

NON-KEY DECISION TAKEN BY A CABINET MEMBER

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 and reason for exemption (if any)

Proposed VSW1 CPZ extension in Cottenham Drive, Cottenham Place and High Cedar Drive – statutory consultation

2. Decision maker

Cabinet member for regeneration, housing and transport

3. Date of Decision

31/10/2018

4. Date report made available to decision maker

30/10/2018

5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel

N/A

6. Decision

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

- A) Notes the results of the statutory consultation carried out between 13th September 2018 and 5th October 2018 on the proposal to include Cottenham Drive, Cottenham Place and High Cedar Drive into the existing VSW1 CPZ, which is operational Monday to Friday between 11am and 3pm.
- B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 3.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the extension of the VSW1 CPZ to include Cottenham Drive, Cottenham Place and High Cedar Drive, and operational Monday to Friday between 11am and 3pm as shown in Drawing No. Z78-355-01 in Appendix 1.
- D) Agrees that the properties Nos. 1 – 23 and Nos. 52 - 56 Cottenham Drive and Nos. 2 - 10 Cottenham Place (even numbers only), properties within the unadopted (private) sections of the estate, be eligible to purchase visitor parking permits only and not eligible for resident parking permits.
- E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

Providing safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space.

Support shown by residents for the implementation of a controlled parking zone

8. Alternative options considered and why rejected

8.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.

8.2 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

9. Declarations of Interest

None



CLlr Martin Whelton
Cabinet member for regeneration, housing and transport
31 October, 2018

Committee: Cabinet Member Report

Date: 29th October 2018

Wards: Village

Subject: Proposed VSW1 CPZ extension in Cottenham Drive, Cottenham Place and High Cedar Drive – statutory consultation.

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

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

Contact Officer: Barry Copestake, Tel: 020 8545 3840

Email: <mailto:barry.copestake@merton.gov.uk>

Recommendations:

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

- A) Notes the results of the statutory consultation carried out between 13th September 2018 and 5th October 2018 on the proposal to include Cottenham Drive, Cottenham Place and High Cedar Drive into the existing VSW1 CPZ, which is operational Monday to Friday between 11am and 3pm.
- B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 3.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the extension of the VSW1 CPZ to include Cottenham Drive, Cottenham Place and High Cedar Drive, and operational Monday to Friday between 11am and 3pm as shown in Drawing No. Z78-355-01 in Appendix 1.
- D) Agrees that the properties Nos. 1 – 23 and Nos. 52 - 56 Cottenham Drive and Nos. 2 - 10 Cottenham Place (even numbers only), properties within the unadopted (private) sections of the estate, be eligible to purchase visitor parking permits only and not eligible for resident parking permits.
- 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 statutory consultation carried out between 13th September 2018 and 5th October 2018 on the Councils' intention to extend the VSW1 CPZ to include Cottenham Drive, Cottenham Place and High Cedar Drive.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMO) for the extension of the existing VSW1 CPZ to include Cottenham Drive, Cottenham Place and High Cedar Drive, and operational Monday to Friday between

11am and 3pm as shown in Drawing No. Z78-355-01 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;

Shared Use - Pay and display (P&D) / permit holder bays - For use by P&D 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 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.

2.5 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition the Council would also take into account the impact of introducing the

proposed changes in assessing the extent of those controls and whether or not they should be implemented.

- 2.6 The Council received a petition and additional correspondence from Cottenham Drive / Place and High Cedar Drive requesting the introduction of a Controlled Parking Zone (CPZ) in their roads.

