

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)

MP2 CPZ – Cannon Hill Lane area – Statutory consultation

2. Decision maker

Cabinet Member for Regeneration, Environment and Housing

3. Date of Decision

4. Date report made available to decision maker

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 9 February 10 March 2017 on the proposal to introduce a Controlled Parking Zone (CPZ) GC1 to include Bakers End, Cleveland Avenue, Cannon Hill Lane (between Kingston Road and the railway bridge), Manor Road and Kingston Road, (even numbers only, which will entitle the residents of property Nos. 250 to 274A to obtain parking permits for the zone).
- B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed MP2 CPZ to include Bakers End, Cleveland Avenue, Cannon Hill Lane (between Kingston Road and the railway bridge), Kingston Road, (even numbers only- Nos. 250 to 274A) and Manor Road, operational Monday to Friday, between 8.30am and 6.30pm as shown in Drawing No. Z78-218-01A in Appendix 3.
- D) Agrees to proceed with the making of an Exemption Order to allow footway parking in Bakers End to maximise the number of parking spaces.
- E) Agrees to proceed with making of relevant Traffic Management Orders (TMOs) on the proposed 'At any time' waiting restrictions in various roads.
- F) Agrees to proceed with the making of the TMO to include Leafield Road into the existing MP1 CPZ, operational Monday to Friday, between 10am and 4pm as shown in Drawing No. Z78-218-01 Rev A in Appendix 1.

- G) Agrees to undertake a further statutory consultation to introduce double yellow lines on the south side between nos.18 Watery Lane and the cul de sac end; double yellow lines on the north side between nos. 28 and Nos. 34/36 Watery Lane; and single yellow line operating between 10 and 4pm on the north side between No 36 Watery Lane and cul de sac end. Details are set out in section 4.10 of this report.
- H) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.
-

7. Reason for decision

Support shown for a controlled parking zone in the consultation.

Introduction of a controlled parking zone will also help improve road safety in the area.

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.

Statutory consultation documents, drawings and representations

9. Declarations of Interest

None



Cllr Martin Whelton

Cabinet member for regeneration, environment and housing

17 May 2017

Committee: Cabinet Member report

Date: 15 May 2017

Wards: Merton Park

Subject: Proposed MP2 CPZ Cannon Hill area – Statutory Consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Contact officer: Paul Atie, Tel: 020 8545 3214

Email: <mailto:paul.atie@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 9 February 10 March 2017 on the proposal to introduce a Controlled Parking Zone (CPZ) GC1 to include Bakers End, Cleveland Avenue, Cannon Hill Lane (between Kingston Road and the railway bridge), Manor Road and Kingston Road, (even numbers only, which will entitle the residents of property Nos. 250 to 274A to obtain parking permits for the zone).
 - B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
 - C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed MP2 CPZ to include Bakers End, Cleveland Avenue, Cannon Hill Lane (between Kingston Road and the railway bridge), Kingston Road, (even numbers only- Nos. 250 to 274A) and Manor Road, operational Monday to Friday, between 8.30am and 6.30pm as shown in Drawing No. Z78-218-01A in Appendix 3.
 - D) Agrees to proceed with the making of an Exemption Order to allow footway parking in Bakers End to maximise the number of parking spaces.
 - E) Agrees to proceed with making of relevant Traffic Management Orders (TMOs) on the proposed 'At any time' waiting restrictions in various roads.
 - F) Agrees to proceed with the making of the TMO to include Leafield Road into the existing MP1 CPZ, operational Monday to Friday, between 10am and 4pm as shown in Drawing No. Z78-218-01 Rev A in Appendix 1.
 - G) Agrees to undertake a further statutory consultation to introduce double yellow lines on the south side between nos. 18 Watery Lane and the cul de sac end; double yellow lines on the north side between nos. 28 and Nos. 34/36 Watery Lane; and single yellow line operating between 10 and 4pm on the north side between No 36 Watery Lane and cul de sac end. Details are set out in section 4.10 of this report.
 - H) 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 on the Councils' proposals to introduce a CPZ in the Cannon Hill Lane area of Merton Park which included Bakers End, Cleveland Avenue Cannon Hill Lane (between Kingston Road and the railway bridge), Kingston Road, (even numbers only, which will entitle the residents of property Nos. 250 to 274A to obtain parking permits for the zone) and Manor Road.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMO) for the proposed MP2 CPZ to include Bakers End, Cleveland Avenue, Cannon Hill Lane (between Kingston Road and the railway bridge), Kingston Road, (even numbers only- Nos. 250 to 274A) and Manor Road, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No.Z78-218-01A in Appendix 3.
- 1.3 It seeks approval to proceed with the making of an Exemption Order to allow footway parking in Bakers End to maximise number of parking spaces.
- 1.4 It seeks approval to proceed with making of relevant Traffic Management Orders (TMOs) on the proposed 'At any time' waiting restrictions in various roads.
- 1.5 It seeks approval to proceed with the making of TMO to include Leafield Road into the existing MP1 CPZ, operational Monday to Friday, between 10am and 4pm as shown in Drawing No. Z78-218-01 Rev A in Appendix 1.
- 1.6 Watery Lane is outside the scope of the proposed CPZ. However, due to its narrow nature, officers are seeking approval to undertake a further statutory consultation to introduce double yellow lines on the south side between nos.18 Watery Lane and the cul de sac end; double yellow lines on the north side between No. 28 and Nos. 34/36 Watery Lane; and single yellow line operating between 10 and 4pm on the north side between No 36 Watery Lane and cul de sac end. Details are set out in section 4.10 of this report.

1 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 and
 - encouraging the use of sustainable modes of transport.
- 2.2 CPZs 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.

2 ALTERNATIVE OPTIONS

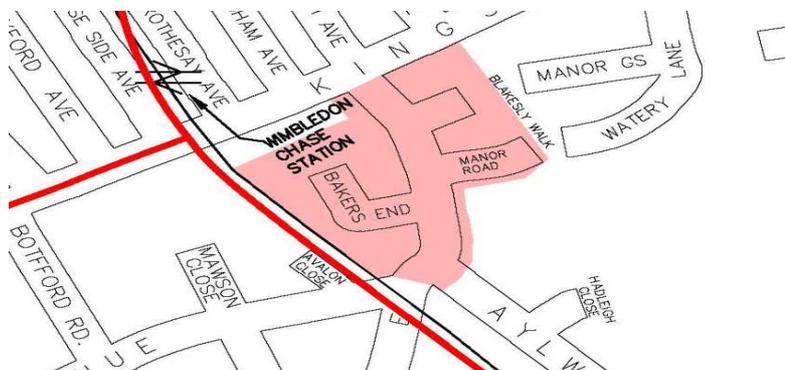
- 2.1. Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.

3 CONSULTATION UNDERTAKEN OR PROPOSED

INFORMAL CONSULTATION

- 3.1 In 2013 as part of the redevelopment of Nelson Hospital there was an allocation of S106 funding to investigate and consult on parking management measures to mitigate the impact of the closure of the hospital car park and the development of residential dwelling on a neighbouring site. The Ward Councillors asked officers to investigate the possibility of a parking management scheme e.g. Controlled Parking Zone (CPZ) in anticipation of the completion of the Nelson Hospital redevelopment and possible parking displacement into the uncontrolled roads behind the hospital.
- 3.2 The informal consultation on proposals to introduce parking controls in the Cannon Hill Lane area commenced on 22 September and ended on 14 October 2016. 383 premises were consulted via documents containing a newsletter explaining the proposals; an associated plan showing the proposed parking layout and a sheet of frequently asked questions. Residents were directed to the Council's website to fill in the online questionnaire.

- 3.3 The consultation resulted in a total of 192 online questionnaires returned (after removing duplicates / multiple returns from some households), representing a response rate of 50%. Of the 192 who responded, 42.7% support a CPZ in their road, compared to 51.6% who do not and 5.7% who are unsure. The roads that voted against the principle of a CPZ namely Aylward Road, Manor Gardens and Watery Lane also voted *No* 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?*”
- 3.4 Further analysis of the results on a road-by-road basis revealed that there are some roads that are in favour of the proposed controls (these are the roads that petitioned the Council for a CPZ) which form a logical geographical boundary and therefore these roads were recommended for inclusion within the proposed CPZ. Of the 85 responses from the reduced proposed MP2 CPZ area, 62.4% support a CPZ in their roads, compared to 30.6% who do not and 7% who are unsure. Of the 85 who responded, 68.2% support a CPZ in their road if their neighbouring roads were included in a CPZ, compared to 21.2% who do not, 10.6% who are unsure or who made no response. Residents were also asked which days of operation they would prefer if a CPZ was introduced in their road. Results show that 79.2% of respondents prefer Monday – Friday and 20.8% support Monday – Saturday. Residents were further asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 43% of respondents prefer 8.30am – 6.30pm, while 22.2% prefer 10am – 4pm and 34.7% prefer 11am – 3pm.
- 3.5 The results of the consultation along with officers’ recommendations were presented in a report to the Cabinet Member for Environmental Sustainability and Regeneration on the 1 December 2016, after which the Cabinet Member approved the undertaking of the statutory consultation for a MP2 CPZ to operate Monday – Friday, between 8.30am – 6.30pm.



