

## NON-KEY DECISION TAKEN BY A CABINET MEMBER UNDER DELEGATED AUTHORITY

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

### 1. Title of report

Proposed RPC1 CPZ Hillview Area

### 2. Reason for exemption (if any)

### 3. Decision maker

Councillor Martin Whelton, Cabinet Member for Housing, Regeneration and the Climate Emergency

### 4. Date of Decision

17 March 2021

### 5. Date report made available to decision maker

12 March 2021

### 6. Decision

- That the Cabinet Member considers the issues detailed in this report and
- A) Notes the result of the statutory consultation carried out between 26<sup>th</sup> November and 24 December 2020 on the proposals to extend the existing Controlled Parking Zone (CPZ) 'RPC1' to include Hillview, Heights Close and Cranford Close.
  - 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 RPC1 CPZ to include Hillview, and Cranford Close and operational Monday to Friday between Noon and 1pm as shown in Drawing No. Z78-366-01 in Appendix 1.
  - D) Agrees to exclude Height Close from the proposed RPC1 CPZ extension.
  - E) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the 'At any time' waiting restrictions as shown in Drawing No. Z78-366-01 in Appendix 1
  - F) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

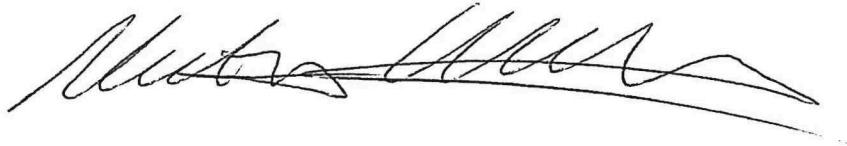
### 7. Reason for decision

Support from the residents in this area for the introduction of a CPZ and the wish of residents of Height Close not to be part of the zone

Will improve road safety in the area.  
It will prioritise local residents for parking

**8. Alternative options considered and why rejected**

8.1 Do nothing. This would not address the current parking demands of the local business community.

A handwritten signature in black ink, appearing to read 'Martin Whelton', written over a horizontal line.

**Councillor Martin Whelton**

Cabinet Member for Housing, Regeneration, and the Climate Emergency

17 March 2021

## **Committee:** Cabinet Member Report

**Date:** 11<sup>th</sup> February 2021

**Agenda item:**

**Ward:** Village

**Subject:** Proposed RPC1 CPZ extension Hillview – statutory consultation.

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

**Lead member:** Councillor Martin Whelton, Cabinet Member for Regeneration, Housing and Climate Change

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

Contact Officer: Paul Atie, Tel: 020 8545 3337

Email: <mailto:paul.atie@merton.gov.uk>

### **Recommendations:**

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

- A) Notes the result of the statutory consultation carried out between 26<sup>th</sup> November and 24 December 2020 on the proposals to extend the existing Controlled Parking Zone (CPZ) 'RPC1' to include Hillview, Heights Close and Cranford Close.
- 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 RPC1 CPZ to include Hillview, and Cranford Close and operational Monday to Friday between Noon and 1pm as shown in Drawing No. Z78-366-01 in Appendix 1.
- D) Agrees to exclude Height Close from the proposed RPC1 CPZ extension.
- E) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the 'At any time' waiting restrictions as shown in Drawing No. Z78-366-01 in Appendix 1
- F) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

### **1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report presents the results of the statutory consultation carried out on the Councils' proposals to extend the existing RPC1 CPZ to include Hillview, Heights Close and Cranford.
- 1.2 It seeks approval to progress with the above recommendations.

### **2. DETAILS**

- 2.1 The key objectives of parking management include:
  - Tackling of congestion by reducing the level and impact of traffic in town centres and residential areas;

- making the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures;
- Managing better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy;
- Improving the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas;
- encouraging the use of more sustainable modes of transport;

2.2 Controlled Parking Zones aim to provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space. It is a way of controlling the parking whilst improving and maintaining access and safety for all road users. A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:

Permit holder bays - For use by resident permit holders, business permit holders and those with visitor permits;

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

- 2.3 A CPZ includes double yellow lines (no waiting 'at any time') restrictions at key locations such as at junctions, bends and along certain lengths of roads (passing gaps) where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross. These restrictions will improve access for emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams. Any existing double yellow lines at junctions will remain unchanged.
- 2.4 The CPZ design comprises mainly of permit holder bays to be used by residents, their visitors or business permit holders and a limited number of pay and display shared use bays, which are mainly located near businesses. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.
- 2.5 Within any proposed CPZ, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.
- 2.6 In 2018 some residents in Hillview petitioned the Council requesting the existing RPC1 CPZ be extended to include Hillview and Heights Close.

### 3. **STATUTORY CONSULTATION**

- 3.1 The statutory consultation on the Council's intention to extend RPC1 CPZ to include

Hillview, Heights Close and Cranford Close was carried between 26th November and 18 December 2020. The consultation included erecting Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the local newspaper (Wimbledon and Wandsworth Times) 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 3, was also distributed to all those properties included within the consultation area.

3.2 The newsletter detailed the following information:

- The undertaking of the statutory consultation.
- A plan detailing the following;
- Zone operational hours (Monday to Friday between Noon – 1pm),
- Double yellow lines operating “at any time’ without loading restrictions
- Scheme design layout and zone boundary.

3.3 The statutory consultation resulted in 21 representations received (after removing duplicates), 7 representations in support; 3 comments and 11 against the proposed extension to the CPZ (5 representations from Hillview, 4 in support, 1 against; 6 representations from Cranford Close, 2 in support, 2 Comments, 2 Against; 9 representations from Height Close, 1 in support, 8 Against and 1 comment from outside the area). The majority of those who are against are from Height Close. The details of these representations along with officer's comments can be found in appendix 2.

### **3.4 Height Close**

3.4.1 The majority of those who responded to the statutory consultation from this road are against the scheme. Officers have had discussions with the local Ward Councillors and analysed the responses received from the roads. A statutory consultation is not about the number of objections but the weight and content of the representations.

3.4.2 The prominent points raised in representations from properties within the boundary (especially Height Close) of the proposed CPZ extension is the waiting restrictions (double yellow lines) reducing available parking and the view that although the majority of those who were initially consulted at this section of the roads some years ago objected to the proposed scheme and now the scheme is being extended to include this road. However, this road is not wide enough (width between 4.3 and 4.4 metres) to accommodate parking on one side. Even if it was wide enough the north kerb side which could be used for parking has crossovers along the full length. Therefore, the proposal was to introduce double yellow lines and keep the road within RPC1 CPZ which would have afforded the residents an opportunity to purchase parking permit within the zone if required. Therefore, it is recommended that this road is excluded from the scheme and residents will not be eligible to purchase parking permits.

3.5 The implementation and administrations costs for the CPZ and subsequently the cost for routinely enforcing the scheme is paid with the revenue generated through the sale of parking permits, effectively the CPZ pays for itself. Any surplus funds generated is legally required to be ring fenced to be invested back into the highway or fund concessionary travel schemes.