3. ALTERNATIVE OPTIONS

- 3.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation, 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. STATUTORY CONSULTATION

- 4.1 The statutory consultation on the Council's intention to extend the VSW1 CPZ to include Cottenham Drive / Place and High Cedar Drive was carried out between 13th September 2018 and 5th October 2018. The consultation included erecting 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 (see Appendix 2) was also distributed to all those properties included within the consultation area.
- 4.2 The newsletter detailed the following information;
- The undertaking of the statutory consultation.
 - A plan detailing the following:
 - Zone operational hours (Monday to Friday between 11am and 3pm),
 - Double yellow lines operating "at any time" without loading restrictions,
 - Scheme design layout and zone boundary.
- 4.3 The statutory consultation resulted in 14 representations. Details of these representations along with officer's comments can be found in appendix 3. Two representations received from 'Homeowners Association' and 'Copse Hill Estate Residents Association' were submitted with attachments and petition.
- 4.4 The prominent issue raised in the representations received is that the Estate has a mix of public and private roads but street parking is shared regardless of where the homeowner lives on the estate and that there is concern that the removal of the private part of the estate from the CPZ area will be divisive and render equality of treatment of all homeowners on the estate impossible to maintain.

- 4.5 In contrast, however, a representation states that the 4 unadopted (private) sections within the estate should not be incorporated into the CPZ and properties in these sections should not be eligible to purchase resident permits.
- 4.6 Several points were made regarding the proposed double yellow lines and positioning of parking bays; however 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.
- 4.7 One representation was received from a business based in Wimbledon objecting to the CPZ on the grounds that it is not reasonable to expect everyone to be able to use public transport to commute and work in Wimbledon village and uncontrolled parking is required for business staff in Wimbledon and that the proposed CPZ would take away the only few areas left to park in the Village. It must be noted that there is long stay parking available in the vicinity of Wimbledon Common and all visitors including commuters can utilise those parking bays.
- 4.8 There were 6 representations received from residents of Hillview and Heights Close raising strong concern for displaced parking into their roads in the event of a CPZ being introduced in Cottenham Drive / Place. Residents from Hillview and Heights Close have been advised to submit a petition to demonstrate residents' support for parking controls. The Council will undertake a consultation once a petition is received.

Ward Councillor Comments

- 4.9 The local Ward Councillors have been engaged during the consultation process and no comments have been received against the proposed measures.

5. PROPOSED MEASURES

- 5.1 Based on the statutory consultation responses, it is recommended that the Traffic Management Orders TMOs be made to extend the existing VSW1 CPZ to include Cottenham Drive, Cottenham Place and High Cedar Drive, and operational Monday to Friday between 11am and 3pm as shown in Drawing No. Z78-355-01 in Appendix 1.
- 5.2 It recommended that the relevant Traffic Management Orders (TMOs) is made and the implementation of the 'At any time' waiting restrictions (as consulted) in Cottenham Drive, Cottenham Place and High Cedar Drive as shown in Drawing No. Z78-355-01 and attached in Appendix 1.
- 5.3 The CPZ extension design comprises of permit holder bays to be used by residents, businesses and their visitors. 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.
- 5.4 Giving consideration to the representations, it is recommended that properties Nos. 1 – 23 and Nos. 52 - 56 Cottenham Drive and Nos. 2 - 10 Cottenham Place (even numbers only), properties within the unadopted (private) sections of the estate, be eligible to purchase visitor parking permits only and not eligible for resident parking permits.
- 5.5 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.

- 5.6 In November 2016, the Council agreed to introduce a Diesel Levy to all those permit holders with a diesel vehicle. The Diesel Levy 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 pay a reduced rate of £25 instead of £65.

5.7 Visitors' permits

Due to the scheme operating 11am – 3pm Visitor permits are £1.50 (half-day permits not being necessary). 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.

6. **TIMETABLE**

- 6.1 If a decision is made to proceed with the implementation of the proposed CPZ extension, Traffic Management Orders could be made within six weeks after the made decision. 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. The measures will be introduced soon after.

7 **FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 7.1 The cost of implementing the proposed measures is estimated at £4.6k. 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 2018/19 currently contains a provisional budget for Parking Management schemes. The cost of this proposal can be met from this budget.

