

**CORPORATE SERVICES DEPARTMENT**  
Director – Caroline Holland



**Democracy Services  
London Borough of Merton  
Merton Civic Centre  
London Road  
Morden SM4 5DX**

**Direct Line: 0208 545 3356  
Email: democratic.services@merton.gov.uk**

**Date: 27 August 2019**

Dear Councillor

**Notification of a Decision taken by the Cabinet Member for  
Regeneration, Housing and Transport**

The attached non-key decision has been taken by the Cabinet Member for  
Regeneration, Housing and Transport with regards to:

) **Proposed RPW CPZ extension in Copse Hill and Barham Road –  
statutory consultation.**

and will be implemented at **noon on Friday 30 August 2019** 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

**Lisa Jewell  
Democracy Services**

**Committee:** Cabinet Member Report

**Date:** 20<sup>th</sup> August 2019

**Agenda item:**

**Wards:** Village

**Subject:** Proposed RPW CPZ extension in Copse Hill and Barham Road – statutory consultation.

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

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

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

Contact Officer: Paul Atie, Tel: 020 8545 3337

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

**Recommendations:**

---

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

- A) Notes the results of the statutory consultation carried out between 23<sup>rd</sup> May and 21<sup>st</sup> June 2019 on the proposal to include Copse Hill (between properties Nos 154 Copse Hill and its junction with Drax Avenue) and Barham Road (between 2a and 30 Barham Road) into the existing RPW CPZ, which is operational Monday to Friday between 11am and 3pm.
- B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 3.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the extension of the RPW CPZ to include Copse Hill (between properties Nos 154 Copse Hill and its junction with Drax Avenue) and Barham Road (between 2a and 30 Barham Road) - operational Monday to Friday between 11am and 3pm as shown in Drawing No. Z78-364-01A in Appendix 1.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone as shown in Drawing No. Z78-364-01A and attached in Appendix 1.
- E) Agrees to proceed with the making of an Exemption Order to allow footway parking in Copse Hill to maximise the number of parking spaces (without compromising footway access for pedestrians) as shown in Drawing No. Z78-364-01A and attached in Appendix 1.
- F) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

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

1.1 This report presents the results of the statutory consultation carried out between 23<sup>rd</sup> May and 21<sup>st</sup> June 2019 on the Councils' intention to extend the RPW CPZ to include Copse Hill (between Nos 154 Copse Hill and its junction with Drax Avenue) and Barham Road (between Nos 2a and 30 Barham Road)

1.2.1 It seeks approval to progress the above recommendations.

## 2. DETAILS

2.1 The key objectives of parking management include:

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

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

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

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

2.3 A CPZ includes double yellow lines (no waiting 'at any time') restrictions at key locations such as at junctions, bends and along certain lengths of roads (passing gaps) where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross. These restrictions will improve access for emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams. Any existing double yellow lines at junctions will remain unchanged.

2.4 The CPZ design comprises mainly of permit holder bays to be used by residents, their visitors or business permit holders and a limited number of pay and display shared use bays, which are mainly located near businesses. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

- 2.5 Within any proposed CPZ 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 The Council received correspondence from Copse Hill and Barham Road public section only requesting the introduction of a Controlled Parking Zone (CPZ) in their roads.

### **3. STATUTORY CONSULTATION**

- 3.1 The statutory consultation on the Council's intention to extend the RPW CPZ to include Copse Hill (between properties Nos 154 Copse Hill and its junction with Drax Avenue) and Barham Road (between 2a and 30 Barham Road) was carried out between out between 23<sup>rd</sup> May and 21<sup>st</sup> June 2019. The consultation included erecting 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 (see Appendix 2) was also distributed to all those properties included within the consultation area.
- 3.2 The newsletter detailed the following information;
- The undertaking of the statutory consultation.
  - A plan detailing the following:
    - Zone operational hours (Monday to Friday between 11am and 3pm),
    - Double yellow lines operating "at any time" without loading restrictions,
    - Scheme design layout and zone boundary.
- 3.3 The statutory consultation resulted in 14 representations. 8 representations in support; 4 comments and 2 against the proposed extension of the RPW CPZ. Details of these representations along with officer's comments can be found in appendix 2.
- 3.4 The prominent issue raised in the representations received is the number of parked vehicles in Barham Road close its junction with Copse Hill. The concerns are about the number of vehicles and Coaches entering the road and becoming stuck causing cars to back up or the coaches have to back up into Copse Hill. It is alleged that the junction is very tight to get a coach round the corner from Copse Hill into Barham Road and between the parked cars on both sides of the road. With the information regarding coaches, it is recommended to reduce the number of parking bays close to its junction with Copse Hill to a level to accommodation smooth transition of traffic through the junction without the need for vehicles to reverse.