- 3.6 couple of points were made regarding the positioning of proposed waiting restrictions (yellow lines) in the proposed scheme. The layout of the parking restrictions are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic; additionally, within the CPZ all kerbside must either be controlled with yellow line waiting restrictions (such as at junctions or across vehicle dropped kerbs / access) or designated parking places and it is not normal practice to introduce parking places across dropped kerbs (driveway) therefore single yellow lines are marked to provide clearance during CPZ operational hours.
- 3.7 Within any parking management design, every effort is made to maximise the number of safe parking spaces, however it is important to note that safety and access for all road users always take priority over parking. It is normal practice to introduce double yellow lines even if a CPZ is not introduced and this was detailed in the statutory consultation leaflets.
- 3.8 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians therefore, access for all road users take priority over parking.

#### **Ward Councillor Comments**

- 3.9 The local Ward Councillors have been fully engaged during the consultation process. The Ward Members have been advised of the outcome of the consultation and officer's recommendations and have forwarded the following comments:-

*I am content for the Council to proceed as recommended. I would feel much more comfortable had more responses to the consultation been received but understand that officers wrote to all residents and that the responses received do make a case for change. These matters are clearly going to split opinion and the emails I have received from residents reflect this. Some residents want parking restricting to those who live in their street and are happy to pay more for this to happen, others do not want the additional cost - both are reasonable opinions. There does seem a safety issue on both Hillview and Cranford Close, with a risk that emergency vehicles could not access properties due to parked cars. Similarly, residents have reported to me that their refuse collections have been missed when lorries are unable to access their properties. For the reasons set out in the consultation responses it seems sensible to exclude Heights Close from these plans and I am grateful to officers for showing this flexibility.*

#### **4. PROPOSED MEASURES**

- 4.1 It is recommended that the Traffic Management Orders TMOs be made to extend the existing Controlled Parking Zone (CPZ) 'RPC1' to include Hillview and Cranford Close.
- 4.2 It is recommended to exclude Height Close from the proposed RPC1 CPZ extension.
- 4.3 It is recommended that the Traffic Management Orders TMOs be made to implement the 'At any time' waiting restrictions as shown in Drawing No. Z78-366-01 and attached in Appendix 1.
- 4.4 The CPZ design comprises of permit holder bays to be used by residents, businesses and their visitors. The layout of the parking bays are arranged in a

manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

#### 4.5 Permit issue criteria

It is proposed that the residents' permit parking provision in the extension should be identical to that offered in existing controlled parking zones in RPC1 at the time of consultation. The charges for permits are (tier 2 on the price list) £100 for the first car in a household, £150 for the second in a household and £200 for the third and subsequent car in a household plus an additional charge of £150 for a diesel vehicle. An annual visitor's permit is £320.

#### 4.6 Visitors' permits

Half-day permits at £3. Half-day permits can be used between 11am and 3pm. The allowance of visitor permits per adult in a household shall be 100 half-day permits.

#### 4.7 Trades permits

Trade Permits are priced at £900 per annum. Trades permits can also be purchased for 6 months at £600, 3 months at £375, 1 month at £150 and Weekly at £50.

#### 4.9 **NEW CHARGES**

Resident permits standard charges will vary from £50 to £490 depending on the level of CO2 emission of the vehicle. Electric vehicles will pay £20 only.

An additional ULEZ charge of £150 applies to:-

- (a) any petrol vehicle which does not meet the vehicles emission standard EURO 4 (most petrol vehicles first registered before 2006);
- (b) any diesel vehicle which does not meet the vehicles emission standard EURO 6 (most diesel vehicles first registered before September 2015)

Each subsequent permit will attract an additional £50 charge.

(The diesel levy no longer applies).

The annual visitor permit charge will be £640.

Half Day Visitor Permit e-voucher standard charge will vary from £2.25 to £5.00 depending on the level of CO2 emission of the vehicle.

Half Day Visitor Permit Voucher will charge will be £6.50

Half Day Visitor Permits will be subject to an additional £1.50 ULEZ charge where applicable. There will be no charge for vehicles which do not produce CO2 emissions.

Business permits will be subject to the emission based sliding charges from £131 to £721 depending on the level of CO2 emission of the vehicle, subject to a £75 ULEZ charge where applicable. Fully electric vehicles will be subject to a £20 charge only.

Teacher permits will be subject to the emission based sliding charges from £138 to £248 depending on the level of CO2 emission of the vehicle, subject to a £150 ULEZ charge where applicable. Fully electric vehicles will be subject to a £20 charge only.

Trader permits will be subject to the emission based sliding charges from £600 to £1290 depending on the level of CO2 emission of the vehicle, subject to a £150 ULEZ charge where applicable. Fully electric vehicles will be subject to a £20 charge only.

Pay and display parking charges will be increased by £1.50 for vehicles which are not ULEZ compliant.

<https://www.merton.gov.uk/streets-parking-transport/parking/consultations/charges-2020>

## **5 ALTERNATIVE OPTIONS**

- 5.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed about obstructive parking, as well as the Council's duty to provide a safe environment for all road users.
- 5.2 Not to introduce the proposed double yellow lines. In the event of an incident, however, this would put the Council at risk and the Council could be considered as failing in its duties by not giving safety and access priority, especially for emergency and refuse collection service vehicles.

## **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 made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Wimbledon Times and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. A newsletter will be distributed to all the premises within the consulted area informing them of the decision. The measures will be introduced soon after.

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

- 7.1 The cost of implementing the proposed measures is estimated at £12k. This includes the publication of the Made Traffic Management Orders, the road markings and the signs.
- 7.2 The Environment and Regeneration revenue budget for 2019/20 currently contains a provisional budget for Parking Management schemes. The cost of this proposal can be met from this budget.

## **8. LEGAL AND STATUTORY IMPLICATIONS**

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



- 8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.
- 8.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

## **9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS**

- 9.1 The implementation of new CPZs and the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.
- 9.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 9.3 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses without prejudice toward charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 9.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

## **10. CRIME AND DISORDER IMPLICATIONS**

- 10.1 N/A

## **11. RISK MANAGEMENT IMPLICATIONS**

- 11.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents and local community and not address the obstructive parking that has been identified.
- 11.2 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.

## **12. ENVIRONMENTAL IMPLICATIONS**

- 12.1 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 12.2 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and

other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters;

- (a) the desirability of securing and maintaining reasonable access to premises,
- (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity,
- (c) the national air quality strategy,
- (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers,
- (e) any other matters appearing to the Council to be relevant.

### **13. APPENDICES**

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

- Appendix 1 - Drawing No.Z78-366-01,
- Appendix 2 - Statutory consultation document newsletter,
- Appendix 3 – Representations and Officer’s Comments.