8. **LEGAL AND STATUTORY IMPLICATIONS**

- 8.1 The Traffic Management Orders would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

8.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

9. HUMAN RIGHTS & EQUALITIES 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 implementing the proposed parking arrangements would be against the wishes of the majority who demonstrated support. Not to progress the proposed measures will do nothing to address existing parking difficulties and will not assist the residents and the local business community. It will also do nothing to address the obstructive parking that has been identified.

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.

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.

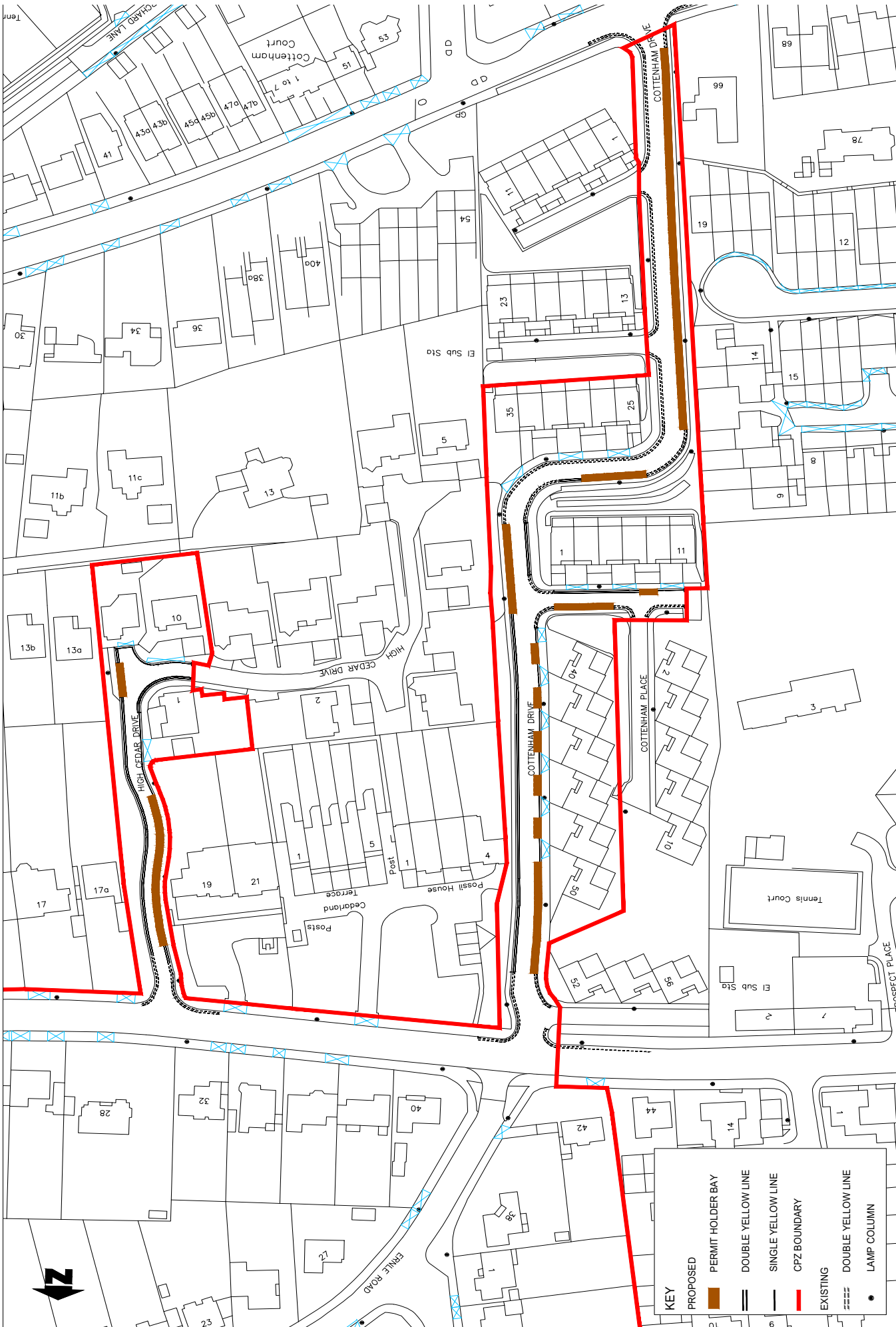
12.2 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers 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.Z78-355-01,
- Appendix 2 - Statutory consultation document newsletter,
- Appendix 3 – Representations and Officer's Comments