4. STATUTORY CONSULTATION

- 4.1 The statutory consultation on the Council’s intention to introduce parking controls in MP2 CPZ to include Bakers End, Cleveland Avenue, Cannon Hill Lane (between Kingston Road and the railway bridge), Kingston Road, (even numbers only - property Nos. 250 to 274A), Manor Road and Leafield Road, commenced on 09 February and ended on 10 March 2017. 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, see Appendix 1, was also distributed 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
- 4.3 The statutory consultation resulted in 27 representations received which included 4 representations in support, 19 comments some requesting amendments to the parking spaces and double yellow lines and 4 objections. Details of these representations along with officer’s comments are detailed in Appendix 2.
- 4.4 The main objections received from residents in the area include:
- *There is no parking problem*
 - *The parking will be reduced*
 - *Do not want to pay to park outside own house*
 - *Parking controls will not make a difference*
 - *We were not informed that the proposed zone would be reduced*
 - *Do not want double yellow lines*
- 4.5 Following the consultation period officers received representations from some residents in the area stating that there is no parking issues to be resolved by a CPZ. However, in reality almost every inch of available road space is fully utilised with some obstructive parking. The proposed measures aim at addressing this issue by prioritising parking for residents in these roads and ensuring safety and access at all times. CPZs remove non-essential parking and prioritise parking spaces for residents who would have a better opportunity of finding a parking space within reasonable proximity to their homes during the hours of operation. Some residents also claim that they were not informed that the proposed zone would be reduced as majority of those who responded to the informal consultation voted against. Within the informal consultation leaflet residents were informed that the area was being proposed as a new standalone zone thereby allowing the residents to choose their preferred hours of operation. However, they were also advised that depending on the results of the consultation, it may be necessary for those supporting roads to become part of an extension to the existing neighbouring zone. If roads are added as an extension to an existing zone, in this case MP1 and/or 5F (details of which can be found on the Council’s website) they would need to adopt the hours of operation of the existing zone.

Leaffield Road

- 4.6 Leaffield Road was recommended for inclusion into MP1 CPZ in the informal consultation report and was approved for statutory consultation to give the residents an opportunity to air their views. During the statutory consultation the Council did not receive any objection from the residents of this road; therefore, it is recommended that Leaffield is implemented as an extension to MP1 CPZ.

- 4.8 During the preliminary design of the scheme the Ward Councillors requested the footway in Bakers End close to its junction with Cannon Hill Lane to be widened by removing a strip of grass verge which would facilitate parking on both sides of the road, with one side of the road having partial footway parking. Officers were asked to investigate this further including the cost of widening the footway. The cost of the footway work is estimated at £3000; this cost could be met from the CPZ budget and S106 allocation. This was recommended for approval in the informal consultation report and was approved.
- 4.9 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 2m) parking on footway can be permitted via an Exemption Order. This exemption, however, does not apply where the footway comprises of a grass verge. With the above approved footway works, this section of Baker End would have sufficient footway width to allow partial footway parking (two wheels on the footway). See plan attached as Appendix 1A.

Watery Lane.

- 4.10 Watery Lane has a road width of 5.5 metres and from No 18 Watery Lane it becomes progressively narrower with 3.7 metres at property No 32 Watery Lane. 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 sides of the road, the average available road width for access at No 18 Watery Lane would 3.5 metres and reduced to 1.7 metre at No 32. Residents requested that footway parking should be allowed on the south side (school side) from opposite Nos 20 to 36 (this is the way residents are currently parking in the road). However, there is a plan to open the school gate opposite No 36 Watery Lane to allow school children and other pedestrians to use the full width of the footway. In view of this it has been agreed with the local ward Councillors that the parking be transferred to the north side (outside the residential properties) between nos. 18 and 26 Watery Lane. The space on the south side will be treated with double yellow lines. The previously proposed double yellow lines between nos.36 Watery Lane and the Cul De sac end is proposed to be changed to single yellow line operating between 10 and 4pm. The road width at this section of the road is 5 metres which is reduced to 4 metres toward the Cul de sac end. It is recommended that this new proposal is approved for a statutory consultation and implementation.
- 4.11 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.
- 4.12 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 (double yellow lines on one or both sides), 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, especially fire, council refuse delivery vehicles and other emergency services.

Ward Councillor comments

- 4.9 The Ward Councillors have been engaged during the consultation process and they are supportive of the recommendations in this report.

The following comment is for the purpose of purdah restriction (under pre-election rules) during the Election period. *"I have discussed the timing of the MP2 report with my ward councillor colleagues and can confirm we would be pleased for your report to go to Cllr Whelton as soon as it is available. I presume that you will be able to send it to us at the same time"*.

5. PROPOSED MEASURES

- 5.1 It is recommended that the Cabinet Member agrees to
- 5.1.1 the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed MP2 CPZ to include Bakers End, Cleveland Avenue, Cannon Hill Lane (between Kingston Road and the railway bridge), Kingston Road, (even numbers only- Nos. 250 to 274A) and Manor Road, operational Monday to Friday, between 8.30am and 6.30pm as shown in Drawing No. Z78-218-01A in Appendix 3
 - 5.1.2 the making of an Exemption Order to allow footway parking in Bakers End to maximise the number of parking spaces
 - 5.1.3 the making of relevant Traffic Management Orders (TMOs) on the proposed 'At any time' waiting restrictions in various roads
 - 5.1.4 the making of the TMO to include Leafield Road into the existing MP1 CPZ, operational Monday to Friday, between 10am and 4pm as shown in Drawing No. Z78-218-01 Rev A in Appendix 1
 - 5.1.5 the undertaking a further statutory consultation to introduce double yellow lines on the south side between nos.18 Watery Lane and the cul de sac end; double yellow lines on the north side between nos.34/36 Watery Lane and No 28 Watery Lane; and single yellow line operating between 10 and 4pm on the north side between No 36 Watery Lane and cul de sac end. Details are set out in section 4.10 of this report.
- 5.2 The CPZ design comprises of mostly permit holder bays to be used by residents, 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.

Permit issue criteria

- 5.3 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.
- 5.4 In November 2016, the Council agreed to introduce a Diesel Levy to all those permit holders with a diesel vehicle. However, it has been agreed not to apply this new Diesel levy to the first year of permits of those zones that were consulted on (but not implemented) prior to the introduction of this levy. The levy will be applied to renewals i.e. the second year of the CPZ. Permit holders will be advised accordingly when making their permit application. Those residents with an all-electric vehicle will only have to pay a reduced rate of £25 instead of £65.

Visitors' permits

- 5.6 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 12 noon – 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.

6 TIMETABLE

- 6.1 If a decision is made to proceed with the implementation of the proposed CPZ, Traffic Management Orders could be made within six weeks after the 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.
- 6.2 If agreed the statutory consultation for the proposed parking restrictions in Watery Lane will take place soon after.

7. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposed measures is estimated at £35k. This includes the publication of the made Traffic Management Orders and the appropriate road markings and signage. This will be met by the Environment and Regeneration revenue budget for Parking Management schemes. This will be met partly by the S106 allocation for Parking Management scheme for this area.

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.
- 8.4 The Exemption Order for the footway parking will be made under section 15 of the Greater London Council (General Powers) Act 1974.

9 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 8.1 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.

- 8.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 8.3 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 as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 8.4 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.

9. CRIME AND DISORDER IMPLICATIONS

- 9.1 N/A

10. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 10.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents.
- 10.2 The risk in not addressing the issues from the consultation exercise would be the loss of confidence in the Council. 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.

11 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT

- 11.1 The following documents are to be published with this report and form part of the report.
 - a) Appendix 1 – Drawing No.Z78-218-01 Rev A (Revised scheme layout)
 - b) Appendix 2 - Representations with officer's comments
 - c) Appendix 3 – Statutory Consultation Documents

12. BACKGROUND PAPERS

- 12.1 Informal consultation report.



Proposed double yellow line

Proposed single yellow line
Mon - Fri 10am - 4pm

Proposed footway parking

Leaffield Road - proposed inclusion into MP1 CPZ

KEY

- PROPOSED**
- PERMIT HOLDER BAY
 - PAY & DISPLAY SHARED BAY
 - PROPOSED SINGLE YELLOW LINE
 - PROPOSED DOUBLE YELLOW LINE
 - P&D TICKET MACHINE
 - CPZ BOUNDARY
- EXISTING**
- CROSSOVERS
 - DISABLED BAY
 - DOUBLE YELLOW LINE
 - SINGLE YELLOW LINE