- 3.5 Several points were made regarding the proposed double yellow lines and positioning of parking bays in Copse Hill; however, 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.
- 3.6 In accordance with the Greater London Council (General Powers) Act 1974 & DDA, parking on any part of a footway is illegal, although there are occasions where provided there is sufficient footway width (minimum 2m) parking on footway can be permitted via an Exemption Order. This exemption, however, does not apply where the footway is not wide enough as is the case here. Within any parking management, every effort is made to maximise parking but as long as access and safety is not compromised. It is recommended that footway parking be exempted in Copse Hill as indicated on Drawing No. Z78-364-01 in Appendix 1
- 3.7 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians therefore, access for all road users take priority over parking.

#### **Ward Councillor Comments**

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

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

- 5.1 Based on the statutory consultation responses, it is recommended that the Traffic Management Orders TMOs be made to extend the existing RPW CPZ to include Copse Hill (between properties Nos 154 Copse Hill and its junction with Drax Avenue) and Barham Road (between 2a and 30 Barham Road), and operational Monday to Friday between 11am and 3pm as shown in Drawing No. Z78-362-01 in Appendix 1.
- 5.2 It recommended that the relevant Traffic Management Orders (TMOs) is made and the implementation of the 'At any time' waiting restrictions (as consulted) in Copse Hill (between properties Nos 154 Copse Hill and its junction with Drax Avenue) and Barham Road (between 2a and 30 Barham Road) as shown in Drawing No. Z78-362-01 and attached in Appendix 1.
- 4.3 The CPZ extension design comprises of permit holder bays to be used by residents, and their visitors. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

#### **4.5 Permit issue criteria**

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

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

#### 4.7 Visitors' permits

Due to the scheme operating 11am – 3pm Visitor permits are £1.50 (half-day permits not being necessary). 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.

#### 4.8 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. **ALTERNATIVE OPTIONS**

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

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

### 6. **TIMETABLE**

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

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

7.1 The cost of implementing the proposed measures is estimated at £6k. This includes the publication of the Made Traffic Management Orders, the road markings and the signs.

7.2 The Environment and Regeneration revenue budget for 2019/20 currently contains a provisional budget for Parking Management schemes. The cost of this proposal can be met from this budget.

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

- 8.1 The Traffic Management Orders would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.
- 8.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

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

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

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

- 10.1 N/A

## **11. RISK MANAGEMENT IMPLICATIONS**

- 11.1 The risk of not implementing the proposed parking arrangements would be against the wishes of the majority who demonstrated support. Not to progress the proposed measures will do nothing to address existing parking difficulties and will not assist the residents and the local business community. It will also do nothing to address the obstructive parking that has been identified.
- 11.2 The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

