CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland

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Date: **12 APRIL 2016**

Dear Councillor

Notification of a Decision taken by the Cabinet Member for Environmental Sustainability and Regeneration

The attached **Non-Key** decision has been taken by the Cabinet Member for Environmental Sustainability and Regeneration, with regards to:

- MP1 CPZ extension – Cranleigh Area

and will be implemented at **Noon on Friday, 15 April 2016** unless a call-in request is received.

The call-in form is attached for your use if needed and refers to the relevant sections of the constitution.

Yours sincerely

Chris Pedlow
Democracy Services

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)

MP1 CPZ extension – Cranleigh Area

2. Decision maker

Cabinet Member for Environmental Sustainability & Regeneration

3. Date of Decision

12/04/2016

4. Date report made available to decision maker

11/04/2016

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

N/A

6. Decision

I, Andrew Judge, the Cabinet Member for Environmental Sustainability and Regeneration;

A) Note the result of the statutory consultation carried out between 04 December 2015 and 8 January 2016 on the proposals to extend the existing Controlled Parking Zone (CPZ) MP1 to include Cranleigh Road, Keswick Avenue, Kenley Road (between Circle Gardens and Mostyn Road), Mostyn Road (the unrestricted section), Tybenham Road and Poplar Road South operational Monday to Friday between 10am and 4pm.

B) Note and considers the representations received in respect of the proposals as detailed in Appendix 2.

C) Have considered the objections against the proposed measures as detailed in Appendix 2.

D) Agree to proceed with the making of the relevant Traffic Management Orders (TMOs)
and the implementation of a proposed 'CPZ' MP1 to include Cranleigh Road, Keswick Avenue, Kenley Road (between Circle Gardens and Mostyn Road), Mostyn Road (the unrestricted section), Tybenham Road and Poplar Road South operational Monday to Friday between 10am and 4pm as shown in Drawing No. Z78-208-01and attached in Appendix 1.

E) Agree to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions (as consulted) in Cranleigh Road, Keswick Avenue and Tybenham Road as shown in Drawing No. Z78-208-01and attached in Appendix 1.

F) Agree to undertake a statutory consultation to re-site the Permit Holder bays in Keswick Avenue from the west side at its junction with Kenley Road to the east side of the road.

G) Agree to undertake a statutory consultation to change the pay and display bays opposite St Georges Square entrance to shared use bays.

H) Agree for officers to make minor amendments to the proposed parking arrangement as requested by the ward councillors and residents to further improve the scheme.

I) Agree that in the absence of any objections to the statutory consultation for items F, G and H to proceed to implementation.

H) Agree to exercise my discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

To respond to residents' concerns about obstructive parking by preventing it from occurring.

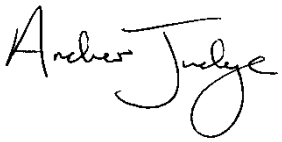
To remove obstructive parking that prevents emergency vehicles being able to access these residential roads.

I have considered all the objections to the proposed scheme and the officer responses and have walked the length of Cranleigh Road.

In respect of Cranleigh Road, I am mindful that fire brigade vehicles were not able to drive through the road on two occasions (7th and 13th May).

I accept the response of the officers to the objections to the 'At any time' waiting restrictions in Cranleigh Road. In particular it is apparent that since other roads in the neighbourhood were subject to a CPZ in 2003, the size of fire appliances has increased and the width standards for unobstructed carriageway are now more exacting. When the original CPZ roads are reviewed amendments to the existing layout of the roads are likely to be recommended. Having walked through Cranleigh Road, I accept the officer advice that fire appliances would be unable to drive through the road if parking bays are 'staggered' on both sides of the road and that a more practicable solution is to place waiting restrictions mainly on the North side (except at each end of the road where the context is different). I also accept that the waiting restrictions must be 'At any time' double yellow lines rather than single, because to allow informal parking during unrestricted hours

opposite parking bays is likely to lead to continuing obstruction of the road for emergency vehicles outside of 10am-4pm Mon-Friday and at weekends.



8. Alternative options considered and why rejected

8.1 Do nothing. This would not address the current safety issues raised by residents in respect of their views expressed during the formal 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. Documents relied on in addition to officer report

Statutory consultation documents, drawings and representations

9. Declarations of Interest

10. Publication of this decision and call in provision

Send this form and the officer report* to 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.

*There is no need to resend Street Management Advisory Committee reports.

Committee: Cabinet Member Report

Date: 9th March 2016

Agenda item:

Wards: Merton Park

Subject: Proposed MP1 CPZ ext (Cranleigh Road Area) Merton Park – formal consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration

Forward Plan reference number: N/A

Contact Officer: Paul Atie, Tel: 020 8545 3214

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

Recommendations:

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

A) Notes the result of the statutory consultation carried out between 04 December 2015 and 8 January 2016 on the proposals to extend the existing Controlled Parking Zone (CPZ) MP1 to include Cranleigh Road, Keswick Avenue, Kenley Road (between Circle Gardens and Mostyn Road), Mostyn Road (the unrestricted section), Tybenham Road and Poplar Road South operational Monday to Friday between 10am and 4pm.

B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.

C) Considers the objections against the proposed measures as detailed in Appendix 2.

D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of a proposed 'CPZ' MP1 to include Cranleigh Road, Keswick Avenue, Kenley Road (between Circle Gardens and Mostyn Road), Mostyn Road (the unrestricted section), Tybenham Road and Poplar Road South operational Monday to Friday between 10am and 4pm as shown in Drawing No. Z78-208-01and attached in Appendix 1.

E) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions (as consulted) in Cranleigh Road, Keswick Avenue and Tybenham Road as shown in Drawing No. Z78-208-01and attached in Appendix 1.

F) Agrees to undertake a statutory consultation to re-site the Permit Holder bays in Keswick Avenue from the west side at its junction with Kenley Road to the east side of the road.

G) Agrees to undertake a statutory consultation to change the pay and display bays opposite St Georges Square entrance to shared use bays.

H) Agrees for officers to make minor amendments to the proposed parking arrangement as requested by ward councillors and residents to further improve the scheme.

I) Agrees that in the absence of any objections to the statutory consultation for items F, G and H to proceed to implementation.

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 on the Councils' proposals to extend 'CPZ' MP1 to include Cranleigh Road, Keswick Avenue, Kenley Road (between Circle Gardens and Mostyn Road), Mostyn Road (the unrestricted section), Tybenham Road and Poplar Road South operational Monday to Friday between 10am and 4pm.

1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) for the proposed MP1 CPZ extension to include Cranleigh Road, Keswick Avenue, Kenley Road (between Circle Gardens and Mostyn Road), Mostyn Road (the unrestricted section), Tybenham Road and Poplar Road South operational Monday to Friday between 10am and 4pm as shown in Drawing No. Z78-208-01and attached in **Appendix 1.**

1.3 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'At any time' waiting restrictions in Cranleigh Road, Keswick Avenue, and Tybenham Road as shown in Drawing No. Z78-208-01and attached in **Appendix 1.**

1.4 It seeks approval to undertake a statutory consultation to

- re-site the Permit Holder bays in Keswick Avenue from the west near its junction with Kenley to the east side of the road
- change the pay and display bays opposite St Georges Square entrance to shared use bays

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 Residents of Cranleigh Road contacted their local ward Members with a petition requesting the introduction of parking restrictions in their road. The ward Councillors organised a meeting to discuss various parking options e.g. double yellow lines including parking on one side of the road, alternate parking and double yellow lines at pinch points. This is due to the road not being of sufficient width to accommodate parking on both sides of the road. The minimum running width required by a fire engine to access residential road is between 3 and 3.5 metres. With cars parked fully on the carriageway, on both sides of the carriageway, the average available road width for access is reduced to 2.5 metres and even less in some sections of the road. Also the footway has grass verge which means footway parking cannot be considered.

2.8 Alternate-road side parking option which include double yellow lines at pinch point was supported by majority of residents at the meeting. The alternate parking means that one side of the road would be clear of parked vehicles during certain days between Monday and Friday. A preliminary design was sent to ward Councillors for distribution to residents. Residents wrote to the ward Councillor objecting to the concept of alternate parking as they do not wish to move their vehicles each morning.

2.9 Some residents suggested that there is no congestion and they do not support any form of parking restrictions in this road. It was decided that for safety reasons, the fire service should be asked to carry out a route test. The Fire Brigade attended the road on two occasions; the following is the extract of their report:-

"*With regard to Cranleigh Road SW19. Two crews from Wimbledon Fire Station visited this road on the 7th and 13thMay 2014 to check on access and whether we could drive a fire appliance along the road. On both occasions that the crews visited the road they were able to access Cranleigh Road but were not able to drive along the whole length of the road. They managed to get to about number 35 where they encountered parked cars that prevented them getting any further. They walked the rest of the road and found other parked cars that would have prevented getting a fire appliance through.At each end of the road there are double yellow lines that enabled us to get a fire appliance into the road but after a short distance there were parked cars causing an obstruction. On the 13th May we experienced the same problem in Cranleigh Road and also inspected Tybenham Road but found there was not the same problem as Cranleigh Road on that occasion and was able to travel along the whole length of the Tybenham Road."*

2.10 It is important to note that the same situation is experienced by the Council's refuse vehicles and delivery vehicles.

2.11 The local ward Councillors reconvened a second meeting to discuss the outcome of the Fire Brigade route test and the next stage to the process.

2.12 During the discussion, residents were informed that due to the narrow road width parking would only be permitted on one side of the road along any section of the road. This means that yellow line restrictions would run parallel to any parking bays. Some residents suggested free parking bays with double yellow lines opposite but this was rejected as residents would still be competing with commuters for parking spaces. Residents then suggested that the neighbouring CPZ should be extended to include Cranleigh Road. This was agreed by everyone present and the local ward Councillors authorised officers to produce a CPZ design for the road. It should be noted that not everyone from the road were present at the meeting; however the design was prepared according to the discussions that took place at that meeting.

3. INFORMAL CONSULTATION

3.1 Residents of Cranleigh Road petitioned the Council for parking restrictions due to inconsiderable and obstructive parking which impede traffic flow and emergency services. The local ward Councillors called two meetings and invited officers to attend. During those two meeting various parking options were discussed. It was agreed that the CPZ option would be the best option to take forward.

3.2 In June 2015 Merton Park local ward Councillors carried out a short survey to gauge interest in the other unrestricted roads in Merton Park on joining the consultation for a proposed controlled parking zone (CPZ) in Cranleigh Road and Keswick Avenue, which will be an extension of the existing MP1 CPZ in Merton Park. The control hours are 10am to 4pm, Monday to Friday.

3.3 A majority of 89% in Tybenham Road favoured the consultation on introducing a CPZ. This compares with 84% in favour across the other roads surveyed – Kenley Road, Mostyn Road and Poplar Road South.

3.4 On the strength of these figures the Ward Councillors asked officers to proceed directly to the statutory consultation stage. The alternative would have been to carry out another round of informal consultation before the statutory consultation, which would delay implementation of the CPZ.

4. Statutory Consultation

4.1 The statutory consultation on the Council's intention to extend MP1 CPZ to include Cranleigh Road, Keswick Avenue, Kenley Road (between Circle Gardens and Mostyn Road), Mostyn Road (the unrestricted section), Tybenham Road and Poplar Road South, commenced on 04 and ended on 31 December 2015. However during the statutory consultation some residents requested an extension which was agreed by Head of Sustainable Communities and the consultation was extended to 8 January 2016. 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, attached as Appendix 3, was also circulated to all those properties included within the consultation area.

4.2 The newsletter and a plan detailed the following:

- Hours of operation of the zone (Monday to Friday, between 11am and 12pm)
- extent of double yellow lines operating "At any time' without loading restrictions
- Single yellow lines (mainly between parking bays and across dropped kerbs)
- various types of parking bays
- Zone boundaries

4.3 The statutory consultation resulted in a total of 53 representations; after removing duplicates, the actual numbers of representations received are 40, of which there are 7 in support of the proposal, 20 against and 13 comments. There is also a petition containing 51 signatures from Cranleigh Road of which 49 are against the proposed double yellow lines. These representations are detailed in Appendix 2. A representation was also received from the Metropolitan Police with no comment or observation. The Fire Brigade (Wimbledon Fire Station) also made a representation. "I have received no concerns from my Watch Officers about this plan and I do not foresee any issues".

4.4 The petitioners do not support the scheme layout, particularly the double yellow lines on one side of the road. The layout of the scheme has been designed to ensure access and safety whilst maximising available space and use. Some requests received from local residents have been accommodated where possible. Full representations and officers comments' are detailed in Appendix 2 of this report.

Cranleigh Road current condition

4.5 Cranleigh Road has a road width of 6.4 metres. The minimum running width required by a fire engine to access residential road is between 3 and 3.5 metres. With cars parked fully on the carriageway, on both sides of the road, the average available road width for access is reduced to 2.5 metres and even less in some sections of the road. Also the footway has a well maintained grass verge therefore footway parking could not be allowed. When considering road safety, S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" when exercising any of its functions under the 1984 Act. Road safety is therefore a matter that the Council should have proper regard to when considering whether to make an Order under S.6 of the 1984 Act.

4.6 During the consultation one particular resident of Cranleigh Road sent in numerous letters and emails to the Council during the consultation process objecting to the proposed double yellow lines and also leafleted residents within the consultation catchment area regarding the proposed double yellow lines. This report sets out the latest letter received asking the Council to abandon the proposed design which is based on safety and access as a priority. Officers are being asked to produce staggered parking with single yellow lines which would allow residents to park opposite the parking bays outside the CPZ operating hours of between 4pm and 10am also all day at weekends without any consideration to its ramifications other than maximising parking whilst severely compromising safety and access. The following sets out an extract of the latest communication received. The full letter is attached in Appendix 4

"There are many roads in Merton that are narrow and may cause difficulty for emergency vehicles and access generally. From a very quick survey of the immediate area we found four roads that were narrow and would not comply with the 3.0 metres to 3.5 metres running width required for a fire tender. However, these roads only had single yellow lines despite presumably having been formally assessed by your council officers. To propose the use of double yellow lines for the extent of the north side of Cranleigh Road does seem excessive. In addition, if it is a legal requirement to enforce 24/7 access following a formal assessment, it seems a needless draconian punishment on the residents who, at the final meeting with Mr Atie, all agreed with single yellow lines and parking bays on both sides of the road, not opposite one another. At that point Mr Atie thought that it was a good idea and was going to consult the previous CPZ scheme for Cranleigh Road.