Drawn No. Z78-218-01
Revision: A
Scale: 1:500

merton
Merton Civic Centre
London Road
Merton, Surrey
www.merton.gov.uk

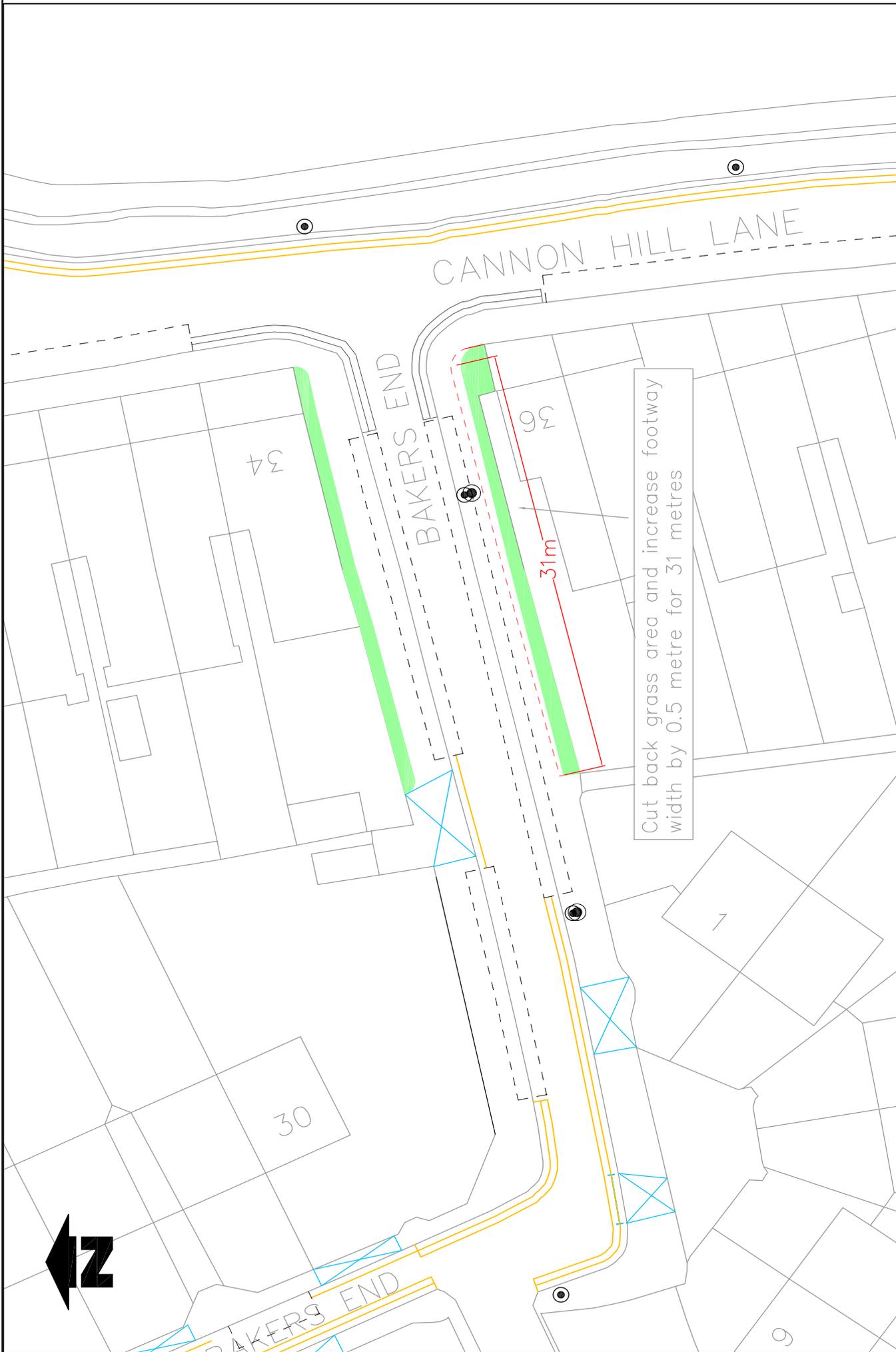
PROJECT: Controlled Parking Zone CPZ
TITLE: Proposed Zone MP2 Design Layout

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Drawn	Rev.	Date	Checked	Date	Appr.	Date

Street Scene & Waste
Environment & Regeneration
TRAFFIC & HIGHWAYS

Notes: Do not scale from this drawing



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<p>Drawn: [] Date: []</p>	<p>Checked: [] Date: []</p>
<p>Revised: [] Date: []</p>	<p>Approved: [] Date: []</p>
<p>Project: Controlled parking zones MP2</p>	
<p>Title: Bakers End Increase width of footway</p>	
<p>Client: Merton Civic Centre London Road Merton SM4 6DX www.merton.gov.uk</p>	
<p>Drawing No: Z78-218-05 Revision: - Status: DRAFT Scale: 1:250</p>	

Notes
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Representations and Officer's Comments

Representation - Support

018

I am a local resident and am writing to express my whole-hearted support for the new CPZ proposed MP2.

I have two questions:

=> Clearly we would like to ensure there are as many bays as possible. As such is it possible to reduce the length of the double yellow line on the Cannon Hill Lane end of Manor Rd?

=> Will it be possible to park on the extensive amount of pavement in front of 2 to 6 Bakers End, people already use this space for parking and it would seem a waste to lose it?

016

I live at Manor Road and I am writing to say that whilst I support the introduction of permit parking I am concerned about the proposals for Manor Road. I feel double yellow lining up to number 5 Manor Road, as well as on the opposite bend on the side of the park is unnecessary. It will result in the loss of at least six parking spaces. I can see that some clearance at the corner with Canon Hill Lane is necessary for safety and visibility reasons. However this is the widest, safest part of the road with the easiest access so it seems a waste of good parking spaces when we could fit at least three bays on the house side and a further two bays opposite. I also feel that we as residents should have parking available outside our houses so that we have safe access to our own homes. If access to the park is a concern, perhaps the kerb on the park side near the steps could be straightened to make reversing easier and improve safety for pedestrians and cyclists.

I also have a question - we currently have two large motorbikes parked in our road - will there be motorbike spaces? Or will they take up a whole bay each? Thank you for considering my concerns and I look forward to your response.

Officer comment

The design layout has been changed to reflect residents' concerns.

007

I live at Manor Road, and voted in favour of a CPZ in our area. However the initial consultation did not give us a chance to comment on the proposed parking bays. Therefore I now have 3 major concerns I would like to share with you

1. That there are enough spaces provided for each household/car owner who lives in the proposed area. I know that a lot of the households have at least 2 and in some cases 3 cars. Have you carried out any research on the amount of car permits that would be applied for vs the amount of spaces available? If there are not, where would we be expected to park?

2. As a resident in Manor Road, I would like to raise concerns about the positioning of the double yellow lines in our road. I do not think it is necessary that the double yellow lines go in front of houses 1-4. This is the widest part of the road so why can't there be spaces outside our houses? It will impact on our safe accessibility to our properties if we cannot park outside our own homes. There is also more than enough space for 2 additional car spaces opposite 1 Manor road but on the right hand side (park side) of the road.

With spaces at a premium we need to maximise the opportunity to create more, not less. I do not think this will impact on emergency vehicles entering the street as this is the widest part of the street.

3. Health & Safety of pedestrians and cyclists using the park/street. Reversing out of the street is the only way to exit Manor Road in most cases and there is a blind spot just before the steps to the park. The main issue here is not parked cars outside houses but the angle of the bend/curb in front of the steps. The only way to solve this is to adjust the angle of the road at that point and cut back the verge to straighten/widen the curb/road. Double Yellow lines will not solve this problem. I am happy to discuss any of these points further with you,

Officers comment

The design layout has been changed to reflect residents' concerns.

008

I am very pleased to see this might now actually go ahead. Please consider when marking the bays the following:-

On either end of Leafield please ensure enough space for cars to complete the corners (ie turning in from Aylward Road and Mostyn Road). As you turn in from these streets both are very sharp turns onto blind corners, your vehicle ends up in the middle of the road. As this is a rat run cars are committed once they have entered the turns and then have to battle to get through the single lane of traffic. I note parking bays have been allocated outside numbers 16 and 14, please reconsider this. The corner here can be very dangerous as you are not able to see around it. If there are cars parked here vehicles have to go into the middle of the road to enter the corner (please see attached photo) this has led to near collisions, a lot of arguments about who should reverse back up the road etc. It is also the same entering from Aylward, vehicles are committed to the single lane once they turn the corner. They are unable to see the oncoming vehicles until they too have committed. Also in this area cars are often found mounting the pavement to get past each other (also visible evidence in photo see mud and tyre tracks) after coming through the corner, it is only a matter of time before they hurt a pedestrian (I also attach a photo of how much more you can see if there are no cars outside these two houses).

Thank you for considering the above. It really has been awful living here lately, it can take ages to get out of your own drive let alone try to get back into it.

019

I am writing to show my support for ES/MP2 CPZ. My only concern is that it seems the number of parking spaces have been reduced considerably compared to what it is now. I understand it is for safety reasons. However, I would really appreciate it if you could review your proposal and make sure that there are at least 2 parking spaces available for each households. The neighbourhood would be very disappointed if we still struggle to find a parking space and we have to pay CPZ, which is not cheap.

Officers comment

In terms of parking spaces, the calculation the Council use is two and half cars to a space. This has worked in all the CPZs in Merton. There is a minimum of approximately 90 spaces proposed within the reduced CPZ area. In Cannon Hill Lane there are 40 parking spaces plus a disable bay. A CPZ prioritises parking for residents of the zone and their visitors whilst ensuring safety and access at all times. The Council does not guarantee residents parking space outside their property. However, the Council guarantee residents' ability to find parking space within 100 metres of their home but only during the hours of operation.

COMMENTS

025

I am writing in response to your proposal to institute double yellow lines on either side of Watery Lane SW20. This would result in insufficient parking being available, even for only one car per household. Can I propose that yellow lines are only introduced on one side of the road, preferably on the opposite side to the school, which would I think allow sufficient room for even wide vehicles (such as fire engines, delivery trucks etc) to pass through.

Officers common

See section 4.10 of this report.

016

The proposal of changes to the parking arrangements in Watery Lane with the introduction of double yellow lines are unwanted, inappropriate and have not been thought through to take into account the requirements of the main interested parties, namely the residents of Watery Lane. Having overwhelmingly voted against a CPZ scheme it appears Merton Council are on a mission to enforce some form of parking control upon the residents of Watery Lane despite their views being strongly documented against such in the CPZ consultation.

Some of the proposals are baffling in the extreme. For example, an area of pavement by the semi-circular turning area adjacent to Rutlish School, opposite No.38 Watery Lane which is about 20ft long comes from nowhere, leads nowhere other into some bushes and currently offers a convenient place to park is to be surrounded by double yellow lines. Why?

We feel a much better solution would be to have single yellow lines on the north west side of the street in front of the houses, operating from 10am to 3.00pm to dissuade commuter parking but still allow overnight parking by residents. The current parking arrangements have been fine with no disputes between neighbours for all of the 10 years in which we have been resident in Watery Lane. Unfortunately the poor planning of the new Nelson Hospital and Liberty House developments which created vast buildings but sadly failed to make provision for the vehicles of staff working there has left the residents of Watery Lane in a vulnerable position with regard to the overspill from these developments and their own parking arrangements.

There is ample parking for residents if the side of the road, adjacent to Rutlish School, with on pavement parking and the semi circle is available in its current form without the introduction of double yellow lines and standardised sized parking spaces. As parents of 2 young children, we feel the issues of cars coming into the road has been alleviated adequately following the improved signage identifying Watery Lane as a no-through road.

The proposed plans again suffer from the feeling that they have been put together without any thought and logic with regard to the day to day operations of the people who live there and would encourage Merton Council to revisit the plans to come to a more sensible, workable plan. We fully support the recommendations of our neighbours in opposing the introduction of double yellow lines and supporting the sparing use of single yellow lines.