KEY	
PROPOSED	PERMIT HOLDER BAY
	PERMIT HOLDER BAY
	DOUBLE YELLOW LINE
	SINGLE YELLOW LINE
	CPZ BOUNDARY
EXISTING	DOUBLE YELLOW LINE
	DOUBLE YELLOW LINE
	LAMP COLUMN

NOTES
Do not scale from this drawing

<p>environment & regeneration</p> <p>TRAFFIC & HIGHWAYS</p>	<p>Reproduced from/ based upon the Ordnance Survey's map of Great Britain. Copyright reserved. All other rights reserved. Ordnance Survey Licence number: 100019302</p>	<p>PROJECT CONTROLLED PARKING ZONE (CPZ's)</p> <p>TITLE COTTENHAM DRIVE & HIGH CEDAR PLACE</p>	<p>Drawing No. Z76-355-01</p> <p>Client Merton Civic Centre London Road Morden, Surrey SM5 5DX www.merton.gov.uk</p>
	<p>Drawn by: []</p> <p>Checked by: []</p> <p>Approved by: []</p>	<p>Date: []</p> <p>Date: []</p> <p>Date: []</p>	<p>Scale: 1:500</p>
	<p>Drawn by: []</p> <p>Checked by: []</p> <p>Approved by: []</p>	<p>Date: []</p> <p>Date: []</p> <p>Date: []</p>	<p>Scale: 1:500</p>

Proposed Controlled Parking Zone (CPZ) VSW1 extension - Cottenham Drive and High Cedar Drive.



ISSUE DATE : 13 SEPTEMBER 2018

Dear Resident,

The purpose of this leaflet is to advise you that following letters, emails and a petition received from residents of your road complaining about parking difficulties, the Council is now carrying out a statutory consultation on its intention to introduce a Controlled Parking Zone (CPZ) in Cottenham Drive and High Cedar Drive. This will be an extension to the existing VSW1 CPZ in the Village. The controls would operate Monday to Friday between 11am and 3pm.

HOW WILL IT WORK?

All road space in a CPZ is managed by the introduction of parking controls. 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" restriction where the kerb is lowered, i.e. at crossovers for driveways.

The key objective of managing parking is to reduce and control non-essential parking and assist residents, short-term visitors and the local businesses. Within any CPZ, only those within the zone are entitled to permits. This means that long-term parking will not be permitted during the operational times. An incremental pricing structure for 2nd and subsequent permits also assists in minimising the number of permits issued to individual residents and help discourage multiple car ownerships. CPZs comprise of various types of parking bays such as permit holder bays (for use by resident or business permit holders and those with visitor permits); shared use bays (for

permit holders and pay and display) and pay and display only bays (permits are not valid).

Council appointed Civil Enforcement Officers will enforce the controls by issuing fines/Penalty Charge Notices (PCNs) to vehicles parked in contravention of the restrictions. Outside the controlled times the restrictions are not enforced. However, Civil Enforcement Officers will issue PCNs for any other parking contravention such as parking on double yellow lines, footways and parking across individual crossovers without the property owner's consent.

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 officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access. This would be subject to the approval of the Cabinet Member for Regeneration, Transport and Housing.

Parking Controls - The following are incorporated within the proposed measures:

Double yellow lines at junctions, bends, ends of cul-de-sac and at strategic sections of the road to create passing gaps. (This will improve safety and access at all times by reducing obstructive parking that is currently taking place).

Shared Use Pay and Display bays are also proposed where it is necessary to allow non residents to pay for parking for a short period at specific locations such as near shops, schools, churches and also in areas for longer term parking

where residents are not directly affected, to allow effective use of the bays. (This will increase the use of parking provisions in the area by pay and display customers whilst still maintaining parking).

