

## NON-KEY DECISION TAKEN BY A CABINET MEMBER

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

**1. Title of report and reason for exemption (if any)**

Proposed VNS CPZ Newstead and Somerset – statutory consultation.

**2. Decision maker**

Cabinet Member for Regeneration, Environment and Housing

**3. Date of Decision**

14/02/2018

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

07/01/2018

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

N/A

**6. Decision**

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

- A) Notes the results of the statutory consultation carried out between 4 December 2017 and 5 January 2018 on the proposal to introduce a Controlled Parking Zone (CPZ) Newstead Way and Somerset Road between Burghley Road and Church Road.
- 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 VNS CPZ to include Newstead Way and Somerset Road between Newstead Road north eastern arm and Church Road operational Monday to Friday, between 10am and 4pm as shown in Drawing No. Z78-348-01Rev A in Appendix 1.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of Electric Charging points in Somerset Road as detailed in drawing No Z78-348- 01 Rev A as shown in appendix 1.
- E) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'At any time'

waiting restrictions (as consulted) in the Newstead Way and Somerset Road as shown in Drawing No. Z78-348-01 Rev A attached as Appendix 1.

- F) Agrees to proceed with the statutory consultation to amend the Traffic Management Orders (TMOs) to make changes to the layout of the parking bays outside No. 30 Newstead Way after the construction of the new crossover to the property and the reinstatement of the existing crossover
- G) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

**7. Reason for decision**

- 1) Support shown by residents for the introduction of a controlled parking zone.
- 2) The introduction of 'At waiting restrictions' will improve road safety at junctions.
- 3) The installation of a new electric charging point encourage residents to switch to zero-emission cars and improves the environment.

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

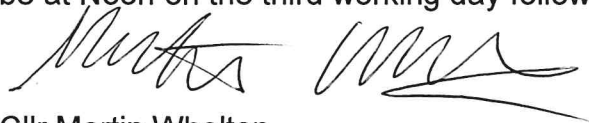
- 8.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.
- 8.2 Not to introduce the proposed double yellow lines. In the event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

**9. Declarations of Interest**

None

**10. Publication of this decision and call in provision**

Send this form and the officer report\* to [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk) for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.



Cllr Martin Whelton

Cabinet member for regeneration, environment and housing

14 February 2018

**Committee:** Cabinet Member Report

**Date:** 01 February 2018

**Agenda item:**

**Wards:** Village

**Subject:** Proposed VNS CPZ Newstead Way & Somerset Road – formal 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:**

---

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

- A) A) Notes the results of the statutory consultation carried out between 4 December 2017 and 5 January 2018 on the proposal to introduce a Controlled Parking Zone (CPZ) Newstead Way and Somerset Road between Burghley Road and Church Road.
- 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 VNS CPZ to include Newstead Way and Somerset Road between Newstead Road north eastern arm and Church Road operational Monday to Friday, between 10am and 4pm as shown in Drawing No. Z78-348-01Rev A in Appendix 1.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of Electric Charging points in Somerset Road as detailed in drawing No Z78-348- 01 Rev A as shown in appendix 1.
- E) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'At any time' waiting restrictions (as consulted) in the Newstead Way and Somerset Road as shown in Drawing No. Z78-348-01 Rev A attached as Appendix 1.
- F) Agrees to proceed with the statutory consultation to amend the Traffic Management Orders (TMOs) to make changes to the layout of the parking bays outside No. 30 Newstead Way after the construction of the new crossover to the property and the reinstatement of the existing crossover.
- H) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

## 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the statutory consultation carried out on the Councils' proposals to introduce a VNS CPZ in Newstead Way and Somerset Road between Newstead Road north eastern arm and Church Road
- 1.2 It seeks approval to implement 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 mainly of permit holder bays to be used by residents, their visitors or business permit holders and a limited number of pay and display shared use bays, which are mainly located near businesses. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.
- 2.5 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In

addition the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.

## 2.6 Electric Vehicle Charging points

2.7 A key objective of the Mayor's Transport Strategy is to facilitate the delivery of a network of Electrical Vehicle Recharging Points (EVRPs) across London. This is reinforced by documents such as the Electric Vehicle Delivery Plan and the Ultra-Low Emissions Vehicles Delivery plan for London.

2.7.1 It is anticipated that the numbers of electric and hybrid vehicles is set to rise in Merton and neighbouring boroughs over the next few years and requests for EVRPs is likely to increase, as manufacturers bring more electric vehicles to the market each year.

