

**CORPORATE SERVICES DEPARTMENT**  
Director – Caroline Holland



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

**Direct Line: 0208 545 3616**  
**Email: [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk)**

**Date: 30 March 2022**

Dear Councillor

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

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

- **Proposed M4 CPZ Cedars Road - formal consultation**

and will be implemented at **noon on Monday 4 April 2022** 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

**Democracy Services**

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

### 1. Title of report

Proposed M4 CPZ Cedars Road - formal consultation

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

### 3. Decision maker

Councillor Martin Whelton, Cabinet Member for Housing, Regeneration and Climate Emergency

### 4. Date of Decision

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

4 February 2022

### 6. Decision

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

- A) Notes the results of the statutory consultation carried out between 13 January and 4 February 2022 on the proposal to introduce a Controlled Parking Zone (CPZ) in Cedars Road (in Merton Park Ward) to operate Monday to Friday between 8.30am and 6.30pm.
- B) Notes the representations received in respect of the proposal as detailed in section 3.2 and officers' response in section 3.3 of this report.
- C) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed M4 CPZ to include Cedars Road operational Monday to Friday between 8.30pm and 6.30pm as shown in Drawing No. Z78-369-01 and attached in Appendix 1.
- D) Agrees to proceed with making of relevant Traffic Management Orders (TMOs) for the implementation of the proposed 'At any time' waiting restrictions as shown in Drawing No. Z78-369-01 and attached in Appendix 1.
- E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

### 7. Alternative options considered and why rejected

7.1 Do nothing. This would not address the current parking needs of the residents and would be contrary to the level of support expressed during the informal consultation. Also it would not address 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 residents and other road users at risk in terms of safety and the Council could be considered as failing in its duties by not giving safety and access priority.

### 8. Declarations of Interest

None

**9. Signature**

Martin Whelton

Cllr Martin Whelton	30 March, 2022
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Cabinet member for regeneration, housing, and the climate emergency

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

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

IMPORTANT – this decision should not be implemented until the call-in period has elapsed.

## Notes

### 1 Title of report

You must complete an officer report for any non-key Cabinet member decision just as if the report was going to Cabinet. Use the standard [Committee report template](#) and change the first heading 'Committee' to 'Cabinet Member'.

### 2 Reason for exemption (if any)

Rules regarding exempt information are the same as for Committee reports. Exempt information should be published in a separate appendix where possible. Where this is not possible the whole report will need to be exempt and the reason for exemption should be shown on the decision form. A reason for exemption must also be given in the report. If the decision form contains exempt information a redacted copy for publication must be made available.

(Constitution part 4B Section 10)

### 3 Reason for exemption (if any)

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Decision maker

The title of the Cabinet member making the decision. Currently (2 April 2009) only the Cabinet Member for Environmental Sustainability and Regeneration has a delegated authority to make individual decisions.

### 4 Date of Decision and 5 Date report made available to decision maker

You should advise the decision maker to allow five clear normal working days\* between the receipt of the report and taking the decision. This shows that they have given due consideration to the issues.

\* Clear days exclude the days of publication and decision

### 6 Decision

Record the proposed action and advise the decision maker to make any amendments here.

Error! Reference source not found. Error! Reference source not found.

If the reason for the decision is entirely contained in the officer report then you can say so. If there are reasons which are not included in that report – for example if the recommendations are rejected in favour of another course of action – then this reasoning should be shown here.

### 7 Alternative options considered and why rejected

The report should have examined alternative options and given reasons for rejection of these or it may have presented alternative options with an either/or option. The decision maker may reject the recommendations in

the report in favour of another course of action in which case the recommendations themselves were a possible alternative and a reason for their rejection should be explained. Doing nothing is an alternative option that should be considered.

Error! Reference source not found. Error! Reference source not found.

This may be any document which does not form part of the report or its appendices but which contains relevant information. For example, an Act of Parliament, Statutory Guidance issued by a Government Minister or some other public domain document. If the documents are part of the Council's records consider whether to produce them or excerpts from them as part of the report or an exempt appendix.

## **8 Declarations of Interest**

If the decision maker has an interest it must be declared. Not all interests will preclude the decision maker from proceeding but failing to declare an interest could be a breach of the Members Code of Conduct. Check with the Monitoring Officer for further advice.