Officers comment

See section 4.10 of this report.

001

Just received the letter dated 9th Feb 2017 issued in relation to the above reference. Very saddened by the fact that Aylward road has been excluded from this proposal. Aylward road anyways is blocked by broken cars and vans parked by non-residents who want to avoid paying for parking. This causes a major hassle as the full road is always blocked. By excluding Aylward Road and including Cannon hill lane & leafield road in CPZ - you are going to make it worse for Aylward Road resident. The recent burglaries in the road are testimonial to why he prefer to have CPZ imposed in Aylward road too.

Would request again to please implement the same as per the original proposal. This will also discourage people who own 3-4 cars in one household and block the road - a big nuisance!

Hope this request will be given some consideration.

Material Changes to on-street parking in Watery Lane, resulting from a proposed Traffic Management Order (TMO) as shown on Council drawing Z78-218-01 Revision A. Thank you for a further opportunity to make representations against the proposals set out in the above drawing. Your brief 'Statement of Reasons' for the current proposals gives, as a rationale for what is proposed, three objectives : "the scheme is seeking to help alleviate the congestion problems, the reduced number of parking spaces for residents, and environmental problems." The TMO for Watery Lane delivers the first of these objectives at a very heavy cost to residents, fails to deliver the second, and would make little difference to the third.

Alleviate congestion problems - The introduction of CPZ MP2 as proposed will only alleviate the congestion problems in Watery Lane and Manor Gardens – which have become more acute since the opening of the Nelson Health Centre and Liberty House – by removal of almost all the available car-parking in the street. In addition, pressure on spaces available for free all-day parking, not only from all-day users of the Health Centre and Liberty House, but also from overspill from the newly introduced CPZ2, will intensify, and be pushed eastwards into Watery Lane and Manor Gardens.

Congestion in Watery Lane has occurred in particular when car or van owners have parked, usually during the working day, on the NW side of the street outside houses nos 18 to 36. Congestion is not caused by any of the current parking arrangements on the SE side of the street.

Alleviate the reduced number of parking spaces for residents - In the area of Watery Lane shown on the drawing Z78-218-01, south of a narrow (3.1m wide) entrance to the Lane opposite nos 12/14, there are 11 properties (nos 18 – 36; and 46) which have no space on the property for parking a car, and, because of the existing Article 4 Direction and limited space in their front gardens anyway, their owners/occupiers have little prospect of doing so.

At present, on the SE side of the road, there is provision for 9 cars using footway parking between nos 18 to 32, 5 spaces, partly using footway parking, including one disabled bay in the semi-circular area opposite no 36, and a single further footway parking space opposite no 38. This makes for 14 spaces plus 1 disabled bay.

The proposed TMO scheme reduces the amount of parking available on the SE side of the street to 5 spaces opposite nos 18 to 26, indicates that only 3 spaces including the disabled bay can be used in the semi-circular area, and appears to cut off the use of the single additional footway parking space opposite no 38. Around 3 further spaces seem to be offered in the "woodland" area opposite nos 40 to 44, but parked cars here make access to the parking bays dedicated to these properties difficult for these householders. This would make for 7 spaces plus the disabled bay, and perhaps 3 others in the less-favoured woodland area. So 7 (or 10 at some inconvenience) in all, plus 1 disabled bay

This reduction in the number of parking spaces in Watery Lane severely reduces the number of parking spaces for residents, and in no way alleviates the reduced numbers of parking spaces available. For many years the whole of the SE side of the street – the 14 spaces as outlined above – have been available for parking, without problems to road safety, obstruction of the roadway, and without neighbour disputes. At weekends and overnight, it is clear that almost all of these 14 spaces are currently in use by local residents. The withdrawal of about half of these spaces would be disastrous for the amenity of residents, and could easily make it impossible for residents to park their cars legally.

Alleviation of environmental problems - It is not clear what environmental problems will be alleviated by the proposed reductions in parking space along the SE side of Watery Lane. There is space on the footway on the south of Watery Lane for cars to park with a wheel on the kerb all the way along, leaving at least 1m between the cars and the boundary wall of Rutlish School, including where 5 cars park in the semicircular bay. Even where the road is narrowest, opposite nos 28-34, footway parking would leave 3m carriageway width available, which is the maximum width of vehicle that can access Watery Lane at its narrowest point outside nos 12-14. Access therefore for larger vehicles would not be impeded by permitting parking on the south-east side of the street all the way along, including the 5 spaces in the semi-circular bay, simply because they cannot get into the road at all.

Conclusions - The problems in Watery Lane are caused by parking on the NW side of the street, not by any of the current parking on its SE side. The Council's draft TMO, by severely reducing the existing parking provision, causes more problems than it solves. A better solution would be to place a single yellow line, operative during the working day, along the NW side of the street, but to continue to permit footway parking as at present along the south side. This would cut down on the congestion problems/nuisance parking, but would preserve the existing levels of parking and amenity for residents in nos 18 to 32 and 46. This was recommended by our local Councillor as part of the consultation process in the latter part of 2016. With current arrangements for parking in Watery Lane, there are times when it is impossible for residents to park. Any reduction in residents' ability to park close to their property introduced as a result of this or any similar TMO would severely impair the amenity of residents. The Council could alleviate this by offering to residents of Watery Lane the opportunity to purchase parking permits for MP1; this would allow residents unable to park anywhere

near their properties because of the expected increase in pressure on Watery Lane and Manor Gardens the ability at least to park legally somewhere –in the generous spaces provided in Sheridan Road or other nearby streets.

Recommendations - Retain, if necessary formalised, footway and other parking for 14 cars along the SE side of Watery Lane between nos 18 to 36; Introduce a single yellow line, operative during the working day, along the NW side of Watery Lane between nos 18 to 48. Award residents in Watery Lane and Manor Gardens the opportunity to purchase parking permits for CPZ MP1 so as to allow them to park locally at times when pressure on the free parking spaces in these two unrestricted roads between MP1 and the proposed MP2 make it impossible to park legally anywhere else

Officer's comment

See section 4.10 of this report.

027

Regarding the above proposed CPZ, I would like to make the following points, although I welcome the proposal and have no objections to it being implemented. If parking is to be half on the pavement / half on the road in Bakers End, I would have thought it might be necessary to cut back some of the grass verge from the flank wall of No 34 Cannon Hill Lane, as well as the proposal to do this on the opposite side of the road by No 36. When cars are parked, the pavement is already narrow on both sides of the road near the junction with Cannon Hill Lane. The proposed double yellow lines on the road adjacent to the boundary of the recreation field, starting in Manor Road and ending approximately opposite No 50 Cannon Hill Lane, are absolutely essential for the safety of pedestrians crossing Cannon Hill Lane, as well as for traffic trying to pass through this section of road. For the last year or so, there are almost always several cars / vans parked on that side of the road, which obscure a safe view of any oncoming traffic in both directions. These proposed double yellow lines should be put in place whether the CPZ is implemented or not.

Officers comment

The footway at the flank wall of no 34 Cannon Hill Lane is wide enough to accommodate partial footway parking. The proposal is only to cut back the grass at the flank wall of 36 Cannon Hill Lane.

026

Thanks for your work in trying to organise parking in the Canon Hill Lane area. We live at Watery Lane (the bottom end of the cul-de-sac) and would only comment that we think that the proposed double yellow lines that extend from No 36 to the end of the road are unnecessary. If possible we would like the area outside of our house to remain without lines - similar to the lack of lines along Manor Gardens.

Officer comment

See section 4.10 of this report.

020

When the crossover acceptance was received, I initially didn't pay the fee because of the clause above. However when there was a delay in the works commencing, I sought advice from traffic and highways about proceeding with the crossover first whilst waiting. The informal consultation for whether to proceed with statutory CPZ consultation was then circulated and did not include the approved crossover. On contacting traffic and highways I was advised that it should have been recognised, but most likely a case of different branches of the department not having the most up-to-date information. I was also advised that I could pay for the crossover and they would make a note on file that works were not complete and that the crossover would be deferred. I was also informed that this should also ensure that it was included on plans for a subsequent CPZ consultation. Before the statutory consultation I have also contacted our councillor Peter Southgate who copied in Paul Atie so that this crossover information could be included in the CPZ plans. Thank you for your help in investigating this further and resolving the issue for us.

Officers comment

The proposed layout of the parking bays in Bakers End does not include the proposed dropped kerb adjacent to No.36 Cannon Hill Lane as the construction has not commenced yet. To mark out the single yellow line in the event of the CPZ's introduction in a significant timescale prior to the construction of the dropped kerb will effectively be viewed as a loss of parking space. The details of the proposed dropped kerb adjacent to No.36 Cannon Hill Lane have been noted and once the dropped kerb is constructed any existing parking bays across the dropped kerb will be removed and a yellow line waiting restriction will be introduced across the dropped kerb

023

Apologies for the late comment on this scheme, but the initial note had passed me by. I live on Northernhay Walk and although I am not wholly opposed to the proposed parking restrictions (especially at the junction of Northernhay Walk with Monkleigh road) I am, however, concerned about how the restrictions will affect parking on the road. We already have problems with people parking across our driveway thereby making access to and egress from our driveway on this very narrow road very difficult. We have damaged our car trying to get on and off our driveway because of people parking across our driveway and endured abuse when we have asked people to move their car. The problem was so bad that we had to apply for and pay to have a white line put across our drive. The white line has not completely prevented people from parking across our driveway, but it has lessened the problem. I am now concerned that with the proposed scheme and the prospect of even less parking on/around Northernhay Walk that we will have more people parking across our driveway and the situation will be worse than it was before we had the white line put in. I would be grateful if you would consider this impact and advise how you propose to lessen this effect on those with driveways on Northernhay Walk.

