

## **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 and reason for exemption (if any)**

Proposed MTC2 CPZ – formal consultation

**2. Decision maker**

Councillor Martin Whelton, Cabinet member for regeneration, housing and transport.

**3. Date of Decision 18 January 2019**

**4. Date report made available to decision maker**

9 January 2019

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

**6. Decision**

- A) Notes the result of the Statutory consultation carried out between 19 November and 7 December 2018 on the proposals to introduce a Controlled Parking Zone (CPZ) MTC2 to include Commonsides East (Between Nos 1 and 159), Esher Mews and Hallowell Close.
- B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- C) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed MCT2 to include Commonsides East (Between Nos 1 and 159), Esher Mews and Hallowell Close, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-351-01 and attached in Appendix 1.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone as shown in Drawing No. Z78-351-01 attached in Appendix 1.
- E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

**7. Reason for decision**

Support shown by residents in the consultation for the introduction of a controlled parking zone

The introduction of 'at any time' waiting restrictions will improve road safety on the road

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

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.

**9. Documents relied on in addition to officer report**

**10. Declarations of Interest**

None



**Councillor Martin Whelton**

**Cabinet member for regeneration, housing and transport**

**18 January, 2019**

**Committee:** Cabinet Member Report

**Date:** 19 January 2019

**Agenda item:**

**Wards:** Figge's Marsh

**Subject:** Proposed MTC2 CPZ – Commonsides East and Hallowell Close – statutory consultation.

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

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

**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 19 November and 7 December 2018 on the proposals to introduce a Controlled Parking Zone (CPZ) MTC2 to include Commonsides East (Between Nos 1 and 159), Esher Mews and Hallowell Close.
- B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- C) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed MTC2 to include Commonsides East (Between Nos 1 and 159), Esher Mews and Hallowell Close, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-351-01 and attached in Appendix 1.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone as shown in Drawing No. Z78-351-01 attached in Appendix 1.
- E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

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

- 1.1 This report presents the results of the statutory consultation carried on the Council's proposals to introduce a CPZ (MTC2) to include Commonsides East (Between Nos 1 and 159), Esher Mews and Hallowell Close.
- 1.2 It seeks approval to progress 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.

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 The CPZ design comprises of permit holder bays to be used by residents, their visitors or business permit holders. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.
- 2.5 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce the 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 2017 some residents of Commonsides East and Hallowell Close petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ) in their roads. This instigated the start of the consultation process.

### **3. Informal consultation**

- 3.1 The informal consultation on the proposals to introduce parking controls in Commonsides East (Between Nos 1 and 159), Esher Mews and Hallowell Close commenced on 18 June and ended on 20 July 2018. 133 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. A copy of the consultation document is attached as Appendix 2. The consultation document was posted to all households and businesses within the catchment area.
- 3.2 Notification of the proposals along with the web-link to the online questionnaire (e-form) was also posted on the Council's website showing the proposed parking controls within the zone including the following:
- 'At any time' double yellow lines at key locations such as at junctions, bends, and ends of cul-de-sacs;
  - Single yellow lines (mainly between parking bays and across dropped kerbs);
  - Permit holder bays for use by residents, businesses and their visitor.
- 3.3 The consultation resulted in a total of 50 questionnaires returned representing a response rate of 34%. Of the 50 who responded, 88% support a CPZ, compared to 10% who do not and 2% who are unsure. Residents were also asked which days of operation they would prefer if a CPZ was introduced. Results show that 58% of respondents prefer Monday – Saturday, 22% support Monday - Friday and 20% Monday – Sunday or no response. Residents were further asked which hours of operation they would prefer should the CPZ be introduced. Results show that 84% of respondents prefer 8.30am – 6.30pm, while 2% prefer 10am – 4pm, 8% prefer 11am – 3pm and 6% other hours or no response.
- 3.4 The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Regeneration, Housing and Transport on 6 August 2018. After careful consideration of the consultation results and officers' recommendations, the Cabinet Member agreed to proceed with a statutory consultation.

### **4. Statutory consultation**

- 4.1 The statutory consultation on the Council's intention to introduce MTC2 CPZ to include Commonsides East (Between Nos 1 and 159), Esher Mews and Hallowell Close was carried out between 19 November and 7 December 2018. 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, as shown in Appendix 1, was also distributed to all those properties included within the consultation area.