(Constitution Part 5A)

## **9 Signature**

**Martin Whelton**

**Cllr Martin Whelton**

**30 March, 2022**

Cabinet member for regeneration, housing, and the climate emergency

Publication of this decision and call in provision

The decision cannot be enacted until noon on the third working following publication to allow time for a possible call-in. Check with Democratic Services for the publication date.

If the decision is called in by the deadline the decision cannot then be acted upon until the rest of the call-in procedure has been completed.

(Constitution Part 4E Section 16(c) & (d))

If the decision is urgent and cannot be delayed for the call-in procedure to be completed please contact Democratic Services regarding the call-in and urgency procedure.

(Constitution Part 4E Section 17)

IF YOU GET STUCK – phone Democratic Services on 0208 545 3616

## **Committee: Cabinet Member report**

Date: 3<sup>rd</sup> March 2022

Wards: Merton Park

Subject: Proposed M4 CPZ Cedars Road – Statutory Consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

**Lead member:** Councillor Martin Whelton, Cabinet Member for Housing, Regeneration and the Climate Emergency

Contact officer: Paul Atie, Tel: 020 8545 3337 [Email: mailto:paul.atie@merton.gov.uk](mailto:paul.atie@merton.gov.uk)

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### **Recommendations:**

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

- A) Notes the results of the statutory consultation carried out between 13 January and 4 February 2022 on the proposal to introduce a Controlled Parking Zone (CPZ) in Cedars Road (in Merton Park Ward) to operate Monday to Friday between 8.30am and 6.30pm.
  - B) Notes the representations received in respect of the proposal as detailed in section 3.2 and officers' response in section 3.3 of this report.
  - C) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed M4 CPZ to include Cedars Road operational Monday to Friday between 8.30pm and 6.30pm as shown in Drawing No. Z78-369-01 and attached in Appendix 1.
  - D) Agrees to proceed with making of relevant Traffic Management Orders (TMOs) for the implementation of the proposed 'At any time' waiting restrictions as shown in Drawing No. Z78-369-01 and attached in Appendix 1.
  - E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.
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## **1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report presents the results of the statutory consultation carried out on the Councils' proposals to introduce a CPZ in Cedars Road operational Monday to Friday between 8.30am and 6.30pm; and the implementation of yellow line restrictions.
- 1.2 It seeks approval to make the relevant TMOs and implement the proposed M4 and associated double yellow line restrictions.

## **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 and
  - encouraging the use of sustainable modes of transport.

- 2.2 CPZs 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 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce the appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. Additionally, 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.
- 2.5 The CPZ design comprises of yellow line restrictions and 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.
- 2.6 In April 2019 some Cedars Road residents petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ) in their road. This instigated the start of the consultation process.

### **3 CONSULTATIONS**

#### **3.1 INFORMAL CONSULTATION**

- 3.1.1 An informal consultation was carried out between 27 September and 18 October 2021 on the proposals to introduce a Controlled Parking Zone (CPZ) M4 to include Cedars Road. Notification of the proposals along with the web link to the online questionnaires (e-form) was delivered to affected properties and were also available on the Council's website. The proposals included:
- 'At any time' waiting restrictions (double yellow lines) at key locations such as at junctions and narrow sections of roads.
  - Single yellow lines (mainly between parking bays and across dropped kerbs) operational during the CPZ hours of operation.
  - Permit holder bays for use by residents and their visitors.
- 3.1.2 The consultation resulted in a total of 30 online questionnaires returned (after removing duplicates / multiple returns from some households), representing a response rate of 79%. Of the 30 who responded, 90% supported a CPZ, compared to 7% who did not and 3% who were unsure.

3.1.3 Further analysis of the results revealed that of the 30 who responded, 73.3% preferred 8.30am to 6.30pm, while 13.3% preferred 10am to 4pm and 13.3% preferred 11am to 3pm. Results also showed that of the 30 who responded, 53% preferred Mon - Friday, 5% preferred Monday – Saturday, and 30% prefer Monday – Sunday.

3.1.4 The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Housing, Regeneration, and Climate Emergency on the 9 November 2021. On 15 November 2021, the Cabinet Member agreed the recommendation for the scheme to proceed to statutory consultation.

### 3.2. STATUTORY CONSULTATION

3.2.1 The statutory consultation on the Council's intention to introduce M4 CPZ to include Cedars Road was carried out between 13 January and 4 February 2022. 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 paper 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.