From our survey there were a further five roads that had no restrictions at all despite having a width the same or less than Cranleigh Road. From the criteria provided by Mr Atie these could not possibly pass an assessment by council officers but presumably as no one has raised concerns no action has been taken. At the very least this is operating dual standards and leaves an inherent risk 24/7. See Table 1 for details

However, as we know the Fire Service are used to these situations and as reported by a fire officer on the 21st December 2015 "they had not had an incident that had been an access problem and that they have very long hoses and know which direction to approach the individual roads from."

No	Road	Note	Approximate Width Where Measured (Metres)	Parking Restriction	Single Yellow Lines	Double Yellow Lines
1	Wessex Avenue	As Cranleigh Road	6.4	10am to 4pm	Y	N
2	Grassmere Avenue	As Cranleigh Road	6.4	10am to 4pm	Y	N
3	Daybrook Road	As Cranleigh Road	6.4	10am to 4pm	Y	N
4	Bardney Road	Very narrow in parts	5.4	10am to 4pm	Y one side	N
5	Buckleigh Avenue	Very Narrow in parts	5.2	No Restrictions	N	N
6	Leafield Road	As Cranleigh Road	6.4	No Restrictions	N	N
7	Martin Grove	Very narrow in parts	5.8	No Restrictions	None	None
8	Leamington Avenue	As Cranleigh Road	6.4	No Restrictions	None	None
9	Woodland Way	Very Narrow in Parts	5.2	No Restrictions	None	None
10	Kingston Road	Just after the parade of shops by the Nelson Health Centre and Mostyn Road	Not possible to measure	Unsure	Y	None

Table 1

'Within the design, an attempt has been made to stager the parking bays but due to the large number of crossovers particularly on the northern side of the road, it was not possible to do so.'

Daybrook Road is approximately the same width as Cranleigh Road. It has 82 cross overs, parking provision for about 35 cars, four bends with some single yellow lines that are active between 10am and 4pm Monday to Friday after which cars can park both sides of the road which would leave insufficient space for fire tenders.

Cranleigh Road has 68 crossovers, and although difficult to interpret on the plan, the proposed provision is for about 47 parking spaces and two bends. However, it is proposed to put a double yellow line all the way down the north side of the road which would be active for 24 hours a day 7 days a week.

The conclusion has to be that the risk of fire, the need for fire tender access and the frequency of this happening is greater in Cranleigh Road than in Daybrook Road. As I am sure you will agree this does not seem to make sense and appears discriminatory and punitive to residents of Cranleigh Road.

After surveying both roads we do not agree with Mitra Dubet's statement that "due to the large number of crossovers, particularly on the northern side of the road, it was not possible to" stagger the parking bays either side of the road.

Daybrook Road has 43% parking bays to the number of crossovers whereas in the Cranleigh Road proposal it has 69% showing that the difficulty in allocating parking bays in Cranleigh Road is not a significant problem. Therefore, by reducing the number of parking bays in Cranleigh Road slightly from 47 to 41 it would be possible to produce a scheme that had the parking bays strategically placed either side of the road but not opposite each other. From our survey we suggest the positioning of single parking bays outside the houses as detailed in Table 2.

House No	Proposed Parking Bays	Note	House No	Proposed Parking Bays	Note	House No	Proposed Parking Bays	Note
1	1		24	1		47	1	Mid 47 & 49
2			25	1		48	1	
3	1		26			49		
4			27			50		
5	1		28	1		51	1	
6			29	1	Mid 29 & 31	52	1	
7	1		30			53	1	
8			31			54		
9	1		32	1		55	1	
10			33			56		
11	1		34			57		
12			35	1		58		
13			36			59		
14			37			60		
15			38	1		61		
16			39	1		62		
17			40			63		
18			41			64		
19			42			65		
20	1		43			67		
21			44			NE End	9	No Houses
22			45			NW End	10	No Houses
23	1		46			**TOTAL**	**41**	

Table 2

Given that Cranleigh Road is approximately 6.4 metres wide for most of its length, alternate parking bays, not opposite each other either side of the road and with sufficient distance between them would comply with Mr Atie's requirement for fire tender access the whole way down the road. Given that a large car could be up to about 1.9 metres wide there would be width of 4.5 metres available which is an additional 1.0 metres over and above your upper minimum limit of requiring a running width of 3.5 metres.

'It is important to note that at any meeting, officers take a note of discussions, demands, concerns etc and incorporate into the design where possible. We have now completed the statutory consultation during which time all the residents had an opportunity to make representations"

We have had a total of three meetings at Crown House to discuss the congestion problems in Cranleigh Road that exist from house number 18 to 24 and 39 to 45. At the first meeting unfortunately neither Mr Paul Atie or one of his colleagues were able to attend. Mitra Dubet says "officers take a note of discussions, demands concerns etc". However, as neither Mr Atie nor any of his team were able to attend the first meeting they were not able to hear our demands or concerns. No notes or minutes from the two further meetings have been produced by council officers and so it is unclear whether or not the authority has included our requests. However, from recent correspondence it appears they have not and so calls into doubt the process that has been used during this consultation process.

Despite the comment made by Mitra Dubet, Mr Atie in an email to Sally Hammond PA to the Rt Hon Stephen Hammond MP for Wimbledon, stated: "The meetings were not officer's meetings, therefore, officers were not responsible for the minutes." This is yet more confusion and an issue with lack of procedure. Also, the consultation documents along with the plan were available on the council website".

The printed plan distributed to all households showing the proposed parking layout was so small it was not possible to differentiate between single and double yellow lines. The on line version had to be significantly enlarged before a wide single yellow line was then correctly seen as a double. Many of the residents are old, do not have PC's, easy access to the internet or have poor eyesight. Consequently, we feel the parking proposal, at the very least, could have been misrepresented and should not have been used to canvass the scheme or form opinions. Once again we believe that this calls into doubt the process being used and why this letter should be treated as yet another one of complaint.

The reason we are now involved in this debate in such an active way is that the vast majority of residents, if not all, had interpreted the printed copy as showing single yellow lines. Those that were IT literate, having been advised that there were double yellow lines, managed to see it but had to magnify the image by 800% to see the detail. We had to spend quite some time explaining to those without internet access the true meaning of what was published.

We are grateful to you for responding to our concerns with this. It has appeared to us that we have been struggling to establish a foundation upon which we can start a debate based on the rules and the current situation. We understand the comments made by Mitra Dubet but perceive that she may not have all the information relating to all the correspondence. Consequently, her words could be interpreted as being out of touch with the situation.

We need a CPZ in Cranleigh Road and expected one that was in keeping with those already implemented in the area given the proposal is an extension of CPZ ES/MP1. That is a specification for single yellow lines (including bends), alternate parking either side of the road but not opposite one another. Although we all know that no one is allowed to park on a crossover we accept that it may be necessary to lay single yellow lines. However, we take exception for the need to provide double yellow lines if a formal assessment is conducted by council officers as it appears excessive, illogical, discriminatory and totally unnecessary given that it is only one section of the road that has problems.

All we request is that we have the same scheme already implemented in Daybrook Road to be applied to Cranleigh Road. Presumably if this scheme is implemented in Cranleigh Road as currently proposed, the Council will have to lay double yellow lines all over the borough given the distinct lack of them elsewhere in narrow roads. I suggest that it may even trigger a criteria to do the same across vast areas of London roads.

Officers comments

4.7 The plan on the consultation leaflet was reduced to fit into A3 paper space which is normal practice and as a result, design details especially the double yellow lines appear small and possibly somewhat difficult for some residents to differentiate between single and double yellow lines. However, within the consultation leaflet residents were advised to contact the Council if they want to inspect larger plans and that the consultation leaflet and plans were also available at the Council's front desk (the Link) and on the council's website and a link was provided within the leaflet for residents to view the details online.

It is the policy of the Council to improve the environment by making it safer for both motorists and pedestrians. One way this can be achieved is by regulating the number of parked vehicles in the area, particularly at key locations such as at junctions, narrow roads (double yellow lines on one side or both sides of narrow road), cul de sacs and at bends. The aims of the proposed double yellow lines waiting restrictions are to improve visibility and to provide clear access for all road users, especially fire, council refuse, delivery vehicles and other emergency services.

As mentioned in section 4.5 of this report, when considering road safety, S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" when exercising any of its functions under the 1984 Act. Therefore the design provided adequate parking spaces for residents and clear access for all road users including the emergency services.

Table 1 of resident's letter featured roads within Merton Park that have restrictions and those without restrictions. The author's contention is that those restricted roads have the same width as Cranleigh Road and they have single yellow lines opposite the parking bays. Therefore Cranleign Road should be offered the same restrictions. The CPZ in those roads were implemented in 2003. Since then the Fire service has acquired larger fire apparatus and if a CPZ was being considered today in these roads, the council would be offering a design similar to the one proposed for Cranleign Road. The design of the parking arrangement operating in those roads will be revisited when MP1 CPZ is up for a review. Applying double yellow lines became standard within any CPZ design since 2006.

Table 2 detailed locations where residents would like staggered parking arrangement and single yellow lines opposite. The locations of the proposed bays were used to populate a drawing of the road. The drawing is attached as Appendix 4. The drawing was then tracked with a model of fire tender which has a width of 2.45 (new ones have width of 2.55) metres. The result is that the fire tender was unable to access the road where parking bays were either opposite each other or do not have enough gap for a fire tender to manoeuvre between the two sets of bays without damaging parked vehicles. This also means that outside the hours of operation residents can potentially park across their driveways in the evenings and weekends opposite the parking bays. This is the heart of the issue (resident spear heading the objections wants to retain the ability to park on the single yellow outside the hours of operation of the zone) which the Council must guard against to maintain clear access at all times. The Council's stance is that obstructive parking is an obstruction regardless of who is causing it or time of obstruction.

The road width requirement for a fire tender to attend an emergency in any road is not Council officer's requirement as suggested by the Author of the letter but what is

required by the fire service to attend an incident without the fire operatives having to get out of the vehicles and carry equipment 30 to 40 metres (as suggested by some of the correspondence received) to where they are needed. Fire operatives carrying equipment through such a distance could put life and property at risk not to mention unnecessary pressure on fire personnel. Not to address obstructive parking once it has been investigated by the Council could be considered as a failure by the Council in its duty to provide clear access and in the event of an incident can be held responsible. Where possible, the Council works with all emergency services ensuring that any unnecessary delay to their emergency call is addressed effectively. Residents are of the opinion they have lived in these road for many years and no such incident has occur.

As mentioned in section 4.5 of this report it is the duty of the Council to put measures in place to secure the expeditious, convenient and safe movement of vehicular traffic and the Council would be falling in its duty if a scheme was introduced that would potentially mean that residents could park opposite the designated parking bays thereby creating a safety risk to all residents. It is true that residents have been parking in an obstructive manner but within any parking management, the Council cannot support obstructive parking. Currently the motorist can be held responsible for an incident, however, following the introduction of any parking management, the Council could be held responsible and this is a high risk that Council officers cannot recommend.

In conclusion, officers' recommendation is to implement the double yellow lines as consulted upon which is normal practice within all parking management proposal. Within any parking management arrangement, the Council gives priority to maintaining access and safety at all times and not just during specific times. Parking can only be permitted where it does not impede on access and passing gaps are also used to make sure vehicles have some where to pull in to give way to oncoming traffic. Reducing the restrictions from double to single yellow lines or using alternative design would pose an unacceptable risk.

4.8 The local Ward Councillors have requested more shared use bays in Mostyn towards Martin Way junction. It is recommended that the block of pay and display bays opposite St Georges Square entrance be changed to shared use bay.

Ward Councillor Comments

4.9 *We have previously discussed amending the layout to provide more shared use bays in the southern section of Mostyn Road, and without sight of the revised layout, I'm going to assume that's been incorporated.*

I do not dissent from your recommendation for "At any time" waiting restrictions in Cranleigh Road, Tybenham Road and Keswick Avenue, but we are both aware this is likely to face a challenge from some residents in Cranleigh Road who were expecting the original "alternate sides" parking scheme to be converted to a CPZ without further amendment ie single yellow lines between bays. We need to be confident that the process we followed in changing from this to the scheme now recommended was robust and can be justified.

My thanks to officers for all the work you have carried out over an extended period to bring the Merton Park South extension to fruition.

5. PROPOSED MEASURES

5.1 Based on the statutory consultation responses, it is recommended that the Traffic Management Orders TMOs be made to implement MP1 CPZ extension to include Cranleigh Road, Keswick Avenue, Kenley Road (between Circle Gardens and Mostyn Road), Mostyn Road (the unrestricted section), Tybenham Road and Poplar Road South,, hours of operation Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-224-02 in Appendix 1

5.2 The pay and display and shared use bays in Mostyn Road will operate a maximum stay of 6 hours.

5.3 The shared use bays in Kenley Road will operate a maximum stay of 5 hours.

5.4 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.

5.5 Hours of operation
The operational hours of the proposed MP1extension will remain the same as they have been in the existing MP1 CPZ, Monday – Friday between 10am and 4pm.

5.6 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 plus £25 set up fee. An annual Visitor permit cost is £140.

5.7 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.

5.8 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.

5.9 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.

6. TIMETABLE

6.1 If a decision is made to proceed with the implementation of the proposed CPZ, Traffic Management Orders could be made within six weeks after the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the 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.

7. ALTERNATIVE OPTIONS

7.1 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.

7.2 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.

8 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

8.1 The cost of implementing the proposed measures is estimated at £35k. This includes the publication of the made Traffic Management Orders, the road markings and the signs.

8.1 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 as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.

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.

110. CRIME AND DISORDER IMPLICATIONS

11.1 N/A

12. RISK MANAGEMENT IMPLICATIONS

12.1 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.

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 IMPICATIONS

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.