## Appendix 3 - Representations and Officer's Comments

<b>In favour</b>
<b>001 Hillview</b> We agree the proposed CPZ and would like implementation
<b>004 Hillview</b> I fully support the creation of a CPZ in Hillview and the surrounding streets.  I would however make two recommendations to update the proposal  1 Opposite the drop-kerbs and garages there should be double yellow lines to facilitate their use as it is very difficult to manoeuvre vehicles in and out with cars parked opposite.  2 Parking should be on one side on Hillview upto the fork in the road, this will improve vision and also this will enable larger vehicles such as refuse collection vehicles to reverse straight up and not have to slalom up the road. The suggestion would be parking on the same side as in the lower section – on the right as driving up.
<b>006 Hillview</b> With reference to the above proposal, I am in support with one amendment. The proposed parking bay between 15 and 16 Hillview makes exiting the drives very difficult and I would ask for this bay to be removed from the proposal.
<b>007 Height Close</b> We have already flagged our concerns many times with the council about dangerous parking on Hillview outside no1-5a and on the entrance to Heights Close (highlighted in blue attached). It is particularly dangerous to cross the road out of Heights Close onto Hillview when cars are blocking the pavement exit. We have also had missed refuse collections due to the parking on both sides of Hillview outside no.1-5a. Therefore, we are in support of the changes  The parking holder bays outside no.5-19 Hillview are a good addition. We have had several commuters and builders from the Berkeley Homes sites blocking the entrance to our back garden, no.24, due to pavement parking. As such we are in support of the parking holder bays.  The yellow lines in Heights Close do feel excessive and not in keeping with other "cul de sacs" in the area. We have not had any issues with parking in these areas. Therefore, we are not in support of the yellow lines throughout the whole of Heights Close.
<b>008 Hillview</b> I would like to congratulate Merton Council on planning this controlled parking zone in Hillview/Heights close. It is desperately needed, and the last year has been really very difficult with frequent road blockage illegal parking et cetera et cetera. You have my complete support and I look forward to the work being completed towards a controlled parking zone.
<b>015 Cranford Close</b> We live at 5 Cranford Close. We would strongly support the introduction of a CPZ for the following reasons <ul style="list-style-type: none"><li>- contractors from the Berkeley Homes site on a daily basis park their cars and works vehicles on our road meaning residents and visitors often find it difficult to park</li><li>- cars sometimes park on both sides of our road, this can block the pavement for pedestrians and cause safety issues, like for example last autumn two fire engines were called to a property on Cranford Close and were unable to get close to the affected property until the owner of the car parked on the pavement was found and moved his car</li></ul>
<b>016 Cranford Close</b> I am a local resident of Cranford Close. I am writing to respond to your proposal of introducing parking zone restrictions to local area of Cranford Close, Hill View and Heights Close. I fully support the council's proposal of introducing the parking zones (extended from existing parking zone RPC1 ). Over the years, there have been many occasions which led to people living in above streets, receiving tickets when parking in nearby street, also even in front of our own front garden. (Space been occupied by other people go to stations, shoppers etc). I think

the extended parking zone will certainly help us parking near our home. In the more recent incident that council recycle vehicles cannot access to this street, which led to rubbish not been collect on the scheduled week. This has detrimental impact on the environment. However, I do not feel the parking tariff is fair, especially introducing the extra £150 charge for diesel vehicles on top of £100 annual parking permit. My ground as below: 1) Penalise working class. Many residents who drive diesel vehicles are their working van. It is not the luxury of many but essential travel tools for their day to day work. During the pandemic, many working class already very struggle to make their daily end. Introducing this extra tariff is simply penalise the poor who are trying to working hard to make their living without need to access to benefit. This £100 make a very small number in Council's revenue but can be the last straw of a sinking horse. 2) Not helping environment. Parking is essential right for all residents. Increase parking permit won't stop people parking as drivers live in those street simply has no other choice. Road tax and pollution fees already effectively increase the cost of driving diesel vehicles. Make people thinking again when purchasing vehicles. However this extra Tariff for diesel vehicles is doing impact on either choice of buying vehicles nor driving it. There is no ground of apply these extra charges to help any good cause other than "cash cow" for extra revenues. Therefore, I plea Merton council to think again on how to introduce this fee for parking permit. A simple standard alone approach seems more reasonable and considerate especially in this very difficult year we are all in. I look forward to hearing from you in due course

#### Comments

##### 013 Cranford Close

A key objection is the disabled bay included in the plans of Cranford close.

There is none in need of a disabled bay. Historically there was a bay there. It was for a resident at number 18 who has long since moved away and represented that it was no longer needed. The bay was removed two years ago. This bay is therefore unnecessary and should be not be included, the parking is already really strained enough on this road.

Parking is a big problem on our road, currently the road can manage about 12 cars on the proposed permit side. (Assuming you allow more houses to install dropped curbs then even less cars will fit). There are about 30 houses in the road with multiple houses having more than one car. We cannot fit a car in our garage and cannot park in front of it without blocking access to other garages and houses.

At the moment the road is at full capacity with cars having to park on the pavement, double yellow or down on Cottenham Park Road (outside of the controlled hour) almost every night and most days. If the CPZ goes ahead then it is essential that cars from Cranford Close are allowed to park down on Cottenham Park Road. Without this assurance we will literally have nowhere to park on some days!

In summary our two main representations are:

1) Remove the proposed disabled bay as it not needed and uses up valuable parking (which will effectively be insufficient) for current residents.

2) You must allow Cranford Close residents access to park on the Cottenham Park Road CPZ. There is insufficient capacity on Cranford Close (space for 12 cars, over 30 houses) and plenty of space on Cottenham Park Road.

We hope you consider these representations, if not considered they will seriously impact on our day to day lives.

##### 014 Cranford Close

I am the owner of - Cranford Close and have had a vehicle crossover constructed from my front garden to the road. There is currently a white line painted on the road where I access my front garden with my vehicle.

According to the drawing sent to me in the post, this white line will be replaced with a single yellow line. My question is, why is this necessary when there is already a white line painted on the road?

I look forward to your response to my concerns

##### 022

Regarding the borough extension of the CPZ. I don't live particularly close to these streets and I don't envisage any reason why I would want to park in them.

I note that this is a fairly low PTAL area which seems to be somewhere around 1b. I support the general aims of using parking controls to meet the general aims of the 2019 parking consultation. Notably to reduce pollution and congestion and improve public health.

I look forward to the advantages of controlled parking being rolled out to other low PTAL areas in the south of the borough where current CPZ coverage is extremely sparse.

Against

### **001 Hillview**

We do not wish for the Controlled Parking Proposals to be implemented in Hillview. We have enough trouble from people from Heights Close parking, which would probably increase if the the proposals came into being. Our main concern is that Emergency Vehicles can access all areas of Hillview.

### **003 Height Close**

I write to strongly object to the imposition of any parking control measures on Heights Close SW20 as part of the above mentioned scheme. My reasons are as follows.

I have lived here now for 21 years and always found this a very attractive close to live in. Adding in lots of yellow lines will detract from the pleasant residential feel of the road.