- 4.2 The newsletter detailed the following information:
- The undertaking of the statutory consultation
  - A plan detailing the following:
    - Zone operational hours (Monday to Friday between 8.30am and 6.30pm)
    - Double yellow lines operating “at any time’ without loading restrictions
    - Permit holders only parking bays
    - Zone boundary
- 4.3 The statutory consultation resulted in 12 representations which include 3 representations in support, 3 comments and 6 objections. The main objection is that the current level of parking is being removed from the footway on one side of Hallowell Close which would reduce the available parking in the road by half. Details of these representations along with officer’s comments can be found in appendix 2.
- 4.4 As mentioned above, the main reason for the 6 objections is based on the proposed double yellow lines on one side of the road. Hallowell Close is not wide enough to accommodate parking on both sides, and the footways are not wide enough to accommodate partial footway parking and pedestrians access. Currently vehicles park fully on one side on the carriageway and fully on the footway on the other side to allow adequate space for emergency Services and refuse vehicles but do not provide adequate space for pedestrians using the footway. In fact, pedestrians are often forced to walk on the carriageway or cross the road to the other side and now that the Council is aware of this unsafe and illegal practice, we are compelled to take the appropriate action. Please see attached photo of Hallowell Close current footway parking in Appendix 4.
- 4.5 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 yellow lines even if a CPZ is not introduced and this was detailed in both informal and statutory consultation leaflets.

#### 4.6 **Ward Councillor Comments**

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

### 5. **PROPOSED MEASURES**

- 5.1 It is recommended that the Cabinet Member agrees to the making of the TMO and the implementation of the proposed MTC2 CPZ to include Commonsides East (Between Nos 1 and 159), Esher Mews and Hallowell Close operational Monday to Saturday between 8.30am and 6.30pm as shown in Drawing No. Z78-351-01 and attached in Appendix
- 5.2 It recommended that the relevant Traffic Management Orders (TMOs) is made and the proposed ‘At any time’ waiting restrictions (as consulted) are implemented in the Commonsides East area as shown in Drawing No. Z78-351-01 and attached in Appendix 1.

### 5.3 Permit issue criteria

It is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones in Merton at the time of consultation. The cost of the first permit in each household is £65 per annum; the second permit is £110 and the third permit cost is £140. An annual Visitor permit cost is £140.

- 5.3.1 In November 2016, the Council introduced a Diesel Levy to all those permit holders with a diesel vehicle. The Diesel Levy will be in addition to the cost of permit. Residents will be advised accordingly when making their permit application. Those residents with all-electric vehicles will only have to pay a reduced rate of £25 instead of £65.

### 5.4 Visitors' permits

All-day Visitor permits are £2.50 and half-day permits at £1.50. Half-day permits can be used between 8.30am & 2pm or 12pm & 6.30pm. The allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two.

### 5.5 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.

## 3. **ALTERNATIVE OPTIONS**

- 3.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.
- 3.2 Not to introduce the proposed double yellow lines. In the event of an incident, this would put the residents at safety risk; additionally, the Council would be at risk as the Council could be considered as failing in its duties by not giving safety and access priority.

## 6. **TIMETABLE**

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

## 8 **FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 7.1 The cost of implementing the proposed measures is estimated at £15k. This includes the consultations, the publication of the Made Traffic Management Orders, the road markings and the signs.
- 8.2 The Environment and Regeneration revenue budget for 2018/19 currently contains a provisional budget for Parking Management schemes. The cost of this proposal can be met from this budget.

## 9. **LEGAL AND STATUTORY IMPLICATIONS**

- 9.1 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.
- 9.2 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.
- 9.3 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.

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

- 10.1 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.
- 10.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 10.3 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.
- 10.4 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.

## **11. CRIME AND DISORDER IMPLICATIONS**

- 11.1 N/A

## **12. RISK MANAGEMENT IMPLICATIONS**

- 12.1 The risk of not progressing the proposed measures will be against the wishes of the majority of the residents who responded favorably to the informal consultation. Also, it will do nothing to address existing parking and access difficulties.
- 12.2 The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing. The statutory consultation will provide a further opportunity for residents to air their views.