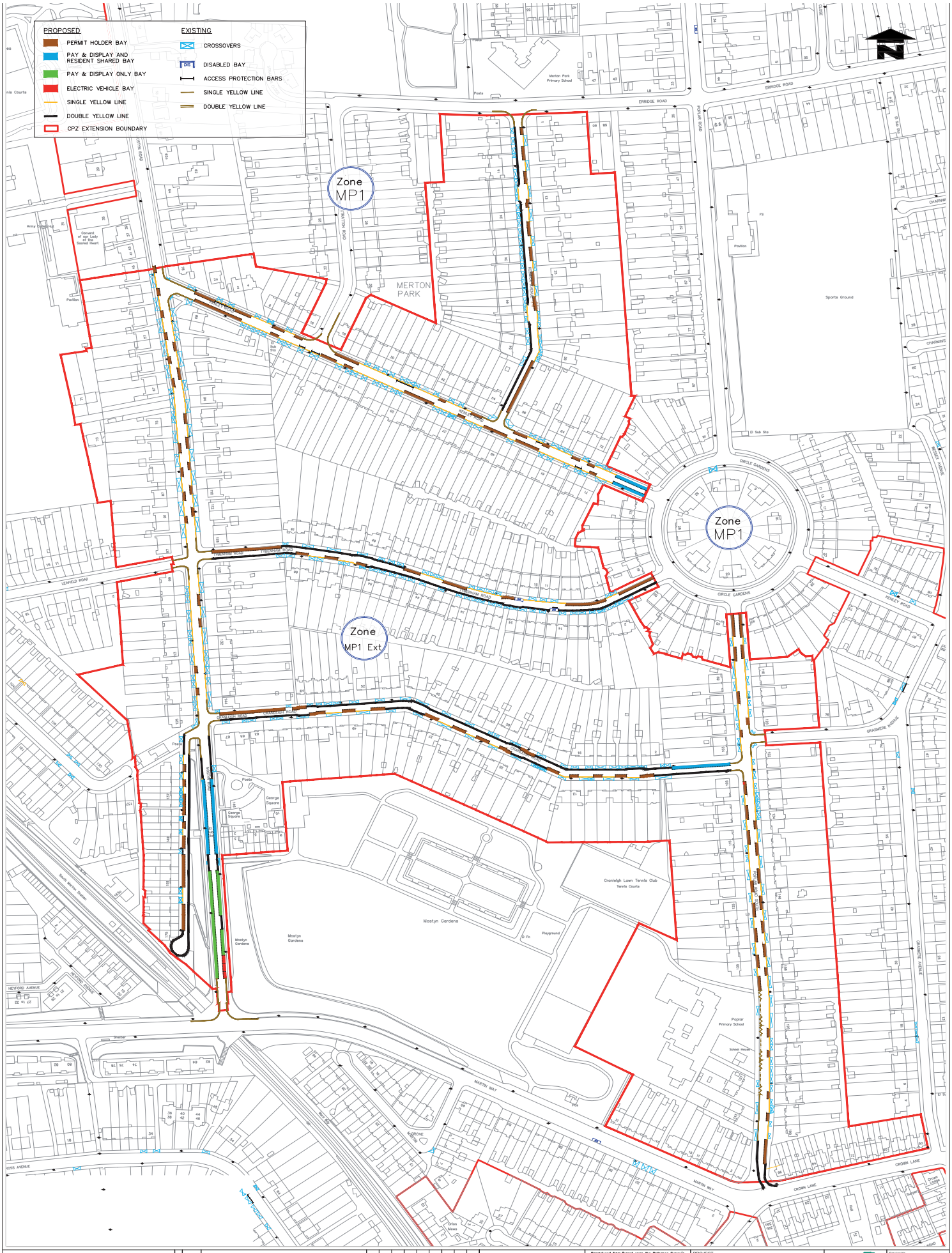
14. APPENDICES

14.1 The following documents are to be published with this report and form part of the report.

Appendix 1 – Drawing No. Z78-224-02
Appendix 2 – Representations
Appendix 3 – Statutory Consultation Documents
Appendix 4 – Letter from a resident + Drawing of resident design

Plan of Proposals – Drawing No. Z78-224-02

APPENDIX 1



Notes

Rev	Date	Revisions	Drawn	Sig.	Date	Chkd	Sig.	Date	App.	Sig.	Date

Street Scene & Waste
environment & regeneration

TRAFFIC & HIGHWAYS

Drawn by	Sig.	Date
L.M.		APR' 16
Checked by	Sig.	Date
P.E.A.		
Approved by	Sig.	Date

PROJECT: Controlled Parking Zones (CPZ's)

TITLE: Proposed MP1 Extension

merton
Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Drawing No.	Z78-208-02
Revision	-
Classification	REPORT
Scale	1:1250

A1

Appendix 2

Representation - Support

Keswick Road

Ref 013

I am sure you are aware that the vast majority of residents of Keswick Ave were in favour of the inclusion of Keswick Ave in the above expansion and that this will be taken into account when decisions are made. You will also, hopefully, be aware of the background to the transport issues that affect the road and brought about this majority view. However one hitherto unmentioned but positive outcome should be to greatly reduce the number of damaged paving/verges that occur when, mostly, commercial/builders vehicles park off road. This will, hopefully, encourage everyone to take more interest in keeping the streets clean and tidy.

Ref 012.

I wish to express my strong support for the proposal to extend MP1 to, among other roads, Keswick Avenue.
As a Keswick Avenue resident, I have witnessed parking on both sides of the Avenue that would frequently prevent the ready access by emergency vehicles. This problem existed several years ago. It was explicitly acknowledged by LBM and the London Fire Authority (LFA) in a report entitled "MP1 CPZ Extension to include Stratton Road" that was decided upon on 20th July 2010. At that time the proposal to have double yellow lines on the west side of the Avenue was rejected by the Cabinet Member because "[he] did not believe that the case is made out…and the proposal has attracted significant opposition from residents."
The problem is now worse due, inter alia, to the nearby expansion of MP1. Moreover, in the light of this worsening situation, the support of Keswick Avenue residents for parking restrictions is now strong and unequivocal and has been demonstrated in properly conducted polls. I note the final decision is with the Cabinet Member and I would urge him to note:
(1) the very strong support (80%) of Avenue residents for the expansion; and
(2) the LFA comment (para 4.8 of the 2010 report referred to above) namely: "Allowing vehicles to park on both sides of the road restrict the path of both fire appliances and ambulances attending emergencies and may cause them either to be slowed considerably or not able to get through at all, which in both cases poses an unacceptable risk to life and property."

Mostyn Road

Ref 027

Thank you for pamphlet about the extended zone which includes my home on Mostyn Road.
I wish to make the following constructive observations on the plan that I agree is now necessary to regulate parking. Will leave it for you to decide whether my comments are 'allowable' as per your covering notes.
1.I assume that presumably the stretch of Mostyn Road alongside my residence (approx. no.120 -144) that will not have parking bays is for line of sight reasons in view of the historically dangerous Tybenham/ Leafield crossroads. I understand this following a major RTA that occurred here just before the initial consultation some weeks ago. I realise other householders *may* not agree owing to their personal parking requirements.

2. On the same note I still maintain that the stretch of Mostyn Rd alongside and adjacent to Mostyn Gardens should not allow any parked vehicles at all from Cranleigh Rd onwards for child/pedestrian safety reasons. The vehicles parked on that side completely obscure the Park entrance/crossover area from a driver's view point.Obviously this entrance and road crossing is used by many pedestrians and more vulnerable children. I understand the Council requires income from the Scheme but surely accident prevention is more important. Especially during weekdays there is constant conflict as vehicles cannot pass in this section with double parking allowed and vehicles accelerate past the park entrance while oncoming vehicles wait for them. With respect the protected pedestrian road crossover to Mostyn Gardens proposed is not sufficient even with a new passing point further up towards Martin Way as proposed

Officer's Comment

Within the design, a gap has been created which would keep the pedestrian drop kerb clear of parked vehicles. This would make it safer for pedestrians to cross the road to use the park.

Ref 028

Whilst I am generally supportive of the objectives of the scheme and the overall need to control parking in the area and inspecting the plan of the proposed controls that was sent to us I would like the council to consider :
A1) Making all the 'Pay & Display Only' bays by South Merton Station either have no restrictions or 'Pay & Display + Permit Holder shared bays". There doesn't seem to be a clear case why this area needs parking controls as this area is currently materially used by train users and hence fulfilling the community benefit of using public transport.
A2) In addition if the controls do go ahead in the bays by South Merton Station then given the significant reduction in parking space from the controls then not having these bays as dual 'Pay & Display' and 'Permit Holder' means that residents lose significant car parking space.

B) Do all crossovers have access protection bars?
C) Why are there Electric Vehicle Bays allocated as dedicated bays? Is there proof there are residents with Electric Cars that would benefit from the space allocated?

Officer's Comment

Provision of the parking facility by South Merton Station would help visitors to the school and those who want to use the station. Currently motorist are using this unrestricted section of Mostyn Road as a free car park. Most of the time parents are unable to park and walk their children to school. Introducing the controls will reduce the number of parked vehicles by commuters and parents will be able to find a parking space. This will in turn reduce the congestion associated with drop off and pick up times of the school. With regards to the Electric Charging bays, these will be dedicated. This is Mayor of London initiative to reduce pollution in London. As you may be aware, motorists will not change to electric vehicles unless there are charging points. TfL has agreed for MERTON and GREENWICH Boroughs to pilot the scheme before rolling out to other boroughs.

Cranleigh Road

Ref 010

I am writing to voice my support for the proposals for CPZ extension in Merton Park. I note that your proposal only gave opportunity for objections to be raised but having been made aware of concerns raised by one or two residents of Cranleigh Road I felt the need to voice my support for the current plans.
I do have a comment on one specific detail. It is unclear to me from the diagram published whether double or single yellow lines are to be introduced opposite parking bays but I would hope that the plan is to use double yellows as without this measure parking on both sides of the road will impede emergency vehicles outside of control hours which surely is one of the prime objectives of the proposal.
I hope this proposal is passed and look forward to a safer, more accessible Cranleigh Road.

Officer's Comment

The proposal is to introduce double yellow lines opposite the proposed bays in Cranleigh Road.

Ref 020.
We are in support of parking restrictions in Cranleigh Road. However, the proposed scheme (ES/MP1 ex) is considerably in excess of previous discussions during two meetings for residents with the Authority's Traffic and Highways Officers and our local Independent Councillors. We are very concerned that the parking scheme suggestions made at these meetings have not been included. No notes of the meetings were published and we have been presented with a one solution suits all proposal.
Current situation
The current situation is as follows:
• The major congestion pinch points in Cranleigh Road are between house numbers 18 to 24 and 39 to 45.
• All the congestion issues occur at this higher numbered part of the road.
• The bend in the road is more acute between 39 and 45.
• From number 4 to number 14 on the even side of the road there are converted gardens and crossovers for every house. Therefore, there is no room to park on the road outside.
• The shared driveways that form part of numbers 4 to 14 tend not to be wide enough for the current domestic vehicles and so are not of much use in terms of parking.
• Andrew Judge's letter points out that cars may not park across crossovers without the owner's consent.
• There are currently white lines indicating no parking at various points in the road which have had minimal effect in the past.
Process and Evidence
We were told at the first meeting that double yellow lines were being proposed for both bends without the need for single yellow lines. At a subsequent meeting we were advised that the Authority's Traffic and Highways Officers were going to prepare a plan that reflected both this and a solution for the various pinch points.
Following discussions with Fire Officers who visited the road to extinguish a fire in November 2012 at number 9 and on another occasion to install a smoke alarm at number 6, it was apparent that the current situation would provide sufficient access for emergency vehicles at the lower numbered congestion free end of the road.
In addition, two large removal vehicles were parked outside number 4 to 8 in January 2015 at about 1100am.
Please see the attached photographs for both the fire tenders and removal lorries.
Proposal and Concern
The printed plan distributed to all households showing the proposed parking layout was so small it was not possible to differentiate between single and double yellow lines. The on line version had to be significantly enlarged before a wide single yellow line was then correctly seen as a double. Many of the residents are old, do not have PC's, easy access to the internet or have poor eyesight. Consequently, we feel the parking proposal could have been misrepresented and should not be used to canvass the scheme or form opinions.
It is suggested that between numbers 4 to 14 inclusive there is no need for any change to the current situation. However, the proposed plan shows double yellow lines the whole way down the even numbered side of the road.
A crossover, under clause 243 of the Highway Code, restricts parking without the owner's permission but allows setting down or picking up passengers. It therefore seems draconian to move from a local system that has not had

any parking issues or congestion for approximately thirty-five years to double yellow lines in one go. To support this in 2008 it was deemed nationally unnecessary to use either road markings or signs to indicate no parking over crossovers as it was obvious.
Andrew Judge's letter states that the reason for adopting controlled parking is to "reduce and control non-essential parking and assist residents, short term visitors and local businesses". It appears an extreme measure to use double rather than single yellow lines so liberally which, arguably, does not assist residents or short term visitors and creates an impossible situation for some residents.

Alternatives

We contest the need for road markings between number 4 and 14 as there seems little point in reinforcing a situation which is already covered in law and has been routinely complied with for thirty-five years.
However, if it is considered essential to put some form of further restriction then why not use a single yellow line for the whole road with strategically placed parking bays i.e. not opposite each other (staggered parking bays). This would allow an attended vehicle to be parked briefly to load or unload, restrict commuter parking and allow access for emergency vehicles. The proposed double yellow lines are an extreme and unnecessary sanction.
In addition, staggered parking bays on both sides of the road will help to prevent cars speeding down the road, which would probably be inevitable if there was only parking on one side of the road and a double yellow line on the other.
As there is no congestion anywhere in the road before 7.00am and after 6.00pm seven days a week and never outside number 4 to 14 over a twenty-four-hour period, there would always be sufficient access for emergency vehicles. The times could be adjusted as seen fit by the Traffic and Highways Officers.
In summary, the above suggestions would virtually replicate the current situation between numbers 4 and 14, implement necessary restrictions in the pinch points between numbers 18 to 24 and 39 to 45 and provide access for emergency vehicles.

Way forward

Finally, while we note the process the Council is using we are concerned and alarmed about several aspects of the proposed scheme. We have, therefore, contacted the Local Government Ombudsman and have been allocated reference number 14 016 339.
Consequently, please treat this as a letter of representation against the scheme as currently proposed and one of complaint, both in terms of the process used and content of the proposed solution. As such we have been advised to send a copy to Ged Curran the Chief Executive of Merton Council.