2.7.2 Merton Council is committed to improving air quality and promoting sustainable modes of transport. EV charging bays and associated EV charging points are amongst a number of measures the Council is introducing to encourage motorists to switch to low carbon vehicles (including electric vehicles).

2.8 The Council received a petition from Newstead Way and Somerset Road (between Burghley Road and Church Road) requesting the introduction of a Controlled Parking Zone (CPZ) in their roads.

## 3. ALTERNATIVE OPTIONS

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

3.2 Not to introduce the proposed double yellow lines. In the event of an incident, however, this would put the Council at risk and the Council could be considered as failing in its duties by not giving safety and access priority.

## 4. Consultations undertaken

### 4. Informal consultation

4.1 The Council carried out an informal consultation between 7 and 29 September 2017 on the proposals to introduce a Controlled Parking Zone (CPZ) VNS to include Newstead Way and Somerset Road between Burghley Road and Church Road and associated yellow line restrictions.

4.2 The consultation resulted in a total of 36 questionnaires returned (after removing duplicates / multiple returns from some households and Somerset Road between Burghley and No 156 Somerset Road, private section), representing a response rate of 55%. A detailed road by road analysis of the results show that of the 36 who responded 86% support a CPZ in their road, compared to 8% who do not and 6% who are unsure or did not comment. Residents were also asked which days / hours of operation they would prefer should the CPZ be introduced in their road. Results indicate that of the 36 who responded, 31% of respondents prefer 8.30am – 6.30pm, while 44% prefer 10am – 4pm and 25% prefer 11am – 3pm. Residents were also asked which days of operation they would prefer if a CPZ was introduced in their road. Results show that 83% of respondents prefer Monday – Friday and 17% support Monday - Saturday.

- 4.4 The results of the consultation along with officers' recommendations were presented in a report to the Cabinet Member for Regeneration, Environment and Housing on 03 November 2017, after which the Cabinet Member approved the undertaking of the statutory consultation for the VNS CPZ to operate Monday – Friday, between 10am and 4pm.



## 5. **Statutory Consultation**

- 5.1 The statutory consultation on the Council's intention to introduce the VNS CPZ to include Newstead Way and Somerset Road between Newstead Road north eastern arm and Church Road was carried out between 4 December 2017 and 5 January 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 Appendix1, was also distributed to all those properties included within the consultation area.
- 5.2 The newsletter detailed the following information:
- The outcome of the informal consultation & subsequent Cabinet Member decision
  - The undertaking of the statutory consultation
  - A plan detailing the following:
    - Zone operational hours (Monday to Friday between 10am and 4pm)
    - Double yellow lines operating "at any time' without loading restrictions
    - The various parking bays
    - Zone boundary
- 5.3 The statutory consultation resulted in 2 representations (1 in support and 1 comment requesting a parking outside a property). Details of these representations along with officer's comments can be found in appendix 2.

- 5.4 Resident of No 30 Newstead Way has gained planning approval for the construction of a new crossover which would affect the parking spaces proposed outside the property. This change would affect the advertised TMO thereby necessitating the need for a statutory consultation for the amendments. It is recommended that the Cabinet Member approve a further statutory consultation to amend the parking layout outside this property.
- 5.5 During the statutory consultation the Council did not receive any representation from AELTC with regards to the parking spaces proposed in Somerset Road between Newstead Road north eastern arm and Marryat Road as part of the CPZ. During AELTIC Traffic Management Meeting on 15 January 2018, the imminent implementation of the proposed CPZ was discussed. Confirmation was received from the Club that they have received planning approval for their improvements which also includes new access points (crossovers) to their car parks. This would necessitate a further statutory consultation in Somerset Road between Newstead Road north eastern arm and Marryat Road. It is recommended that the Cabinet Member agree for officers to carry out a consultation to amend the TMOs and the on street parking spaces when the new crossovers are constructed which is unlikely to be over the 12 month.

#### Electric Vehicles charging points

- 5.6 As part of the CPZ proposal, electric charging points are proposed in Somerset Road close to opposite property No 2 Newstead Way. The installation, operation, electricity costs and maintenance of any "open" electric vehicle charging point would be the sole responsibility of Bluepoint. The Council is only responsible for progressing the necessary Traffic Management Orders and highway maintenance with recoverable costs. Bluepoint's investment costs would be recovered through fees and charges.

