

## NON-KEY DECISION TAKEN BY A CABINET MEMBER

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

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

Proposed VSW1 CPZ Wool Road Area – informal consultation.

**2. Decision maker**

Cabinet Member for Regeneration, Environment and Housing

**3. Date of Decision**

8/11/2017

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

23/10/2017

**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 result of the informal consultation carried out between 7 and 29 September 2017 on the proposals to introduce a Controlled Parking Zone (CPZ) VSW1 to include Wool Road, McKay Road, Dunstall Road, Ernle Road, Peregrine Way, Strachan Place, Woodhayes Road, Crooked Billet, Copse Hill (between Nos 1 and 42) and West Side Common (Nos, 1 & 2 only).

B) Agrees to proceed with a statutory consultation to include Wool Road, McKay Road, Dunstall Road, Ernle Road, Peregrine Way, Strachan Place Woodhayes Road, Crooked Billet, Copse Hill between Nos 1 and 42 Nos (44-60 fall within proposed VSW2 CPZ) and West Side Common (Nos, 1 & 2 only) within the proposed VSW1 CPZ, operational Monday to Friday between 11am and 3pm as shown in Drawing No. Z78-345-01 and attached in Appendix 1.

C) Agrees to proceed with statutory consultation to introduce electric charging points in Ernle Road.

D) Agrees 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 as shown in Drawing No. Z78-345-01 and attached in Appendix 1.

E) 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 inclusion of Woodhayes Road due to the implications it would have on parking on the road if controlled parking was introduced in neighbouring roads.
- 3) Addressing road safety issues through the introduction of waiting restrictions.

**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 In line with the results of the informal consultation where the majority of Woodhayes Road residents opted against the proposed CPZ, consideration could be given to exclude this road. However, should the CPZ go ahead, although Woodhayes Road residents may be unaffected (as they all have off street parking) the residents of Crooked Billet will be unable to park in Woodhayes Road as this road will attract free non-resident parking.

**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.



Martin Whelton  
Cabinet member for regeneration, environment and housing  
8 November, 2017

## **Committee: Cabinet Member Report**

**Date:** 24<sup>th</sup> October 2017

### **Wards: Village**

**Subject:** Proposed VSW1 CPZ the Wool Road area – informal consultation.

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

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

Contact Officer: Paul Atie, Tel: 020 8545 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 informal consultation carried out between 7 and 29 September 2017 on the proposals to introduce a Controlled Parking Zone (CPZ) VSW1 to include Wool Road, McKay Road, Dunstall Road, Ernle Road, Peregrine Way, Strachan Place, Woodhayes Road, Crooked Billet, Copse Hill (between Nos 1 and 42) and West Side Common (Nos, 1 & 2 only).
- B) Agrees to proceed with a statutory consultation to include Wool Road, McKay Road, Dunstall Road, Ernle Road, Peregrine Way, Strachan Place Woodhayes Road, Crooked Billet, Copse Hill between Nos 1 and 42 Nos (44-60 fall within proposed VSW2 CPZ) and West Side Common (Nos, 1 & 2 only) within the proposed VSW1 CPZ, operational Monday to Friday between 11am and 3pm as shown in Drawing No. Z78-345-01 and attached in Appendix 1.
- C) Agrees to proceed with statutory consultation to introduce electric charging points in Ernle Road.
- D) Agrees 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 as shown in Drawing No. Z78-345-01 and 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 informal consultation carried on the Councils' proposals to introduce a CPZ (VSW1) to include Wool Road, McKay Road, Dunstall Road, Ernle Road, Peregrine Way, Strachan Place, Woodhayes Road, Crooked Billet, Copse Hill between Nos 1 and 42 (Nos 44 - 60 fall within proposed VSW2 CPZ) and West Side Common (Nos, 1 & 2 only).