Officers comment

See section 4.5 of this report

Ref 017

Please see email correspondence of 2010 regarding danger at junction of cranleigh road and Mostyn road.. Can you please confirm that this problem will be eradicated. Clearly at looking at the extension to CPZ this has been overlooked. The double yellow line needs to be extended, the parking bays proposed should be removed. Just the other day the post man parked his van blocking any view of cars travelling down Mostyn road from Martin way. Lorries are also parked there blocking any view of oncoming cars. It is clearly a danger for any car pulling out of Cranleigh into Mostyn road. I await your reply. By the way I approve of all other aspects of the CPZ extension. Well done.

Officer's comment,

The parking bay will be removed to increase visibility.

Ref 039

I am a resident of Kenley Road and writing to you in relation to the proposed CPZ Extension in Merton Park. Firstly I would like to point out that I am fully in favour of the Merton Park CPZ extension. However my key concern of the proposed plan is around the number of parking bays that have been drawn around our property which in effect are too many. The current situation around our property is unbearable and a major safety hazard for both pedestrians and vehicles. Cars are parked pretty much everywhere. The proposed CPZ has a similar amount of parking bays illustrated as is currently being used. To illustrate the issue, I have below included some photos of what the parking situation looks like at our property. If we want to reverse with our cars out of our property, it is very frequent we have significantly restricted sight of the road and any traffic on the road (cars or cyclists). If we want to reverse into our property we have very limited sight of any people on the pavement. This is a particular issue given how close we are to both a secondary school (Rutlish School) as well as a primary school (Merton Park Primary School). At weekends, there are numerous sports activities at the secondary school and the grounds surrounding it, giving us the same issue on the weekends. As is evident from the photo below is that drivers completely ignore the white line drawn outside the entrance to our property. Should you want to see more example photos of this, I have plenty to send you. The fact that cars are allowed to park on both side of the road also lead to accidents. As you can see from the last two photos, a bus (TFL Route 213) hit two parked cars on the north side of the Kenley Road this summer. I have included pictures of the vehicles hit by the bus at the bottom of this email. My objection to the proposed CPZ is that you have illustrated continued parking between 2 Kenley Road and 4 Kenley Road (on the north side of Kenley Road) which of course will mean a continued major safety hazard for cars, cyclists and pedestrians. I would highly urge you to not have any parking bays between these two properties on the north side of Kenley Road as the parking bays on the "south side" of the road should be more than sufficient for any users. By following this advised, you will likely avoid future accidents such as the one that happened this summer (where

fortunately no-one was badly injured). Please do not hesitate to contact me should you have any questions

Officer's comment
The CPZ will reduce the amount of parked vehicles in the area especially on approach to the junction of Martin Way. Currently both commuters and residents of the exiting CPZ who do not want to purchase a parking permit are parking in this road. If the CPZ is implemented the non-paying commuters will be removed and those residents in the existing CPZ will have to purchase a permit and park in their own road.
Provision of the parking facility by South Merton Station would help visitors to the school. Currently motorist using this unrestricted section of Mostyn Road as a free car park. Most of the time parents are unable to find a parking space to stop and walk their children to school. Introducing the controls will reduce the number of parked vehicles by commuters and parents will be able to find parking space. This will in turn reduce the congestion associated with drop off and pick up times of around the school.

COMMENTS

Keswick Avenue

Ref 015
Thanks for sending the proposed details of the CPZ. We only have one minor comment regarding the pattern of the restrictions at the top end of Keswick Avenue. At the Kenley road end, the residents bays are divided in two segments on opposite sides of the road, creating a chicane. It has been exactly this pattern of parking that has caused problems to the rubbish truck and other larger vehicles accessing our road. We think a continuous bay on the east side of this part of the road (where most thoughtful residents park already) would assure access and achieve most space for cars to park. Thanks for considering this and one final thought -to please keep the markings and the signs to a minimum.
Officer's comment,
The parking space will be moved to the east of the road.

Ref 032
I am writing in relation to the letter dated 04 December 2015 in relation to the proposed CPZ extension in Merton Park (Ref ES/MP1ex). As a resident of Keswick Avenue I am concerned by the proposals. Although I appreciate the concerns which have led to the development of these proposals, I do not support the implementation of a Controlled Parking Zone in the areas outlined in the letter. I really do believe that implementing the CPZ will seriously reduce the availability of on road parking in the area to the detriment of current residents. From what I can see the proposed amount of parking bays will be less than the current availability of parking which is already at a premium. Not driving is not an option for residents who already rely on being able to park on these roads and those with limited off road parking for the number of cars in the household (such as us). Furthermore, I am concerned about the implementation of a permit system - I really do think this is unfair to current residents who, like myself, chose to move to an area with unrestricted parking. This will increase my expenditure in an already difficult economic climate. As a shift worker, I am further concerned that this proposal will result in times of the day where it is easy and times of the day where it is near impossible to park outside of my house. This means that after working lengthy shifts at times I will be forced to drive around looking for a parking space which really isn't ideal.
I trust you will deal with my concerns appropriately,

Officers comment
This proposal came about because of parking congestion that occurs regularly in some sections of the road. Keswick Avenue has width of 6.4 metres. The minimum running width required by a fire engine to access residential road is between 3 and 3.5 metres. With cars parked fully on the carriageway, on both sides of the road, the average available road width for access is reduced to 2.5 metres and even less in some sections of the road. Also the footway has well maintained grass verge therefore footway parking cannot be allowed. When considering road safety, S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" when exercising any of its functions under the 1984 Act. Road safety is therefore a matter that the Council should have proper regard to when considering whether to make an Order under S.6 of the 1984 Act. The existing parking scheme is being extended to include Keswick Avenue. Spare capacity on parking bays in Erridge Road would be available for residents to use if needed.

Kenley Road

Ref 016

Thank you for your leaflet of 4 December about the consultation on the proposed controlled parking zone (CPZ) MP1 extension – Merton Park South Area. I wish to make a representation as follows:
The detailed map you provided of the proposed CPZ restrictions is not up to date in respect of existing vehicle crossovers approved and constructed by the Council. We live in Kenley Road, and the proposed restriction shown outside the property is for a permit holder bay, whereas in fact a crossover was approved and installed in January/February 2015. It may be that the designation of a property in solid blue (cyan) on the map is meant to indicate that you aware of the issue, as I note the same issue and colouring applies to a number of other properties eg. 39 and 44 Kenley Road. However, if so this does not seem to be explained in the leaflet and map. I hope that

this matter can be easily resolved, but for the avoidance of doubt would object to the plans as currently shown for this reason. Thank you for your consideration.

Officers comment

The shaded properties indicate recent crossover applications. The ones in blue are those that have paid and are awaiting construction or recently constructed. Our IT system normally removes the shading once they receive the completed details. The Council has no intention of placing parking bays across crossovers. The plan has been checked and updated.

Ref 045

In relation to the proposed CPZ MP1 Ext – Merton Park South Area, I wanted to draw your attention to the fact that our cross over in Kenley Rd SW19 3JJ was not indicated on your map (we have only recently had it done).
Also, I am not sure how you designated the parking spaces, but our neighbour, at No 31 is extremely elderly and had a couple of falls last year where we had to call the ambulance, it would be good if you are able to designate the space outside her house for such purposes so that if it happens again, there is clear access. She also receives meals on wheels and carers which I believe are provided by Merton Council, therefore it would also serve as a dedicated space for them.

Officer's comment

The shaded properties indicate recent crossover applications. The ones in blue are those who have paid and are awaiting construction or recently constructed. Our IT system normally removes the shading once they receive the completed details. The Council has no intention of placing parking bays across crossovers. The plan has been checked and updated. The permit bays in the road will be available to all permit holders in the zone. Any resident who receives official home help will be entitled to a free address parking permit which can be used by their visitors. The branded council meal on wheels vehicles are allowed to park in all CPZs to carry out their duty.

Ref 005.

We hope you don't mind us contacting you, but we have just received the Council's leaflet on the proposed CPZ extension in Merton Park, and are alarmed to see on the plan that a permit holder bay could replace our existing vehicle crossover. Could you please provide us with some assurance that this is not the Council's intention, or do we need to make a representation against the proposal?
The leaflet (and website) provide an annotated copy of the 2012 ordinance map. The map itself is probably still current, but there would appear to be a good number of inaccuracies in the annotations for existing vehicle crossovers, particularly in Kenley Road. A number of existing crossovers are not shown. In our case, the plan indicates that a permit holder bay will extend across three properties (37, 39 and 41 Kenley), two of which had new crossovers approved and installed by the Council in 2014/15 (no's 37 and 41). Others in our part of the street are also not marked (no's 29 and 50, for example, also have crossovers, one of which is not new). This makes quite a difference to the potential amount of permit parking in our section of the street. We also note that a number of properties on the plan, including ours, are coloured in blue. There is nothing in the key to explain this. Are you able to tell us what this means please?
We look forward to receiving some assurance from you that our crossover will not be removed if the proposed plan goes ahead.

Officer's comment

The shaded properties indicate recent crossover applications. The ones in blue are those who have paid and are awaiting construction or recently constructed. Our IT system normally removes the shading once they receive the completed details. The Council has no intention of placing parking bays across crossovers. The plan has been checked and updated.

Tybenham Road

Ref 002

I have looked at your proposal and have the following concerns:
That there will be insufficient spaces available for residents and visitors on the street.
That the nearest pay and display bay is someway down Mostyn Road and I think that pay and display spaces for visitors need to be made available closer to home. It is too far for visitors with young children, carrying things or elderly to walk easily. I should like to see the residents bay on Tybenham Road approaching the junction of Mostyn Road made into a pay and display and residents' bay. I think there are insufficient pay and display bays in the CPZ generally. Other similar CPZs have pay and display mixed residents bays at top and bottom of each road and I think we need something similar. I am concerned that there will be insufficient pay and display bays for parents visiting Rutlish School for meetings during the day. The residents' bays in the stretch of Mostyn Road between Tybenham Road and Kenley Road are not interspersed with enough gaps (yellow lines) to enable safe passing along this narrow stretch of road. The parking outside of my house is proposed to be on the other side of the road. While this might be good in enabling me to see clearly when pulling out of my driveway, the current convention is for traffic to park on this side of the road, and the proposal to permit parking only on the other side only, will yield fewer spaces.
With so much of the road being clear, which will be great for through traffic, I am concerned that this will lead to cars rat running and going faster down this narrow curving road, which will be worse for safety. Could you confirm that visitors with blue badge disabled permits will be able to park on the yellow lines?

Could you also let us know the costs for the first and a second permit, which are not stated in your consultation?
I would prefer to see the CPZ operating for shorter hours. There are several in other boroughs that operate only for one hour during the day and this prevents commuters using the spaces and yet minimizes inconvenience to local residents. I think a similar effect could be achieved and that the only reason for opting for 10-4 is to increase income through parking charges. I could see that provision has been made for a good deal of yellow lines around the junction of Tybenham Road and Mostyn Road, and this should greatly increase visibility and safety on what has been a very difficult junction. I would be most grateful to receive your consideration and response to my queries.

Officers Comment.

Pay and display bays are generally proposed in roads where there are businesses. In residential roads permit bays are introduce to carter for the need of residents and their visitors. Residents can purchase visitors permit for their visitors. The duty of the Council is to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" when exercising any of its functions under the 1984 Act. Road safety is therefore a matter that the Council should have proper regard to when considering whether to make an Order under S.6 of the 1984 Act.
This area is an extension to the existing CPZ therefore it has to operate the same hours as the existing zone.

Poplar Road South

Ref 036

Your CPZ proposals for Poplar Road South appear over complex and costly.
A simple solution that would be fair to residents, short term visitors, business deliveries and to parents with children in Poplar Road South School would be to impose a parking ban on both sides of the street from 9.30am - 10.30am.
This would dissuade commuters and reduce non-essential parking at a minimal cost. Residents could purchase parking permits for their on street cars and for visitors and care workers arriving within the restricted time slot.

Officer's Comment

This area is an extension to the existing CPZ therefore it has to operate the same hours as the existing zone.

Cranleigh Road

Ref 009

I have examined your letter dated 4 December and accompanying drawing, particularly in respect of Cranleigh Road where I live, and am content with the general proposal to extend CPZ. However, although not clear from the drawing, I understand that the north side of Cranleigh Road will have double yellow lines. This seems quite unnecessary and I would prefer a single yellow line. Without commuter parking there would still be ample room for emergency vehicles outside the control hours. The key to the drawing suggests that double yellow lines are represented by two lines and as noted above this is not clear from the drawing or the website drawing where I am only able to detect a single line. I suggest, therefore, that your drawing misrepresents the proposal and all Residents may not be aware of the intention. Perhaps the point should clarified to Residents if you are intent on implementing this part of the proposal.