Officers comment

The proposed scheme is as a result of residents of this area petitioning the Council for help to ease the inconsiderate and obstructive parking. The Council will respond accordingly once a petition is received from Northernhay Walk.

017

I am writing to express my concern about the loss of residents car parking in Watery Lane shown on the latest Council drawing no. Z78 -218-01 revision A. Residents between nos 8 and 36 have no alternative but to park on the south-east side of the road, any reduction in parking space in this location would result in some residents having nowhere to park their cars. The existing parking arrangements have worked perfectly well for many years and I can see no benefit in reducing the numbers. I agree with other residents that parking on the north- west side of the road should be controlled by a single yellow line and time limited between 10.00am and 4.00pm Monday to Friday to discourage commuter parking which has become a recent problem. I have spoken to other affected residents and most are of the same opinion as me, and I therefore request that the current proposal be re-assessed with a view to maintaining existing car parking numbers in this part of Watery Lane.

Officers comment

See section 4.10 of this report.

031

I am writing regarding the proposed CPZ in the Cannon Hill Lane area, reference ES/MP2. In the original leaflet detailing the proposed CPZ we were informed as follows "In anticipation of the likely parking displacement into the neighbouring roads, it has been agreed that the Council would carry out an informal consultation on a larger area, to give those residents an opportunity to air their view". This makes it quite clear we were voting on a proposed CPZ for the whole area of the attached plan. The leaflet even states "Due to the scale of the attached plan it may be difficult for some to view the proposed restrictions. It is therefore recommended that residents view the plans on the website or inspect larger scale plan deposited at the Civic Centre reception. " At no point were we informed that the proposed controls may then be altered to be on a road by road basis. Your leaflet issued on the 9th February 2017 states "Of the 192 who responded, 42.7% support a CPZ in their road, compared to 51.6% who do not and 5.7% who are unsure. " I reiterate that at no point in the original proposal were we informed that we were voting on a CPZ purely in our road, in fact the leaflet continually referred to a CPZ in the proposed area (as referred to in the plan).

As a result the online returns unanimously confirm that the proposal for a CPZ in the area stated in the initial proposal has been rejected. I have also noticed that the councils intentions posted on lamp posts in the vicinity state that objections should be made no later than the 3rd of March whereas the leaflet issued on the 9th February states the 10th March. Please clarify.

On another note I would be grateful if you could inform me of the criteria for "removing multiple returns from some households". I have been informed that one vote from each household was taken whereas I'm sure a number of houses have multiple residents eligible to vote and each vote should have an equal right. This whole process has been totally unclear and misleading. I expect the proposal to be rejected as the online returns requested. At the very least there should be another vote where we are clearly informed on what we are voting for. I look forward to hearing from soon with your resolution.

Officers comment

Within the informal consultation leaflet residents were informed that the area was being proposed as a new standalone

zone thereby allowing the residents to choose the hours of operation. However, they were also advised that depending on the results of the informal consultation, it may be necessary for those supporting roads to become part of an extension to the existing neighbouring zone. If roads are added as an extension to an existing zone, in this case MP1 and/or 5F (details of which can be found on the Council's website) they would need to adopt the hours of operation of the existing zone.

As per legislation, the period of a statutory consultation process is 21 days and this to be advertised in the local newspaper and the London Gazette. However it was agreed with your local ward Councillors to allow a further one week for residents to respond due to school mid-term break during the statutory consultation. It was a concession negotiated by your local ward Councillors which the Council accepted meaning that residents were provided in excess of the legal 21 days to respond to the consultation. The yellow notice is part of the legal document prepared in line with the legislation. The newsletter is an advisory leaflet giving residents more time to respond. Other residents appreciated the concession that allowed them to respond after the mid-term break.

Informal consultation is based on one vote per household. This gives a clear idea of what the household want to see happen instead of the individual members of the householder giving opinions that may not give a clear view. There have been instances when we have received multiple conflicting responses from the same household. For example where two people responded from the same household one yes, the other no, this would become unsure as there is no clear answer from that household. As you are aware, the Council has undertaken CPZ consultations in this area a few times before now and majority of residents know that it is one vote per household. One per household also makes it fair on other residents as it may be deemed unreasonable and unfair if one household with 4 people carried more weight on a household of less people. Within a statutory consultation, however, residents are given a further opportunity to air their views and this is not limited to household.

018

1. The result of the resident's vote for the single MP2 zone consultation was a clear "NO" to the CPZ. This result should stand as it was a single consultation and "do nothing" is the correct outcome.

2. These CPZ proposals in the Cannon Hill lane area will have the instant effect of significantly reducing the number of safe parking spaces currently available (by some 20 or more vehicles) and then require residents to pay for reduced parking for residents. This scheme is not "fit for purpose" which is why CPZ proposals have been rejected twice previously by the residents. This is now the 3' consultation is some 8 years.

3. Indeed, Residents' main concern is that there is not sufficient parking for residents' vehicles in this area. So how can significantly reducing by so many, the number of vehicles able to park in this small area, in any way, resolve this situation. This is likely to lead to more problems than at present. Also, as a resident for almost 25 years, I can honestly say that unsafe parking is not a concern. If, however, any motorist is inclined to park in an unsafe manner, this is a matter for enforcement and NOT a reason to introduce a CPZ. This shows that the reasons given in Para 8.1 of the Notification of a decision taken by the CM for R, E and Housing dated 5.12.16 is not well made and should be revisited.

4. A further serious objection is the way this whole consultation has been run by the Council. The entire process has been below the standards expected. I have found the entire process to be unfair, non-inclusive and not transparent. Let me give examples of these:

a. The Council decided voting on the informal consultation could ONLY be done online. This would exclude many older and vulnerable residents who either had no access to the internet, or knew how to use it and so were denied their right and could not have their say. This is clearly unfair, non-inclusive of all residents and a serious impediment to the veracity of the consultation; Hence, the full views had the views of residents on which they made other decisions.

b. The Council failed to state publicly from the outset how their online votes in the informal consultation would be counted. The Council opted for a one vote per household approach but never told the residents (I only know this because I rang and spoke to Mr Atie). Hence, spouses and others over 18 from the same household voted and wasted their time. So how did the Council decide whose vote counted particularly where there was a difference or a tied vote? This means that it was the Council Officials determining which vote was counted and which not instead of the residents deciding. The process is flawed and no CPZ should be imposed.

c. This one vote per household is a marked difference to using unverified multiple names to get the petition up and running. Yet when multiple residents from the same household actually voted, the Council removed these citing "after removing duplicates/multiple returns from some households". The CPZ consultation may not have gone ahead if it was 1 vote per house for the petition and the Council applied the same units for the petition and the vote. Sadly, this suggests it is the Council's financial interest than a fair appraisal of residents wishes which is the driving factor.

d. A further example of how shambolically this process has been handled is that there are two different dates published for

when this statutory consultation ends. The date on the letter sent to residents' homes says 10th March 2017 but the date on the Yellow public notices put up in the area states a deadline of 3rd March 2017. Incredibly, both have an issue date of 9th February 2017. This could mean that some residents may have not responded believing the deadline has passed.

e. Given that this consultation process has not been fair, transparent or inclusive of all residents, the Council should not on this basis unilaterally assume it has a mandate to start changing the goal posts to consult on the Cannon Hill Lane area. Had the vote not been online only, the results would most certainly have been different. Removing 2 streets and recalculating the result as a YES in certain streets is not right. Indeed, then taking one street which voted in the MP2 as a yes and moving it to MP1 — a zone they never voted in is unfair.

f. The Council's decision to single out and somehow extricate a small part such as the Cannon Hill Lane area for consultation is very contrived and based on an unsound process. Please do not make a decision based on obtaining more funds for the Council but for the good of the residents.

This Proposals in this CPZ will not improve the parking availability for residents but will reduce it. Some residents already mistakenly believe that with a CPZ they will have a right to park outside their house. Once they pay for their permits and cannot park there, I fear tensions will rise. There is potential for the whole atmosphere in the area to change for the worse.

Officer comments

Within the informal consultation leaflet residents were informed that the area was being proposed as a new standalone zone thereby allowing the residents to choose the hours of operation. However, they were also advised that depending on the results of the informal consultation, it may be necessary for those supporting roads to become part of an extension to the existing neighbouring zone. If roads are added as an extension to an existing zone, in this case MP1 and/or 5F (details of which can be found on the Council's website) they would need to adopt the hours of operation of the existing zone.

In terms of parking spaces, the calculation the Council use is two and half cars to a space. This is due to the fact that all residents cars will not be parked in the road at the same time during the controlled hours. Also residents are able to park in any of the available parking spaces within the zone and not all residents have cars. A CPZ allows the Council to ensure safety and access at all times and give residents priority to remaining available space.

There are approximately a minimum of 90 spaces proposed within the reduced CPZ area and yellow lines are introduced in those areas where parking would impede flow of traffic and / or affect sightlines and safety. Within any parking management proposal, safety and access are given priority over parking and parking is maximised as long as it is safe to do so. It is anticipated that once long term commuters or residents from existing CPZ who do not want to pay to park in their zone have been removed, permit holders of the proposed zone would have enough parking spaces available to meet their parking needs during the hours of operation.

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. In Cannon Hill Lane residents and other road users have been complaining about most of the above issues and some yellow lines were previously introduced. A CPZ allows the Council to prioritise any remaining safe parking spaces for the residents thereby meeting residents' expectations of improving safety and parking needs as much as the road space allows.

The online system was created to keep costs down and allow the Council to process residents' views more efficiently. Within the newsletter the Council does state that anyone who wishes to have a hard copy can contact the Council and a hard copy will be provided. The fact that the Council did receive responses (50% of households voted) from residents during the informal consultations demonstrate that residents were aware they were being consulted and responded to the consultation.