- 1.2 It seeks approval to carry out a statutory consultation to include Wool Road, McKay Road, Dunstall Road, Ernle Road, Peregrine Way, Strachan Place, Woodhayes Road, Crooked Billet, Copse Hill (between Nos 1 and 42 (44 to 60 fall within proposed VSW2 CPZ) and West Side Common (Nos, 1 & 2 only) into the proposed VSW1 CPZ, operational Monday to Friday between 11am and 3pm as shown in Drawing No. Z78-345-01 and attached in Appendix 1.
- 1.3 It seeks approval to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'At any time' waiting restrictions within the proposed zone as shown in Drawing No. Z78-345-01 and attached in **Appendix 1**.
- 1.4 It seeks approval to undertake a statutory consultation to introduce three electric charging points in Ernle Road close to its junction with Copse Hill.

## **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.
  - Encouraging 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 Residents of the Wool Road, McKay Road, Dunstall Road and Ernle Road petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ) in their road due to inconsiderate and obstructive parking which impede traffic flow. Additional petitions have also been received from Crooked Billet and Copse Hill.

## **2.7 Electric Vehicle Charging points**

2.7.1 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.

2.7.2 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.

2.7.3 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 are introducing to encourage motorists to switch to low carbon vehicles (including electric vehicles).

## **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 In line with the results of the informal consultation where the majority of Woodhayes Road residents opted against the proposed CPZ, consideration could be given to exclude this road. However, should the CPZ go ahead, although Woodhayes Road residents may be unaffected (as they all have off street parking) the residents of Crooked Billet will be unable to park in Woodhayes Road as this road will attract free non-resident parking.

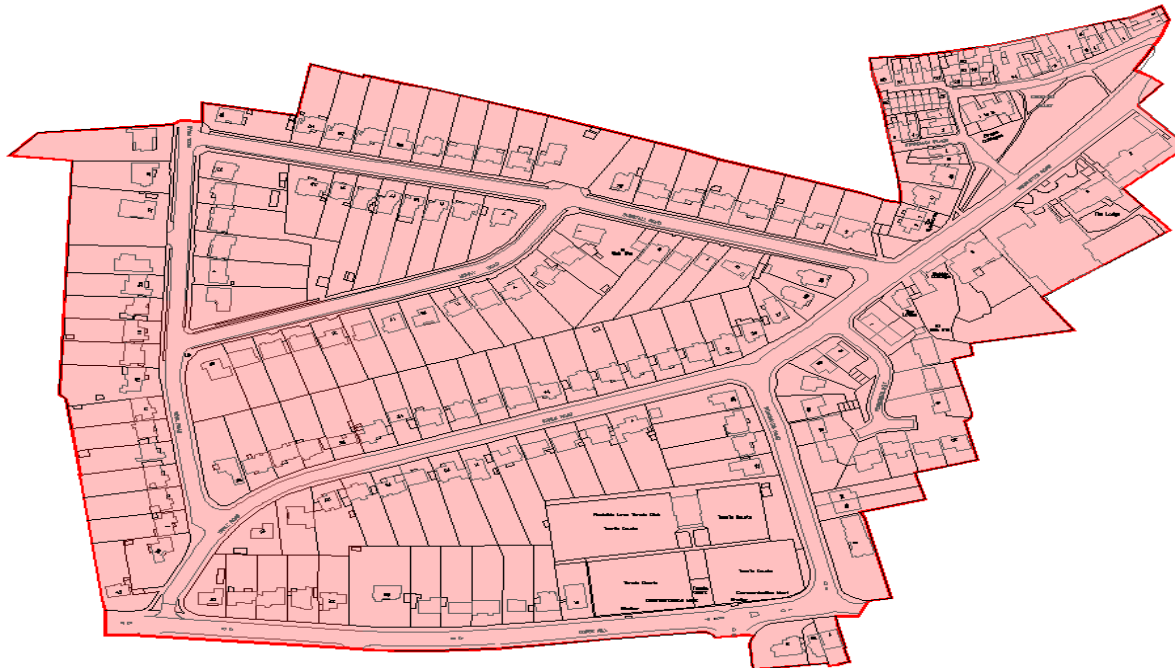
## **4. INFORMAL CONSULTATION**

4.1 Representatives of Wool Road, McKay Road, Dunstall Road and Ernle Road, held a meeting on 4 September at Christ Church Hall and invited officers to attend to discuss the proposed measures and to answer questions on the proposals. Approximately 52 residents attended the meeting.