Officer's Comment

See section 4.5

Ref 041

I would like to make the following observations about the CPZ and have explored the proposals in more depth thereafter: The plan provided bears little relation to the lengthy discussions had between councillors and residents of Cranleigh Road. Cranleigh Road's traffic problem is only an issue during the working week when free parking is used by either people working in Morden or using the road for convenient parking to commute using the tube or the Thameslink. Double yellow lines along one side of the road were proposed by the Fire Brigade but it was held that this could be resisted by having a CPZ, but it appears that this assurance was false. As there is no weekend parking and indeed the fire brigade have responded to a fire in Poplar Road on a Sunday during 2014 it would seem odd to insist on double yellow lines during the weekends when it has been shown there is no problem with weekend access. Double yellow lines down one side will undoubtedly increase traffic flow, especially during rush hour as rat runs. It seems odd logic to hard wire a traffic design which will undoubtedly cause flows to speed up and then have to spend more subsequently to remedy the problem with unnecessary, expensive and potentially polluting traffic calming measures. This speeding up of the traffic may ironically cause a greater risk to life than trying to enable fire services weekend access which has been tested under a real life emergency situation. The logic that there should be double yellow lines on bends is not backed up by reality in other roads, indeed Grasmere Avenue which has a bend and blind spots had alternative single yellow lines depending on the day of the week. There are many other instances where mere bends do not have double yellow lines but only at junctions does the use of double yellow lines occur. Outside 43-45 there is no particular need to have double yellow lines on both sides of the road as indeed in a previous test by the fire brigade the fire engine got through the bend but was stuck at another part of the road. Our neighbours park in a spot which is off set from the main traffic flow and there would be no reason not to permit the bay to be used as a parking bay for residents. The plans which have been provided through this process have not been as clear as they might be. It does seem rather frustrating after all the hard effort the local councillors and residents have put in to resolve the congestion issues in the road, the results of the

previous meeting in particular have been largely ignored in the new proposal. The point was made in particular that it made sense to have a consultation locally before it went 'formal' to fine tune a proposal as once formal consultation was sought it would be hard to change anything subsequently. We are now at that point. Seemingly the only thing which has survived is that it should be a CPZ. Agreed this problem needed to be looked at as a whole rather than relating to Cranleigh Road in isolation. The greater concern which diverted focus from the residents 'own' proposals was input from the Fire Officer at the time, as a tender had been down the road and had not been able to drive the whole way along. The Fire Brigade therefore insisted a double yellow line down the whole road along one side was the only solution. The way to avoid this was we were assured by extending the CPZ. We now have a double yellow line and a CPZ, which seems to counter this assurance. The Fire Brigade however sent another tender round at a later date and it is understood it got through the bend we live on at 43-45 with no problem, but was stuck further along the road towards the junction with Poplar Road where cars park on both sides. It does not seem the bend at 43-45 Cranleigh Road is a problem and indeed when previously a tender drove down Cranleigh Road to put out a fire in Poplar Road in 2014 it had no problem doing this on a Sunday when there was no commuter parking so weekend restrictions involving double yellow lines have been proved to be unnecessary rather than needing to rely on a belt and braces approach to counter a problem which is not there.
There is little consistency with the supposition that double yellow lines are put on bends to assist traffic flows as this is sometimes shown with a single yellow line on one side and a double yellow on the other side, sometimes with double yellows on one side of the bend and parking provided on the other. In Grasmere Avenue there are yellow lines but no doubles. It does therefore beg the question whether the reason for the extensive double yellow lines to reflect the Fire Brigade's desire for them is the overriding principle behind the more severe proposals and that it in fact makes little difference that a new CPZ scheme is proposed. Distinguishing the new proposals from those of the current position are frustrated by the drafting and attempt of trying to cram too much detail onto one plan, with lack of definition and use of colours used. It is hard to therefore distinguish between single and double yellow lines, resident parking and the old double yellow lines in existence at present. It seems in Cranleigh Road there are no single yellow lines at all. This lack of clarity only adds to the confusion and more time wasted in this respect, which has been a common problem throughout this process. It should not be necessary to provide explanatory drawings/back up to explain the drawings produced in the first place because they were unclear or too small in the first place. We trust that the proposals will be reviewed in light of the extensive resistance to the proposals as they currently stand.

Officers comment

See section 4.5 of this report

Ref 044

We are resident at 12 Cranleigh Road, and should like to take this opportunity to express our views regarding the proposals being made in respect of this road. The leaflet issued states that the Council aims to balance between the needs of residents and businesses and the safety of all road users. Safety is most certainly an important item, and we would think that it would be agreed that this heading should include access for emergency vehicles, but that also the road should be set up to discourage speeding down our roads. Cranleigh Road has no speed humps, but speeding is certainly discouraged by the presence of cars parked in the road. In the time that we have lived in this road (24 years) this has been quite obvious. We have witnessed that, when there are less cars parked in our part of the road, there is always a significant increase in speeding cars. The proposal put forward will only allow parking on one side of the road in the stretch between numbers 2 and 22 Cranleigh Road. This will allow the inconsiderate drivers the opportunity to speed down this stretch, which is clearly in conflict with the aims of the council. We would thus urge you to look more closely at this part of the proposal. The use of double yellow lines along the entire even number end from 2 to 22 would encourage dangerous behavior and so we submit that double yellow lines should not be used for this part of the road. In addition, we cannot see the purpose of placing double yellow lines in front of the lowered kerbs. We have not witnessed any instances of cars being parked in this area without the consent of the resident concerned. By placing double yellow lines in front of the lowered kerbs we can see that it will become more difficult for traders to visit the residents of the property behind the lowered kerb. So again we urge you to look at the Council's aims, which are to take into account the needs of the resident and businesses. To conclude, the introduction of double yellow lines along the length of Cranleigh Road between numbers 2 and 22 will increase danger for road users and will make the proper use of the road more inconvenient for all residents and visiting traders. Our belief is that parking bays could be introduced on both sides of the road in order to allow for there to be a staggered set up which would help to prevent speeding and allow for the residents and their visitors not to be unduly inconvenienced. Single yellow lines outside the bays would discourage the commuter and local workers to stop parking in the road and this would help reduce congestion in the road.

Officers comment

See section 4.5 of this report

Ref 023

Following receipt of the Proposals for the CPZ Extension to Cranleigh Road, we have made the following observations:-
There is no real reason for there to be a DOUBLE YELLOW LINE virtually the full length of Cranleigh Road (Even Numbers side) A single Yellow Line, on both sides of the road, will more than adequately deal with the problem

including the bends. To support enforcement of the single yellow line, time constraints of say 10am to 4pm (as with CPZ) or 8.30am to 6pm both being Monday to Friday only, will keep all parking, including commuter parking under control. Outside the above time constraints proposed, the problems that you envisage because of the absence of vehicles, do not exist at present and should not exist in the future. With the introduction of strategically placed CPZ Residents Parking Bays, together with the Single Yellow line and its time constraints, the 'Sight Lines' and "Pinch Points" problem will be addressed head on. The major problem that a clear road creates is **SPEED**. As reluctant as we are to use the expression "speed humps", it looks as though we have little alternative but to introduce these further measures to keep the speed under control. It is common knowledge that very few drivers abide by the 20mph speed limit that supposedly exists in our area, but the bumps will help a little. With the slower speeds and the clearer road, vehicles of all shapes and sizes will be able to travel through unimpeded. Accidents will be avoided as will damage to other vehicles. MOST IMPORTANT OF ALL – the residents, who live here and abide by the rules, will be free of this nightmare once and for all. When I contacted Merton Traffic Department approx. 18 months ago, suggesting a Single Yellow line, operating 12 noon – 2pm, I was told that due to 'Lack of funds' they would not be able to 'police' it. As the introduction of a CPZ, 10am to 4pm will require funding in its own right , no additional funding for operating the single yellow line proposal would be required. Outside of the 'Peak Times' it is a quiet, pleasant , reasonably traffic free road, as can be seen from attached photographs taken by me outside peak times and also during school holidays. We trust that the Residents will be given the consideration they deserve and NOT just dealt a 'Blanket cover' and 'One size fits all' arrangement. Such stringent, unyielding measures as have been suggested are totally unwarranted. As there has been very little time to consider the proposals, further opportunities to discuss these changes with the residents would be appreciated please. Please take time out to view the current situation, the true picture, **OUTSIDE** the **"PEAK HOURS"** and you will see the result that the scourge of the commuter parking has on this road.At the meeting held early 2015, we were advised that the new controlled parking arrangements would be discussed widely and implemented with the full agreement of the Residents involved. We trust that this promise can be honoured

Officers comment

See section 4.5 of this report

Ref 007

With regard to the proposed CPZ of the above reference, I wish to express my concern over the introduction to the scheme. I live on Tybenham Rd and I am convinced that this measure is, like most that are motoring/parking related, another potential cash cow for the council. It is not enough that we are paying extortionate rates of Council Tax, some of which in my opinion is wasted due to mismanagement, but now it is being proposed that we pay to park on the streets we live! I have lived here for seven months and have *never* had problems parking at least within two minutes' walk of my property - which wouldn't be an issue even if it were five minutes. Yes there are commuters that park their vehicles on the uncontrolled roads in the Merton Park area during the weekdays, but not as many as one may think.

I am totally against the proposal, ***unless*** the residents of the streets under the proposal are not charged for the permits they will be forced to apply for. I hope common sense prevails, but am not holding my breath as it rarely does.

Officer's comment,

Guidance for Controlled parking schemes recommends that they should be at least self-funding. Charging residents, visitors and businesses to park in return for a permit can fund this cost. As per the legislation any "surplus" revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984**.**

Ref 026

This is a message in regards to the proposal made for the controlled parking zone for Cranleigh Road, Morden.

We are in support in parking restrictions for Cranleigh Road, however are complete against the double yellow line, as the council has proposed. In regards to the double yellow line that the council proposed, we do not agree that this should happen. If a double yellow line will be proposed on our road, it will restrict our space for parking.

We are residents Cranleigh Road, therefore parking should be provided to us rather than taken away from us. If there is no parking on the road, how will we be expected to park. Some residents have more than 1 car, therefore parking on the road is essential and we are totally against the double yellow line. This will completely put us in the category of not being residents of this road, whereas we are. We are law abiding citizens and tax payers. This right of parking should not be taken away from us. The council is responsible for providing parking spaces for residents of this street, and not restricting them. We are very concerned about it and will be looking forward for a reply. Reply as soon as possible.

Offier's Comment

See section 4.5 of this report.

Ref 038

Thank you for your work to help resolve the issue of rescue vehicles passing through Cranleigh Road.I would like to request a re-examination of the proposal currently being put forward and that officers refer back to their minutes from the initial meetings held last winter. I attended the initial meetings and noted that there were several options put forward to help manage the pinch points between the two bends in middle section of Cranleigh Road. These options included judicious use of double yellow lines on those bends and was popular with residents attending. I know that the idea of CPZ was subsequently put forward after the initial meeting but as a strong opponent to CPZ, I

would suggest that by referring back to notes from the first meeting, you and your team may be able to offer a new solution. Many thanks for your time and consideration

Officers comment

See section 4.5 of this report

Ref 011

While I agree that the parking issues in Cranleigh Road need to be addressed, I do not think the answer is to extend the CPZ. Most residents in Cranleigh have driveways anyway. The issue is the volume of cars that park in the road. All we want is for the number of vehicles parked Monday – Friday to be decreased. In Sutton and Wandsworth boroughs, they have implemented yellow lines with the restriction of no parking for one hour a day. This works. If you implemented no parking between 10am and 11am, it would mean that parents can still drop their children to school and friends and relatives can still visit but commuters cannot leave their cars all day long. While this is my preferred idea, I also appreciate that commuters and council employees need somewhere to park so an alternative option could be to restrict parking to one side of the road (5 days a week), as implemented in Grasmere Avenue.
I know it's unlikely you'll change your mind about this but please do consider these other options.

Officer's comment

The options described above were deliberated upon but dismissed because residents who park on the carriageway would have to move their vehicles when the restrictions come into operation. Also this option would not solve the access problem for the Fire Brigade which is the main reason residents petitioned the Council.

Ref 043

This scheme is merely moving the problem along. There used to be no difficulty parking in our area but the creation of the CPZ scheme to the north of us has in fact created the problem. This has led to people covering over their front gardens with the detriment to the environment both visually and in the case of flooding. This is not a criticism of our neighbours- ours was done before we came or we would have done so also given the circumstances I have stated. This will now occur in the next area along. Given climate change, this is not good planning for the future and does not fit with your title of "sustainable communities". There is no need for the period of time covered to be 10 - 4. It could just as easily be 10 - 12, which would prevent people leaving their cars for extended periods and would cause less inconvenience and costs for residents

Officer's comment

South Merton Park area would be an extension to the proposed MP1 CPZ, therefore the same hours of operation must be adopted. Different hours of operation would require another consultation and these roads would be a sit alone zone. Based on the low number of requests regarding shorter hours, it would not be feasible to undertake another consultation at this time

Mostyn Road

Ref 003

I have today received the plan for the extended CPZ, and note that there is no planned parking space designated by a red line outside our house, where there are currently two paring spaces, by custom and practice. Our car is parked outside our house and our neighbour, who has a drop down still parks outside her house, albeit that she slightly overlaps her drop down. The proposal seems to be to deprive both houses of their perfectly amicable and effective means of parking their cars. How is this an acceptable and equitable idea? Our neighbours at 96 and 90 both have two vehicles, as do we. Like us, one is in their drives which, like ours, have not been The current proposals will clearly meet the needs of householders in the stretch of road between Kenley and Tybenham Roads; thereby forcing a jockeying for inadequate resident parking bays which will necessitate some residents in having to use what little unrestricted parking which remains in Mostyn and adjoining roads. You claim to seek to meet the needs of residents, and as my representative on this council, I would ask you to please represent my needs to the council.

Officers comment

See section 4.5 of this report

Ref 030

I refer to the proposed extension of the Controlled Parking Area in Merton Park specifically Mostyn Road. I have lived in Mostyn Road for over thirty years and during that time I have noticed the vast increase in traffic due partly to the extension of the Rutlish School and to the existing CP restrictions in the roads closer to Morden Tube. The result has been Mostyn Road becoming a rat race from Martin Way to Kingston Road and a car park for commuters and residents alike using. Both the Tube and the South Merton Rail station. The proposed plans do not take into account sufficiently the number of pedestrian school children and adults who regularly use Mostyn Road either to get to school or to cross the road to access Mostyn Gardens including mothers with prams and pushchairs people exercising their dogs people in wheelchairs etc. At present cars are allowed to park on both sides of Mostyn Road nearest the South Merton Station with only a small dropped kerb on either side of the road by the entrance to the park which is obscured by the parked cars and has always been regarded by us residents as an accident waiting to happen. The proposed new plans still allows parking on both sides of the road with only an additional pull in point

.Anyone that uses Mostyn Road knows that once one car starts the treacherous journey up to the top of Mostyn to the junction with Martin Way a stream of cars follow thus causing traffic to pile up in Martin Way in both directions .Consequently drivers speed going up or down the elevated part of the road in. order to get through as quickly as possible. The Council now has the chance to avert this danger by only allowing cars to park on one side of the road and I hope they will do so before lives are lost.

Officers comment

The gaps at the dropped kerbs will be increased which will in turn have an increased visibility when crossing the road.