#### **Ward Councillor Comments**

- 5.7 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.

### **6. PROPOSED MEASURES**

- 6.1 Based on the statutory consultation responses, it is recommended that the Traffic Management Orders TMOs be made to implement a CPZ VNS to include Newstead Way and Somerset Road between Newstead Road north eastern arm and Church Road, operational Monday to Friday between 10am and 4pm as shown in Drawing No. Z78-349-01 rev A and attached in Appendix 1.
- 6.2 It is recommended that the relevant Traffic Management Orders (TMOs) is made and the implementation of the 'At any time' waiting restrictions (as consulted) and as shown in Drawing No. Z78-349-01 and attached in Appendix 1.
- 6.3 It is recommended that the TMO is made to introduce 2 Electric Charging points in Somerset Road opposite No 2 Newstead Way.

- 6.4 The CPZ design comprises of mainly permit holder bays to be used by residents, businesses and their visitors with some pay and display and shared use facilities made available for pay & display customers. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.
- 6.5 Permit issue criteria  
It is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones in Merton at the time of consultation. The cost of the first permit in each household is £65 per annum; the second permit is £110 and the third permit cost is £140. An annual Visitor permit cost is £140.
- 6.6 In November 2016, the Council agreed to introduce a Diesel Levy to all those permit holders with a diesel vehicle. The Levy will be applied incrementally over the next 3 financial years with costs set at 2017/18 = £90, 2018/19 = £115 and 2019/20 = £150. The Diesel Levy will be in addition to the cost of permits. Permit holders will be advised accordingly when making their permit application. Those residents with all-electric vehicles will only have to pay a reduced rate of £25 instead of £65.
- 6.7 Visitors' permits  
All-day Visitor permits are £2.50 and half-day permits at £1.50. Half-day permits can be used between 8.30am & 2pm or 12pm & 6.30pm. The allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two.
- 6.8 Trades permits  
Trade Permits are priced at £900 per annum. Trades permits can also be purchased for 6 months at £600, 3 months at £375, 1 month at £150 and Weekly at £50.
- 6.9 Pay and display tickets  
It is recommended that the charge for parking within the pay and display shared use/permit holder bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation. The cost will be £1.20 per hour.

## **7. TIMETABLE**

- 7.1 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 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**

- 8.1 The cost of implementing the proposed measures is estimated at £25k. This includes the publication of the Made Traffic Management Orders, the road markings and the signs.
- 8.2 The Environment and Regeneration revenue budget for 2016/17 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 Not to progress the proposed measures will do nothing to address existing parking difficulties and will not be in line with the majority support for the proposed CPZ. It will also do nothing to address the obstructive parking that has been identified.
- 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.

## **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. Z78-348-01 rev A

Appendix 2 – Representations

Appendix 3 - Statutory consultation document.

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

- 15.1 Informal consultation report.