4.2 Some residents from Woodhayes Road attended the meeting and complained that their residents and some other roads were not invited to the meeting organised by the

Council. The residents were advised that the meeting was organised by representatives of those roads that petitioned the Council for a CPZ. They also raised other issues followed with a letter which states, *'the first paragraph of the CPZ document is misleading. The second sentence of the paragraph states: "This proposal is in response to petitions received from local residents of the above roads. The "above roads" include not only Dunstall, Ernle, Mackay and Wool roads but also non-petitioning roads such as Crooked Billet, Peregrine Way, Woodhayes Road, and part of Copse Hill. These last 4 roads mentioned have not submitted petitions. In our view, this error is highly likely to influence how residents respond to the consultation.* Officers can confirm that Crooked Billet petitioned the Council in December 2014 and a petition was also received from Copse Hill. With regards to Woodhayes Road and Peregrine Way an update was posted on the webpage making it clear that Woodhayes Road and Peregrine Way did not petition the Council for a CPZ. They were included to give the residents of those two roads an opportunity to air their views which is normal practice with consultations of this type. It is believed that residents would prefer to be consulted and / or informed compared to being excluded.

- 4.3 Residents of Crooked Billet organised a meeting which was held 26 September 2017 at the Hand in Hand Pub and invited officers to attend to discuss the proposed measures. Approximately 15 residents and businesses attended the meeting.
- 4.4 The informal consultation on proposals to introduce parking controls in Wool Road area commenced on 7 September and ended on 29 September 2017. 295 premises were consulted via documents containing a newsletter explaining the proposals and a plan showing the proposed parking. 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. Notification of the proposals along with an online questionnaire (e-form) and frequently asked questions were also posted on the Council's website. Plan of the proposed CPZ showing the parking controls within the area included the following:
- 'At any time' waiting restrictions (double yellow lines) at key locations such as at junctions, bends, and narrow roads.
  - Single yellow lines (mainly between parking bays and across dropped kerbs);
  - Permit holder bays for use by residents, businesses and their visitors;
  - Pay and display shared use bays
  - Electric Charging points bays in Wool Road.
- 4.5 The consultation resulted in a total of 141 questionnaires returned (after removing duplicates/multiple returns from households, staff and members of businesses), representing a response rate of 48%. See plan below showing the extent of the consultation.



4.6 A total of 25 returns were also received from outside the area, which are not included in the above figure. With an informal consultation, only those within the catchment area are entitled to take part with one response per property.

4.7 As shown in table 1 below, of the 141 who responded, 78% support a CPZ in their road, compared to 18% who do not and 4% who are unsure or made no response. See table two below.

(Table 1 – summary of results to questions 3)

| ROAD             | Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD |           |          |            |            |                        |
|------------------|---------------------------------------|-----------|----------|------------|------------|------------------------|
|                  | YES                                   | NO        | UNSURE   | % YES      | % NO       | No response/<br>UNSURE |
| Copse Hill       | 13                                    | 7         | 0        | 65%        | 35%        | 0%                     |
| Crooked Billet   | 24                                    | 1         | 1        | 92%        | 4%         | 4%                     |
| Dunstall Road    | 16                                    | 3         | 1        | 80%        | 15%        | 5%                     |
| Ernle Road       | 24                                    | 0         | 1        | 96%        | 0%         | 4%                     |
| McKay Road       | 13                                    | 0         | 1        | 93%        | 0%         | 7%                     |
| Peregrine Way    | 0                                     | 0         | 0        | 0%         | 0%         | 0%                     |
| Strachan Place   | 2                                     | 1         | 0        | 67%        | 33%        | 0%                     |
| Woodhayes Road   | 5                                     | 11        | 1        | 29%        | 65%        | 6%                     |
| Wool Road        | 12                                    | 1         | 1        | 88%        | 6%         | 6%                     |
| West Side Common | 2                                     | 0         | 0        | 100%       | 0%         | 0%                     |
| <b>Total</b>     | <b>111</b>                            | <b>24</b> | <b>6</b> | <b>78%</b> | <b>18%</b> | <b>4%</b>              |

4.8 Of the 141 who responded, 80% support a CPZ in their road if their neighbouring roads are included in a CPZ, compared to 14% who do not, 6% who are unsure or made no response. As shown in table 2 below.