In all my time living in Heights Close, there has been a wonderful community spirit. Everybody seems to get along well, and this is rather demonstrated by the full participation of residents in an annual barbecue ( although this year of course was rather different.) Most have also recently financially contributed to have some of the vegetation cleared which LBM seems reluctant to take responsibility for. (That is a separate issue – but demonstrates the community cohesion). Although the road is rather narrow and compact there has never, to my knowledge, been any issues about parking on Heights Close.

The last time ( several years ago now, I forget exactly when) that LBM proposed a CPZ for Heights Close, I along with I think 90% of the residents of Heights Close signed a petition asking for the status quo to be maintained. This was granted. The situation on our road has not changed so I see no reason to impose restrictions upon us now.

Apart from the immediate entrance to the close, the rest of the road is almost totally dropped kerbs for drive ways. Any non dropped kerb does not provide sufficient space to park anything but a very small car without blocking a driveway. So imposing double yellow lines is not needed and would not impact any intentions of the CPZ to stop non resident ( commuter?) parking.. It would however seriously impede those who have visitors , deliveries or tradesmen wanting to park across their drive way. This is a major inconvenience to us residents in Heights Close.

In my own case, from time to time I have a second car to park for a few days. At the moment I can conveniently park across my drive and not cause anybody any inconvenience. A double yellow line would make that massively inconvenient for me, not least as the proposals for Hillview do not appear to include enough parking spaces for those residents to use, let alone for some residents from Heights Close who either have no drive, or who have 2 cars. I, and others, could be faced with having to drive miles to find somewhere to park, not to mention burning up fuel and causing pollution.

I can foresee that if this crazy proposal is carried through, then some residents may go to the considerable cost of turning part of their front garden into additional parking space. I think this would seriously detract from the atmosphere and appearance of the road. Currently we have some pleasant trees and borders in front of some houses, something that appealed to me when I moved here in 1999. Is that something that LBM are trying to encourage? If so, that would be very sad and a very unfortunate damage to our local environment from an ill thought through scheme. I just wish LBM would come and sweep some of the mountain of leaves off the road and not waste my hard earned council tax payments on yellow paint and traffic wardens where they are not needed.

I understand that some residents of Hillview have asked for a CPZ to be considered. I can understand to some extent that the main part of the hill has recently experienced some very inconsiderate parking which has caused access problems ( including to Heights Close) – so there is some logic in applying a yellow line on one side of Hillview on the section as it rises up from Cottenham Park Road. However, the residents of Hillview do not speak for the residents of Heights Close, and just because some have requested control measures for Hillview, it should not mean that we have to have any imposed upon Heights Close.

I respectfully request that the proposed changes to parking restrictions on Heights Close are withdrawn.

### **009 Height Close**

I am writing in response to the proposed Controlled Parking Zone (CPZ RPC1 extension covering Hillview and eights Close. I am strongly against the introduction of a parking zone and restrictions. As one of the few houses that has NO off road parking I will be materially affected by the introduction of this extension. We have lived here for nearly 20 years and have never had a problem finding parking for our 2 cars. I cannot stress enough that as one of the few living on Heights Close who have no option but to park on Hillview and Heights Close I see no need to introduce these changes especially the double lines in Hillview (we often need to park outside our house to drop off or pick up as do trades who work at our premises) and absolutely no need to introduce complexity such as “Pay and Display” only bays where permits are not valid. There is no justification for taking away options to park from us as residents. If you did want to do something forward thinking, then the introduction of electrical charging bays would be a great start especially as mention I do not have off street parking and therefore to transition to an electrical vehicle this would be a game changer, and allow me to purchase hybrid or

full electric going forward. Finally I have a concern that these changes will force residents to convert more of their gardens to off street parking (to save on the parking tax) thus causing more environmental damage and rain running off.

In summary, I am against the introduction of Parking Controls, I am against the introduction of double lines on Heights Close and the introduction of Pay and Display - non permit holder bays. If you are going to tax me to park on Hillview and Heights Close at least let me have the right to park in all available bays and please introduce some electric charging sites.

#### **010 Height Close**

I am writing in regard to your recent communication in connection with the CPZ statutory consultancy.

We have been living in Heights Close for over 30 years and, having studied carefully your proposals, we respectfully think double yellow lines in Heights Close to be totally unnecessary apart from the blind spot at the entrance.

For the past thirty years there have been very few parking problems in Heights Close, residents always having consideration for other residents, their visitors and maintenance services.

Hillview does have a problem mainly caused by the CPZ in the surrounding area, and thoughtless drivers parking badly and inconsiderately. Again though, I think double lines should only be put at key locations such as junctions. The Council's proposals are going to make life almost impossible.

I believe a complaint has been made, but I cannot imagine the intention was to make life so utterly impossible for their neighbours.

It appears to be your intention to reduce the amount of parking spaces currently available and that we will be expected to get permission for visitors/workman!

I believe in the current climate these proposals are extremely unfair and I strongly oppose their introduction.

#### **011 Height Close**

Thank you for the information provided about the CPZ statutory consultancy.

Having been Heights Close residents for over 17 years, we wrote to both Councillor Thomas Barlow and to Paul Atie, Senior Engineer at Merton Council after receipt of the information about the CPZ, giving our initial comments and observations about the proposals for a CPZ in Heights Close and Hillview. (Obviously we don't feel we can comment on Cranford Close plans).

We've studied the latest plans and map, and would like to make/reiterate our thoughts and comments about the proposed CPZ scheme for both Hillview and Heights Close. We believe the CPZ scheme and in particular the idea of placing double yellow lines around the whole of Heights Close would be totally unnecessary for the following reasons:

- As residents of Heights Close we feel we've got good knowledge of the parking situation over time and of the current state of play in terms of ease of parking/safety etc. in both streets. Whilst some residents may feel there's the occasional ill-parked car and some non-essential parking (possibly due to the knock on effect of CPZ schemes being introduced in neighbouring streets?), generally speaking, there seems to be little detrimental impact on residents or to their safety as road users. In terms of having space to roadside park, there is usually enough space for residents and their visitors to park any additional vehicles they may have and in the main the spaces are taken by residents rather than other car owners
- It's hard to fathom what exactly could be a cause for complaint and what issues there are with safety for road users. The streets are short and cars don't really speed up and down and there is no real capacity for jeopardising the safety of road users apart from the need to *a) control traffic on a blind bend at the start of Heights Close and b) regulate cars parking on one short stretch of the first uphill section of Hillview so that all large vehicles can gain access* Parking generally works reasonably well so why change it radically?
- We believe there are approximately 45 houses across Hillview and Heights Close and maybe currently about 25-29 residents' cars from both streets might use the 30 or so current roadside spaces, however, it's probable with a CPZ scheme, and according to the map, there'll be slightly less spaces but there will still be the same number of residents who need to park, especially if there are going to be double yellow lines introduced to Heights Close
- Because several households in Heights Close either have no off road parking/driveways due to the architecture of the cul de sac or have a single driveway and two cars, (or possibly a garage that is too narrow to park a car in) they currently park in Hillview, either at the end/top of the street in the semi-circle (NB there is still plenty of room for vehicles to use this as a turning point) or along the left hand side of the Hillview upper section where Hillview residents also park
- To add to this, Heights Close has virtually no parking spaces, although a few residents sometimes park their cars on the limited amount of available space, and from what can be seen, cause no detriment or inconvenience to or for other residents. Although a small street, there is generally enough space for larger vehicles to turn in the centre or at the top of the street. If double yellow lines are introduced, the

very few cars that do roadside park in Heights Close would have to find spaces in Hillview, so that would add to the looming problem of a fewer number of spaces created by CPZ permit bays and there may not be enough spaces for everyone (and that's even allowing for the fact that non-essential non-resident parking would stop)