3.2.2 The newsletter detailed the following information:

- Cedars Road to be included within the proposed M4 CPZ operating Monday to Friday between 8.30am and 6.30pm.
- Outcome of the informal consultation and the Cabinet Member decision.
- The undertaking of the statutory consultation process.
- A plan detailing the proposed double yellow lines operating "at any time" without loading restrictions and the scheme design layout and zone boundary.

3.2.3 The statutory consultation resulted in 3 representations with 1 representation in support and 2 against the proposals. These representations are set out below:

I am a resident of Cedars Road (residing at number \* Cedars Road). I fully support the proposed introduction of CPZ in Cedars road on following grounds:

- It will give residents priority (over commuters and other non-residents) in parking their cars on their own street.
- It will reduce unnecessary congestion caused by non-residents parking their cars on Cedars Road (often they are dumped on Cedars Road for many days).
- Restrictions which are included in this scheme will improve access for emergency services, refuse vehicles etc.
- It will improve attractiveness/general outlook and feel of Cedars Road (which is important to the residents).

Resident

I am writing to object against the current proposals submitted by officers for a CPZ in Cedars Road.

I feel the comments I made during the informal consultation have been ignored. Officers have moved to a formal consultation without any further engagement with the residents.

I have reviewed all the documents submitted to the Cabinet Member and the statistics collated. However, I can see no mention of the number of permit bays that will be available for the residents. There is also no mention of the number of comments received or a summary of their content. Also, no mention of any alternative options put forward by residents being considered.

I would have also expected an impact assessment to have been carried out of the proposed changes recommended but again this information is missing. How can a decision be taken without full knowledge of these facts?

This is so disappointing, as I thought Merton Council would undertake a proper, fair and transparent



process. I hope the result of this email will get some responses and I hope that there will be some further engagement before a final decision is made by the Cabinet Member.

For your reference please see below my comments during the informal consultation -

I am in favour of controlling the parking on Cedars Road. However, I do not agree with the double yellow lines proposed. The current proposals needs further consultation before being recommending to the Cabinet Member. My main objections are that the double yellows should only be at the start of the road on both sides up to No.1 and No.38 and at the top of road in the turning circle. This would ensure that there are sufficient spaces (i.e. 38 parking bays) for the residents of this road. I do not understand the logic of the current proposal of having restrictions on only the left hand side of the road. Officers should be aware that houses on the right hand side have access to the rear of their properties allowing for garage parking whilst those on the left side have no rear access. Additional parking bay are needed on both sides and the ability to charge electric car has to be allowed for all residents and not limited to one side of the road.

Non-resident

I am writing in relation to the notice regarding enforcement of parking restrictions on Cedars Road in Morden sm4. By enforcing parking restrictions you are not only taking away the small available parking in Morden which is free to use but also just causing more congestion elsewhere as motorists will just park in the surrounding areas where no parking restrictions are in place a little further out therefore causing more congestion on the roads and more competition for spaces.

You must appreciate that Morden is the beginning of the northern line and used by many to commute into London for business and pleasure and all you are doing is either preventing this and therefore hindering the recover to London business and the tfl as more will look to use local business and restrict working from the office. Unless you plan to provide parking elsewhere what are you plans to consider the parking issue in Morden?

### 3.3 Officers comment

One of the 2 objections is based on the proposed double yellow lines on one side of the road. The carriageway width is not wide enough to accommodate parking on both sides, and the footways on both sides of the road have grass verge which means footway parking cannot be considered. Currently vehicles park on both sides of the carriageway which does not allow adequate space for emergency and service / refuse vehicles to access the road especially when large goods vehicles such as vans are parked on one or both sides.

For the Council to consider parking on both sides, the road must have a minimum carriageway width of 7.1 metres. This allows a 2m width parking bay on both sides of the road and a running lane of 3.1 metres. The minimum running width required by a fire engine to access residential road is between 3 and 3.5 metres. As detailed plan was sent to residents during both consultations; it showed that Cedars Road has a carriageway width of 6.3 except for the cut in section outside properties 6 & 7 and opposite which has a carriageway width of 7.5 metres which can facilitate regulated parking.

During the consultation process, as with any parking management, it was explained that access takes priority over parking. To ensure access and safety are maintained at all times, the introduction of the proposed double yellow lines are considered essential.