Table 2 – summary of results to questions 4)

| ROAD             | WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD WERE INCLUDED IN A CPZ? |           |                       |            |            |           |
|------------------|---|-----------|-----------------------|------------|------------|-----------|
|                  | YES   | NO        | UNSURE OR NO RESPONSE | % YES      | % NO       | % UNSURE  |
| Copse Hill       | 14  | 4         | 2                     | 70%        | 20%        | 10%       |
| Crooked Billet   | 24  | 1         | 1                     | 92%        | 4%         | 4%        |
| Dunstall Road    | 16  | 3         | 1                     | 80%        | 15%        | 5%        |
| Ernle Road       | 23  | 1         | 1                     | 92%        | 4%         | 4%        |
| McKay Road       | 13  | 0         | 1                     | 93%        | 0%         | 7%        |
| Peregrine Way    | 0   | 0         | 0                     | 0%         | 0%         | 0%        |
| Strachan Place   | 3   | 0         | 0                     | 100%       | 0%         | 0%        |
| Woodhayes Road   | 6   | 10        | 1                     | 35%        | 59%        | 6%        |
| Wool Road        | 12  | 1         | 1                     | 88%        | 6%         | 6%        |
| West Side Common | 2   | 0         | 0                     | 100%       | 0%         | 0%        |
| <b>Total</b>     | <b>113</b>  | <b>20</b> | <b>8</b>              | <b>80%</b> | <b>14%</b> | <b>6%</b> |

4.9 Residents were also asked which days of operation they would prefer should the CPZ be introduced in their road. Results show that 71% of respondents prefer Mon – Fri, 28% prefer Mon – Sat, 27% and 1% who are unsure or made no response. As shown in table 3 below.

(Table 3 – summary of results to questions 5)

| ROAD           | Q5. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE? |           |        |  |             |             |          |
|----------------|--|-----------|--------|--|-------------|-------------|----------|
|                | MON - FRI  | MON - SAT | UNSURE |  | % MON - FRI | % MON - SAT | % UNSURE |
| Copse Hill     | 12   | 7         | 1      |  | 60%         | 35%         | 5%       |
| Crooked Billet | 16   | 10        | 0      |  | 62%         | 38%         | 0%       |
| Dunstall Road  | 13   | 7         | 0      |  | 65%         | 25%         | 0%       |
| Ernle Road     | 21   | 4         | 0      |  | 84%         | 16%         | 0%       |
| McKay Road     | 12   | 2         | 0      |  | 86%         | 14%         | 0%       |
| Peregrine Way  | 0  | 0         | 0      |  | 0%          | 0%          | 0%       |
| Strachan Place | 1  | 2         | 0      |  | 33%         | 67%         | 0%       |
| Woodhayes Road | 16   | 1         | 0      |  | 94%         | 6%          | 0%       |
| Wool Road      | 8  | 5         | 1      |  | 57%         | 36%         | 7%       |



|                  |            |           |          |  |            |            |           |
|------------------|------------|-----------|----------|--|------------|------------|-----------|
| West Side Common | 1          | 1         | 0        |  | 50%        | 50%        | 0%        |
| <b>Total</b>     | <b>100</b> | <b>39</b> | <b>2</b> |  | <b>71%</b> | <b>28%</b> | <b>1%</b> |

4.10 Residents were also asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 34% of respondents prefer 8.30am – 6.30pm, 40% prefer 11am – 3pm and 23% prefer 10am – 4pm.