Notes  
Do not scale from this drawing

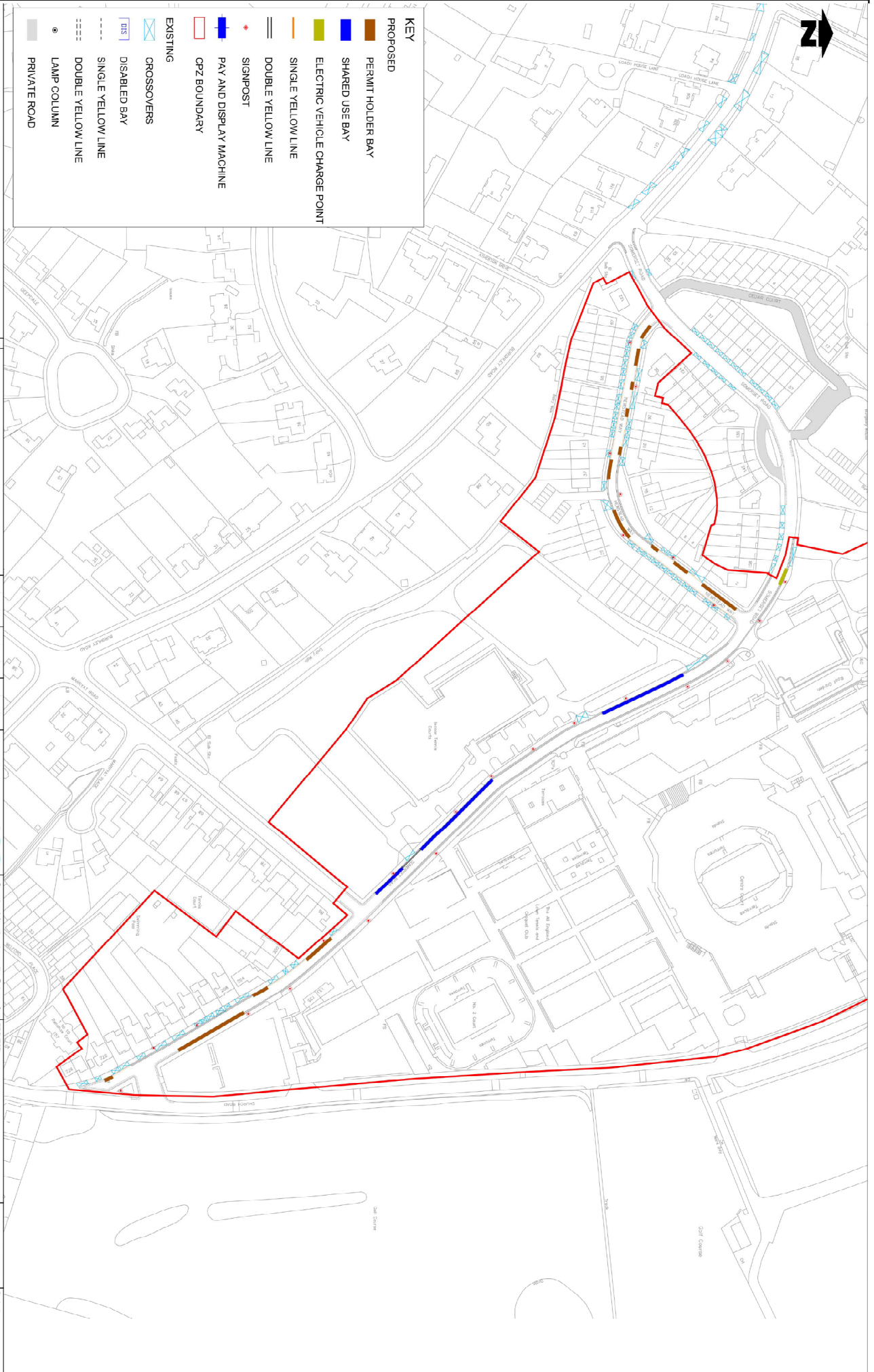
**KEY**

**PROPOSED**

- PERMIT HOLDER BAY
- SHARED USE BAY
- ELECTRIC VEHICLE CHARGE POINT
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- SIGNPOST
- PAY AND DISPLAY MACHINE
- CPZ BOUNDARY

**EXISTING**

- CROSSOVERS
- DISABLED BAY
- SINGLE YELLOW/LINE
- DOUBLE YELLOW LINE
- LAMP COLUMN
- PRIVATE ROAD



201	202	203	204	205	206	207	208	209	210

**Sustainable Communities**  
TRAFFIC & HIGHWAYS

Approved by:	SIG	DM
Checked by:	SIG	DM
Drawn by:	SIG	DM

**CONTROLLED PARKING ZONES**  
VNS  
PROPOSED LAYOUT

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

Consultation Reference: Z87-348-01  
Scale: 1:1000

## Representations and Officer's Comments

### Representation - Support

001

I would like to add my personal support to the proposed CPZ in our area.

Parking for local residents has become increasingly very difficult & in addition with the heavy volume of traffic in the area has also made the roads very dangerous.

As chairman of the local residents association I have been actively involved in the design of the proposed plan, and believe that this reflects the wishes of the local residents.

#### **Officers comment**

Support noted.

### COMMENTS

This is my response to the document dated 30 November 2017, together with the report on the previous consultation dated 8 November 2017.

In an email dated 29 September 2017 to Mr Paul Atie, I set out a number of comments on the informal consultation. Although I can live with the bulk of the proposals in the document dated 30 November 2017, I am unhappy with the items that directly affect me, in particular regarding the parking bay in my part of the street..

I was disappointed that my item (f) in my previous email did not produce a positive response and it appears to me that the measurements I provided were not checked. I set out below the text of my item (f).

002

The latest plan shows a proposed permit holder bay across the road from my house, number 43 Newstead Way, whereas I suggested that it should be on my side.