WHAT HAPPENS NEXT

Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing or email trafficandhighways@merton.gov.uk by no later than **5 October 2018** quoting reference **ES/vsw1ex**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

A copy of the proposed Traffic Management Orders (TMOs), a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm or at Raynes Park Library. This information is also available on Merton Council's website www.merton.gov.uk/cpzvsw1

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Environment and Housing. **Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.**

The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.

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/cpzvsw

VILLAGE WARD COUNCILLORS

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

Appendix 3 - Representation and Officer's Comments

ES/VSW1ex/001 – Cottenham Drive and Cottenham Place

On behalf of the Board of the 'Homeowners Association', we refer to the map (Z78-255-01) showing the boundary of the proposed VSW1 controlled Parking Zone. Unlike CPZ boundary lines on previous Raynes Park proposed CPZs which recognised the Copse Hill Estate as a contiguous whole, the new boundary fragments the Estate.

The Estate has a mix of public and private roads but street parking is shared regardless of where the homeowner lives on the estate. It is recognised by all that there is a need for a scheme that limits parking on these roads by the general public and commuters in particular, so we cannot see the rationale for the change in the CPZ boundary.

The removal of the private road 2-10 Cottenham Place shatters our court approved scheme of being a single unit. In addition, there are only 4 parking spaces on that road for the 5 houses. Removal of this road from the CPZ area with no alternative parking spaces, means that these homeowners will be considerably disadvantaged while continuing to endure inconveniences that benefit others on the estate.

As you can see, the removal of part of the estate from the CPZ area will be divisive and render equality of treatment of all homeowners on the estate impossible to maintain.

We request that the west boundary of the CPZ area be adjusted to follow the boundary between Prospect House/Place and Copse Hill Estate.

(Addition to initial representation...)

I am disappointed that a decision has been taken before the end of the consultation period thus the private road residents' voices have not even been heard!

A lot of effort has been taken to put together a comprehensive paper on this subject for your benefit and we are in the process of collecting signatures. In view of your email I am enclosing herewith a copy of the various pieces that make up the presentation and will forward the signatures before the end of the Consultation period.

I hope that your decision will be re-evaluated in light of our presentation and once you realise the gross imbalance in the division of available parking facilities on the whole of the Estate that your plan creates. The 18 public road residents will have over 2 spaces per house, while the 20 private road residents will have less than 1 each.

With regard to permits, it would be helpful if I understood the full implication of your comment "the private section would be allowed to purchase visitors permit if the Scheme goes ahead". Are you referring only to the one annual visitor permit per house of £160 or would the private road residents be allowed to acquire 100 ½ day temporary permits at £1.50 each. Would the availability of the latter be dependent on the acquisition of the first?

(Further addition to initial representation...)

Please find attached a representation in connection with the above Proposed Controlled Parking Zone installation. The representation comprises the following papers:

- Letter to Mr McGarry, Traffic and Highways Dept.
- A copy of the Council's plan with parking spaces on the private roads marked. (Scanned document)
- A paper entitled "Effect of Proposed CPZ on 'Private Road' Residents".
- Two photos illustrating road and parking space measurements on the private roads
- A summary list and actual signatures of Private Road Residents supporting this representation. (Scanned documents)

ES/VSW1ex/002

Your CPZ Boundary outlined in red on Drawing Z78-355-01 incorporate 3 of our Private Roads which have not been adopted by Merton Council, i.e. 1-11 Cottenham Drive.

13-23 Cottenham Drive and 52-56 Cottenham Drive but, strangely enough, not 2-10 Cottenham Place which is also one of our Private Roads (1-11 Cottenham Place, which is a Public Road adopted by Merton Council, has correctly been included). The altogether 4 Private Roads on our Estate are not "Adopted Roads" by Merton Council.

In your consultation paper it says that all Residents within the red CPZ Boundary can apply for Parking Permits. The information I had from Merton Council earlier was that Residents in our Private Roads were not entitled to receive Parking Permits. Could you please clarify your position on this?