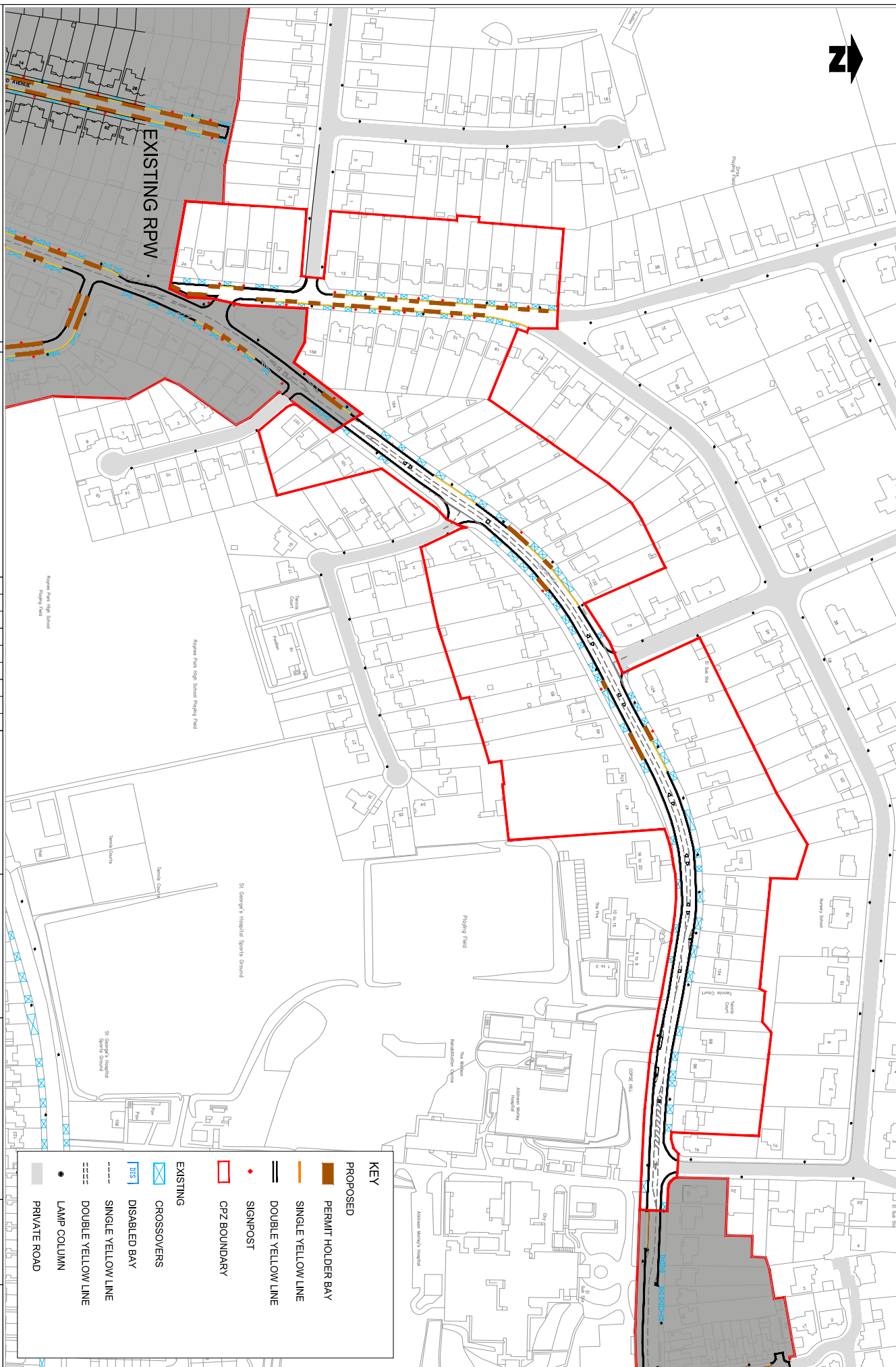
## **12. ENVIRONMENTAL IMPLICATIONS**

- 12.1 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 12.2 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- (a) the desirability of securing and maintaining reasonable access to premises.
  - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
  - (c) the national air quality strategy.
  - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
  - (e) any other matters appearing to the Council to be relevant.

## **13. APPENDICES**

- 13.1 The following documents are to be published with this report and form part of the report;
- Appendix 1 - Drawing No.Z78-364-01A,
  - Appendix 2 - Representations and Officer's Comments
  - Appendix 3 – Statutory consultation document newsletter





Notes  
Do not scale from this drawing

REV	NO	DESCRIPTION

**Sustainable Communities**  
environment & regeneration  
**TRAFFIC & HIGHWAYS**

**KEY**

**PROPOSED**

- PERMIT HOLDER BAY
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- SIGNPOST
- CPZ BOUNDARY

**EXISTING**

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

Report prepared upon the Design & Build project with the permission of the Controller of Publication Information, Crown copyright & see map London Borough of Merton (000759) 1/1

Drawn by: [blank]  
Checked by: [blank]  
Approved by: [blank]

Date: [blank]  
Scale: 1:1000

**CONTROLLED PARKING ZONES**

**TITLE**

**COPSE HILL RPW EXTENSION**

**MON - FRI 11:00 AM - 3:00 PM**

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

Drawing No.: Z78-364-01  
Revision: A  
Authorisation: CONSULTATION  
Scale: 1:1000

## Appendix 2 - Representation in support

### 001 Copse Hill

We are in favour of extending the CPZ to include the stretch of Copse Hill between Drax Av and Barham Road.

As this council has completely turned a blind eye on anything these ignorant, inconsiderate, reckless Berkeley Homes constructors and their contractors are doing, this seems to be the only chance of putting an end to the dangerous parking habits of these individuals.

So, double yellow and pay and display bays all the way!

### 005 Copse Hill

I am writing in support of the council consultation re extending the controlled parking zone on Copse Hill to the section between Drax Av and Barham Rd.

I am a resident at 41 Copse Hill, London SW20 0NJ.

Since the introduction of the controlled zone up and down Copse Hill, we have seen a substantial increase in the number of vehicles parked along this zone during weekday daytime hours. Many are commuters taking bus 400 to Wimbledon and commuting into London.

Most residents along this section of Copse Hill have off-road parking (see the number of kerbs) so are not parking on the street. The parking is used mainly by commuters using bus 200 to continue their journey to Wimbledon. There is virtually no parking on Saturdays and Sundays.

These vehicles block line of sight view for vehicles getting out of my property, causing a major safety hazard.

Furthermore, vehicles parked on the pavement outside my property block access to the water meter which is located on the pavement. I have an ongoing escape of water issue in my property requiring regular access to the water meter to diagnose the issue.