- With potentially less spaces and double yellow lines in Heights Close, those Heights Close residents who would now have to try and park in Hillview and if there are no spaces, they would have to park further afield, which if late at night, may not necessarily be a safe option with having to walk back to the cul de sacs
- It's difficult to understand how double yellow lines will benefit Heights Close, which is generally peaceful and has no significant parking or safety issues? (perhaps there is concern that if a CPZ is introduced, non-residents will try and park in the close? As already mentioned, this is unlikely, as there is very little space to do so)
- Another reason not to have the double yellow lines in Heights Close, will be the huge inconvenience for residents having to contact the Council every time they have a tradesperson/builder working for a period of time and nowhere for them to park. This currently and has always worked well and as a community we ensure that our neighbours are made aware of building works etc and organise how vans are going to be parked to ensure no other resident is inconvenienced
- Should the scheme go ahead, some residents with a second car but a single driveway and a small front garden, may weigh up whether it would be more cost-effective to remove the garden and create a second driveway. This would be both a costly exercise but maybe cheaper than having to pay for an annual parking permit, and spoil the environment unnecessarily, removing plants, trees, impacting on air quality and destroying a natural habitat for insects etc.
- A further consideration is that maybe most of the residents in the two cul-de-sacs who want a CPZ scheme introduced, all have double driveways in the first place so possibly don't need to buy parking permits, except perhaps for visitors? Therefore a CPZ scheme would have little or no adverse impact on them, financially or otherwise as it would for many other residents, however that's not necessarily a justifiable reason to make everyone else's life more problematical
- One suspects that some Hillview residents may complain that it is difficult to access/exit their driveways as some Hillview residents' cars are parked on the upper section of Hillview on the opposite side of the road to people's drives, (with the occasional visitor or person also parking there), however even if a CPZ is introduced, the proposed bays will still be opposite the houses in the second section of Hillview and there would therefore be little change, except that people without permits would not be able to park there between 12pm – 1pm.
- It's also possible that some long term Hillview residents feel that they just don't like the idea of non-residents parking in 'their' road – from observation, cars have parked in Hillview, not seemingly causing any obstruction, however Hillview residents have placed a note on these cars asking for the owners to remove them for no apparent reason (maybe the residents had visitors arriving and wanted the space??). Unless there is a solid and valid reason for the notes, is this really a justifiable reason for creating a CPZ zone?
- If the Council would really like to "reach a balance, assist residents and short term visitors, contribute to the safety of road users", there is an easy and simple fix involving adding some strategically placed double yellow lines installed on one short stretch on the left hand side of the first uphill section of Hillview (believe there is already a evening/night-time restriction on large vehicles parking there?) and another short stretch just before the start of Heights Close and round the bend up to No 1A Heights Close.
- Adding these lines would in itself reduce some non-essential parking as some cars are parked at the higher end on the first uphill section of Hillview. (NB the proposed plan seems to place double yellow lines outside peoples' houses on the right hand side on the first uphill section and make the left hand side parking permit bays – not sure why change the parking from right to left of the road?)

In summary, there really shouldn't be a need for a CPZ, and the attendant issues it will cause – i.e. having to pay for permits, paying for visitors to park, having to call the council to ask for permission for builders/tradespeople etc to park when working on a property and the possibility that some residents in Hillview/Heights Close no longer being able to park outside/close to their houses, Heights Close residents with no driveways at risk of not being able to find a parking space because there will be less spaces than there are now etc

From the Council's perspective, it will mean additional annual income, however putting aside all the reasons why such a scheme is entirely unnecessary, another extremely current consideration is that this proposal is potentially ill-timed – what about people who have either lost their jobs or are challenged financially because of the pandemic – is this the right time to ask people for money, when they might not be able to afford residents' permits due to their financial situation? Worth giving this point some serious thought.

We feel our rationale for not introducing a CPZ zone is weighty and valid and hopefully will be given serious consideration. Furthermore because of this solid rationale, it would be painful if any decision in relation to this proposed CPZ/ double yellow lines is based purely on a minority or a majority vote – especially when, if the CPZ is introduced, some Hillview and Heights Close residents down the line might realise that what they had before worked perfectly well and should have been left as it was, and presumably the scheme might not be able to be retracted.

The car parking situation have been 'jogging' along well for as long as we have lived here, hence we



wholeheartedly oppose the introduction of a CPZ scheme, but agree that some very minor adjustments could be made, as suggested above.

To reiterate, we imagine that all those who want such a scheme are those residents who will not be impacted negatively or radically by its introduction.

Thank you for reading and taking into account our thoughts, comments and suggestions.

### **012 Height Close**

In relation to the consultation for a Controlled Parking Zone between Now 1 and 113 Hillcross Avenue, we would like to register our objection to its introduction for the following reasons:

- Due to vehicles being of different sizes and required spacing, the CPZ would reduce the number of parking spaces available, where 2 vehicles currently park, only 1 space will be available and where 1 vehicle can currently park, there will be a single yellow line (such as the space in front of No. 33 next door)
- While there are more spaces from No. 53 onwards, there are very few spaces planned on the map and fewer than the current number of cars that are usually parked by residents at weekends
- The CPZ will cause difficulties for us and other residents when swapping cars, need to park on the road for a services vehicle (Utilities, builders, Double Glazing, etc.) to park on the drive or if we need to go out for a short time and need to park one car on the road. The limited spaces would already be taken by residents.
- In order for us or our visitors to park on the road, we would need to pay the significant cost of a permit
- As more residents have drives and crossovers put in, the number of marked spaces will decrease even further, especially with many having their own crossovers rather than a single shared one as we have

### **0016 Cranford Close**

I am writing, as a resident of Cranford Close to express my disagreement with the council's plans to create a Controlled Parking Zone (CPZ) on Cranford Close. I cannot comment on the issues affecting Hillview & Heights Close.

I have had email conversations about this with one of our councillors - Thomas Barlow around the issues affecting Cranford Close.