(Addition to initial representation...)

We are very pleased with your proposal to have Double Yellow Lines opposite 40 -50 Cottenham Drive. At the moment we have difficulties with manoeuvring our cars out on to the road from our drives. Having no cars opposite would help us considerably. Also, if cars are parked on both sides in Cottenham Drive, cars cannot meet, the road is too narrow.

(Further addition to initial representation...)

It has been brought to our attention that a "Petition" has been filed by a Resident in one of the Private Sections of Cottenham Drive. The "Petition" has been supported by a majority of Residents living in the Private Sections of Cottenham Drive and Cottenham Place. Is such a "Petition" to be considered as valid? We have previously been informed by Merton that it is normal practice not to include the Private Sections of a road in a proposed CPZ. It has therefore been decided by Merton not to include the Private Sections of Cottenham Drive.

The "Petition" includes the requests for at least 3 additional Permit Holder Bays at the East side of the northern (Copse Hill) end of Cottenham Drive. We oppose this request which is in contradiction to your Proposed Parking Zone dated 13 September 2018. In our opinion it will inhibit the traffic flow and to safely navigate in to Cottenham Drive from Copse Hill. Your proposal already accommodate Parking Permit Bays at the west side of the northern end which should be enough. If this request is granted, there will be cars parked on both sides of the road which would prohibit cars to meet in that part of the road. The road is simply not wide enough.

ES/VSW1ex/003

I'm writing on behalf of the 5 residents of numbers 2 4 6 8 & 10 Cottenham Place, requesting that houses 2 to 10 Cottenham Place should be included in the CPZ Boundary extension. However I've been made aware that consultation notices have been delivered to other houses on the estate excluding the five mentioned above.

I would respectfully request that we should not be made an exception of and that we should be treated in the same manner as the other 33 houses on the CHEL estate and included in the CPZ boundary extension.

The last time that the estate was surveyed regarding the CPZ a couple of years ago, we were included in the consultation. We are very perplexed as to why we have not been included this time as we have had the same issues over the last few months as the other houses on Cottenham.

We are feeling very much excluded from this process and our voices not heard or consideration given to our situation.

ES/VSW1ex/006

We write in support of your proposal to have Double Yellow Lines opposite no's 40 - 50 Cottenham Drive. Our neighbours in their email to you are right in stating that the road is too narrow for vehicles to drive past each other in opposite directions. Cottenham Drive is quite a busy road and serves as a shortcut between Durham Road and Copse Hill, including for commercial vehicles. This we think is a safety issue therefore and will improve traffic flow. The Double Yellow Lines will also enable easier navigation of cars to and from driveways in front of our houses.

(Addition to initial representation...)

We understand that since then you may have received representations from residents in both the public road

and private road sections of Cottenham Drive and Cottenham Place requesting that parking bays be established at the northern (Copse Hill) end of Cottenham Drive instead of your proposed Double Yellow Lines opposite no's 40 - 50 Cottenham Drive and all the way to Copse Hill.

We as home owners in Cottenham Drive would oppose such bays to be established for the reasons given in our below email i.e.

Traffic flow, Safety and Navigation of our vehicle from our front of house driveway

We very much request that your Double Yellow Lines scheme is implemented opposite no's 40 - 50 Cottenham Drive and continued all the way to Copse Hill.

ES/VSW1ex/011

Although I welcome the proposal and would like to see it implemented as soon as possible to not only ease the congested parking on this road, but also reduce the number of near misses.

However, in your plan, you have indicated that the area designated for permit parking in front of our row of 6 houses (starting from no 25-35 Cottenham Drive) is to be reduced from the current size, which currently allows four cars to park. I seriously object to this and would like the size of this section to be kept as it is please.

I have spoken to my neighbours and the Estate Management and they all agree. Some have even suggested that it would have been better if it was widened from both ends, to accommodate 5 cars.