Ref 045

I am writing to you in your capacity to oversea the CPIES/MP1 ex proposal for Cranleigh Rd. At the last meeting at the Civic Centre there was agreement that there needs to be a way to allow larger vehicles like fire tenders (a normal Fire tender is 2.5 metres wide, but the new machines are less, just over 2 metres wide) from being able to pass between parked cars in Cranleigh Rd but there was no agreement to use the extreme and draconian use of continuous double yellow lines. Similar situations occur in many roads in Merton Park which are in the current CPI and do not have double yellow lines. There are short lengths of double yellow lines in Church Lane and other roads which have pinch points. Surprisingly Paul Atie the Senior Parking Engineer did not have notes taken at the meeting but many road members did including my wife Christine and they can confirm that single yellow lines restricting parking between 10am and 4pm were the favoured solution. There was therefore surprise and consternation at receiving the new proposal. In addition the map that was circulated and which appeared on-line is misleading as it implied that a single yellow line is proposed. Only after speaking to many residents in the road were they made aware of the flaw. Several residents are senior citizens and need clear and straight forward maps and many are not familiar with expanding on-line maps to delve into the abstruse details. An ex-councillor pointed out that this constituted an invalid consultation document and that this fact may be of interest to the Local Guardian. The argument for a single yellow line is firmly established by the existing road scheme in the current CPI, with road widths down to 6.4 metres. Daybrook, Langley, Sheridan road, to name a few. I have spoken to residents of Sheridan Road and asked have they ever had problems of cars parked out of hours between 4pm and 10am on the single yellow line coursing obstruction and they have said few park there because residents use their drive ways and therefore there is never a problem. A similar situation applies in Cranleigh Rd out of business hours. I have also visited the Fire Station In Kingston Rd on Wednesday the 21stDecember 2015 and asked them directly if they have had a problem with parked cars in the residential roads in their area and they have unreservedly stated that they had not had an incident that had been an access problem. They have long hoses and know the roads and in which direction to approach. A consequence of using a majority of double yellow lines is also the ability of drivers to use excessive speed, especially in Cranleigh Rd which is used as a rat run to by-pass Morden town centre. I therefore entirely reject the proposal for the use of continuous double yellow lines.

Officer's Comment

See section 4.5

Ref 044

Having spent some time studying your proposals for parking bays in the road in which we live, my wife and I are very concerned by the implications both for us and for our neighbouring houses. We should therefore be registered as opposing the proposed scheme, for the reasons below. Currently commuter parking is an occasional irritant and results in us sometimes having to park a few houses away: this is an occasional inconvenience. Your proposed plans appear not only to prevent occasional road users from parking in the currently unrestricted areas in Mostyn Road, but also, by significantly reducing current parking space, will result in residents, who will have to pay for the privilege, having to compete for parking within the vicinity of their homes. There are three issues which are immediately apparent to us from your plan. Firstly and most specifically to us, the space directly outside our house appears to become a no- parking area. This space is currently usually shared between ourselves and our neighbour at number 94. The photo at the bottom of this letter shows that there is room for two cars. While there is a small private road opposite number 94's drive access, there is no roadway opposite our house and therefore a car outside our house does not obstruct any access road. If it is felt that passing points need to exist in the road, then the access road entrance opposite 94 provides just such a passing point. In addition, our opposite neighbours at 67 have a no parking line in front of their drive and so no blockage should occur on their side of the road. We do not, therefore, have any understanding why road parking should be denied directly outside no 92. While several houses in this section of the road have completely paved their gardens to accommodate at least two cars, many have not, while almost all households own at least two cars. We do not understand the council's role in seeking to determine levels of car ownership as suggested in the third paragraph of your consultation document. We do not understand that there is any legal impediment to car ownership and consider such an objective to be an infringement of personal liberty, not supported in any legal framework nor mandated by democratic consultation. Further, a reduction of resident parking is clearly a recipe for daily misery and sets neighbours to compete for the limited spaces on offer. Surely the Council has an obligation to equitably recognise the needs of the council tax payers it is presumably seeking to serve. Secondly, your plan does nothing to alleviate the considerable parking at the top end of Mostyn Road, for station users, which currently takes place on both sides of the road. This inevitably causes traffic disruption as only one car can progress up or down at one time. Of course there are no houses and commuters will have to pay considerable charges, no doubt, to use the pay and display bays but it is neglectful of

the council to continue to allow parking on both sides when this is generally considered by residents to be the main problem with parking in Mostyn Road and causes access problems for all vehicles using that end of the road.

Thirdly, in contrast, between Tybenham and Cranleigh where many of the houses are terraced, and the population likely to be densest, there are only two parking bays. Where are residents expected to park?

What can be the rationale for failing to provide residents with adequate parking. We had hoped that any proposal would reduce the volume of commuter parking, particularly at the station end of Mostyn Road, not deny residents the opportunity to park in the spaces outside their own houses. This is not an improvement, neither environmental nor practical. It is not even a convincing paper exercise. Clearing sections of the road while charging residents to compete for a decreasing number of parking bays cynically boosts the Council's revenue without addressing residents' needs.

Officer's comment

Within the design, an attempt has been made to stager the parking bays but due to the large number of crossovers particularly on the northern side of the road, it was not possible to do so. Provision of the parking facility by South Merton Station will help visitors to the school and those who want to use the station. Currently motorist use this unrestricted section of Mostyn Road as a free car park. Most of the time parents are unable to find a parking space to stop and walk their children to school. Introducing the controls will reduce the number of parked vehicles by commuters and parents will be able to find a parking space. This will in turn reduce the congestion associated with drop off and pick up times of the school

Representations Against

Cranleigh Road

Ref 037

Firstly I would say that its really good news that we finally have traction in concluding the parking problems for Cranleigh Road. Please accept this email as my representation and disagreement to the current proposal by Merton Council. After receiving the Merton proposal, I was quite surprised to discover that part of the proposal is double yellow lines on one side of the road. I find no reason for this. It is disappointing to see that after so many consultations we cannot come out with a simple solution. Equally there are other roads in Merton Park that have parking restrictions, yet no double yellow lines. I would be interested to know what is different about Cranleigh Rd that requires the need for double yellow lines! After talking with a few neighbours, the key problem is Monday to Friday daily commuter parking which leads to clogging up of the road. In my view all that needs to be done is parking on alternative sides of the road at various points to allow two way flow and adding single yellow lines in the other areas. The parking should be restricted to timings which dissuade commuter parking eg. It becomes paid parking from 11am to 3 pm as it does in Wimbledon park.

Officers comment

See section 4.5 of this report

Ref 024

First of all I must say how shocked I am at your choice of the period of consultation. Your letter was written on the 4th of December and you expect all replies by the end of December! So you have given us not even 4 weeks over what is most probably the busiest time of the year for the majority of people. We have 3 children and we both work in retail, so what with various school concerts and assemblies and work this is the first chance we have had to sit down and write this response! Not what I expect to do on Boxing Day - a bank holiday! A family day! And yes, being in retail, my husband is working today! Tomorrow we are off away and not back till the New Year, so as you can see your timescales are really inappropriate and in our view unacceptable. We totally disagree with the proposals! We have lived here for 14 years and have parked outside our house without major issues. Yes, sometimes, it is frustrating with the commuters that there is no space and we need to park in Mostyn Road instead - especially difficult when you have a big supermarket shop to carry into the house. We are the only house in Cranleigh Road that does not have off street parking so your proposal would now force us to either apply and pay for a dropped curve and change our front garden into a car park or we would have to pay for 2 permits - an extra £225 or so a year that we can ill-afford! We do not wish to change our front garden into a car park but feel we are being pushed to do so with your scheme. However, we can not afford to do so right now and I have found out that once this is a controlled parking zone it will cost us £300 - £3,000 extra in statutory consultation costs to do so which is totally unfair. I also do not believe that residents should pay for permits! Every household should get at least 1 permit for free. There were no parking restrictions when we bought our house (part of the reason we bought this house) and everyone should have the right to park in their own street for free. I would like to look into the legalities of this but you have not given enough time for us to do so! I do agree that something must be done as it is very difficult to drive down the length of Cranleigh Road due to the way commuters park, but I'm sorry, whatever the solution is it should not be done at residents' inconvenience or expense.
Regards from very dissatisfied residents.

Officers comment
See section 4.5 of this report

Ref 022

We recently received the consultation document relating to the proposed extension of the CPZ in Merton Park. The plan shown was far too small to be able to differentiate between double or single lines – we had to resort to magnifying the plan on the Council's website. Incidentally, the documents mentioned in the consultation document received (proposed TMOs and Council's Statement of Reasons) were not available on the web address as stated. Also the consultation does not mention what the incongruous cost to residents of permits might be to resolve a problem not of their making. We recognise and have suffered the impact of commuter parking problems over many years. Examples include the difficulties of egress from and access to our off-street parking; van and HGV drivers just hooting to attract attention of owners of parked cars obstructing their route (even though those owners are clearly nowhere near); the sounds of vehicles reversing down the length of the road as they cannot pass down the road due to poor parking; the congestion caused while vehicles have to manoeuvre. We have contacted the Council when particular problems have arisen. However, we were surprised and dismayed to see that the proposals to alleviate the problem appear to have evolved into a CPZ extension - a much more drastic measure than previously discussed, and certainly not something that we would favour. As can be seen at evenings and weekends, the number of residents' cars parked on the road is not significant, particularly due to the extent of crossovers and off-street parking available, and cars are parked sensibly – the problem in the week is caused purely by inconsiderate "commuter" parking. Previous discussions and communication amongst residents suggested strategically placed single yellow lines with limited parking restriction times may be appropriate – something for even a short period during the day would have the required effect. In fact Wandsworth Council has an effective one hour restriction on certain roads. The use of double yellow lines down the length of the road is totally unnecessary - single yellow lines at strategic points should be adequate to avoid pinch points. In fact the use of double yellow lines down one side of the road is likely to encourage speeding due to the fewer restrictions in traffic flow. For the reasons given above we object to the proposed extension of the CPZ, but recognising the need for some measures, would welcome discussion on alternative proposals.

Officers comment
See section 4.5 of this report

Ref 040

We object to the proposals being put forward by Merton in regard to parking in Cranleigh Road , we are opposed to the:

1. Introduction of a CPZ in both Cranleigh Road and the surrounding streets – we believe this is unnecessary
2. Introduction of double yellow lines anywhere in Cranleigh Road
3. Prohibited parking on one side of the road (any restrictions need to be alternated at a minimum) although we are opposed to any restrictions other than that outlined below (*)
4. The introduction of a CPZ/double yellow lines would result in no-one parking in the street and increase the speed of traffic which is a great concern for a street on which many families with young children live – there is a significant risk that someone could be seriously injured.

*We would support the introduction of single yellow lines or road re-modelling (either widening or narrowing) as necessary to prevent cars parking on both sides of the road at the same time preventing access to emergency vehicles but not in conjunction with restrictions on parking times/days

Officers comment
See section 4.5 of this report

Keswick Avenue

Ref 004.

With reference to the above and your request for representations against the proposals outlined in the Notice to be made by 31/12/2015, I now wish to lodge the following objection. The Notice identifies Keswick Avenue within Zone MP1 Ext and in particular has provided for 2 separate permit holder bays at the southern end of Keswick Avenue close to the junction with Kenley Road. These are on both sides of the road and I object to the proposed parking bay on the west side of the road adjacent to the rear garden of 54 Kenley Road. You state that parking is only permitted where safety, access and sight lines are not compromised. I believe access for emergency vehicles will be compromised by permitting parking on both sides at this point given the bend in the road. I would propose a single larger permit holder bay should be created on the east side of

the road adjacent to the rear garden of 56 Kenley Rd.

Officers comment

The parking bays will be moved to the east side of the road.

Keswick Avenue

Ref 031

I write to make 2 objections to the proposed scheme insofar as I can interpret the documents available and as they apply to Keswick Avenue:

1. The proposed control hours of the scheme i.e. 1000 to 1600 hours – are **far to long** and totally **disadvantageous** to the residents, their visitors and local businesses. There are schemes in other nearby boroughs where shorter hours are successful, it would seem. (I would suggest 1 hour in the morning, say 10.00-11.00 am; and, if necessary, 1 hour in the afternoon, say 3.00-4.00 pm.) If this means modifying the whole of the MP1 zone, so be it! Consult on that basis. Is it not possible to have Regulations that provide you (the Council) with sufficient flexibility to vary the control hours to suit the specific road conditions and problems? What is necessary for the effective management of traffic in Keswick Avenue may be different to what is appropriate for Mostyn Road or the other locations. Ward Councillors should be able to reflect constituents' concerns and I would hope that the solutions proposed will have taken heed of them.

2. It is not clear to me if there is to be a double yellow line on the west side of Keswick Avenue. I therefore request that this should be the case. It is the only way to ensure that drivers are aware that there is no parking on both sides of the road, and should remind them that doing so creates a problem for emergency and other wide vehicles. (I emphasise, as I have done in the long correspondence on this issue, that such vehicles need access 24/7 i.e. **at any time.**)

Without due consideration and implementation of these 2 provisions, I do not believe that the controls proposed will be effective. And the net result will be further instances of problems in Keswick Avenue (and elsewhere), with the resultant frustration of residents and the petitioning of our local Councillors for more changes.

Officer's comment

South Merton Park area would be an extension to the proposed MP1 CPZ, therefore the same hours of operation must be adopted. Different hours of operation would require another consultation and these roads would be a sit alone zone. Based on the low number of requests regarding shorter hours, it would not be feasible to undertake another consultation at this time

Tybenham Road

Ref 025

As residents of Tybenham Road we would like to object to part of the proposed new controlled parking for our area. We thought that a single yellow line would be installed per the hard copy of the proposals posted through our letterbox, but it appears that these are actually proposed to be double yellow lines throughout. Further consideration should be given to the use of single yellow lines, rather than double, in most instances over the area covered by the proposals except where unsafe to allow any parking. Please acknowledge receipt of our response to the proposal.