Finally, the vehicles parked on the street impede access to adequate road cleaning and gulley cleaning.

I am therefore in approval of the scheme to extend the controlled zone along Copse Hill.

### 009 Copse Hill

My wife and I live in Copse Hill.

Thank you for sending us details of the above proposals. We both strongly support their implementation.

We believe that the proposals will make Copse Hill much safer than it is at present both for drivers and pedestrians. There are currently many vehicles parked in the area every day. As a result it is difficult for residents to drive safely out of their driveways as visibility is seriously impeded by the parked vehicles. Also it is hard for pedestrians to see whether cars are approaching when they try to cross the road. This includes the specific crossing points where there are bollards and lowered kerbs, as vehicles park so close to them.

We look forward to hearing further once a decision has been made following the consultation process, and hope the proposals can be implemented quickly.

### 012 & 14 Copse Hill

I am writing in reference to the proposed CPZ extension for Copse Hill and Barham road.

I am in agreement with the proposals as the parking in this area throughout the day is clogged with builders and workers that park their cars all day as they make their way to bus stops and local train stations.

This is one of the only areas that does not have a CPZ so is known locally as a place to absorb the knock effects of other areas that have already been converted, i.e the top and bottom of copse hill.

My only concern would be that the speed in which people will drive up Copse hill, as a road that would be free of parked cars will mean cars, especially those that have just come off the A3, will continue with high speeds

After re-reading my previous email, I failed to mention the real reason, which is apparent to me very day I come out of my drive as to why I am in support of these proposed parking extension.

With the increase of parking on copse hill where there is currently no CPZ, the amount of cars that park either side of the dropped pavements that make way for the drives, it is almost impossible to see up or down Copse Hill.

It is a road that drivers tend to speed down frequently and with the excessive parking it has become increasingly dangerous for me to exit my property safely.

Where cars are parked, either side of my house, as I come out of my drive, to my right, where the road bends up the hill, it is near on impossible to see up the road as it bends around towards the Berkley home development. My view is totally blocked and with cars that park intermittently between the dropped pavements combined with the drivers who frequently speed, it has been just pure luck there has not been an accident.

**Officer's Comment:**

See section 3.4 of this report.

Controlling the speed of vehicles in Copse Hill is a subject of another project. The Council is currently introducing a 20mph zone or limit across the Borough and Copse Hill would become 20 mph limit toward the end of 2019.

**002 Barham Road**

I agree that Barham Road needs to become part of a Proposed Controlled Parking Zone.

Two key comments on the proposals from me:

1. We strongly believe that Barham Road should be in a different CPZ to the existing zone covering Copse Hill. The number of cars parking on the southern end of Barham Road at corner and near the junction of Copse Hill has increased exponentially since Copse Hill became part of a CPZ. It is no longer safe to drive around the corner from Copse Hill on to Barham Road because of the parked vehicles around that corner and the vast majority of these vehicles do not belong to residents on Barham Road. Visibility has been reduced massively and it is now extremely dangerous to drive let alone cross the road as a pedestrian at the junction between Copse Hill and Barham Road. Worse still there is a post box at the corner of Copse Hill with Barham Road so we see children run across the road to post letters and they cant see cars turning into the junction and driving (often too fast) around the corner because of the extra number of parked cars since Copse Hill became a CPZ. For safety reasons we should not have any vehicles parked around the junction between Barham Road and Copse Hill and vehicles displaced from Copse Hill should not be permitted to park in the residents bays on the corner of Barham Road.
2. We need double yellow lines between our drive way and the adjacent house. There is a very short stretch of pavement which is not quite big enough to park a car between the two drives. If this is a single yellow line (as has been included in the proposal) it suggests someone can park between the drives at certain times and if they do it is impossible to turn a car on to our out of our drive when there are cars parked on the opposite side of Barham Road (where there will be proposed residents parking bays). This is especially important for us as we have an electric car so we need to have access our drive to recharge our car and this has become increasing difficult and very frustrating since Copse Hill became a CPZ and non-Barham Road resident vehicles have been displaced on to Barham Road.

If you have any questions on my comments or need me to help explain anything do please reach out to me. I would be very happy to meet and specifically to show someone where there is a safety issue at the junction and corner on Barham Road

**Officer's Comment:**

See section 3.4 of this report.

Your request for double yellow lines across your drive has been granted.

**010 Barham Road**

Our house is the first one on the turn in from Copse Hill and we have witnessed the use and abuse of a potentially dangerous corner for well over 20 years. The hazards for us are always turning into or out of our driveway – especially when cars or larger commercial vehicles are parked on both sides of the road and tight up to our entrance. If we happen to be reversing out with a van parked on the Copse Hill side, we get absolutely no vision at all of any vehicle turning into Barham Road from Copse Hill.