I would hope my objections to your proposal could be summarised as:

1. The disabled parking bay at the top of Cranford Close is unnecessary, as unfortunately the resident to whom it belonged (number 15), has died in 2019.
2. The only issue affecting Cranford Close is obstructive parking on both sides of the street, especially during working hours. This can easily be resolved with the proposed double yellow lines on one side of the street
3. There is very little non-essential parking (by non-residents), and no certainly no local businesses. This area is entirely residential. Therefore there is absolutely no requirement for these to be "managed, reduced and controlled". I understand concerns around people parking in the Close and walking down to Raynes Park Rail station, but this is limited to one or two cars if at all, depending upon available parking spaces before 8am.
4. There is quite a high proportion of elderly residents living in Cranford Close, who are dependent upon their cars for mobility and independence. Imposing an annual charge of £100 minimum for a permit will significantly affect the income for these pensioners. The families who are resident on the Close tend to have two vehicles for various reasons, which in these economically harsh times, would be extremely difficult to pay for additional permits.
5. I understand the Council's desire to reduce car ownership, and encourage a more environmentally friendly lifestyle, with an incremental pricing structure for parking permits and second cars etc. A significant proportion of the Cranford Close Residents have two vehicles, either to accommodate their working lifestyles, or as an essential component of their job (eg. Tradesmen). To penalise these residents for this, with the exponential costs of second cars / diesel car permits is both unfair & unnecessary.
6. I do not believe that the expenditure of implementing the proposed changes (painting car parking bays, installing parking meters, cost of Civil Enforcement Officers patrolling the street etc), can be justified by the anticipated income from this scheme. Residents could simply park on the private land with the garages, and refuse to purchase a single permit.
7. I understand that in busy traffic areas such as Wimbledon Village or Raynes Park, there are large numbers of cars, and a high demand for parking spaces. Controlling & managing the parking in these areas is obviously essential to prevent gridlock. This is simply not the situation with Cranford Close - a quiet, sleepy cul-de-sac in a purely residential area, with no real parking issues currently.

Given the current economic climate during the COVID pandemic, it is hard to believe that these changes are being proposed for anything other than the financial benefit of Merton Council. I strongly believe that there is not a shred of evidence for these changes to be made on safety grounds, to benefit the local residents, or to

effectively manage high demand for parking spaces.

I would be very grateful if the evidence could be produced that demonstrates the need for change to the current arrangements in Cranford Close.

#### **017 Cranford Close**

The proposed plans for CPZ in Cranford Close show an added yellow line in front of my house, 2 Cranford Close SW20 0DP.

I strongly object to a yellow line in front of my house as there is already a white line where my lowered curb crossover is.

It's my view the white line is sufficient to stop 'non-essential' parking in front of my house.

My understanding is my neighbours in 1 Cranford Close are of the same view.

#### **018 & 19 Heights Close**

I write in response to a recent leaflet which sets out proposed changes to the parking rights of residents in Heights Close.

I have lived in Heights Close since my home was built in 1981 and over the years the Council has given permission for some residents to change the use of their garage which in turn has reduced the parking places per household nevertheless residents have acted with consideration especially when having maintenance work carried out to ensure that driveways are not obstructed and that road users are not inconvenienced. To my knowledge it is only cars belonging to residents that are parked for any length of time in the road in Heights Close.

I understand that to allow parking of vehicles belonging to contractors and/or maintenance companies in Heights Close the resident must first contact the Council giving the registration number of the vehicle. Bearing in mind that such companies usually start work at 8 am. and often work Saturdays and Sundays whereas Merton Council is open weekdays from 9 am. to 5 pm. what arrangements will the Council be making for permission to be given outside the Council's normal working hours? Any arrangements will be time consuming to both residents and the Council and will incur additional cost to the Council. Residents will also have to purchase and keep handy half day and day permits just in case they have a visitor, no matter how long that person will stay and they will have to find a parking space in Hillview or other nearby road.

I believe that rather than improving parking in Heights Close the proposals will create needless difficulties for all Heights Close residents and at the same time increase the number of cars parked in Hillview thus apart from the Council gaining revenue nothing will have been achieved.

Regrettably I fail to find any logical reason why the Council should decide to stop all parking on the road at anytime for whatever reason, apart from emergencies, without the resident first obtaining permission from the Council. For the reasons outlined I cannot support the proposal to have double yellow lines along the whole of Heights Close, however, for safety I can support the proposal to have double yellow lines on the bend and the narrow section of the road at the entrance to Heights Close.

Just in case, despite opposition from a number of residents, the Traffic and Highways Department are intransigent and determined to put some restrictions in place I wish to put forward an alternative proposal. Having looked at parking restrictions in roads and closes similar in width to Heights Close I have noted that there is often a mix of single yellow lines along part of the road and at crossovers with double yellow lines only at bends and intersections. I ask that the proposed parking restrictions relating to Heights Close are reconsidered with a view to:-

Having single yellow lines along the road and at crossovers and double yellow lines at the bend and narrow section of road at the entrance to Heights Close.

#### **021 Height Close**

Having been Heights Close residents for 7 years, and studied in detail the latest plans and map for the proposed CPZ scheme for both Hillview and Heights Close, we strongly oppose the CPZ scheme. Placing double yellow lines in Heights Close is totally unnecessary. However, for safety reasons we do recognize the benefits of two interventions - a double yellow line on the blind spot at the entrance of Heights Close and a restriction to regulate cars parking on one short stretch of the first uphill section of Hillview. As residents of Heights Close, we do have a good knowledge of the parking situation and the safety aspects in both streets. These are the reasons why we strongly object to the proposed CPZ scheme for Hillview and Heights Close: 1. Regarding the roadside park, there is usually enough space for residents and their visitors to park any additional vehicles they may have. The

main spaces are taken usually by residents rather than other car owners. 2. We have had occasional ill-parked cars but these were mainly workman working at Berkeley Home site at Copse Hill. 3. There are no safety concerns, cars do not speed up and down, there is no need to control traffic with the exception of blind spot at the entrance of Heights Close and one short stretch of the first uphill section of Hillview. 4. Proposed CPZ will reduce the roadside parking space for residents who need to park. CPZ will put pressure on available spaces for parking. 5. Double yellow lines will bring no benefit to Heights Close, which is generally peaceful and has no significant parking or safety issues. It will just cause huge inconvenience for residents if they have a tradesperson/builder working for a period of time and nowhere for them to park. As a community neighbours are always made aware of building works etc and organise how vans are going to be parked to ensure no other resident is inconvenienced. 6. The proposed CPZ favours the financially well off but adds financial pressure to the residents like us who are vulnerable and already financially stretched. It is unprecedented challenging time due to pandemic for us and for lots of people. Our financial situation may not allow us to buy residents' permits. We are not sure whether we could pay 3 pounds for half day visitor's permit each time someone needs to visit us. 7. Some residents, with a second car but a single driveway and a small front garden, may remove the garden and create a second driveway. This would result in removing plants and trees. There will be adverse impact on air quality and will destroy a natural habitat. 8. We wonder if some Hillview residents had complained that it is difficult to access/exit their driveways as some Hillview residents' cars are parked on the upper section of Hillview on the opposite side of the road to people's drives. However even if a CPZ is introduced, the proposed bays will still be opposite to the houses in the second section of Hillview and there would be no beneficial change to these people, except that people without permits would not be able to park there between 12pm – 1pm. The Council may be keen to implement the proposed CPZ for additional annual income but such scheme is entirely unnecessary at Heights Close and Hillview. Not only there will be no benefits to the residents but will have potentially a big negative impact on residents financially and on physical and mental health. There would be potential negative impact on the environment. Speaking to some other residents it became clear that they believed that the CPZ scheme can be retracted if they do not like it in practice. We appreciate the opportunity to voice our objection and have faith in the Council that you will make a fair judgement considering the points we have made.