## **13. ENVIRONMENTAL IMPLICATIONS**



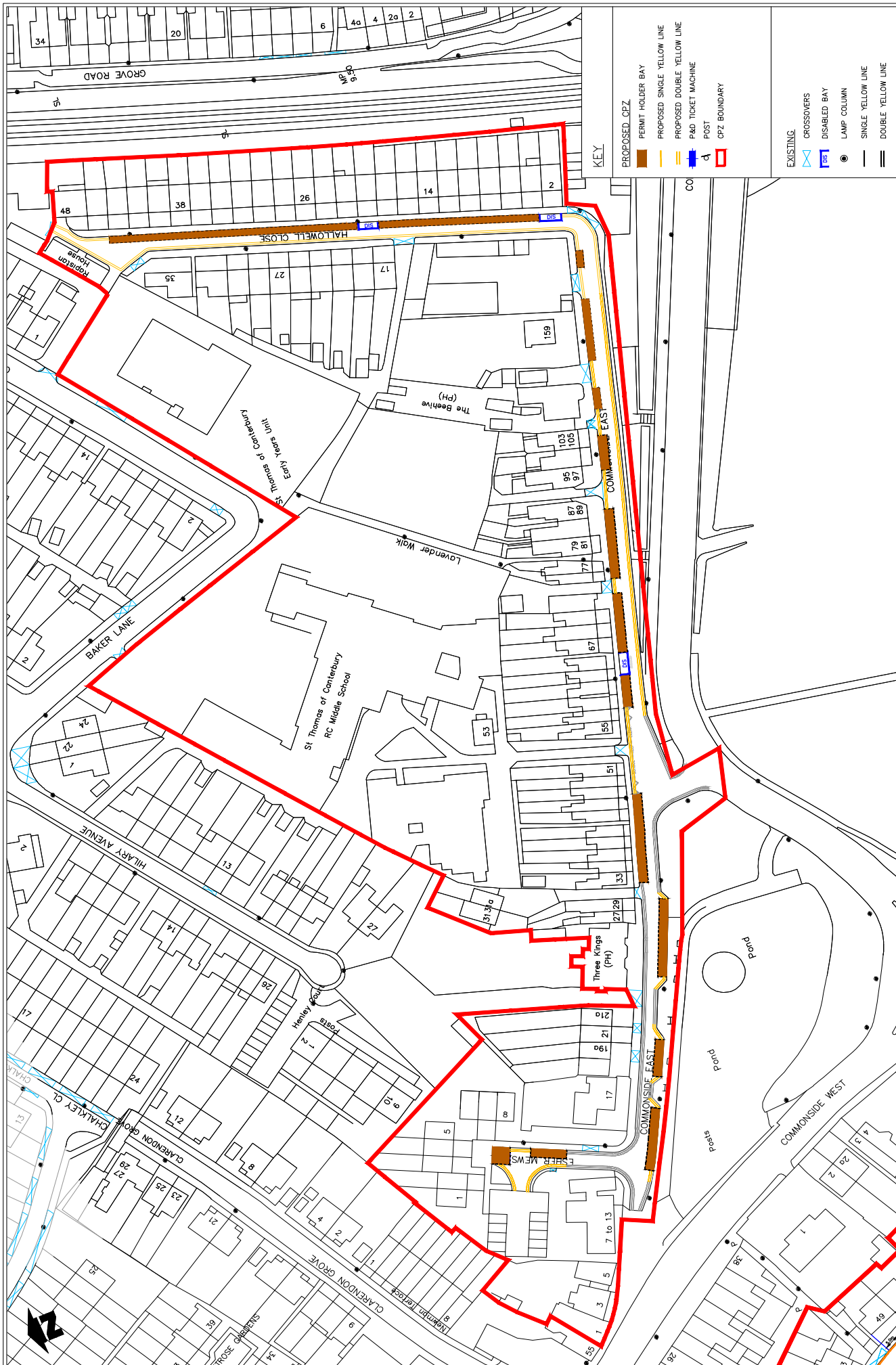
- 13.1 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining 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.
- 13.2 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.

#### **14. APPENDICES**

- 14.1 The following documents are to be published with this report and form part of the report.
- Appendix 1 – Drawing No. Z78-351-01
  - Appendix 2 – Representations
  - Appendix 3 - Statutory consultation document.
  - Appendix 4 – Hallowell footway parking photo.