In consultation of this type (informal consultation) it is one vote per household. This gives a clear idea of what the household want to see happen instead of the individual members of the householder giving opinions that may not give a clear view. There have been instances when we have received multiple conflicting responses from the same household. For example where two people responded from the same household one yes, the other no, this would become unsure as there is no clear answer from that household. As you mentioned in your letter, the Council has undertaken CPZ consultations in this area a few times before now and majority of residents know that it is one vote per household. One per household also makes it fair on other residents as it may be deemed unreasonable and unfair if one household with 4 people carried more weight on a household of less people. Within a statutory consultation, however, residents are given a further opportunity to air their views and this is not limited to household.

The Council only considers a CPZ in areas where the residents petition the Council. The petition that was presented to full Council meeting by one of the local ward Councillor in November 2015 instigated the consultation.

As per legislation, the period of a statutory consultation process is 21 days and this to be advertised in the local newspaper and the London Gazette. However it was agreed with your local ward Councillors to allow a further one week for residents to respond due to school mid-term break during the statutory consultation. It was a concession negotiated by your local ward Councillors which the Council accepted meaning that residents were provided in excess of the legal 21 days to respond to the consultation. The yellow notice is part of the legal document prepared in line with the legislation. The newsletter is an advisory leaflet giving residents more time to respond. Other residents appreciated the concession that allowed them to respond after the mid-term break.

Within the informal consultation leaflet residents were informed that the area was being proposed as a new standalone zone thereby allowing the residents to choose the hours of operation. However, they were also advised that depending on the results of the consultation, it may be necessary for those supporting roads to become part of an extension to the existing neighbouring zone. If roads are added as an extension to an existing zone, in this case MP1 and/or 5F (details of which can be found on the Council's website), they would need to adopt the hours of operation of the existing zone.

The results of the consultation was presented to the local ward Councillors in a meeting where it was agreed that Bakers End, Cannon Hill Lane, Cleveland Avenue, Kingston Road (selected numbers only) and Manor Road should proceed to the next stage for the formation of the proposed MP2 CPZ Cannon Hill Lane area, operational Monday to Friday 8.30am to 6.30pm; that Leafield Road should become part of MP1 Merton Park south; and that Aylward Road, Hadleigh Close, Manor Gardens and Watery Lane should be excluded from further consultation. This was based on the feedback received during the consultation process.

As mentioned above, it is anticipated that once long commuters or residents from existing CPZ who do not want to pay to park in their zone have been removed, permit holders of the proposed zone would have enough parking spaces available to meet their needs.

019

1. We were unable to vote in the original consultation. The link provided to us did not work on any of our devices. Had we been able to vote we would have opposed the parking restrictions. If we were unable to vote on the link provided we would be concerned that other members of the local community were also unable to vote and therefore have not been represented in the final response.
2. We also note that multiple returns/responses from the same household were not counted. We were unaware that only one person per household could vote. Could you please clarify if this was the case? I also wonder whether we could have sight of the results before the duplicates/multiple households were removed? We note in anyway event the majority of responses were people who would not support CPZ in their area.
3. We have not had any communication from the Council since the original consultation until Merton Council issues the update note. We would have been grateful for an update after the vote.
4. We reside on Cleveland Avenue. We note that there are at least 12 properties/flats on our road. At most 14 cars would fit in a controlled parking zone on our road. Given this would you propose that it is one car per household? Both myself and my housemate Ms Heywood require cars for work. Were we to be limited to one car this would seriously affect our livelihoods. In any event, having considered the plans for the increase in single yellow lines we do not consider there will be enough space for every property in the area to have even one car parked on the road. I would be grateful for clarification if this is not the case.

In the circumstances we would be grateful for any information on what we can do to prevent the controlled parking zones? I have cced in Mr Whelton who I hope would also be able to assist with this.

Officer Comments

As far as the Council is aware, the link was working throughout the consultation period. The fact that the Council did receive responses (50% of households voted) during the informal consultations demonstrated that residents were aware they were being consulted and responded to the consultation. The Council did not receive concerns from any other members of the community regarding not being able to vote and some have voted multiple times.

In consultation of this type (informal consultation) it is normally one vote per household. This gives a clear idea of what the household want to see happen instead of the individual members of the householder giving opinions that do not give a clear view. For example where two people responded from the same household one yes, the other no. This would become unsure as there is no clear answer from that household. Unfortunately the Council is not able to provide you with raw data of how the community voted as it is against the Data Protection Act. The raw data contains residents' names and

addresses. The summary of the results is in the Cabinet Member report which is available on the website www.merton.gov.uk/cpzmp2.

It was explained in the informal consultation leaflet that was distributed to the local community that "The results of the consultation along with Officers' recommendations will be presented in a report to the Cabinet Member for Environment

Regeneration and Housing. Once a decision is made residents will be informed accordingly

In terms of parking spaces, the calculation the Council use is two and half cars to a space. This is due to the fact that all residents cars will not be parked in the road at the same time during the controlled hours. Also residents are able to park in any of the available parking spaces within the zone. This has worked in all the CPZs in Merton as all residents vehicles will not be in the road at the same time.

There are minimum of 90 spaces proposed in the reduce CPZ area and yellow lines are introduced in those area where parking should not take place. In Cleveland Avenue there are 16 parking spaces proposed. The single yellow lines are proposed over residents' driveways which provide access to their private off street parking. The rest of the available kerbside in the road parking spaces have been maximised.

Parking permits will not be limited to one per household.

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Environment and Housing. If a decision is made for the scheme to go ahead, the Traffic Management orders will be made. Any person desiring to question the validity of the Order or of any provision contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984, or that any of the relevant requirements thereof, or of any relevant regulations made thereunder has not been complied with in relation to the Order may, within six weeks from the date on which the Order was made, make application for the purpose to the High Court.

009

This in relation to the double yellow lines on Watery Lane.

Whilst I encourage more control on Watery Lane, single or double yellows on one side of the street. I think the proposed showing (in some area) both side of the street is excessive. It will leave far too few parking spaces for the residents on the street to park – for those that do not have a driveway. What options for parking is available for these residents (18 to 34, 40-42)

1. Following planning consent, we will enter into a contract with a building to carry out some home refurb. This will be made very difficult if we cannot dispose of waste via a skip, please can you outline how that can be done if there are double yellow lines outside the front of our house. It would be unfair and against Article 4 (Planning) to leave us with no option to remove our established hedge and fence.

Officers comment

See section 4.10 of this report.

002

I have received copy of plans which show double yellows will be across my drive , which I can accept if I could get on and off my drive!! . Can see on plans permit bay is shown central between outside houses 25 & 27 Which makes sense. BUT FOR some reason the one opposite my house in Baker's End means, I won't be able to get off my drive as the permit bay planned outside my house is POSITIONED completley MIS-BALANCED and shown to be in line with my right hand fence post!! . HOW am meant to be getting on and off my drive!!! For this to work also has to be central between number 30 & 28 baker's end. There is no way you can put double yellows across so I can't park and then position a parking bay so mis balanced between 28 and 30 that I can't drive off my drive!!

Officers comment

Residents of this section of the road have been parking where parking spaces are proposed and residents have managed to get on and off their driveway. However, officers normally monitor any new scheme for the first three months after implementation to make sure the scheme is working for residents, if the parking bay is found to be a problem necessary adjustment would be made to rectify the situation.

014

On receipt of information on Proposed CPZ MP2 Consultation, I wish to make the following comments regarding Watery Lane. I note you have decided not to proceed with CPZ in Watery Lane but propose to implement double yellow lines everywhere. We have lived here for 51 years and at the far end of Watery Lane, houses numbered 38-48, we do not have a problem. There are five crossovers in situ enabling house owners to park vehicles on their own property. The lane is narrow here and cars can only park one abreast. Currently our visitors park outside our gate. We have never has a problem with strangers parking over the entrance. We attach photos showing our daughter's car parked outside our gate and you will see this does not block either the entrance to the park or the pedestrian access to Manor Road. We therefore feel very strongly that yellow lines are not required at all in this section. In fact to have them would make it almost impossible for us to invite trades people or, indeed, our family and friends to come to the house. The proposed footway parking is essential to allow as many cars as can be safely accommodated. I would however suggest that the proposed footway parking continues as far as house no. 32 giving space for another two cars. My view has not changed from my e-mail dated 2nd October where I stated that I felt a single yellow line operating from 10 am-4 pm Monday to Friday, for houses 18-36 would be suitable for these residents, thus preventing long term parking.

Officers Comment

See section 4.10 of this report.

003

I live in Manor Road and want to respond to the proposal for the above CPZ. In the plans we would lose parking to double yellow lines in front of first 4 houses (not sure on reason for this) and parking at the end of the cul de sac. There is no

turning circle at the end of this road as it's too narrow so losing 5 parking spaces seems unnecessary. There is not enough space in the road as it is for the residents in the road to park. As a single parent I want to be able to park close to where I live if returning home in the evening. This is already a problem and will be worse with 5 less parking spaces. This is a very quiet street opposite a park so walking down it alone late at night does not feel safe. I am opposed to the CPZ but the double yellow lines proposed for Manor Road seem extreme and likely to make returning home at night increasingly unsafe.

Officers comment

The double yellow lines have been reviewed and the parking bays have been extended.

032

Thank you for the consultation document regarding the proposed CPZ as above. We have lived in Watery Lane for thirteen years and have not had a problem up to now with the parking arrangements as they stand. We have no alternative but to park on the street and our objection to the CPZ and to the proposed current scheme is that both of them reduce the number of available parking spaces significantly. Given that the road is a no-through-road we don't understand why it is necessary to have additional double yellow lines along the southern side of the road. The only effect of adding these would appear to be to prevent residents from parking in an area where the council specifically installed a tarmac strip on the footway for the full length, to facilitate footway parking. Additionally, we believe the proposed double yellow line on the north side of the road should be a 10am – 4pm, Monday – Friday single yellow line. We submit that the current parking arrangements put forward, shown on Council drg no Z78-218-01 Rev A, by making a 50% reduction in parking numbers, fail to accommodate the needs of ourselves and other Watery Lane residents. We therefore suggest that our proposals above would maintain existing car parking numbers whilst at the same time achieving appropriate improvements in traffic management in Watery Lane. If you go ahead with this scheme as you have proposed, we are unclear about where we are supposed to park. There are currently 9 houses that have no alternative but to park on the street as our gardens are too shallow to accommodate cars. Your proposals will reduce the number of car parking spaces to fewer than the number of houses and we will be unable to park in neighbouring streets as these will all be CPZ. We appreciate that the current arrangement is unconventional in highway planning terms, however it has never caused a problem in respect of road safety or neighbour disputes. We would be very grateful if you didn't make the lives of Watery Lane residents more difficult.