(Table 5 – summary of results to questions 4 for the reduced A1 CPZ area)

| ROAD             | Q6. IF A CPZ WAS INTRODUCED WHICH HOURS WOULD YOU LIKE THE CONTROLS TO OPERATE? |            |            |                   |            |            |           |
|------------------|---|------------|------------|-------------------|------------|------------|-----------|
|                  | 8.30AM-6.30PM   | 10AM - 4PM | 11AM – 3PM | % 8.30AM - 6.30PM | % 10AM-4PM | % 11AM-3PM | Undecided |
| Copse Hill       | 6   | 4          | 9          | 30%               | 20%        | 45%        | 1         |
| Crooked Billet   | 19  | 4          | 3          | 73%               | 15%        | 12%        | 0         |
| Dunstall Road    | 7   | 4          | 9          | 35%               | 20%        | 45%        | 0         |
| Ernle Road       | 3   | 11         | 11         | 12%               | 44%        | 44%        | 0         |
| McKay Road       | 4   | 2          | 8          | 29%               | 14%        | 57%        | 0         |
| Peregrine Way    | 0   | 0          | 0          | 0%                | 0%         | 0%         | 0         |
| Strachan Place   | 2   | 1          | 0          | 67%               | 33%        | 0%         | 0         |
| Woodhayes Road   | 2   | 2          | 13         | 12%               | 12%        | 76%        | 0         |
| Wool Road        | 3   | 5          | 4          | 21%               | 36%        | 29%        | 2         |
| West Side Common | 2   | 0          | 0          | 100%              | 0%         | 0%         |           |
| <b>Total</b>     | <b>48</b>   | <b>33</b>  | <b>57</b>  | <b>34%</b>        | <b>23%</b> | <b>40%</b> | <b>3</b>  |

### Woodhayes Road

4.11 As can be seen from the above tables, the results show that residents of Woodhayes Road do not support the principle of a CPZ in their road even if the neighbouring roads have one. Majority if not all properties in this road have off street parking. Despite the introduction of 'At any time' waiting restrictions and the elongated 'H' bar markings in 2012, it appears that the on-street parking congestion is not adversely affecting the residents. However, residents of Crooked Billet and Strachan Place have very limit on/off street parking due the narrowness of their roads. Currently, residents of these two roads park in Woodhayes Road when they can find a parking space or else use Wool Road area to park.

With a CPZ in the neighbouring roads and in the absence of a CPZ on Woodhayes Road, residents of Crooked Billet and Strachan Place will be adversely affected in that they will have no where to park whilst, if unrestricted, Woodhayes Road will continue to be used by commuters. Although as rule the Council does not introduce a CPZ in a specific road that opposes a CPZ, on this occasion, it is considered that since Woodhayes Road residents will remain unaffected by the CPZ (to a degree) whilst neighbouring residents would be unnecessarily and adversely affected, the Council could be considered as failing in its duties if it does not give consideration to the plight of residents of those two roads. It is, therefore, recommended that the Cabinet Member

considers this recommendation and agree to include Woodhayes Road in the proposed VSW1 CPZ.

### **Electric Vehicles charging points**

- 4.12 As part of the CPZ proposal, electric charging points are proposed in Ernle Road close to its junction with Copse Hill. The installation, operation, electricity costs and maintenance of any “open” electric vehicle charging point would fall within the sole responsibility of Bluepoint. The Council is only responsible for progressing the necessary Traffic Management Orders and highway maintenance. Even then reasonable costs up to limit (£500) will be recoverable provided costs can be clearly demonstrated. Bluepoint’s investment costs would be recovered through fees and charges.

### **Ward Councillor Comments**

- 4.10 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.

## **5. PROPOSED MEASURES**

- 5.1 Based on the results of the informal consultation, it is recommended that a statutory consultation is carried out to include Wool Road, McKay Road, Dunstall Road, Ernle Road, Peregrine Way, Strachan Place, Woodhayes Road, Crooked Billet, Copse Hill between Nos 1 and 42 and West Side Common (Nos, 1 & 2 only) into VSW1 CPZ, operational Monday to Friday between 11am and 3pm as shown in Drawing No. Z78-245-01 and attached in Appendix 1.
- 5.2 It recommended that a statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the ‘At any time’ waiting restrictions (as consulted) in the proposed VSW1 CPZ as shown in Drawing No. Z78-245-01 and attached in Appendix 1
- 5.3 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.
- 5.4 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.
- 5.4.1 In November 2016, the Council agreed to introduce a Diesel Levy to all those permit holders with a diesel vehicle. 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.