#### **15. BACKGROUND PAPERS**

- 15.1 Report dated 30/07/2018 titled proposed MTC2 Commonside East area CPZ – Informal Consultation.



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PROJECT: Controlled Parking Zones (CPZs)  
TITLE: MTC2 Commonside East area Proposed Layout

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Consultation: -  
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## Representation - Support

001 Commonside East

Further to the earlier comments I have made regarding the proposed CPZ for Commonside East and Halowell close, I would like to ask you to introduce the CPZ as soon as possible. I myself am really struggling to find a parking space on the street where I live. I do not go to work by car. When I am resting sometimes I go shopping at about 9:00 - 10:00, when I come back - there is nowhere that I can park my car on Commonside East or Halowell close.

I have a small child and expecting a baby in January. The street is heavily used to park cars by the nearby auto service, there are numerous private taxi vehicles parked for weeks. It is not like somebody has come for one or two hours and left. I have observed the same person bringing car after car, parking them on the available spaces and going towards the town centre, coming with another car. Also individuals from other areas using the spaces, this way creating difficulties for the residents.

I am happy for everyone to park, but unfortunately there is no space for the residents to park their cars.

As I have mentioned - I have been fined by the wardens for parking on the wrong place - because there was nowhere else to park. I have also noticed that at the place I have been penalised, other cars continue parking without getting penalised - how do the wardens choose the cars to put penalties?

If you have been fined on the street you live when broken down cars and taxis have occupied the available spaces you will understand what I mean.

Thank you for your time.

003 Commonside East

Thank you for your recent consultation received regarding the proposed CPZ for commonside east hallowell close and Esher mews.

I am very happy with the proposals. There are one or two issues I need to raise.

There is a dropped kerb outside my property at 73 which we have gates and you have indicated a double yellow line.

Thank you for this, we don't use our drive way as we are always being blocked in by parked cars .

There are also two dropped kerbs long the road in front of the old beehive pub. which is no longer used, this was possible an access prior to the pub being converted, a double yellow line has been added to this, which i believe is not necessary.

There is also a double yellow line outside Sparrowhawk yard, which is not being used and as you are aware has been sold.

I believe this is not necessary at this stage, until the developers provide another plan for the planning section to agree, (it just takes up two spaces which residents could park in).

And lastly, thank you for looking in to the ownership of the land adjacent to the Sparrowhawk yard, please adopt this as soon as possible, It needs to be concreted over and provide additional parking spaces for the residents of the road, and possible to the new residents at sparrow hawk dev elopement in the future.

At the moment it is a dumping ground for rubbish and dumped cars.

You need lighting down there, a complete make over.

The council need to attract income from this derelict piece of land, which no one is claiming responsibility for .

This could be an asset for the local community, perhaps even a small garden !!! or something similar and car parking spaces, constructed in a correct manner, not random as it is now.

We are unable to park on the verges for safety reasons,

Thank you for taking time to read this

005 Commonside East

Thank you for the notice of implementing parking permits on Commonside East.

As a resident, I'm all for parking permits however I just a couple of concerns with the proposal-

1. Double yellow lines on the existing yellow school markings is a big concern. This will completely restrict residents being able to park, especially myself and 4 other properties who live on these yellow markings. Seen as Commonside East is not the school's main entrance it would make much more sense to keep the yellow markings as they are. I understand the restrictions of 8:15-9:15am and 3-4pm should remain but outside these hours, surely it should be people with paid permits that should be allowed to park there. We use this area to park throughout the week outside the restricted hours as well as every weekend, losing it seems completely unnecessary.

2. Double yellow lines down the whole of one side of Hallowell close as well as parking on the verge opposite the sparrows site means both streets are going to lose a huge amount of parking. This is a worry, as whilst I totally support residents parking permits, I'm concerned about paying for a permit when it would seem that there will be times we won't have anywhere to park on our road.

Thanks so much for giving us the opportunity to feedback on the parking proposal, I really hope you consider the residents' concerns.

I look forward to hearing from you.