ES/VSW1ex/012

I fully support the implementation of the CPZ but would request that the following alterations be considered:

1. Properties 2-10 Cottenham Place to be included in the scheme as per all other residents of Copse Hill Estate. Although portions of the estate have been adopted as public roads it was designed and constructed as one entity. Omitting these properties would significantly restrict their access to parking, whilst all other properties on the estate, public or private roads would still be able to park anywhere on the estate. The excluded portion of Cottenham Place has fewer parking spots than properties.

2. Additional bays to be located on the North Eastern end of Cottenham Drive. The CPZ proposal has limited parking spaces to the north of the estate, addition of single yellows or residents' bays would at least allow parking when required, and reduce the already frequent overspill parking in the unadopted streets. Presently there is parking on both sides of the road at this location and the road width is greater than that of neighbouring Ernle Road where there is double parking along the length of the street, as such road safety and/or traffic flow cannot be deemed reasonable justification for blanket double yellows along this section of the road.

ES/VSW1ex/013

Please find attached a representation in connection with the above Proposed Controlled Parking Zone installation. A full description of residents' concerns is in the covering sheet.

In collecting the signatures the following became clear:

A. There was no clear support for additional parking at the northern end of Cottenham Drive, so it has been agreed to withdraw this change request.

B. Residents living near the S-bend requested an increase of parking space rather than the proposed decrease.

C. There was strong support for the inclusion of houses 2-10 Cottenham Place in the same CPZ. Should residents of private roads be allowed to obtain visitors parking permits it was felt it would be very unreasonable for those in only this street not to be able to allow visitors to park nearby during the CPZ restriction times.

It is expected that residents affected most by B. and C. will make either private or collective submissions to you. The intention of this petition is to show that they have wider support within Copse Hill Estate for their request.

Officer's comments

Regarding the design of CPZs, it is normal practise to exclude properties in the private section of a road in a proposed CPZ. Therefore, a decision has been taken not include the private sections of Cottenham Drive and Cottenham Place.

However, as there are no pay and display parking spaces in Cottenham Drive / Place, it is recommended that property nos. 1 – 23 and nos. 52 - 56 Cottenham Drive and nos. 2 - 10 Cottenham Place (even numbers only), properties within the unadopted (private) sections of the estate, be eligible to purchase visitor parking permits only and not eligible for resident parking permits in the event of the scheme's implementation.

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.

ES/VSW1ex/014

I am writing to you to contest the plans to extend the controlled parking zone along Cottenham Drive, Cottenham Place and High Cedar Drive SW10.

We are one of the largest businesses in Wimbledon Village with over 100 members of staff. We attract staff from all parts of London and the surrounding areas and it is not reasonable to expect everyone to be able to use public transport to commute and work in Wimbledon village.

By taking away the only few areas left to park in the village, it will become even harder to attract people to come and work here. Our staff contribute enormously to the vibrancy of the area and financially in the shops, bars, restaurants and pubs in the area.

Please can you reconsider re-zoning these roads and consider the need for workers to be able to commute and park in the area.

Officer's comments

Merton's policy is to introduce parking controls only where there is evidence of support from the community in the area and a CPZ aims to prioritise parking for residents and their visitors. However, in any CPZ consideration is given to accommodate the needs of businesses and visitors by introducing Pay & Display parking in designated areas.

There are long stay Pay & Display parking available in the vicinity of Wimbledon Village which workers may utilise. The Council has an existing type of parking permit Pre Pay Ticket (PPT) which staff of business in Wimbledon Village can purchase to use in the long stay parking spaces. The PPT can be used in the following roads; Belvedere Avenue, St. Mary's Road, Southside Common, Murray Road, Ridgeway Place, Marryat Road, Parkside Avenue, Calonne Road, Parkside Gardens and Burghley Road. Currently daily use indicates there is available free capacity in these roads.

Hillview and Heights Close

ES/VSW1ex/004

I understand that you plan to extend the existing VSW1 Controlled Parking Zone to Cottenham Drive, Cottenham Place & High Cedar Drive.