Officers Comment

See section 4.10 of this report.

015

You have recently sent a circular leaflet about proposals for the CPZ MP2 and associated works. In the circular, you refer to a report presented to the Cabinet Member for Environment, Regeneration and Housing on 1 December, which you claim is available on your website. The report does not appear to be posted on your website where you direct us to (www.merton.gov/cpzmp2) and this web page claims it was last updated on 21st September 2016. Could you please make this report available so that our comments on the current scheme can be properly informed in the light of an understanding of the decisions reached by the Council?

Officers comment

The report is online at www.merton.gov.uk/cpzmp2.

025

I am writing in response to your proposal to institute double yellow lines on either side of Watery Lane SW20. This would result in insufficient parking being available, even for only one car per household. Can I propose that yellow lines are only introduced on one side of the road, preferably on the opposite side to the school, which would I think allow sufficient room for even wide vehicles (such as fire engines, delivery trucks etc) to pass through.

Officers comment

See section 4.10 of this report.

022

With regard to the proposed CPZ in Cannon Hill Lane. This will not improve parking it will just lead to people having to park further from home, or leave the Borough. I've lived here since 1960 a long time and don't particularly want to move, but may be forced to. Also the introduction of a Diesel Levy is just another way to get money out of the motorist, cars parked don't emit any pollution.

Officers comment

In terms of parking spaces, the calculation the Council use is two and half cars to a space. This has worked in all the CPZs in Merton. There is a minimum of approximately 90 spaces proposed within the reduced CPZ area. In Cannon Hill Lane there are 40 parking spaces plus a disable bay. A CPZ prioritise parking for residents of the zone and their visitors. The Council does not guarantee residents parking space outside their property. However, the Council guarantee residents' ability to find parking space within 100 metres of their home but only during the hours of operation.

Representation against

012

On receipt of the Proposed Controlled Parking Zone (CPZ) MP2 as owners of Watery Lane, we strongly object to the double lines and would very much prefer to have a single line (preferably operating from 10am-4pm) running along side properties 18-36 (on the left hand side only. Leaving room for the residents to park on the other side. However, would like there to be a double line on the corner (as on the plan, opposite our drive no. 38), as when vehicles park on the pavement directly opposite our drive, it is then tricky to get out of our drive. Sometimes we are blocked into our drive. Double yellows

stipulated on the plan wouldn't allow the residents to park or enable tradesmen or visitors to visit! A single line would help alleviate the access problem and allow much more flexibility. I do hope that you will take on board our comments.

Officers comment.

See section 4.10 of this report.

020

Re: Proposed Controlled Parking Zone (CPZ) MP2 Cannon Hill Lane Area. As a long standing resident of Cannon Hill Lane (20 years) I am aware that the Council have been trying to introduce a CPZ scheme in this area a number of times. Both previous attempts were voted against by resident. I am saddened that the Council is choosing to ignore the unique "make up" of Cannon Hill Lane, Manor Road and Kingston Road, in that many properties (?? To be exact, including the ones on Kingston Road) are made up of maisonettes, which mean vastly increased demand for parking spaces other than on a purely terraced house street. It also means, that as many of these maisonettes are rented, you are asking renters to vote on proposals that will affect residents long after they have moved from the area — some are only here for 6 months! I am very disappointed that the Council are still trying to push ahead with this, by manipulating the figures. I'm sure you are familiar with the recent countrywide referendum, during which the British people decided we should exit the European Community. Although it was shown that the majority of residents in the South East and London had voted to remain, democracy dictated that the country go with the majority decision, there was no "picking and choosing" of the remain campaign to take bit of the country out of the final decision, which is what has clearly happened in this case, to suit the Councils own agenda (of raising money to offset their dwindling reserves).

This does not help the families with small children or the elderly in coping on a day to day basis. It introduces additional financial burden (even worse if you happen to own a diesel car) and even more reasons for neighbours to aggressively fight over reduced spaces. As a resident with two blue badge holders (elderly parents, one blind one with Alzheimer's), I have resisted in the last 2 years from applying for a disabled bay (as we have one already in the street) as this takes so much room and means less parking for my neighbours. As a community, we have managed. The introduction of the CPZ whilst meaning I could get a disabled bay, will add additional burden when finding a place to park my husband's car.

If the purpose of this Proposed CPZ introduction, is to deter commuters from parking in the street, why would we need the hours of operation to be 8.30 — 6, why not shorter operating hours in the middle of the day. The informal consultation was just that - "informal". The questionnaire was badly worded and so casual that many people did not complete it as they thought this was a guide to the Council, not a green light! How could residents be asked what hours of operation they would like, if they were disagreeing with the scheme? In order to do this properly, you need to explain fully to residents; When they bays are marked, approximately how many family cars will fit Cost of the permits (and permits to give to visitors). Why both sides of the road at the start of Cannon Hill Lane are "shared use bays"

Perhaps there is the wider issue of the redevelopment of the Nelson Hospital being given the go ahead with inadequate parking, or perhaps permission to build flats in the Kingston Road with no parking facilities perhaps? A big box ticked for housing, but misery for residents in my street. How is the council able to justify offering approximately 42 spaces (exact figure has not been released, just pretty colours on a map) for 138 households? The lure of the additional money to be made perhaps? There can be no other reason! In short I think the Council are desperate to bring in this CPZ and are riding roughshod over the resident's views to suit themselves. This is not in the interests of residents and I think a "proper" consultation needs to be done, especially as this first time the Council tried to bring in the scheme, MP's became involved to finally get our point across that we don't want the CPZ in this area.

Officers Comment

In 2013 as part of the redevelopment of Nelson Hospital there was an allocation of S106 funding to investigate and consult on parking management measures to mitigate against the impact of the closure of the hospital car park and the development of residential dwellings on a neighbouring site. The Ward Councillors asked officers to investigate the possibility of a parking management scheme e.g. Controlled Parking Zone (CPZ) in anticipation of the completion of the Nelson Hospital redevelopment and possible parking displacement into the uncontrolled roads behind the hospital. Officers prepared some parking management proposals for the area and the Ward Councillors arranged a residents meeting to discuss the details of the proposals. During that meeting residents decided that the parking congestion at that time did not warrant progressing the CPZ proposals and decided to wait and see. It was made clear at the meeting that if and when residents change their mind, the residents would have to put together a petition to the Council requesting parking controls. In November 2015 a petition was presented to full Council by Merton Park Ward Councillors requesting a CPZ on behalf of residents of Cannon Hill Lane area.

In anticipation of the likely parking displacement into the neighbouring roads, it was agreed with the local ward Councillor that the Council would carry out an informal consultation on a larger area, to give those residents an opportunity to air their views. The informal consultation on proposals to introduce parking controls in the Cannon Hill Lane area commenced on 22 September and ended on 14 October 2016. 383 premises were consulted via documents containing a newsletter explaining the proposals; an associated plan showing the proposed parking layout and a sheet of frequently asked

questions. Residents were directed to the Council's website to fill in the online questionnaire.

Within the informal consultation leaflet residents were informed that the area was being proposed as a new standalone zone thereby allowing the residents to choose the hours of operation. However, they were also advised that depending on the results of the consultation, it may be necessary for those supporting roads to become part of an extension to the existing neighbouring zone. If roads are added as an extension to an existing zone, in this case MP1 and/or 5F (details of which can be found on the Council's website) they would need to adopt the hours of operation of the existing zone.

The results of the consultation was presented to the local ward Councillors in a meeting where it was agreed that Bakers End, Cannon Hill Lane, Cleveland Avenue, Kingston Road (selected numbers only) and Manor Road should proceed to the next stage for the formation of the proposed MP2 CPZ Cannon Hill Lane area, operational Monday to Friday 8.30am to

6.30pm; that Leafield Road should become part of MP1 Merton Park south; and that Aylward Road, Hadleigh Close, Manor Gardens and Watery Lane should be excluded from further consultation. This was based on the feedback received during the consultation process.

In terms of disabled badge holders, in Merton Blue Badge holders can park free of charge and without time limit at Permit Holder bays, pay and display only and shared-use bays. Residents of Merton who possess a Blue Badge can apply for a resident permit free of charge.

In terms of parking spaces, the calculation the Council use is two and half cars to a space. This has worked in all the CPZs in Merton. There is a minimum of approximately 90 spaces proposed within the reduced CPZ area. In Cannon Hill Lane there are 40 parking spaces plus a disable bay.

In any CPZ we accommodate for the needs of businesses and visitors by introducing a proportion of shared use parking bays.

The Council only considers a CPZ in areas where the residents petition the Council. The petition presented to full Council meeting by local ward Councillor in November 2015 triggered the consultation.

011

I wish to register my strong objection to the introduction of parking controls in this area. Put simply there is no problem parking in the area nor is it used by commuters. I object to paying to park outside my own house or nearby. I fear this is simply another way of councils boosting their income at the expense of motorists. I also object to the online consultation which does not ask for explanations of why people object. The form of the consultation is not useful and presumes all answers are equal, irrespective of why. I note you consulted on this issue years ago and decided against it, what has changed to justify a further waste of public money? In an era of austerity public funds should be spent more prudently.

Officers comment.