## Comments

### 004 Hallowell Close

I am writing to you concerning the proposed CPZ for Commonside East, Esher mews & Hallowell Close, I reside at no 40 Hallowell, when we responded to the initial questionnaire in June I agreed with the implementation of the CPZ scheme. I did raise concerns about the proposed double yellow line along the whole length of Hallowell close on the odd numbered side of the road, on the drawing we have just been asked to comment on, the double yellow line is still there, For over twenty years the resident's of the odd numbered side have been allowed to park their vehicles up on the pavement. I would hope that this arrangement will, with the purchase of the required permit, still be allowed, because if it is not then the scheme will simply not work. You only have to do the maths to work out that only allowing parking down one side will simply not give enough spaces for the amount of vehicles owned by the residents of Hallowell Close. The other issue is the double line runs right round the far end of Hallowell where the unit Alpine works is situated, this is currently used by a local business for storage so they will need parking and access, the line then comes right round and in front of number's 46, & 48 so they will not be able to park in front of their own properties. If these issues are not addressed then quite frankly the residents will be no better off than they are at the moment, and if not amended then I have no option but to change my mind and refuse the scheme. I have copied in, councillor Geraldine Stanford, as she has been of great help to the residents of Hallowell Close in the past and hope she will help get the cabinet member responsible to re-think the double yellow line issue.

### 007 Commonside East

In response to your proposals for the above CPZ.

- The proposed times for this are not suitable. It needs to be much later than 6.30pm. A 6.30pm finish will not allow residents paying for spaces to be able to get home from work and park. The garage around the corner use Commonside East/Hallowell Close as a car park as do all the white vans and taxis that park here. This will continue if the time is left at 6.30pm.
- It should also be extended to Saturdays for the same reasons.
- Zigzags cannot be changed to yellow lines as there will not be enough spaces. The use of parking on the zigzags works well at the moment during legitimate times.
- Who will monitor parking. Nothing is currently done about vehicles illegally parked in Commonside East/ Hallowell Close/ Upper Green East and West. The same cars are permanently parked blocking pavements.
- Who is entitled to business permits? Is this for residents or outsiders?
- Why should teachers and school staff be considered for permits? The pupil entrance for the school is in Baker Lane where there is adequate parking and a school carpark. Parents are too lazy to drive round there and are illegally parking in Commonside East while they run down Lavender Walk with their children. This is dangerous for everybody.

We hope that you will consider our comments favourably

### 008

With regard to the proposed parking zone in Commonside East and Hallowell Close

I support this proposal, but have a couple of comments to make for the consultation. I have lived in this road for over 29 years, so am well acquainted with the parking issues around here.

a) The weekday time restriction would be better extended until 7pm in the evening as quite a few people work later than 5pm and 6pm and due to a lot of the overnight parking in the area, particularly of vans, will return home to find nowhere to park

b) It would be better to see the parking controls extended to Saturday. Saturday is extremely busy in terms of parking here, with people queueing up to grab any space that may appear, as they do not wish to use the town center carparks. If you do move your car on a Saturday the space is immediately gone, and often you will return home with nowhere to park. And as there will be no restrictions on a Sunday either, it is more than likely that the many vans (which are often used on a Saturday as it is a working day for a lot of people, parked up after work on Saturday and left on the road thru Sunday until monday) will have the effect of negating many of the benefits of the CPZ to the residents who will have purchased permits to allow them to return home and hopefully have somewhere to park, even on the weekends.

## Representation Against

### 002 Hallowell Close

The council should halt this at once on the grounds that when the questionnaire regarding a controlled parking was put to residents, no clear mention was made that we would lose half the parking space on Hallowell Close.

This crucial piece of information was not made clear and as a result the questionnaire results are null and void.

The controlled parking zone should be altered to include parking on the left pavement of Hallowell Close and another questionnaire should be sent out to review residents views.

This permit system will cause havoc, we have 10 homes on the left of the road where families have not been allocated parking! Today as I drove out of my road there were 15 cars parked there, where are they all meant to go? We will be forced to park on Commonside East and cause major issues with our neighbours. We have elderly residents and those with health issues that reside on both Hallowell and Commonside East who will be greatly affected. I myself suffer from rheumatoid arthritis and am terrified about what this will mean for me as parking near my door is essential for me.  
I hope to hear from you soon regarding this matter.