I write to urge you to please consider the impact this will have in Hillview and Heights Close. My young family and I recently moved to Hillview and already face congestion and inconsiderate parking from non-residents who simply use our very little road as free parking. There have been many occasions where we simply haven't been able to access or exit our road on to Cottenham Park Road owing to too many cars parked along the road, often making it impossible to pass through.

Whilst I welcome extending Controlled Parking Zones in purely residential roads, by extended the existing VSW1 Controlled Parking Zone to Cottenham Drive, Cottenham Place & High Cedar Drive, it will simply cause even more congestion and parking issues in Hillview and Heights Close.

It is essential that you also extend the Controlled Parking Zone to Hillview and Heights Close, in order to protect one's right to easily access and exit their own road.

I welcome you to write, email or telephone me if you would like to learn more about the issues we currently face on a daily basis, let alone should the proposed extension not include Hillview and Heights Close. To clarify, I have no objection to the proposed extension to Cottenham Drive, Cottenham Place & High Cedar Drive, but I do absolutely object to it if you do not also extend the Controlled Parking Zone to Hillview and Heights Close.

ES/VSW1ex/005

Since I believe the CPZ is likely to be extended to other roads near us and since we already have parking problems (surprise! surprise!) which will be made even worse if this goes ahead, I would request that Hillview is consulted as to whether they now want to be in the CPZ.

ES/VSW1ex/007

The proposed extension of the existing VSW1 CPZ will mean increased difficulty in Hillview and Heights Close. Both these roads are used by non-residents as car parks. We would therefore like a similar arrangement as in the extension mentioned above. A restriction of one hour per day 12.00 to 13.00 might be appropriate.

ES/VSW1ex/008

I would like to ask you to seriously consider extending the existing VSW1 Controlled Parking Zone to cover Hillview and Heights Close. There are already commuters/builders etc. parking their cars on our roads and leaving them for the day (often blocking resident's driveways) and this situation will only be exacerbated if CPZ is extended to Cottenham Drive and Cottenham Place. Specific parking bays would also make these roads safer since we have seen instances where cars/vans are parked on corners creating blind bends for local residents.

ES/VSW1ex/009

I have learnt that the Council is proposing to extend the existing VSW1, CPZ, to Cottenham Drive, Cottenham Place and Cedar Drive. This, with no doubt, will have a detrimental effect on the residents of Hillview, which already are facing congestion by extremely inconsiderate parking from non-residents who use Hillview as a free parking.

Extending the VSW1 to Cottenham Drive, Cottenham Place and Cedar Drive, which I warmly welcome, will bring even more congestion in Hillview which is already inundated with traffic from the non-residents of Hillview. As the council is aware, Hillview is a narrow Cul-de-Sac road, and parked cars and vans make it very difficult for the Fire Engine, Ambulance and dust carts to access easily to all residents, especially those at the end of the road. I do not need to remind the council that there are a number of elderly people live in Hillview with greater need for help.

I write to urge you consider extending CPZ to Hillview as well, as it is proposed for the other roads mentioned above. I have no objection for extending CPZ for the said roads, but this plan should not exacerbate the already difficult situation for the residents of Hillview. A parking restriction for non-residents would help to reduce the congestion.

ES/VSW1ex/010

I understand that there is a proposal to extend the VSW1 Controlled Parking Zone to Cottenham Drive, Cottenham Place and High Cedar Drive. This is certainly a very good idea as the parking situation in those roads is difficult and it causes significant risks even driving through these areas. It appears that many people use roads without restrictions including Hillview for 'Park and Ride'.

It is my concern that once the Parking zone is extended the problem in our small roads (Hillview and Heights Close) will even get much worse. Sometimes on busy days people park on both sides of the road and it difficult to drive out (both out of the driveway and down the road). I am concerned that a fire engine might not get through. It is already crowded now and since we might be one of the few streets left without restrictions this only would make the situation worse.

Officer's comments

Merton's policy is to introduce parking controls only where there is evidence of support from the community in the area. This can be done by means of a petition. A consultation is then programmed.