### 5.5 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.

### 5.6 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.

### 5.7 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.

## 6. **TIMETABLE**

6.1 The statutory consultation is planned to be carried out in November / December 2017. The consultation will include the erection of the Notices on lamp columns in the area; the publication of Council's intentions in the Local Guardian and the London Gazette. The documents will also be available at the Link, Civic Centre and on the website. A newsletter will also be distributed to all consultees. It will detail the result of the informal consultation; Council's intention of undertaking of the statutory consultation on the proposed parking controls and a plan.

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

7.1 The cost of implementing the proposed measures is estimated at £30k. 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 2017/18 currently contains a provisional budget for Parking Management schemes. The cost of this proposal can be met from this budget.

7.3 The Council would receive a fee per open charge point (based on London Travel Zones) for every open EVCP location installed via the contract. This equates to £300 for zone 4 and £200 for zones 5 and 6 (TfL Bus/Tube zone Map). Although costs of physical works are refundable, fees will initially need to be ring fenced to ensure that the whole process is sustainable into the future.

## 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 any 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 the local business community. It will also do nothing to address the obstructive parking that has been identified.
- 11.2 The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.
- 11.3 Exclude Woodhayes; however, a statutory consultation would provide a further opportunity for the residents to air their views.

## **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:-

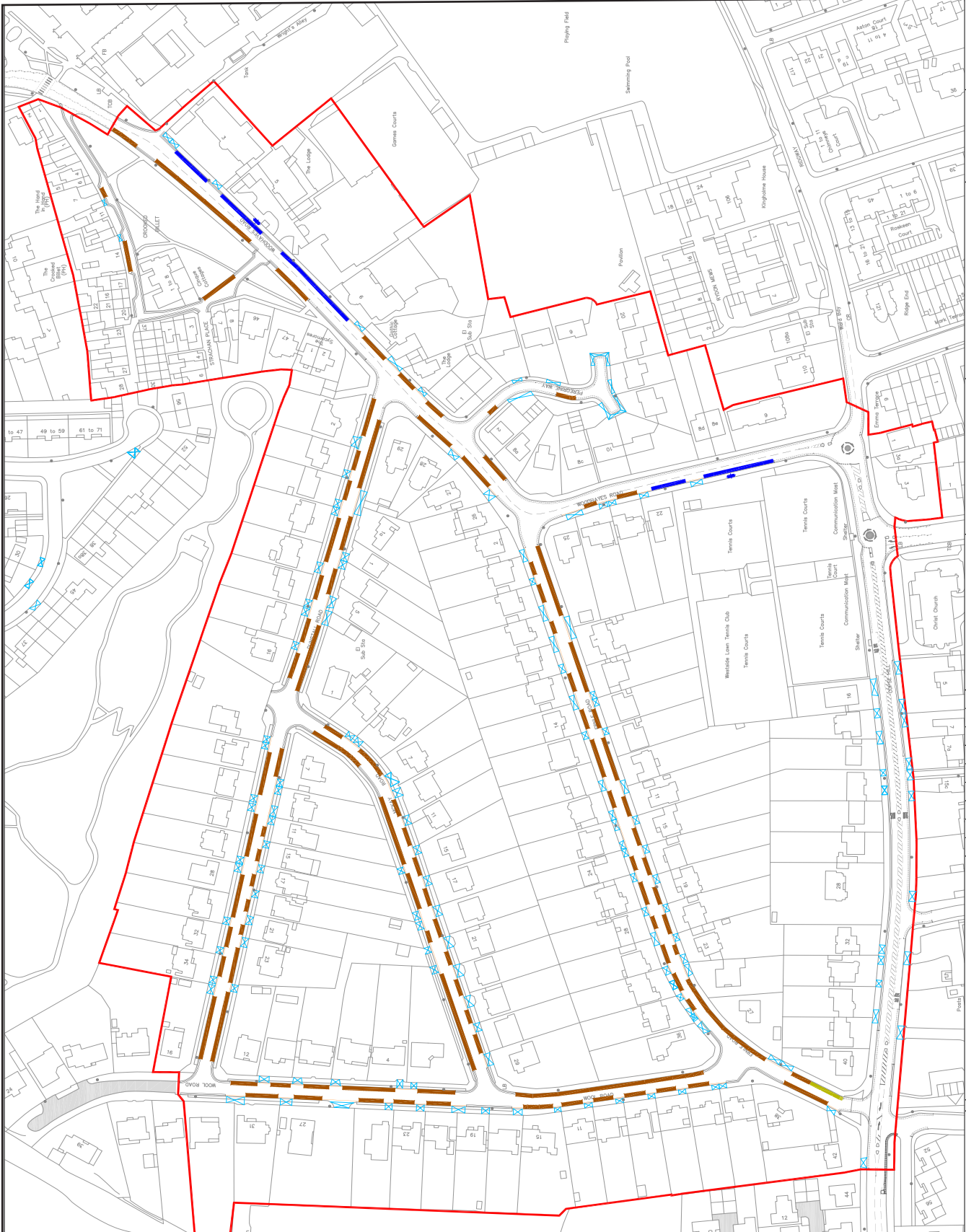
- (a) the desirability of securing and maintaining reasonable access to premises.
- (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- (c) the national air quality strategy.
- (d) facilitating 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. Z78-245-01