My measurements, I believe, showed that the proposed bay would not be able to accommodate two cars. Moreover, the fact that there are bays proposed outside Nos. 39 and 37, means that there would be an awkwardness for vehicles going up and down Newstead Way at that part of the road. I have been given no reason for the refusal to incorporate my suggestion into the current plan. It doesn't seem to me that any of the standard explanations usually given in such situations, ie, road safety, visibility, ease of movement of vehicles etc. etc are applicable, rather, the contrary.

There are special reasons that I made the suggestion:-

I was the original purchaser of my house in 1969, from the builders, and have been there ever since. It was me who planted the trees in the front garden, and the Tulip tree in the grass part of the pavement outside the front of the house. My intention was to enhance the street and to provide shade in Summer for a car parked in the street in the space in front of my house. Many years ago, I used to park my car in the garage in the block between numbers 35 and 33, but ground subsidence has caused structural damage and, apart from the convenience aspect (to some extent related to my age) I have not been able to afford to rebuild it. My two immediate neighbours downhill would have to be involved, because the subsidence may be more than is currently apparent. Neither uses their garage for parking at the moment.

The other points which worry me are (1) that the north side of Newstead Way between numbers 12 and 18 currently provides a useful overspill place for parking at times of parking stress (people having a party, or overnight visitors) and, in my opinion, a 24-hour prohibition would be unnecessarily cruel; (2) Newstead Way has a lot of rented properties, with people and goods coming and going, as opposed to being a settled community. Internet shopping vans come and go. Can there be a period of, say, 30 minutes for loading and unloading (regardless of there being single or double yellow lines) without any offence being committed?

The following is the text of my point (f) in my email of 29 September 2017, mentioned above:-

(f) following discussion with yourself, I have measured the space outside my own house, No 43 and across the road in front of Nos 23 and 21.

(1) The level part of the kerb in front of No 43 is 531.5cm (17ft, 5 1/4 inches). The sloping kerbstones are 91.4cm (3ft) on the west side and 44cm (1ft, 5 1/4 inches) on the east side.

(2) Opposite, outside Nos 23 and 21, the level part of the kerb is 645cm (21ft 2 inches, with the sloping parts being each 91.4cm (3ft) on the west and east sides.

If I remember correctly my conversation with yourself, therefore, the space outside Nos 23 and 21 is insufficient to allow two cars properly to park there. I would ask, therefore, that the plan for designated parking spaces (if such spaces have to be) is amended to place such space in that part of Newstead Way in front of No 43 (my house).