006 Hallowell Close

I would like to oppose the proposition to implement a controlled parking zone on Hallowell Close in Mitcham. ES/MTC2 There will be half the amount of parking that there is now and it will be an absolute disaster. At night when there are mostly only residents the roads are still full both sides, pavement and road therefore if yellow lines are put in place there will be such a limited amount of space that it will be IMPOSSIBLE to park. We have a small garage at the back of the house which we cannot get our car into, so we may not even be eligible for a permit. It is going to be a COMPLETE NIGHTMARE and cannot go ahead. Where are we meant to park when we cut the parking by half?  
Please do not put these restrictions in.  
At the moment there are normally a couple of spaces during the day and night so we do not need these restrictions. PLEASE PLEASE PLEASE do not go ahead with this.  
It is people on Commonside east that have asked for these restrictions but they are going to lose most of their spaces so I hope after seeing the plans they will also reject this proposal.

009 Hallowell Close

I am writing to oppose the proposed CPZ as laid out in the proposal of 12th November. This plan is not going to help the lack of parking in the Hallowell Close / Commonside East area, rather it can only make matters worse. I understand that in your informal consultation, those who made their views known, voted by a majority in favour of a CPZ. This is now turning out like another Brexit fiasco. Those who voted had no idea of the chaos it will cause or the lack of a coherent scheme that will allow residents to be able to park near their homes. No notice has been taken of the reasonable points made during the impromptu street meeting held in H.C. particularly that the yellow lining of one side of the street in effect reduces the number of parking spaces available by around 15. The informal arrangement whereby LBM has allowed cars to park on the pavement, despite reassurance that this would continue, is not to be allowed. If residents had been made aware of this they would have been unlikely to support the scheme. The few neighbours I have been able to speak to were still unaware this was the case. There are more vehicles owned by residents of the affected area than there will be spaces available, let alone visitors. What do you expect to happen when people find that they not only can't park near their house but are unable to park anywhere nearby at all. Are we supposed to drive around all night looking for spaces? There are those who have a legitimate belief that topping parking for the town centre will relieve the problem and have voted for a CPZ in frustration of the current situation but that is no reason to blindly push ahead with a scheme, for all its revenue raising benefits, that ignores the implications of this plan. This scheme, as it stands, will cause far more problems than it can solve.

010 Hallowell Close

WITH REGARDS TO THE LATEST PROPOSED SCHEDULE WE SEE THAT THE DOUBLE YELLOW LINES ARE STILL TO BE INTRODUCED IN HALLOWELL CLOSE. AT A PREVIOUS SIGHT MEETING WITH A COUNCIL REPRESENTATIVE AND RESIDENCE OF BOTH HALLOWELL CLS & COMMONSIDE EAST IT WAS UNANIMOUSLY AGREED THAT THIS SIMPLY WOULD'NT WORK AS THE SPACE NEEDED TO ACCOMMODATE ALL OF THE VEHICLES WOULD CLEARLY BE LARGER THAN THE SPACE THAT WOULD BE AVAILABLE. IT HAS BEEN REQUESTED BY ALL THAT THE CPZ GO AHEAD WITHOUT THE DOUBLE YELLOW LINES BECAUSE WITH THEM IT WOULD SIMPLY BE A POINTLESS EXERCISE AND MAKE FINDING A PARKING SPACE FOR US RESIDENTS EVEN HARDER.  
AS FOR ADDING DOUBLE YELLOW LINES ON THE EXISTING SCHOOL LINES THERE IS SIMPLY NO NEED WHATSOEVER. THE 8:15 TO 9:15 & 15:00 TO 16:00 TIMED PARKING BAN HAS BEEN IN FORCE FOR A LONG TIME NOW AND HAS BEEN MORE THAN ADEQUATE IN KEEPING THE SCHOOL CHILDREN SAFE UPON ARRIVING TO & LEAVING SCHOOL, PLUS WE WOULD LOSE FROM 4 TO 5 MORE PARKING SPACES WHEN TIME ALLOWS AND ON THE WEEKENDS.

011 Hallowell Close

I am one of the residents on Hallowell close, I live at number 23, the side were the double yellow line is going. I have a mentally and physically disabled adult living here and we park right outside our door on the pavement. I don't know if am allowed to have a parking bay on the pavement, but if I had to park on the other side of the road in somebody else's disabled parking bay it will cause problems with the other residents. It's a small close, and every house has a car, we can't all park on the other side of the road, that dose not help the problem. It's best to leave things as they were because no one in our close will benefit from this but the council.