The continuing issue is the passage of heavy traffic – school coaches, Council dustcarts or large removal vehicles – trying

to negotiate lines of parked cars on both sides of the road. I observe this virtually every working day from my office window and we are used to frustrated HGV drivers knocking on doors to try to get vehicles moved. Long term this is only likely to increase, with the installation of the all-weather pitch at the Rugby Club. Hence our proposal below.

The situation is fuelled by a regular flow of 'park and ride' motorists, who leave their vehicles and complete their journeys on fold-down bicycles or such like! We even have (presumably) holidaymakers parking for a couple of weeks at a time. This is why we support the proposed CPZ.

The speed at which some motorists negotiate the bend into Barham Road has been a contributory factor to more than one accident outside our house. Vehicles swing into Barham and find themselves head-on to another, in the middle of the road. It is a difficult, dangerous corner that will not be made any less so by the addition of meter bays.

Hence the following requests for your consideration:

- No meter bay to start less than a metre from any driveway entrance.
- The width issue opposite our house (the 'bottle neck' for large vehicles) to be eased by scrapping the proposed parking bays outside 4 and 6 Barham Road and substituting Double Yellow lines.
- At the North and South approaches to Barham Road, Warning Notices could say: Take Care Bend.
- Imposing a speed limit of 20 mph would make our road safer.

**Officer's Comment:**

See section 3.4 of this report.

In order to have a better visibility when exiting your driveway, the Council's advice is for drivers to reverse into their driveway and drive out. This manoeuvre afford residents a better visibility when exiting driveways than reversing out which means more than half of the vehicle would across the footway unto the carriageway before the driver can have a better visibility of the footway and carriageway.

Controlling the vehicles speed is a subject of another project. The Council is currently introducing a 20mph zone or limit across the Borough and Barham Road and Copse Hill would become 20 mph limit toward the end of 2019.

## Comments

006 Copse Hill

I am a Resident in Copse Hill Wimbledon and am greatly concerned about the proposed changes to the parking restrictions on the roads outside our property.

Most of the properties have off street parking for home owners but limited space for visitors. The problems arise when vehicles park so close to the driveways that exiting your home can be a very hazardous manoeuvre. Especially when such parked vehicles are tall vans.

It is very true that the extensive and prolonged building works on the Atkinson Morley site have been disruptive and annoying to all the residents. The way we have to fight for spaces around our homes has been extremely difficult for us and our visitors.

This however is only on weekdays. From 4 pm each Friday to 6 am each Monday the road outside is completely empty. The road is a beautiful avenue of trees and gardens and is a joy to live in

Residents must realise that we have lived with this situation for several years now and have survived the "build". The main structure is nearly finished and that has been bearable. However when the hoard of little white vans arrived to do the interiors I do feel that Berkeley Homes show provide some off street parking on the site .

Perhaps a single yellow line with some midday restrictions would be the answer or a five day restriction with weekends unlimited

To proposed double yellow lines would punish the residents who have already had to put up with years and years of building all for the sake of perhaps two more years of hardship. This would have a long and permanent effect and two yellow lines once place would never be removed.

I really believe single yellow lines with parking bays for visitors is the answer. The bays however must take in the pavement space and be partially off street as there is a bend in the road and cars once pass the island do speed up

**Officer's Comment:**

See section 3.4 of this report.

The proposed double yellow lines are place in area of the road were parking would cause obstruction to moving Traffic and positioning of parking bays in Copse Hill; however, 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.

**007 Copse Hill**

It is VERY difficult to negotiate exiting my drive when ANY cars are parked either on the sidewalk or on the road uphill/in front of my property. This is on the bend in the road. Most drivers coming down the hill do not see or allow for cars trying to pull into Copse Hill. I have often had to have someone guide me out when cars are parked there or asked people to move their cars...assuming they are not cars which have been parked there all day while people are at work.. which is not uncommon. I am concerned for the safety of both pedestrians trying to cross the road and for vehicles exiting my property. Most residents on Copse Hill are fortunate to have off road parking space. Please consider moving the parking bay to a safer place.

**Officer's Comment:**

The proposed double yellow lines are place in area of the road were parking would cause obstruction to moving Traffic and positioning of parking bays in Copse Hill; however, 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.

In order to have a better visibility when exiting your driveway, the Council's advice is for drivers to reverse into their driveway and drive out. This manoeuvre affords residents a better visibility when exiting driveways than reversing out which means more than half of the vehicle would cross the footway onto the carriageway before the driver can have a better visibility of the footway and carriageway.

Controlling the vehicles speed is a subject of another project. The Council is currently introducing a 20mph zone or limit across the Borough and Barham Road and Copse Hill would become 20 mph limit toward the end of 2019.