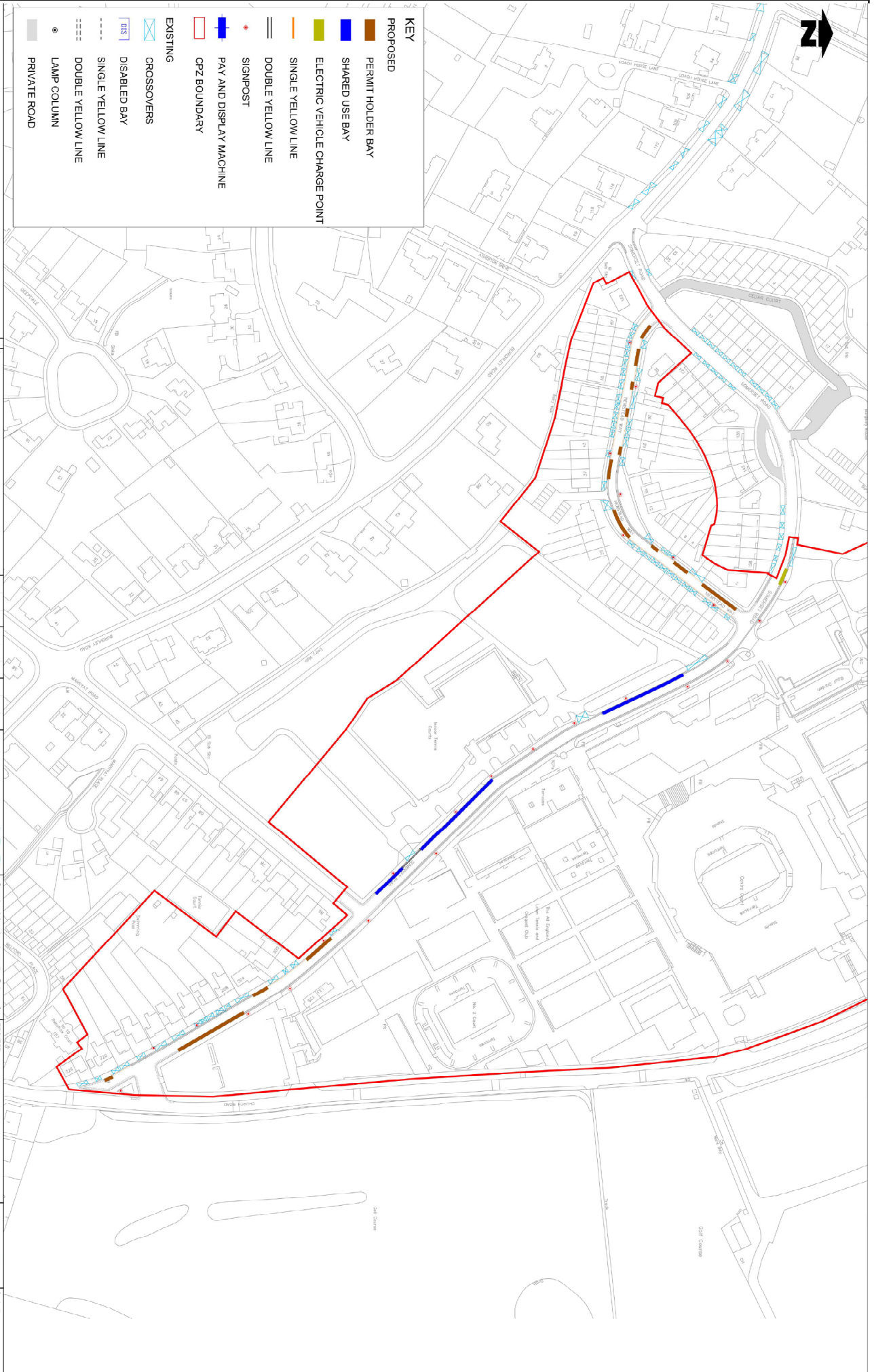
**Officers Comment**

As previously discussed with the resident, prior to being sent the measurements by the resident, the space outside the property is not sufficient to allow a parking bay. The comparison made by the resident show that the space between 21 and 23 is 4ft longer than the space outside this property; this is very important when making a decision if the space meet standards. If the space outside the property is of the same length as 21 and 23 and a bay is not provided then there is a reasonable ground for an objection. As it stands the space outside this property is insufficient for a regulated parking bay.

With regards to double yellow lines proposed within the scheme, loading/unloading is allowed on double yellow lines without any loading restrictions. The loading/unloading is allowed on the proposed double yellow lines up to 20 minutes, as long as the activity can be observed. Delivery vehicles will be able to deliver goods to residents on double yellow as long they do not cause obstruction.

Notes  
Do not scale from this drawing

KEY	
	PROPOSED PERMIT HOLDER BAY
	PROPOSED SHARED USE BAY
	PROPOSED ELECTRIC VEHICLE CHARGE POINT
	PROPOSED SINGLE YELLOW LINE
	PROPOSED DOUBLE YELLOW LINE
	PROPOSED SIGNPOST
	PROPOSED PAY AND DISPLAY MACHINE
	PROPOSED GPZ BOUNDARY
	EXISTING CROSSOVERS
	EXISTING DISABLED BAY
	EXISTING SINGLE YELLOW LINE
	EXISTING DOUBLE YELLOW LINE
	EXISTING LAMP COLUMN
	EXISTING PRIVATE ROAD



20m	40m	60m	80m	100m	120m	140m	160m	180m	200m

**Sustainable Communities**  
TRAFFIC & HIGHWAYS

Approved by:	SIG	DM
Checked by:	SIG	DM
Drawn by:	SIG	DM

**CONTROLLED PARKING ZONES**  
VNS  
PROPOSED LAYOUT

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

Consultation Reference: Z87-348-01  
Scale: 1:1000

## Controlled Parking Zone (CPZ)

Proposed Zone VNS - Newstead Way and Somerset Road.



ISSUE DATE : 30 NOVEMBER 2017

### Dear Resident/Business

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out in September 2017 on the proposal to introduce a controlled parking zone (CPZ) in your road.