#### 012 Hallowell Close

As a resident at Hallowell Close I am concerned that as it is only possible to park on one side of the road because of the narrowness of the Cul-De-Sac. Those residents currently parking on the pavement outside their have to pay for a permit? If every resident pay for a parking permit there is not enough road space on the road for both sides of Hallowell to park on the road and definitely not enough space if residents pay for more than one space. Residents were not told were in the original proposal that permits would be open to non-residents, teachers and commercial vehicles, how are non-permit holders going to be found to be illegally parked? Being a Cul-De-Sac it is easy to park and the owner disappear for weeks at a time.

As regards to parking times, your original proposal only offered 8.30am to 6.30pm as the longest time. The fact that only a few residents knew that other roads/CPZ in Mitcham operate until 11pm, which is why only 6% voted for other hours. Why were the roads stated not offered the longest time. Why is the CPZ Monday to Saturday? Residents with families/visitors will find it extremely difficult as those visiting on Saturdays – CPZs for visitors are for 2 hours morning/afternoon. As is obvious from this letter I am opposed to the current proposal as it stands.

#### **Officers general Comment**

The CPZ is progressed following majority support. The days and hours of operation are in line with majority support.

Residents in the proposed MTC2 CPZ were not given an option of longer hours because the petition that was received by the Council did not indicate residents wanted longer hours. In terms of options, the Council has a set of operating hours that are offered to all new proposed CPZ. If residents of an area indicate their preference on the petition that is different to the Council set of hours then it would be incorporated into the questionnaire as an option.

In accordance with the Greater London Council (General Powers) Act 1974 & DDA, 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 is not wide enough as is the case here in Hallowell Close. Within any parking management, every effort is made to maximise parking but as long as access and safety is not compromised.

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.

## Controlled Parking Zone (CPZ)

Proposed Zone MTC2 - Commonside East, Esher Mews and Hallowell Close.



ISSUE DATE : 12 NOVEMBER 2018

### Dear Resident/Business

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out in June/July 2018 on the proposal to introduce a controlled parking zone (CPZ) in your road.

### MTC2 CPZ CONSULTATION RESULTS

The consultation resulted in a total of 50 questionnaires returned representing a response rate of 34%. Of the 50 who responded, 88% support a CPZ, compared to 10% who do not and 2% who are unsure. Residents were also asked which days of operation they would prefer if a CPZ was introduced. Results show that 58% of respondents prefer Monday – Saturday, 22% support Monday - Friday and 20% Monday – Sunday or no response. Residents were further asked which hours of operation they would prefer should the CPZ be introduced. Results show that 84% of respondents prefer 8.30am – 6.30pm, while 2% prefer 10am – 4pm, 8% prefer 11am – 3pm and 6% other hours or no response.

The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Regeneration, Housing and Transport on 6 August 2018. The report and the decision sheet can be viewed on our website. [www.merton.gov.uk/cpzmtc2](http://www.merton.gov.uk/cpzmtc2).

After careful consideration of the consultation results and officers' recommendations, the Cabinet Member has agreed:

- To proceed with a statutory consultation to introduce the proposed MTC2 CPZ to include Commonside East, Esher Mews and Hallowell

Close, operational Monday to Saturday between 8.30am and 6.30pm as shown in Drawing No. Z78-351-03.

- To proceed with a statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time waiting restrictions within the proposed zone as shown in Drawing No. Z78-351-03.

### 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. All objections and other representations relating to the proposals described in this Notice must be made in writing or email to [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) by no later than 7 December 2018 quoting reference **ES/MTC2**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

A copy of the proposed Traffic Management Orders (TMOs), a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX and Mitcham Library 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/cpzmtc2](http://www.merton.gov.uk/cpzmtc2)

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

**made until after a final decision is made by the Cabinet Member.**

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

Further information on how CPZs work, details of permit costs can be found in our Frequently Asked Questions (FAQ's) at [www.merton.gov.uk/cpzmtc2](http://www.merton.gov.uk/cpzmtc2)

### **The land opposite the Sparrowhawk site**

The Council is aware of the unrestricted parking on the land opposite the Sparrowhawk site. The Council is currently investigating the status of the land as a result, the land will not form part of the CPZ until such time when the ownership is established or the Council adopts the land.

#### **FIGGE'S MARSH WARD COUNCILLORS**

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**Cabinet Member for Regeneration, Housing and Transport.**

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