A CPZ prioritise parking for residents of the zone and their visitors. The Council does not guarantee residents parking space outside their property. However, the Council guarantee residents' ability to find parking space within 100 metres of their home but only during the hours of operation.

The online system was created to keep costs down and allow the Council to process residents' views more efficiently. Within the newsletter the Council does state that anyone who wishes to have a hard copy can contact the Council and a hard copy will be provided. The fact that the Council did receive responses (50% of households voted) from residents during the informal consultations demonstrated that residents were aware they were being consulted and responded to the consultation. The Council did not receive concerns from other members of the community regarding not being able to use the online system and some voted multiple times.

In 2013 as part of the redevelopment of Nelson Hospital there was an allocation of S106 funding to investigate and consult on parking management measures to mitigate against the impact of the closure of the hospital car park and the development of residential dwellings on a neighbouring site. The Ward Councillors asked officers to investigate the possibility of a parking management scheme e.g. Controlled Parking Zone (CPZ) in anticipation of the completion of the Nelson Hospital redevelopment and possible parking displacement into the uncontrolled roads behind the hospital. Officers prepared some parking management proposals for the area and the Ward Councillors arranged a residents meeting to discuss the details of the proposals. During that meeting residents decided that the parking congestion at that time did not warrant progressing the CPZ proposals and decided to wait and see. It was made clear at the meeting that if and when residents change their mind, the residents would have to put together a petition to the Council requesting parking controls. In November 2015 a petition was presented to full Council by Merton Park Ward Councillors requesting a CPZ on behalf of residents of Cannon Hill Lane area.

017

I live at Manor Rd, SW20 9AE and am writing regarding the proposed CPZ in our area. Like a lot of residents in our road, I am not against the CPZ but have very real concerns about its implementation.

The current plans propose removing the parking spaces on both sides of the roads outside houses 1-4/5 as well as removing two spaces at the other end of the road. I have done a count and this will remove 9 spaces from the road and leave only **12 or 13 spaces** (not including space for the 3 or more motorbikes in our road). As there are **22 properties** in the road, some with multiple cars, this is completely inadequate and there is high chance that we will be paying for parking and have much less chance of finding a space.

If there are safety concerns, I don't understand how removing the spaces will help. I have reversed out of the road for 14 years and the wide part of the road outside houses 1-4 is certainly the easiest part. As for the spaces opposite our property (22), the road is too narrow to turn around in anyway and there is no turning area, so I don't see how that will help. Is the intention to encourage people to turn around by mounting the pavement? I wouldn't think so. I have seen mentioned that this may be for emergency use. If so, that is ridiculous because a large emergency vehicle could not get down the road anyway. In that case the whole road will need to be widened.

I know a lot of residents share these concerns and all we ask is that a common sense approach is taken. If we end up paying for parking and things become worse, there will certainly be a lot of resentment.

Officer comment

The double yellow lines have been reviewed and the parking bays have been extended.

030

We do not want permit parking.

There would not be enough spaces allocated for the amount of residents who live in the cannon hill area. The proposals would not work, just another money making scheme from Merton council. WE ARE TOTALLY AGAINST THIS PROPOSAL.

Officers comment

A CPZ prioritise parking for residents of the zone and their visitors. The Council does not guarantee residents parking space outside their property. However residents are more likely to find a parking space a reasonable distant from their home / road.

028

It's hard to know what your objective is here but your scheme will not make parking easier for residents in our roads. YOU HAVE NOT ALLOWED FOR ENOUGH PARKING SPACES. We, in Manor Road, have at least 22 cars. You are only giving us 12 spaces. RESIDENTS IN CANNON HILL LANE/CLEVELAND AVE/MANOR ROAD DO NOT HAVE AN OPTION TO MAKE OFF STREET PARKING. ALSO, MANOR ROAD HAS MAISONNETTES I.E MORE PEOPLE/CARS/ PER ROAD This is an option for other suburban roads but not for us.

OTHER CONSULTATIONS IN THE PAST HAVE ALLOWED FOR PARKING STARTING AT NO.2 MANOR ROAD.

Why have you reneged on this?

Parking at the beginning of Manor Road should start at No.2. There is nothing DANGEROUS about having spaces there.

We could have at least one space in the mouth of the road opposite No.2. Maybe there is room for two.

Parking should be available right to the end of the road. There is no ability to turn there so why not have a parking space there.

I VOTED AGAINST CPZ IN THE PROPOSED AREA. WE WON

WHY ARE WE NOW BEING ASSESSED ROAD BY ROAD? WHY IS THERE MORE CONSULTATION?

WHY DO THE DATES FOR MAKING REPRESENTATIONS DIFFER BETWEEN THE NOTICES PINNED TO OUR LAMPPOSTS AND THE PLANS WE RECEIVED IN THE MAIL?

Officer comment

Within the informal consultation leaflet residents were informed that the area was being proposed as a new standalone zone thereby allowing the residents to choose the hours of operation. However, they were also advised that depending on the results of the consultation, it may be necessary for those supporting roads to become part of an extension to the existing neighbouring zone. If roads are added as an extension to an existing zone, in this case MP1 and/or 5F (details of which can be found on the Council's website) they would need to adopt the hours of operation of the existing zone.

In November 2015 a petition was presented to full Council by Merton Park Ward Councillors requesting a CPZ on behalf of residents of Cannon Hill Lane area. The consultation was as a result of the petition received by the Council.

As per legislation, the period of a statutory consultation process is 21 days and this to be advertised in the local newspaper and the London Gazette. However it was agreed with your local ward Councillors to allow a further one week for residents to respond due to school mid-term break during the statutory consultation. It was a concession negotiated by your local ward Councillors which the Council accepted meaning that residents were provided in excess of the legal 21 days to respond to the consultation. The yellow notice is part of the legal document prepared in line with the legislation. The newsletter is an advisory leaflet giving residents more time to respond. Other residents appreciated the concession that allowed them to respond after the mid-term break.

Proposed Controlled Parking Zone (CPZ) MP2 - Cannon Hill Lane Area



ISSUE DATE : 09 FEBRUARY 2017

Dear Resident/Business

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out in September / October 2016 on the proposal to introduce a controlled parking zone (CPZ) in your road.

MP2 CPZ CONSULTATION RESULTS

The consultation resulted in a total of 192 online questionnaires returned (after removing duplicates / multiple returns from some households), representing a response rate of 50%. Of the 192 who responded, 42.7% support a CPZ in their road, compared to 51.6% who do not and 5.7% who are unsure.

Further analysis of the results on a road-by-road basis revealed that there are some roads that are in favour of the proposed controls (these are the roads that petitioned the Council for a CPZ) which form a logical geographical boundary and therefore these roads have been recommended for inclusion within the proposed CPZ. Of the 85 responses from the reduced proposed MP2 CPZ area, 62.4% support a CPZ in their roads, compared to 30.6% who do not and 7% who are unsure or did not fully respond to the questionnaire.

Of the 85 who responded, 68.2% support a CPZ in their road if their neighbouring roads were included in a CPZ, compared to 21.2% who do not, 10.6% who are unsure or did not fully respond to the questionnaire. For further details please refer to the report online for consultation results. www.merton.gov.uk/cpzmp2.

The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Environment, Regeneration and Housing on the 01 December 2016. The report and the decision sheet can be viewed on our website. www.merton.gov.uk/cpzmp2. The following recommendations which were made to the Cabinet Member have now been agreed:

- To proceed with a statutory consultation, to include Bakers End, Cleveland Avenue Cannon Hill Lane (between Kingston Road and Railway Bridge), Kingston Road, (even numbers only, which will entitle the residents of property Nos. 250 to 274A to obtain parking permits for the zone) and Manor Road, into the proposed MP2 CPZ, operational Monday to Friday, between 8.30am and 6.30pm as shown in Drawing No. Z78-218-01 Rev A.
- To proceed with a statutory consultation to include Leafield Road into the existing MP1 CPZ, operational Monday to Friday, between 10am and 4pm.
- To proceed with a statutory consultation to convert the previously proposed pay and display shared use bays in Leafield Road to permit holders only bays, operational Monday to Friday, between 10am and 4pm.
- To proceed with a statutory consultation of the relevant Traffic Management Orders (TMOs) to implement the proposed 'At any time' waiting restrictions (as consulted) in the Cannon Hill Lane area.
- For Officers to cut back 0.5 metre of the grass verge strip in Bakers End adjacent to flank wall of property No 36 Cannon Hill Lane to increase the footway width. This does not require a consultation.
- Not to proceed with a statutory consultation for the introduction of a CPZ in the following roads: Aylward Road, Hadleigh Close, Manor Gardens and Watery Lane.

WHAT HAPPENS NEXT

A 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 to trafficandhighways@merton.gov.uk by no later than **10 March 2017** quoting reference **ES/MP2**. 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 MertonLink, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm. This information is also available on Merton Council's website www.merton.gov.uk/cpzmp2.

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 to the quantity. Your reasons are, therefore, important to us.

In November 2016, the Council agreed to introduce Diesel Levy to all those permit holders with a diesel vehicle. However, it has been agreed not to apply the new Diesel levy to the first year of permits of those zones that were consulted on (but not implemented) prior to the introduction of this levy. However, the levy will be applied to renewals. Permit holders will be advised accordingly when making their permit applications. Those residents with an all-electric vehicles will only have to pay a reduced rate of £25 instead of £65.

MERTON PARK WARD COUNCILLORS

Cllr Edward Foley

Tel: 020 8545 4026 Email: edward.foley@merton.gov.uk

Cllr John Sargeant

Tel: 020 8542 9361 Email: john.sargeant@merton.gov.uk

Cllr Peter Southgate

Tel: 020 8542 2053 Email: peter.southgate@merton.gov.uk

Cllr Martin Whelton

Cabinet Member for Environment, Regeneration and Housing.

Tel: 020 8545 3425 Email: martin.whelton@merton.gov.uk

(The contact details of ward councillors are provided for information purposes only)