#### *Officer's comments*

*Before the Council considers any possible resident parking schemes, it requires a demonstration of support from the residents for the concept of controlled parking. This consultation was initiated because residents at this section of Hillcross Avenue petition the Council for the CPZ to be extended.*

*The consultation is for an extension to the existing CH CPZ and with operational days of Monday to Friday between 11am and 3pm.*

*The implementation and administrations costs for the CPZ and subsequently the cost for routinely enforcing the scheme is paid with the revenue generated through the sale of parking permits, effectively the CPZ pays for itself. Any surplus funds generated is legally required to be ring fenced to be invested back into the highway or fund concessionary travel schemes.*

*Regarding the positioning of proposed waiting restrictions (yellow lines) in the proposed scheme. The layout of the parking restrictions are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic, additionally within the CPZ all kerbside must either be controlled with yellow line waiting restrictions (such as at junction corners or across vehicle dropped kerbs / access) or designated parking places and it is not normal practise to introduce parking places across dropped kerbs (driveway) therefore single yellow lines are marked to provide clearance during CPZ operational hours.*

*The key objective of managing parking is to reduce and control non-essential parking and assist residents, short-term visitors. Within any CPZ, only those within the zone are entitled to parking permits. Residents can purchase 'Visitor Parking Permits' for their visitors which entitles them to park within any permit holder bays throughout the zone.*

*Before the Council considers any possible resident parking schemes, it requires a demonstration of support from the residents for the concept of controlled parking. In the initial consultation it stated that subject to responses received it may be recommended to only include those roads where there is a majority in support of the proposal.*

*Those residents with off street parking and do not intend to park their vehicles on the proposed*

*designated parking bay do not need to purchase a parking permit.*

*Within any parking management design, every effort is made to maximise the number of safe parking spaces, however it is important to note that safety and access for all road users always take priority over parking. It is normal practice to introduce double yellow lines even if a CPZ is not introduced and this was detailed in both informal and statutory consultation leaflets.*

*The Council's refuse collection service regularly report that they are unable to gain access which means that they are often prevented from collecting the refuse - especially Westcroft Gardens and Leamington Avenue where service vehicles are unable to access through narrow sections of the carriageway because of vehicles parked both sides. It is the aim of the proposed 'at any time' waiting restrictions along one side at narrow sections of the carriage way to ensure access for moving traffic especially larger vehicles such as emergency and refuse collection services.*

## Proposed Controlled Parking Zone (CPZ) RPC1 extension - Hillview, Heights Close and Cranford Close



ISSUE DATE : 26 NOVEMBER 2020

### Dear Resident,

The purpose of this leaflet is to advise you that following the implementation of the RPC1 zone, the Council has received a number of correspondences and a petition from some residents complaining about parking difficulties. In response, the Council is now carrying out a statutory consultation on its intention to introduce a Controlled Parking Zone (CPZ) in Hillview, Heights Close and Cranford Close. This will be an extension to the existing RPC1 CPZ in the Village Ward. As this would be an extension to an existing zone, the days and hours of the CPZ controls would operate Monday to Friday between Noon and 1pm.

### HOW WILL IT WORK?

All road space in a CPZ is managed by the introduction of parking controls. Parking is only permitted where safety, access and sight lines are not compromised. It is, therefore, normal practice to introduce double yellow lines at key locations such as at junctions, bends, turning heads and at specific locations along lengths of roads where parking would impede the passing of vehicles. It is also necessary to install single yellow lines (effective during the CPZ hours of operation) or "At any time" restriction where the kerb is lowered, i.e. at crossovers for driveways.

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

visitor permits); shared use bays (for permit holders and pay and display) and pay and display only bays (permits are not valid).

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

The Council aims to reach a balance between the needs of the residents, businesses and the safety of all road users. In the event that the majority of those consulted do not support a CPZ in their road officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access. This would be subject to the approval of the Cabinet Member for Regeneration, Transport and Housing.

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

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

Shared Use Pay and Display bays are also proposed where it is necessary to allow non-residents to pay for parking for a short period at specific locations such as near shops, schools, churches and also in areas for longer term parking where residents are not directly affected, to allow effective use of the bays. (This will increase the use of parking provisions in the area

by pay and display customers whilst still maintaining parking).

### WHAT HAPPENS NEXT

Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. It should be noted that this consultation is not a Yes / No tick box exercise. It is a statutory consultation which depends on consultees responding directly via making a representation. Representations against the proposals described in this Notice must be made in writing or email [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) by no later than 18 December 2020 quoting reference [ES/RPC1ex-Hillview](#). Objections must relate only to the elements of the scheme that are subject to this statutory consultation. Representations in support are also welcome.

A copy of the proposed Traffic Management Orders (TMOs), a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm or at Morden Library. This information is also available on Merton Council's website [www.merton.gov.uk/cpzrpc1ex](http://www.merton.gov.uk/cpzrpc1ex)

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

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

The charges for permits are £100 for the first car in a household, £150 for the second in a household and £200 for the third and subsequent car in a household

plus an additional charge of £150 for a diesel vehicle. An annual visitor's permit is £320. Half day visitor permit is £3.00.

Please note that between 10 September and 26 October 2020 the Council carried out a statutory consultation on emission based-parking charges which will affect the existing permit and P&D tariffs. It is likely that a final decision will be made early 2021 and if approved, the new charges will be implemented after April 2021. For full details please refer to the website <https://www.merton.gov.uk/streets-parking-transport/parking/consultations/charges-2020>

Further information on how CPZs work, details of permit costs can be found in our Frequently Asked Questions (FAQ's) at [www.merton.gov.uk/cpzrpc1ex](http://www.merton.gov.uk/cpzrpc1ex)

### VILLAGE WARD COUNCILLORS

#### **Cllr Thomas Barlow**

Tel - 020 8545 3396

Email: [thomas.barlow@merton.gov.uk](mailto:thomas.barlow@merton.gov.uk)

#### **Cllr Andrew Howard**

Tel - 020 8545 3396

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#### **Cllr Najeeb Latif**

Tel - 020 8545 3396

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#### **Cabinet member for Regeneration, Housing and Climate Change.**