Officers comment

See section 4.5 of this report

Ref 034

I am objecting the proposed CPZ MP1 extension Merton Park. As a resident with off-street parking I could be quite relaxed about the proposal. But I think the proposal is not necessary. Double-yellow lines at certain points to improve safety and allow for emergency vehicles would be sufficient. While there are a bunch of commuters parking in the area, I think residents don't have an issue to find parking spaces in the evening. So there is no need for residence only parking. CPZ would however create a bureaucratic hazzle, e.g.to get temporary permits for visitors or moving vans. CPZ is also unfair. It decreases the value of houses that were built without off-street parking some 70+ years ago. And in my opinion, it is not the task of the Council to control how many vehicles somebody owns by introducing tiered pricing structures. Finally, the issue of rat racing through the neighbourhood will get worse. As the streets become wider (less parked vehicles), more cars are likely to speed through them.

Officers comment

See section 4.5 of this report

Ref 014
I am a resident of Tybenham Rd and I object to the current proposed CPZ on the grounds that there are not enough permit bays marked along this road. Bays have been marked to provide for houses without driveways but this assumes that everyone only has one car - and that no one will need to use visitor permits. We have only one car, and have a driveway, but we have elderly relatives who occasionally visit and it seems unreasonable that they will have to park all the way up Mostyn Rd by Mostyn Park Gardens. At present, the space between No. 52 and No. 50 is used to park vehicles and I can see no reason why this should not also be marked as a permit bay on the CPZ. I think that the number of permit bays in Tybenham Road should be reviewed.

Officer's Comment
See section 4.5

Ref 043
I am writing regarding your proposal to introduce parking controls in Merton Park South, in particular on Tybenham Road. According to your document, the aim of CPZ is to assist residents and their short-term visitors with parking. I am concerned the proposal for the changes on Tybenham Road will not achieve this. The map which was distributed makes it extremely difficult to determine whether single or double yellow lines are being introduced. If you consider the demographics of this street and whether or not they have internet access it is likely many have not noticed you are intending to implement double yellow lines. A suggestion is a clearer map is made available and the statutory consultation date redone. The map does not indicate how many car spaces will be available within the residents parking area from 1-7 Tybenham Road and at both ends. There are many houses with two vehicles. There have been instances of vehicle breaking at the top end of Tybenham Road approaching Circle Gardens; residents would prefer to have their cars in front of their property. The majority of other MP1 areas, for example, Dorset Road, Poplar Road, Church Lane do not have double yellow lines outside their property. It does not appear that a consistent approach is being followed. The problem with parking is during the week. Where will our visitors park with the proposed double yellow lines in place? I understand you are still receiving representations to this proposal until today although your website does not show the revised date. Please confirm on which lampost on Tybenham Road a notice of the Council's intention as been posted and which edition of the Wimbledon Guardian was published.

Officer's Comment
See section 4.5
The Notices were posted on Lamp Column in the locations in Tybenham Road. Outsite the Flank wall of 118 Mostyn Road, 59 Circle Gardens and 38/40 Tybenham Road.

Mostyn Road

Ref 033
I object to the extension of the parking restrictions to Mostyn Rd. We currently have no problems with parking as the area under consideration has only the park alongside it. I do not want to discourage visitors and support as many of the residents of this road are older. I think this is about making money from people using the park or the station.

Officer's Comment
Provision of the parking facility by South Merton Station will help visitors to the school and those who want to use the station. Currently motorist use this unrestricted section of Mostyn Road as a free car park. Most of the time parents are unable to find a parking space to stop and walk their children to school. Introducing the controls will reduce the number of parked vehicles by commuters and parents will be able to find a parking space. This will in turn reduce the congestion associated with drop off and pick up times of the school

Ref 008
I would like to object to a part of the plan to restrict parking in Zone MP1 Ext in Merton Park, Merton.
I do not want single yellow lines outside my house, as proposed, but permit holder bays like it is planned for the rest of the street, and what I thought I was going to get under these new proposals. This section of Mostyn Road is one of the most dangerous during rush hour. The Mostyn/Leafield/Tybenham junction is very dangerous during rush hour and school pick-up times. Any general parking allowed during these times will reduce the visibility from one side for cars crossing this junction. Also, yellow lines are less aesthetically pleasing than white lines. As a resident who is used to having no lines on the street (one of the reasons why I liked the house when I bought it) it pains me to think of yellow lines painted on the road for me to see every day. Furthermore, if single yellow lines are put outside my house, I feel it is unfair to have to pay for permits (which I will have to do) without the same benefits as other residents on the street would get, i.e. I would not be able to use the bays directly outside my house like others would. Please could you change the proposal or explain to me how single yellow lines were decided upon**.**
Officer's Comment
Section 4.5
It is proposed to introduce double yellow lines at all the junctions which will keep them clear of parked

vehicles.

Ref 001

We would like to raise our objections to the Proposed Controlled Parking Zone (CPZ) MP1 Ext. - Merton Park South Area.

1. The section of Mostyn Road, between Tybenham Road and Cranleigh Road appears to have single yellow lines for virtually the whole section of either side of the road. There are only two very small sections of permit holder bays. This appears to be the only section of road treated this way in the whole proposal. We feel this will be a huge inconvenience to the residents of this section of Mostyn Road. Is there a particular reason for the residents of this section being discriminated and treated differently from those in the rest of the proposal.

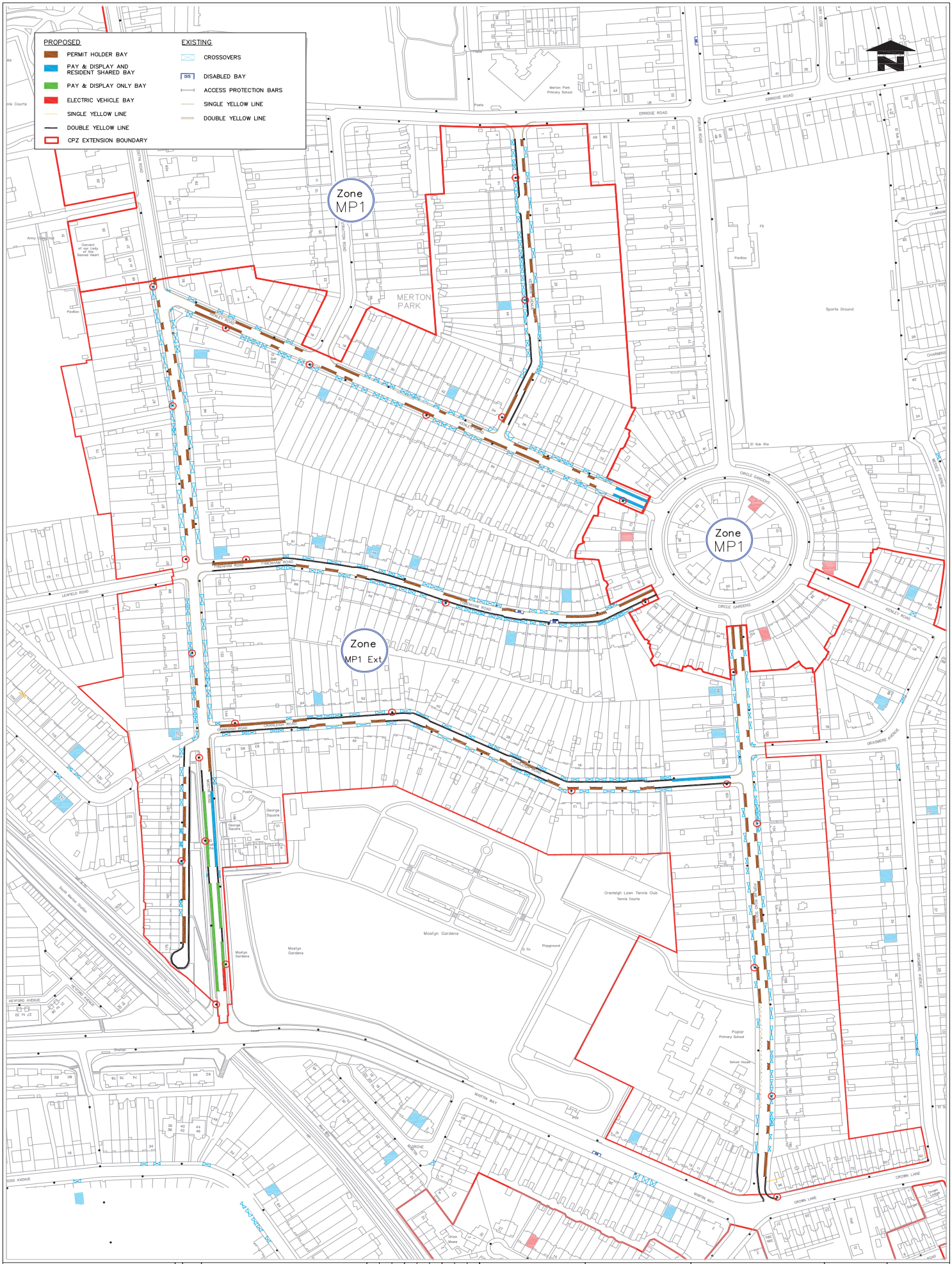
2. The section of Mostyn Road from Martin Way to Cranleigh Road has always been particularly difficult to negotiate due to parking permitted on either side of the Road. This causes traffic tail back at either end. Also We have witnessed numerous verbal confrontations between aggrieved motorists. The passing spaces are inadequate with motorists pulling into the entrance to the park. This is putting children and parents with buggys at risk and blocking access. We feel this would be an ideal opportunity to introduce restricted parking to one side of the Road.
If we had received advance knowledge of these proposals, we would not have given our agreement to this scheme.

Officer's comment

Within the design, an attempt has been made to stager the parking bays but due to the large number of crossovers particularly on the northern side of the road, it was not possible to do so. Provision of the parking facility by South Merton Station will help visitors to the school and those who want to use the station. Currently motorist use this unrestricted section of Mostyn Road as a free car park. Most of the time parents are unable to find a parking space to stop and walk their children to school. Introducing the controls will reduce the number of parked vehicles by commuters and parents will be able to find a parking space. This will in turn reduce the congestion associated with drop off and pick up times of the school

Plan of Proposals – Drawing No. Z78-224-01

APPENDIX 3



Notes

Rev.	Date	Revisions	Drawn	By	Date	Chkd.	By	Date	Appd.	By	Date

Street Scene & Waste
environment & regeneration

TRAFFIC & HIGHWAYS

Drawn by	By	Date
L.M.	L.M.	Oct' 12
Checked by	By	Date
P.C.A.		
Approved by	By	Date

PROJECT: Controlled Parking Zones (CPZ's)

TITLE: Proposed MP1 Extension

merton
Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Drawing No. Z78-208-01

Revision -

Client/Status CONSULTATION

Scale 1:1250

A1

APPENDIX 3

Statutory consultation document

residents to pay for parking for a short period at specific locations such as near shops, schools, churches and also in areas for longer term parking where residents are not directly affected, to allow effective use of the bays. (This will increase the use of parking provisions in the area by pay and display customers whilst still maintaining parking facilities for permit holders)

Please see plan overleaf.

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 to the **Head of Sustainable Communities, Merton Civic Centre, London Road, Morden, Surrey, SM4 5Dx or email** trafficandhighways@merton.gov.uk by no later than **31 December 2015** quoting reference **ES/MP1ex.** 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 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/cpzmp1ex.

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Environmental Sustainability and Regeneration. **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.

MERTON PARK WARD COUNCILLORS

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

Cllr John Sargeant
Tel: 020 8542 9361
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Cllr Peter Southgate
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Email: peter.southgate@merton.gov.uk

Request for document translation

Merton Park South area CPZ

If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

- ☐ Albanian — Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në ghuhën amtare ju lutemi shenojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
- ☐ Bengali — এই অংশের কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, তথা করে বাক্সটিতে (বক্সে) টিক চিহ্ন দিন এবং নিচে দিলে যা যোগ করে আমাদের সাথে যোগাযোগ করুন। নিচে যোগাযোগের বিবরণ দেওয়া হয়েছে।
- ☐ French — Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos cordonnées figurant ci-dessous.
- ☐ Korean — 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명된것이 필요하다면, 상자속에 표시를하고 우리에게 전화나 서신으로 연락하십시오.
- ☐ Polish — Aby otrzymać część tego dokumentu w polskiej wersji jezykowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.
- ☐ Portuguese — Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadrícula respectiva e contatar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.
- ☐ Somali — Haddii aad u baahan tahay in qayb dukumeentigan ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduuqa oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkan hoose ku yaalla.
- ☐ Spanish — Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.
- ☐ Tamil — [illegible]
- ☐ Urdu — [illegible]

☐ Large print ☐ Braille ☐ Audiotape

Your contact:
Name.....
Address.....
.....
.....
Telephone.....

Paul Atie, Merton Civic Centre, London Road, Morden, SM4 5DX

Proposed Controlled Parking Zone (CPZ) MP1 Ext. - Merton Park South Area

ISSUE DATE : 04 DECEMBER 2015

Councillor Andrew Judge

Cabinet Member for Environmental Sustainability and Regeneration

T: 020 8545 3425
E: andrew.judge@merton.gov.uk

Dear Resident/Business

The purpose of this leaflet is to advise you that following the letter your ward Councillors distributed to residents advising you of a consultation to include your road into a Controlled Parking Zone (CPZ) the council is now carrying out a statutory consultation on its intention to introduce parking controls in Cranleigh Road, Keswick Avenue, Kenley Road (between Circle Gardens and Mostyn Road), Mostyn Road (the unrestricted section), Tybenham Road and Poplar Road South. This will be an extension to the existing MP1 CPZ in Merton Park. The control hours are Monday to Friday between 10am and 4pm.

HOW WILL IT WORK?

All road space in a CPZ is managed by the introduction of parking controls. Parking is only permitted where safety, access and sight lines are not compromised. It is, therefore, normal practice to introduce double yellow lines at key locations such as at junctions, bends, turning heads and at specific locations along lengths of roads where parking would impede the passing of vehicles. It is also necessary to 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 key objective of managing parking is to reduce and control non-essential parking and assist residents, short-term visitors and the local businesses. Within any CPZ, only those within the zone are entitled to permits. This means that long-term parking will not be permitted within the permit bays during the operational times. An incremental pricing structure for 2nd and subsequent permits also assists in minimising the number of permits issued to individual residents and help discourage multiple car ownerships. CPZs comprise of various types of parking bays such as permit holder bays (for use by resident or business permit holders and those with visitor permits); shared use bays (for permit holders and pay and display) and pay and display only bays (permits are not valid).