**008 Copse Hill**

With regards to the **ES/RPWEX** consultation, we welcome the introduction of the CPZ for the remaining section of Copse Hill and the adopted length of Barham Road.

On Barham Road specifically, I would like to draw your attention to the fact that many people use it either as a "cut-through" to avoid traffic jams on Copse Hill, and/or for school runs to/from the ROWANS on Drax Avenue, or the STUDY PREP SCHOOL and PUTNEY HIGH SCHOOL from Wimbledon Rugby fields (at the end of the road). Therefore, it is used by many more people than the just the few locals and Residents.

Therefore, I would urge you:

- to apply a 20-mile speed limit on Barham Road, and
- to develop proposals for safer access in and out of the road into Drax Avenue, where there is a "right-of-way" sign that many drivers ignore (to the risk especially of residents going in and out of their drives).
- Your current proposals of having no Residents' parking bay in front of 19 Barham Road, for example, will give an

even clearer line of sight from Drax Avenue into Barham Road, and I am afraid may ENCOURAGE drivers to NOT SLOW DOWN (and GIVE WAY!) when coming into Barham Road.

I would be happy to discuss this more fully or illustrate with photos if you need any clarification before making an informed decision.

**Officer's Comment:**

The proposed double yellow lines are place in area of the road were parking would cause obstruction to moving Traffic and positioning of parking bays in Copse Hill; however, 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.

In order to have a better visibility when exiting your driveway, the Council's advice is for drivers to reverse into their driveway and drive out. This manoeuvre affords residents a better visibility when exiting driveways than reversing out which means more than half of the vehicle would across the footway unto the carriageway before the driver can have a better visibility of the footway and carriageway.

Controlling the vehicles speed is a subject of another project. The Council is currently introducing a 20mph zone or limit across the Borough and Barham Road and Copse Hill would become 20 mph limit toward the end of 2019.

**011 Barham Road**

As a resident of Barham Road SW 20 0ET - I have reviewed the proposed plan for the implementation of a controlled parking zone in the area surrounding and including Barham Road and would like to make the following comments . I have one key observation and that concerns the entry to Barham road from Copse hill – since the introduction of parking restrictions have been implemented in the surrounding area – the number of cars parking in the road has increased significantly including a number of commuters who have been using the road as a car park and then cycling to the onward destination – this has created the situation that residents and their friends who are visiting particularly young families have not been able to park close to their residences – We are hoping the introduction of controlled parking zones will eradicate this .

My major concern is that cars parking at the entrance of Barham Road are creating a traffic hazard as those cars entering Barham Road are blind to the cars exiting as cars are parked too close to the entrance – I would propose that the double yellow lines that are on the right side of the road ( as entering) should be extended by at least two cars lengths as believe if it stays as it is, it is only an accident waiting to happen – this does not appear to have been considered in the plan that I have seen – the road is used significantly when the rugby ground at the end of the road runs mini rugby on Sundays and events on other times of the year – this shortcoming in the plan should be recognised as a resident I have greater experience as of the issues impacting the road – I understand permission has been obtained ( although being challenged ) for an all weather facility to be built on rugby pitches this will inevitably lead to increase traffic flow

**Officer's Comment:**

See section 3.4 of this report

**Representation Against**

**003 Copse Hill**

I wish to object to the proposal for double yellow lines between house no 154 and Almer road.

This is far too draconian for this stretch of road and will encourage speeding.

You already know traffic here is too fast - witness the multiple demolitions of the concrete bollard outside no 152, now replaced with a large metal dome.

Parked cars slow traffic down.

If you must have controls, can it be limited to 11 - 3, as elsewhere on Copse Hill? I have lived here for over 30 years and visitors have always been able to park outside my home. Double yellow lines would severely impinge on people being able to visit me or my neighbours, even in the evenings

**Officer's Comment:**

The proposed double yellow lines are placed in areas of the road where parking would cause obstruction to moving traffic and positioning of parking bays in Copse Hill; however, 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. Some single yellow lines that would operate 11am to 3pm are being proposed for this section of the Copse Hill.

Controlling the vehicles speed is a subject of another project. The Council is currently introducing a 20mph zone or limit across the Borough and Barham Road and Copse Hill would become 20 mph limit toward the end of 2019.

**004 Copse Hill**

I am against the proposal to extend the RPW CPZ unless it is changed as follows.

I see no point in putting single yellow lines where single white lines currently exist marking crossovers. If single yellow lines are added then residents such as myself will not be able to park across their own driveways as they currently do. These are not dangerous areas where "safety, access and sight lines are compromised". Nor are they "along lengths of roads where parking would impede the passing of vehicles". The insertion of yellow lines will not "reduce and control non-essential parking" as nobody other than the house owner or those with the house owners' permission can park there currently.

