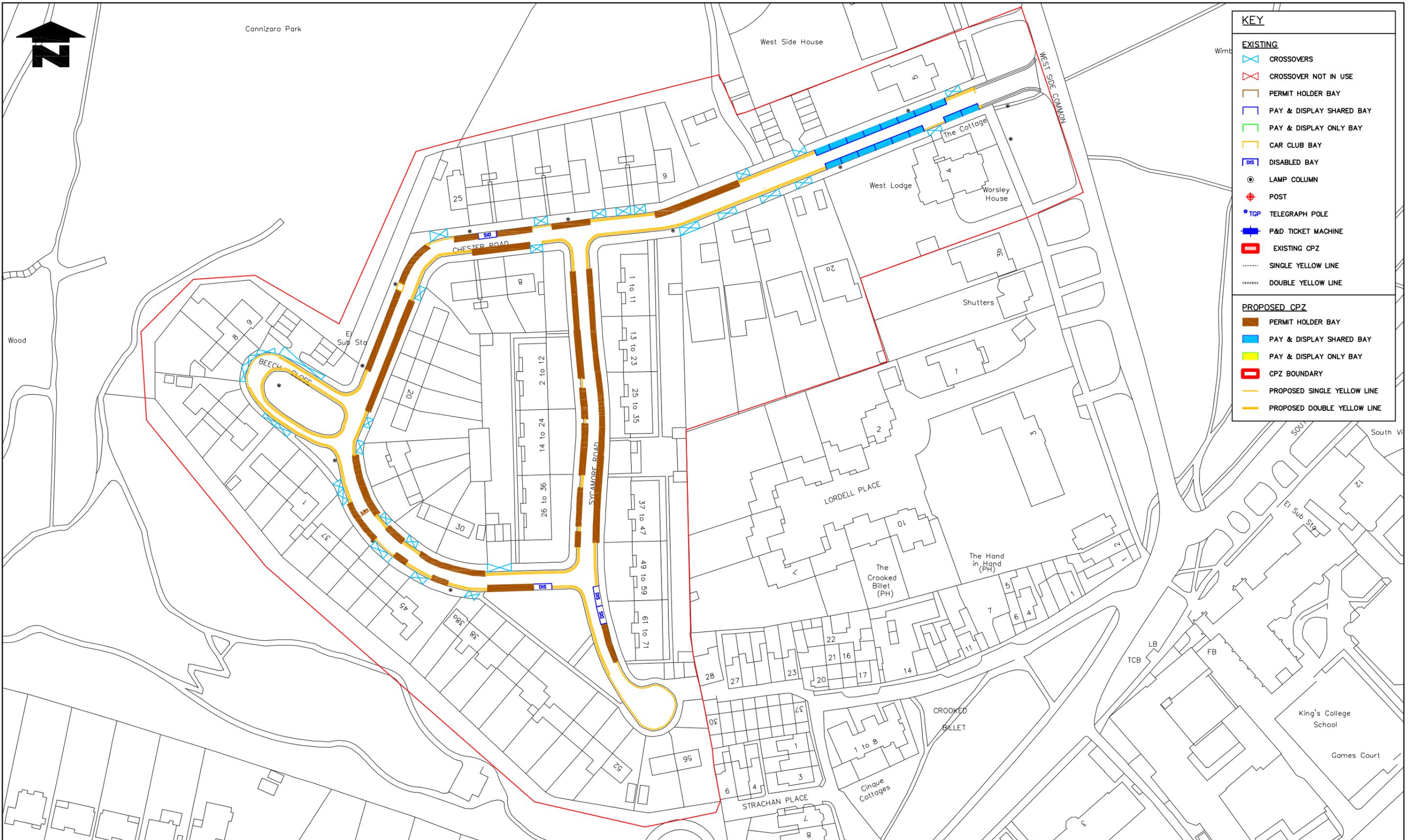
J.A. Rees. 6 Beech Close

G. Wilbrook

Sheilagh







KEY	
<b>EXISTING</b>	
	CROSSOVERS
	CROSSOVER NOT IN USE
	PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	PAY & DISPLAY ONLY BAY
	CAR CLUB BAY
	DISABLED BAY
	LAMP COLUMN
	POST
	TELEGRAPH POLE
	P&D TICKET MACHINE
	EXISTING CPZ
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE
<b>PROPOSED CPZ</b>	
	PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	PAY & DISPLAY ONLY BAY
	CPZ BOUNDARY
	PROPOSED SINGLE YELLOW LINE
	PROPOSED DOUBLE YELLOW LINE

Rev	Date	Revisions

Drawn	Sig.	Date	Chkd.	Sig.	Date	App.	Sig.	Date

**TRAFFIC & HIGHWAYS**

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Drawn by	Sig.	Date
OT	OT	OCT 14
Checked by	Sig.	Date
PA	PA	120215
Approved by	Sig.	Date
PA	PA	120215

**PROJECT**  
Controlled Parking Zones (CPZ's)

**TITLE**  
Chester Rd Area  
Proposed VSW CPZ

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

Drawing No. Z78-224-02  
Revision -  
Classification Consultation  
Scale NTS

**ENVIRONMENT AND REGENERATION DEPARTMENT**  
Chris Lee - Director



**James McGinlay**  
Head of Sustainable Communities  
London Borough of Merton  
Merton Civic Centre  
London Road  
Morden SM4 5DX

**Direct Line: 020 8545 3214**  
**Fax:**

**My Ref : VSW letter**  
**Please Ask For: Paul Atie**

**Your Ref:**

**Date: 29 October 2015**

Dear Resident,

I am writing to update you on VSW CPZ Chester Road area statutory consultation which was carried out between June and July this year. The statutory consultation resulted in 36 representations (26 in favour, and 10 against). In addition to the individual representations, the Council also received a petition (signed by 34 residents) asking for the CPZ hours of operation to be changed from Mon-Fri, 8.30am and 6.30pm to Mon-Fri 11am and 3pm.

This has necessitated the need to clarify majority support for the hours of operation. It would therefore be appreciated if you could choose your preferred hours by responding via [www.merton.gov.uk/cpzvsw\\_chester](http://www.merton.gov.uk/cpzvsw_chester) Please let us have your view by 13 November 2015

It is also important to note that the statutory consultation was carried out based on Mon-Fri, 8.30am and 6.30pm and any change would mean a further statutory consultation.

In the event that the majority response is supportive of Mon-Fri, 8.30am and 6.30pm, the Council would be able to implement the CPZ before Christmas subject to Cabinet Member approval.

In the event that there is a change in hours of operation, a statutory consultation will not take place until January 2016 and implementation would be subject to the outcome of the consultation and Cabinet Member approval.

Your feedback is therefore very important in progressing the proposed controls.

Regards,

A handwritten signature in black ink, appearing to read "Paul Atie", with a horizontal line extending to the right.

Paul Atie  
Senior Engineer,  
Future Merton  
London Borough of Merton