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

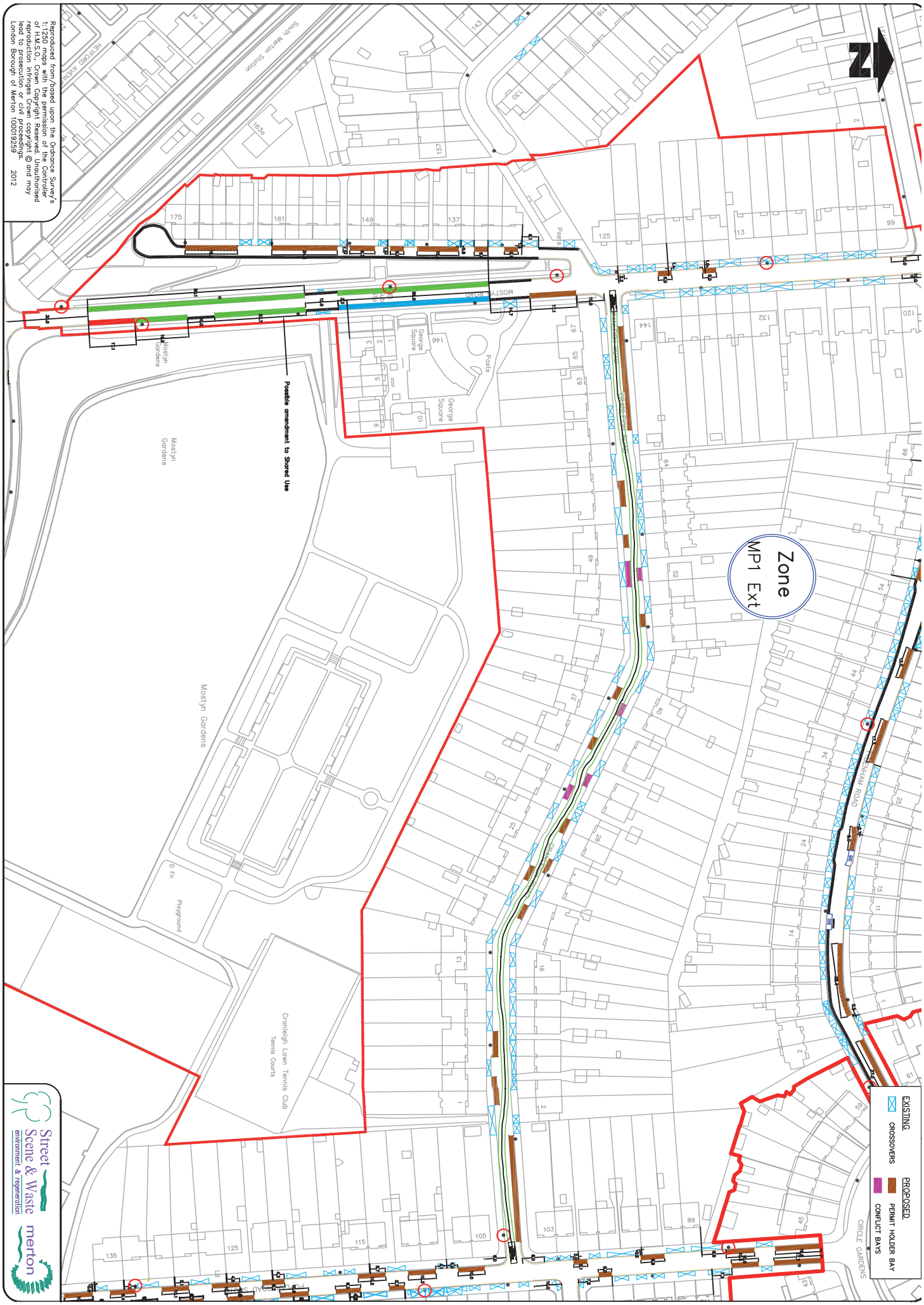
The Council aims to reach a balance between the needs of the residents, businesses and the safety of all road users. In the event that the majority of those consulted do not support a CPZ in their road or area officers may recommend that only the proposed double yellow lines identified at key locations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

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

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

Shared Use Pay and Display bays are also proposed where it is necessary to allow non

Drawing of resident design	APPENDIX 4



Councillor Andrew Judge
Cabinet Member for Environmental Sustainability and Regeneration
Merton Civic Centre
London Road
Morden
Surrey
SM4 5DX

31st January 2016

Dear Councillor Judge

Re CPZ ES/MP1ex scheme for Cranleigh Road

Thank you for your letter of the 26th January 2016 containing the response to the petition from Mitra Dubet.

This letter provides a response for each of Mitra Dubet's comments numbered 1 to 5 in italics.

1. *The objective of any parking management is to ensure safety and access as a priority and a CPZ gives priority over available space. Within all our designs every effort is made to maximise parking spaces but this will not be done at the expense of access and safety.*

All residents in Cranleigh Road understand the importance of ensuring safety and access which is why we requested help and support for a CPZ scheme. However, whilst we see that parking spaces have been maximised we do not believe that the scheme proposed enhances safety. Conversely by having double yellow lines down the north side the road it will become a race track as it is a rat run to bypass Martin Way/Morden congestion and could endanger the residents, many of whom are young children.

2. *Following a formal assessment of any road by council officers, we are legally obliged to provide a design that allows access 24/7. An obstruction is an obstruction regardless of who is causing it.*

I would be grateful if you would provide me with the legal documentation and reference that supports and provides guidance on Mitra Dubet's statement "following a formal assessment of any road by council officers" you are "legally obliged to provide a design that allows access 24/7".

There are many roads in Merton that are narrow and may cause difficulty for emergency vehicles and access generally. From a very quick survey of the immediate area we found four roads that were narrow and would not comply with the 3.0 metres to 3.5 metres running width required for a fire tender. However, these roads only had single yellow lines despite presumably having been formally assessed by your council officers. To propose the use of double yellow lines for the extent of the north side of Cranleigh Road does seem excessive. In addition, if it is a legal requirement to enforce 24/7 access following a formal assessment, it seems a needless draconian punishment on the residents who, at the final meeting with Mr Atie, all agreed with single yellow lines and parking bays on both sides of the road, not opposite one another. At that point Mr Atie thought that it was a good idea and was going to consult the previous CPZ scheme for Cranleigh Road.

From our survey there were a further five roads that had no restrictions at all despite having a width the same or less than Cranleigh Road. From the criteria provided by Mr Atie these could not possibly pass an assessment by council officers but presumably as no one has raised concerns no action has been taken. At the very least this is operating dual standards and leaves an inherent risk 24/7. See Table 1 for details

However, as we know the Fire Service are used to these situations and as reported by a fire officer on the 21st December 2015 "they had not had an incident that had been an access problem and that they have very long hoses and know which direction to approach the individual roads from.".

No	Road	Note	Approximate Width Where Measured (Metres)	Parking Restriction	Single Yellow Lines	Double Yellow Lines
1	Wessex Avenue	As Cranleigh Road	6.4	10am to 4pm	Y	N
2	Grassmere Avenue	As Cranleigh Road	6.4	10am to 4pm	Y	N
3	Daybrook Road	As Cranleigh Road	6.4	10am to 4pm	Y	N
4	Bardney Road	Very narrow in parts	5.4	10am to 4pm	Y one side	N
5	Buckleigh Avenue	Very Narrow in parts	5.2	No Restrictions	N	N
6	Leafield Road	As Cranleigh Road	6.4	No Restrictions	N	N
7	Martin Grove	Very narrow in parts	5.8	No Restrictions	None	None
8	Leamington Avenue	As Cranleigh Road	6.4	No Restrictions	None	None
9	Woodland Way	Very Narrow in Parts	5.2	No Restrictions	None	None
10	Kingston Road	Just after the parade of shops by the Nelson Health Centre and Mostyn Road	Not possible to measure	Unsure	Y	None

Table 1

3. *Within the design, an attempt has been made to stager the parking bays but due to the large number of crossovers particularly on the northern side of the road, it was not possible to do so.*

Daybrook Road is approximately the same width as Cranleigh Road. It has 82 cross overs, parking provision for about 35 cars, four bends with single yellow lines on either side of the road. The single yellow lines are active between 10am and 4pm Monday to Friday after which cars can park both sides of the road which would leave insufficient space for fire tenders.

Cranleigh Road only has 68 crossovers, and although difficult to interpret on the plan, the proposed provision for about 47 cars to park and two bends. However, it is proposed to put a double yellow line all the way down the north side of the road which is active for 24 hours a day 7 days a week.

The conclusion has to be that the risk of fire, the need for fire tender access and the frequency of this happening is greater in Cranleigh Road than in Daybrook Road. As I am sure you will agree this does not seem to make sense and appears discriminatory and punitive to residents of Cranleigh Road.

After surveying both roads we do not agree with Mitra Dubet's statement that "due to the large number of crossovers, particularly on the northern side of the road, it was not possible to" stagger the parking bays either side of the road.

Daybrook Road has 43% parking bays to the number of crossovers whereas in the Cranleigh Road proposal it has 69% showing that the difficulty in allocating parking bays in

Cranleigh Road is not a significant problem. Therefore, by reducing the number of parking bays in Cranleigh Road slightly from 47 to 41 it would be possible to produce a scheme that had the parking bays strategically placed either side of the road but not opposite each other. From our survey we suggest the positioning of single parking bays outside the houses as detailed in Table 2.

House No	Proposed Parking Bays	Note	House No	Proposed Parking Bays	Note	House No	Proposed Parking Bays	Note
1	1		24	1		47	1	Mid 47 & 49
2			25	1		48	1	
3	1		26			49		
4			27			50		
5	1		28	1		51	1	
6			29	1	Mid 29 & 31	52	1	
7	1		30			53	1	
8			31			54		
9	1		32	1		55	1	
10			33			56		
11	1		34			57		
12			35	1		58		
13			36			59		
14			37			60		
15			38	1		61		
16			39	1		62		
17			40			63		
18			41			64		
19			42			65		
20	1		43			67		
21			44			NE End	9	No Houses
22			45			NW End	10	No Houses
23	1		46			**TOTAL**	**41**	

Table 2

Given that Cranleigh Road is approximately 6.4 metres wide for most of its length, alternate parking bays, not opposite each other either side of the road and with sufficient distance between them would comply with Mr Atie's requirement for fire tender access the whole way down the road. Given that a large car could be up to about 1.9 metres wide there would be width of 4.5 metres available which is an additional 1.0 metres over and above your upper minimum limit of requiring a running width of 3.5 metres.

4. *It is also important to note that at any meeting, officers take a note of discussions, demands, concerns etc and incorporate into the design where possible. We have now completed the statutory consultation during which time all the residents had an opportunity to make representations.*

We have had a total of three meetings at Crown House to discuss the congestion problems in Cranleigh Road that exist from house number 18 to 24 and 39 to 45. At the first meeting unfortunately neither Mr Paul Atie or one of his colleagues were able to attend.

Mitra Dubet says "officers take a note of discussions, demands concerns etc". However, as neither Mr Atie nor any of his team were able to attend the first meeting they were not able to hear our demands or concerns. No notes or minutes from the two further meetings have been produced by council officers and so it is unclear whether or not the authority has included our requests. However, from recent correspondence it appears they have not and so calls into doubt the process that has been used during this consultation process.

Despite the comment made by Mitra Dubet, Mr Atie in an email to Sally Hammond PA to the Rt Hon Stephen Hammond MP for Wimbledon, stated: "The meetings were not officer's meetings, therefore, officers were not responsible for the minutes." This is yet more confusion and an issue with lack of procedure.

5. *Also, the consultation documents along with the plan were available on the council website.*

The printed plan distributed to all households showing the proposed parking layout was so small it was not possible to differentiate between single and double yellow lines. The on line version had to be significantly enlarged before a wide single yellow line was then correctly seen as a double. Many of the residents are old, do not have PC's, easy access to the internet or have poor eyesight. Consequently, we feel the parking proposal, at the very least, could have been misrepresented and should not have been used to canvass the scheme or form opinions. Once again we believe that this calls into doubt the process being used and why this letter should be treated as yet another one of complaint.

The reason we are now involved in this debate in such an active way is that the vast majority of residents, if not all, had interpreted the printed copy as showing single yellow lines. Those that were IT literate, having been advised that there were double yellow lines, managed to see it but had to magnify the image by 800% to see the detail. We had to spend quite some time explaining to those without internet access the true meaning of what was published.

We are grateful to you for responding to our concerns with this. It has appeared to us that we have been struggling to establish a foundation upon which we can start a debate based on the rules and the current situation.

We understand the comments made by Mitra Dubet but perceive that she may not have all the information relating to all the correspondence. Consequently, her words could be interpreted as being out of touch with the situation.

We need a CPZ in Cranleigh Road and expected one that was in keeping with those already implemented in the area given the proposal is an extension of CPZ ES/MP1. That is a specification for single yellow lines (including bends), alternate parking either side of the road but not opposite one another. Although we all know that no one is allowed to park on a crossover we accept that it may be necessary to lay single yellow lines. However, we take exception for the need to provide double yellow lines if a formal assessment is conducted by council officers as it appears excessive, illogical, discriminatory and totally unnecessary given that it is only one section of the road that has problems.

All we request is that we have the same scheme already implemented in Daybrook Road to be applied to Cranleigh Road. Presumably if this scheme is implemented in Cranleigh Road as currently proposed, the Council will have to lay double yellow lines all over the borough given the distinct lack of them elsewhere in narrow roads. I suggest that it may even trigger a criteria to do the same across vast areas of London roads.

Yours sincerely

cc Rt Hon Mr Stephen Hammond MP, Member of Parliament for the Wimbledon Constituency

Mr Ged Curran, Chief Executive, London Borough of Merton

Councillor Peter Southgate Merton Park Ward

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

Call-ins must be supported by at least three members of the Council (Part 4E Section 16(c)(a)(i))

The call in form and supporting requests must be received by by 12 Noon on the third working day following the publication of the decision (Part 4E Section 16(c)(a)(iii)).

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 **OR** as a signed paper copy (Part 4E Section 16(c)(a)(iv)) to Democracy Services, 7th floor, Civic Centre, London Road, Morden SM4 5DX.