The single yellow lines could lead to three outcomes. Firstly they will not "assist residents and short term visitors". This is against the council's stated aims. Residents and their visitors will have fewer places to park as large areas of the roadside will now be unavailable.

Secondly there will be insufficient residents' parking bays to replace what is lost when residents are unable to park across their driveways. This will not "assist residents" and is therefore against the council's stated aims.

Finally it is possible that this may lead to some residents not buying a permit so causing a reduction in income to the council. Whilst this is not a stated aim I am sure it is still relevant. I for one would therefore be willing to commit to paying for a permit even if it were rarely used provided the council drops what seems a poor idea to put in place these single yellow lines which do not support and in fact are contrary to their objectives. There is absolutely no logic to their inclusion in the scheme.

For clarity if the new scheme has to come with single yellow lines(why?) then I would not support it. If this change can be accommodated then I am in support of the proposal.

**Officer's Comments**

Within the CPZ boundary it is mandatory that all sections of the kerbside are controlled for the scheme to correctly operate and be legally enforceable. All kerbside must either be controlled with yellow line waiting restrictions or designated parking places.

## Proposed Controlled Parking Zone (CPZ) RPW extension - Copse Hill and Barham Road.



ISSUE DATE : 23 MAY 2019

### Dear Resident,

The purpose of this leaflet is to advise you that following a request from your Resident Association extend the existing RPW CPZ to include Copse Hill between (Barham Road and Drax Avenue) and Barham Road (adopted section only) the Council is now carrying out a statutory consultation on its intention to introduce a Controlled Parking Zone (CPZ) in Copse Hill between (Barham Road and Drax Avenue) and Barham Road (in public section only). This will be an extension to the existing RPW CPZ in the West Wimbledon area. The controls would operate Monday to Friday between 11am and 3pm.

### 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" restriction where the kerb is lowered, i.e. at crossovers for driveways.

The key objective of managing parking is to reduce and control non-essential parking and assist residents, short-term visitors and the local businesses. Within any CPZ, only those within the zone are entitled to permits. 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.

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

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

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

### Permit costs

Currently the standard annual parking permit charges apply regardless of the operational hours and days of the zone.

**However it is important to note that the Council has just completed a statutory consultation on making a number of changes to parking charges throughout the borough including the permit tariff structure. Although you are being consulted on the existing permit**



prices, should the proposed parking charges be implemented, you would need to pay the new charges upon the renewal of your permits. The information can be found on the Council's website using the following links. [www.merton.gov.uk/parkingconsultation2019](http://www.merton.gov.uk/parkingconsultation2019)

Please ensure you appraise yourself with the potential new permit prices

#### WHAT HAPPENS NEXT

Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing or email [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) by no later than **21 June 2019** quoting reference **ES/RPWex**. 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 or at Wimbledon Library. This information is also available on Merton Council's website [www.merton.gov.uk/cpzrpw](http://www.merton.gov.uk/cpzrpw)

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Environment and Housing. **Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.** The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.

Further information on how CPZs work, details of

permit costs can be found in our Frequently Asked Questions (FAQ's) at [www.merton.gov.uk/cpzrpw](http://www.merton.gov.uk/cpzrpw)

#### VILLAGE WARD COUNCILLORS

**Cllr Thomas Barlow**

Tel - 020 8545 3396

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

**Cllr Andrew Howard**

Tel - 020 8545 3396

Email: [andrew.howard@merton.gov.uk](mailto:andrew.howard@merton.gov.uk)