Appendix 2 – Informal consultation document.



| KEY                           |                             |
|-------------------------------|-----------------------------|
| PROPOSED                      | (Red outline)               |
| PERMIT HOLDER BAY             | (Brown dashed line)         |
| SHARED USE BAY                | (Blue dashed line)          |
| ELECTRIC VEHICLE CHARGE POINT | (Green dashed line)         |
| SINGLE YELLOW LINE            | (Orange dashed line)        |
| DOUBLE YELLOW LINE            | (Black dashed line)         |
| SIGNPOST                      | (Red diamond)               |
| PAY AND DISPLAY MACHINE       | (Blue square)               |
| CPZ BOUNDARY                  | (Red outline)               |
| EXISTING                      | (Thin black line)           |
| CROSSOVERS                    | (Blue 'X' symbol)           |
| DISABLED BAY                  | (Blue dashed line with 'X') |
| SINGLE YELLOW LINE            | (Orange dashed line)        |
| DOUBLE YELLOW LINE            | (Black dashed line)         |
| LAMP COLUMN                   | (Black circle)              |
| PRIVATE ROAD                  | (Grey shaded area)          |

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**Sustainable Communities**  
environment & regeneration

TRAFFIC & HIGHWAYS

Project No: Z87-345-01  
Roads

Consultation  
Merton Council  
London, Surrey  
SMA 5DX  
www.merton.gov.uk

CONTROLLED PARKING ZONE  
VSW1  
PROPOSED LAYOUT

DATE: 25/08/2017

DESIGNED BY: [Name]  
CHECKED BY: [Name]  
APPROVED BY: [Name]

Notes  
Do not scale from this drawing

## Controlled Parking Zone (CPZ)

### Proposed Zone VSW1 - Wool Road Area



ISSUE DATE : 31 AUGUST 2017

#### Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in Wool Road, McKay Road, Dunstall Road, Ernle Road, Peregrine Way Woodhayes Road, Crooked Billet, Copse Hill (between Nos 1 and 60). This proposal is in response to petitions received from local residents of the above roads who are experiencing parking difficulties in their road(s).

To address residents' parking and access concerns the Council is undertaking an informal consultation to seek your views on proposals to control parking in your road (see enclosed plans for the proposals).

It is important to note that the proposed double yellow lines in the area are paramount to ensure safety and access for all road users. Regardless of the outcome of the proposed CPZ consultation **officers will strongly recommend to the Cabinet Member that the proposed double yellow lines are introduced.** This will ensure clear access for all road users including pedestrians.

This area is currently being proposed as a new zone thereby allowing residents to choose the hours of operation. Due to the scale of the attached plan it may be difficult for some to view the proposed restrictions. It is, therefore, recommended that residents view the plans on the website [www.merton.gov.uk/cpzvsw1](http://www.merton.gov.uk/cpzvsw1) or inspect larger scale plan deposited at the Civic Centre reception and Wimbledon Library.