### VSW1 CPZ CONSULTATION RESULTS

The consultation resulted in a total of 36 questionnaires returned (after removing duplicates / multiple returns from some households and Somerset Road between Burghley and No 156 Somerset Road, private section), representing a response rate of 55%. Of the 36 who responded, 86% support a CPZ in their road, compared to 8% who do not and 6% who are unsure

Further analysis of the results on a road-by-road basis revealed that majority of the roads are in favour of the proposed controls except the private section of Somerset Road. The results show that residents of Somerset Road between Burghley and No 156 Somerset Road, (private section) do not support the principle of a CPZ in their road even if the neighbouring roads have one as they maintain the road. For the section of this road to be considered for a CPZ in the future all residents must agree to the proposal and sign an undertaking confirming their agreement. For further details please refer to the report online for consultation results. [www.merton.gov.uk/cpzvns](http://www.merton.gov.uk/cpzvns)

The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Environment, Regeneration and Housing on 23 October 2017. The report and the decision sheet can be viewed on our website. [www.merton.gov.uk/cpzvns](http://www.merton.gov.uk/cpzvns) The following recommendations which were made to the Cabinet

Member have now been agreed:

- Notes the results of the informal consultation carried out between 7 and 29 September 2017 on the proposals to introduce a Controlled Parking Zone (CPZ) VNS to include Newstead Way and Somerset Road between Burghley Road and Church Road.
- To proceed with a statutory consultation to introduce VNS to include Newstead Way and Somerset Road, between Newstead Way (its eastern arm junction) and Church Road, operational Monday to Friday between 10am and 4pm.
- To proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone.
- To proceed with statutory consultation to introduce electric charging points in Somerset Road close to its junction with Newstead Way (eastern arm). Which now be relocated close to AELTC Car Park 4. See plan overleaf.
- To abandon the proposed VSN CPZ in Somerset Road between Burghley Road and Newstead Way (its eastern arm junction).

### WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing or email to [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) by no later than 5 January 2018 quoting reference ES/

[www.merton.gov.uk](http://www.merton.gov.uk)

VNS. 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 Wimbledon 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/cpzvns](http://www.merton.gov.uk/cpzvns)

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

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

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

#### VILLAGE WARD COUNCILLORS

**Cllr Hamish Badenoch**

Phone - 020 8545 3396

Email: [hamish.badenoch@merton.gov.uk](mailto:hamish.badenoch@merton.gov.uk)

**Cllr John Bowcott**

Phone - 020 8946 1011

Email: [John.bowcott@merton.gov.uk](mailto:John.bowcott@merton.gov.uk)

**Cllr Najeeb Latif**

Phone - 020 8545 3396

Email: [najeeb.latif@merton.gov.uk](mailto:najeeb.latif@merton.gov.uk)

**Cllr Martin Whelton**

Tel: 020 8545 3425

Cabinet Member for Environment,  
Regeneration and Housing.

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

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

[www.merton.gov.uk](http://www.merton.gov.uk)



## Merton Council - call-in request form

### 1. Decision to be called in: (required)

--

### 2. Which of the principles of decision making in Article 13 of the constitution has not been applied? (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution - tick all that apply:

(a) proportionality (i.e. the action must be proportionate to the desired outcome);	
(b) due consultation and the taking of professional advice from officers;	
(c) respect for human rights and equalities;	
(d) a presumption in favour of openness;	
(e) clarity of aims and desired outcomes;	
(f) consideration and evaluation of alternatives;	
(g) irrelevant matters must be ignored.	

### 3. Desired outcome

Part 4E Section 16(f) of the constitution- select one:

(a) The Panel/Commission to refer the decision back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns.	
(b) To refer the matter to full Council where the Commission/Panel determines that the decision is contrary to the Policy and/or Budget Framework	
(c) The Panel/Commission to decide not to refer the matter back to the decision making person or body *	
* If you select (c) please explain the purpose of calling in the decision.	

**4. Evidence which demonstrates the alleged breach(es) indicated in 2 above (required)**

Required by part 4E Section 16(c)(a)(ii) of the constitution:

**5. Documents requested**

**6. Witnesses requested**

**7. Signed (not required if sent by email): .....**

**8. Notes – see part 4E section 16 of the constitution**

Call-ins must be supported by at least three members of the Council.

The call in form and supporting requests must be received by 12 Noon on the third working day following the publication of the decision.

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor’s email account (no signature required) to [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk)
- **OR** as a signed paper copy to the Head of Democracy Services, 7<sup>th</sup> floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy Services on 020 8545 3864