**Cllr Najeeb Latif**

Tel - 020 8545 3396

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

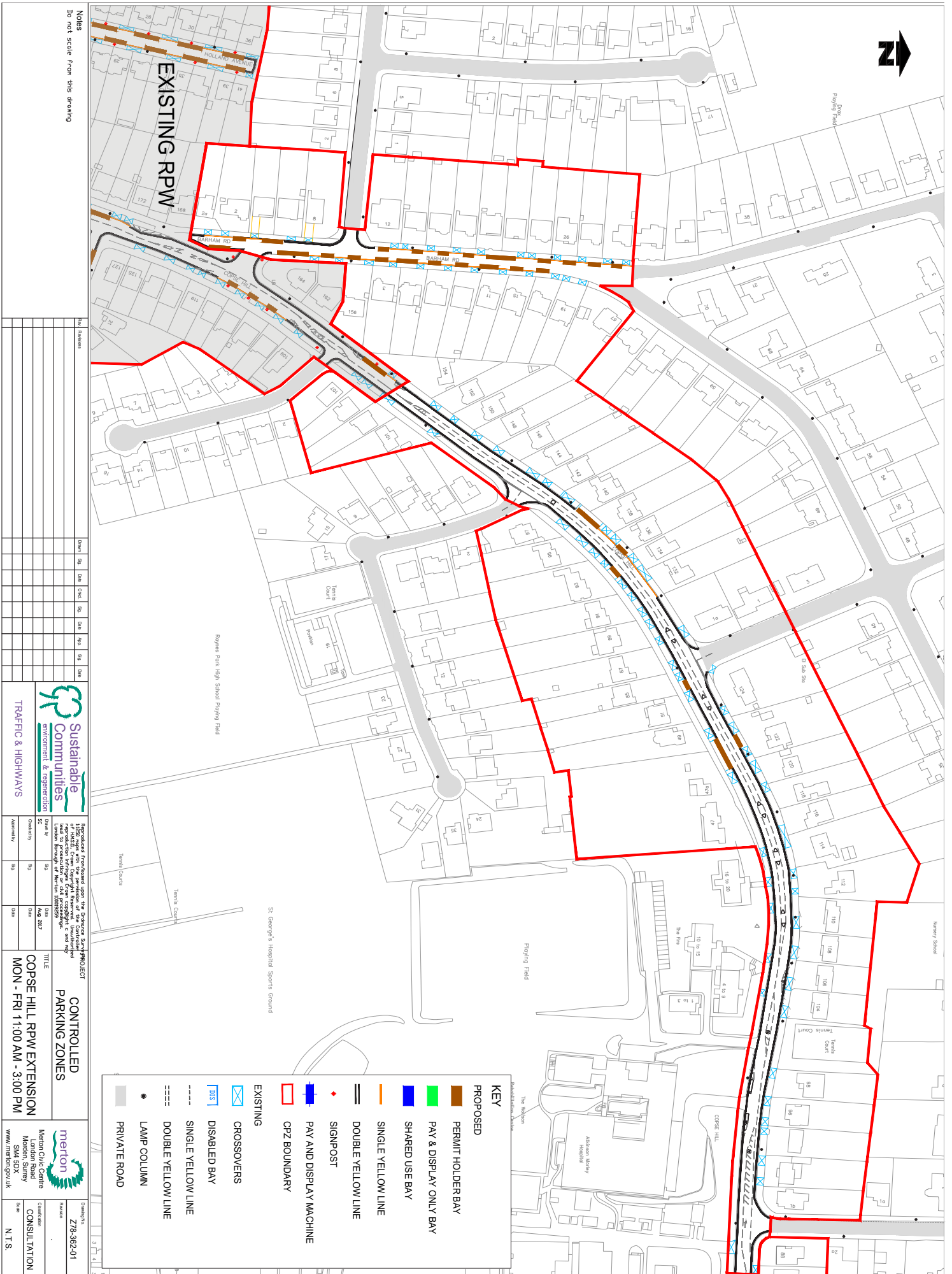
**Cabinet Member for Regeneration, Housing and Transport.**

Cllr Martin Whelton

Phone: 020 8545 3425

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

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



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

**1. Title of report**

Proposed RPW CPZ Extension to Copse Hill and Barham Road – statutory consultation

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

**3. Decision maker**

Councillor Martin Whelton, cabinet member for regeneration, housing and transport

**4. Date of Decision**

23 August 2019

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

23 August 2019

**6. Decision**

A) Notes the results of the statutory consultation carried out between 23rd May and 21st June 2019 on the proposal to include Copse Hill (between properties Nos 154 Copse Hill and its junction with Drax Avenue) and Barham Road (between 2a and 30 Barham Road) into the existing RPW CPZ, which is operational Monday to Friday between 11am and 3pm.

B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 3.

C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the extension of the RPW CPZ to include Copse Hill (between properties Nos 154 Copse Hill and its junction with Drax Avenue) and Barham Road (between 2a and 30 Barham Road) - operational Monday to Friday between 11am and 3pm as shown in Drawing No. Z78-364-01A in Appendix 1.

D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone as shown in Drawing No. Z78-364-01A and attached in Appendix 1.

E) Agrees to proceed with the making of an Exemption Order to allow footway parking in Copse Hill to maximise the number of parking spaces (without compromising footway access for pedestrians) as shown in Drawing No. Z78-364-01A and attached in Appendix

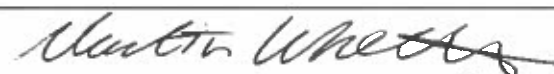
F) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

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

None

**8. Declarations of Interest**

None



Cllr Martin Whelton

Cabinet member for regeneration, housing and transport

23 August, 2019

## Merton Council - call-in request form

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

--

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

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

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

### 3. Desired outcome

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

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

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

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

**5. Documents requested**

**6. Witnesses requested**

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

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

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

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

The form and/or supporting requests must be sent:

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

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