Cllr Martin Whelton

Phone: 020 8545 3425

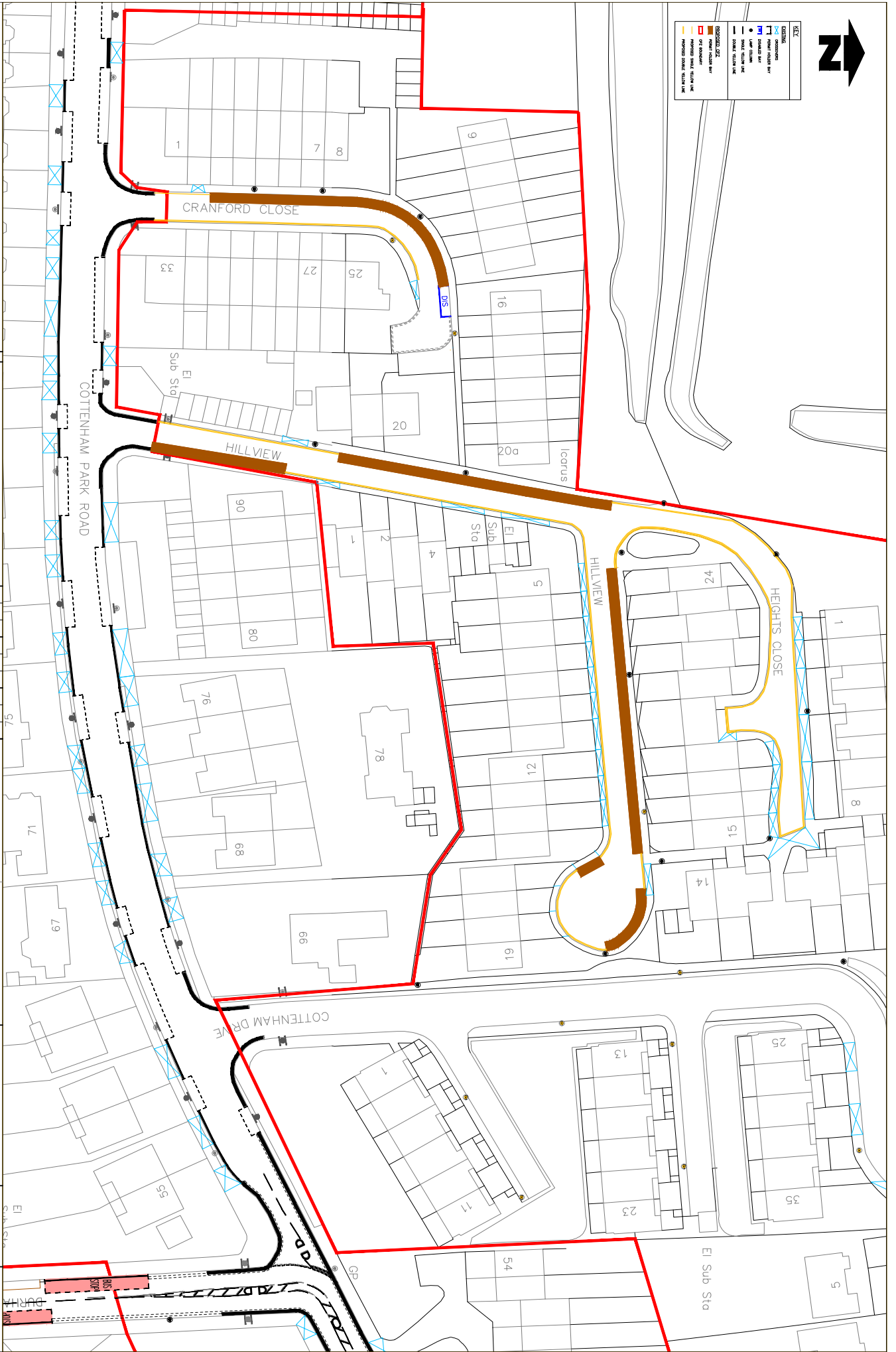
Email: [martin.whelton@merton.gov.uk](mailto:martin.whelton@merton.gov.uk)

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



**KEY**

- EXISTING:
  - Proposed road
  - Proposed cycle way
  - Proposed footway
  - Proposed bus stop
  - Proposed bus shelter
  - Proposed bus stop
  - Proposed bus shelter
  - Proposed bus stop
  - Proposed bus shelter
- PROPOSED:
  - Proposed road
  - Proposed cycle way
  - Proposed footway
  - Proposed bus stop
  - Proposed bus shelter
  - Proposed bus stop
  - Proposed bus shelter
  - Proposed bus stop
  - Proposed bus shelter



NOTES  
Do not reproduce this drawing of CPZ

RESIDENT OBJECTION TO CPZ

Plot No.	Area	Plot No.	Area	Plot No.	Area	Plot No.	Area
1	1	16	16	31	31	46	46
2	2	17	17	32	32	47	47
3	3	18	18	33	33	48	48
4	4	19	19	34	34	49	49
5	5	20	20	35	35	50	50
6	6	21	21	36	36	51	51
7	7	22	22	37	37	52	52
8	8	23	23	38	38	53	53
9	9	24	24	39	39	54	54
10	10	25	25	40	40	55	55
11	11	26	26	41	41	56	56
12	12	27	27	42	42	57	57
13	13	28	28	43	43	58	58
14	14	29	29	44	44	59	59
15	15	30	30	45	45	60	60
16	16	31	31	46	46	61	61
17	17	32	32	47	47	62	62
18	18	33	33	48	48	63	63
19	19	34	34	49	49	64	64
20	20	35	35	50	50	65	65
21	21	36	36	51	51	66	66
22	22	37	37	52	52	67	67
23	23	38	38	53	53	68	68
24	24	39	39	54	54	69	69
25	25	40	40	55	55	70	70
26	26	41	41	56	56	71	71
27	27	42	42	57	57	72	72
28	28	43	43	58	58	73	73
29	29	44	44	59	59	74	74
30	30	45	45	60	60	75	75
31	31	46	46	61	61	76	76
32	32	47	47	62	62	77	77
33	33	48	48	63	63	78	78
34	34	49	49	64	64	79	79
35	35	50	50	65	65	80	80
36	36	51	51	66	66	81	81
37	37	52	52	67	67	82	82
38	38	53	53	68	68	83	83
39	39	54	54	69	69	84	84
40	40	55	55	70	70	85	85
41	41	56	56	71	71	86	86
42	42	57	57	72	72	87	87
43	43	58	58	73	73	88	88
44	44	59	59	74	74	89	89
45	45	60	60	75	75	90	90
46	46	61	61	76	76	91	91
47	47	62	62	77	77	92	92
48	48	63	63	78	78	93	93
49	49	64	64	79	79	94	94
50	50	65	65	80	80	95	95
51	51	66	66	81	81	96	96
52	52	67	67	82	82	97	97
53	53	68	68	83	83	98	98
54	54	69	69	84	84	99	99
55	55	70	70	85	85	100	100

**Sustainable Communities**  
environment & regeneration

TRAFFIC & HIGHWAYS

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Quantity	50	Date	07 May 2008
Drawn by	Sp	Site	
Approved by	Sp	Drawn	

**PROJECT**  
Controlled Parking Zones (CPZs)

**TITLE**  
CRANFORD RISE AND HILL VIEW

**merton**  
Merton Civic Centre  
London Road  
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SM4 5DX  
www.merton.gov.uk

**Consultant**  
Z87-366-01

**Scale**  
1:500