#### HOW WILL IT WORK?

All road space in a CPZ is managed by some form of restrictions. Parking is only permitted where safety, access and sight lines are not compromised. It is, therefore, normal practice to introduce double yellow lines at key locations such as at junctions, bends, turning heads and at specific locations along lengths

of roads where parking would impede the passing of vehicles. It is also necessary to provide yellow lines (effective during the CPZ hours of operation or "At Any time" where the kerb is lowered, i.e. at crossovers for driveways).

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 or area, and if the Cabinet Member agrees, officers will recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access for all road users including pedestrians.

#### PROPOSAL

The proposals include a number of provisions which are detailed below

Operational Hours - The choice of operational hours are explained below:

**All Day Controls (8.30am - 6.30pm)** - This will provide maximum protection to the residents by removing short and long-term parking. It will, however, be less flexible for residents and their visitors who will need to obtain a visitor's permit from the resident they are visiting in order to park in the permit holder bays.

**Part Time Controls (10am - 4pm)** - These operating times offer less restrictions on residents and their visitors than 'all day' controls. It is still effective in preventing long-term parking. However, it may encourage other short term parking outside the restricted time, by non-residents such as shoppers and non-residents who may also work their way around the 6 hours by moving their vehicles and then returning to park for the rest of the day. Residents returning from work later in the afternoon may find less available parking in their street

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due to this.

**4 hours controls (11am - 3pm)** - These operating times offer fewer restrictions for residents and their visitors than the “all day” or 6 hours control. It is still effective in preventing commuters and other long stay parking. However, it may encourage short-term parking outside the operating times by non-residents or businesses. Residents returning from work later in the afternoon may find less available parking in their road due to this. Motorists unable to park in nearby roads without controls may also take advantage of the available parking outside the controlled times.

The proposed operational days include:

**Monday to Friday** - This will offer more flexibility to residents and visitors at weekends. However it allows non-residents, to park on Saturdays, therefore reducing available parking for your visitors.

**Monday to Saturday** - Provides maximum protection to the residents. However, it will be more restrictive on visitors who would require a visitor’s permit to park during the controlled times.

The standard annual parking permit charges apply regardless of the days or hours the zone operates.

### LET US KNOW YOUR VIEWS

The decision on whether or not to proceed with the next step, which would involve a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask that you submit your questionnaire online using this link (**one vote per household or business**) [www.merton.gov.uk/cpzvsw1](http://www.merton.gov.uk/cpzvsw1). The online system has been created to keep costs down and allow the Council to process your views more efficiently. However, if you require a hard copy, please contact Paul Atie, [paul.atie@merton.gov.uk](mailto:paul.atie@merton.gov.uk) and one will be posted to you. Please let us have any comments or suggestions you may have by **29 September 2017** and **it is only one vote per household or business**.

We regret that due to the number of responses received during an informal consultation, it will not be possible to individually reply to each respondent. We welcome your comments on this proposal, which will be noted and included within the proposed measures where appropriate. It should be noted that subject to the responses received, a recommendation may be made to only include those roads where there is a majority in support of the proposals.

### WHAT HAPPENS NEXT

The results of the consultation along with officers’ recommendations will be presented in a report to the Cabinet Member for Regeneration, Environment and Housing. Once a decision is made you will be informed accordingly.

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/cpzvsw1](http://www.merton.gov.uk/cpzvsw1)

### VILLAGE WARD COUNCILLORS

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**Cllr John Bowcott**

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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)

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## Public Consultation Proposed Controlled Parking Zone VSW1, Wool Road area

We would like to know your views.  
Please tick the appropriate boxes and return this card by **29 September 2017**.

Please write in BLOCK capitals

Name: .....

Signature: .....

Road: .....

Property No./Name: .....

Email: .....

Post Code: .....

- 1. Are you a resident or business?  Resident  Business  Both
  
- 2. Do you support a proposed CPZ in your road?  
 Yes  No  Undecided
  
- 4. Which hours of operation would you prefer?  
 8.30am - 6.30pm  
 10am - 4pm  
 11am - 3pm

Do you have any additional comments regarding the proposals? (Please write in BLOCK capitals)

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**Please Note:** In view of the large number of responses received during a public consultation it will not be possible to reply individually to each respondent.