With regards to further engagement with residents, all details of the scheme were explained within the consultation leaflet. If residents wish further engagement/meeting to discuss any aspect of the scheme, the normal practice is for the residents to organise the meeting with their local ward Councillors and invite officers to the meeting. However, on this occasion due to the pandemic and subsequence lockdowns a face-to-face meeting would have proved problematic. Notwithstanding, the Council carried out an informal and a formal consultation; and residents were given 2 separate opportunities to air their views. To discuss the proposed double yellow lines would not have changed officers' recommendations as this is based

entirely on site constraints and the Council's statutory duties regarding safety and access.

All comments received during the informal consultation were considered during the analysis of the results and as a rule, where possible comments are often accommodated within the scheme. However, on this occasion, due to site constraints, it is not possible to accommodate comments regarding additional parking bays.

With regards to electric vehicle charging points, the existing electric charging point will be moved to a lamp column on the other side of the road.

For full disclosure, comments from the informal consultation are attached as appendix 3.

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. It is therefore essential that the yellow lines are introduced as proposed.

In response to the second objection, it is not for the Council to provide parking spaces and although there are those who drive to Morden then use the tube, the Council has a number of policies and initiatives to encourage the use of alternative modes of transport such as active travel or public transport. For those who need to drive, there are a number of car parks in Morden town centre.

### **Ward Councillor comments**

- 3.4 The Ward Councillors have been engaged during the consultation process. The Ward Members have been advised of the outcome of the consultation and officer's recommendations and the following comments have been received:

*Thank you for forwarding the results from the statutory consultation for comment before you make your recommendation to the Cabinet member.*

*I note that just three representations were received, one in favour and two objections. The support from a resident of Cedars Road is welcomed. The objection from a non-resident over the loss of free parking in the Morden area for commuters using the Northern line bears testimony to the success of the introduction of CPZ's in Merton Park Ward over the last 20 years in deterring day long parking by commuters to the detriment of residents. Commuters are expected to use public transport to reach Morden station.*

*The second objection complains that comments received to the informal consultation have not been published, and I hope these can be made available. The extent of double yellow lines is challenged, but I understand this is essential to ensure unimpeded access for the emergency services.*

*The fact that only one objection was received under the statutory consultation from a resident of Cedars Road confirms the widespread support for the proposed M4 in Cedars Road, with 90% in favour. I have no hesitation in endorsing the comments we made on the results from the informal consultation (below) and ask the Cabinet member to approve the implementation of M4 for Cedars Road as soon as is practicable.*

*Thank you for all you have done to bring this process through two consultations to a successful conclusion for the residents of Cedars Road.*

## **6.0 RECOMMENDATIONS**

- 6.1 It is recommended that the Traffic Management Orders (TMOs) be made to implement the proposed M4 CPZ to include Cedars Road operating Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-361-01 and attached in Appendix 1.

- 6.1.1 To make the relevant Traffic Management Orders (TMOs) and implement the proposed 'At any time' waiting restrictions in Cedars Road.

#### Permit issue criteria

- 6.2 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 £110 per annum; the second permit is £160 and the third permit cost is £210 subsequent car in a household plus an additional charge of £150 for a diesel vehicle. An annual Visitor permit cost is £360. Those residents with all-electric vehicles will only have to pay a reduced rate of £20.

#### Visitors' permits

- 6.3 All-day Visitor permits are £4 and half-day permits at £3. 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.

#### Trades permits

- 6.4 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.

## **7 Alternative options**

- 7.1 Do nothing. This would not address the current parking needs of the residents and would be contrary to the level of support expressed during the informal consultation. Also it would not address 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 residents and other road users at risk in terms of safety and the Council could be considered as failing in its duties by not giving safety and access priority.

## **8.0 TIMETABLE**

- 8.1 If a decision is made to proceed with the implementation of the proposed M4 CPZ Traffic Management Orders will be made soon after the decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the local paper 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.

## **9 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

- 9.1 The cost of implementing the proposed measures is estimated at £15k. This includes the publication of the made Traffic Management Orders and the appropriate road markings and signage. This will be met by the Environment and Regeneration revenue budget for Parking Management schemes.

## **10 LEGAL AND STATUTORY IMPLICATIONS**

- 10.1 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.

- 10.2 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.
- 10.3 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.
- 10.4 The Exemption Order for the footway parking will be made under section 15 of the Greater London Council (General Powers) Act 1974.

## **11 RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

- 11.1 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.
- 11.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 11.3 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.
- 11.4 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.

## **12. CRIME AND DISORDER IMPLICATIONS**

N/A

## **13. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

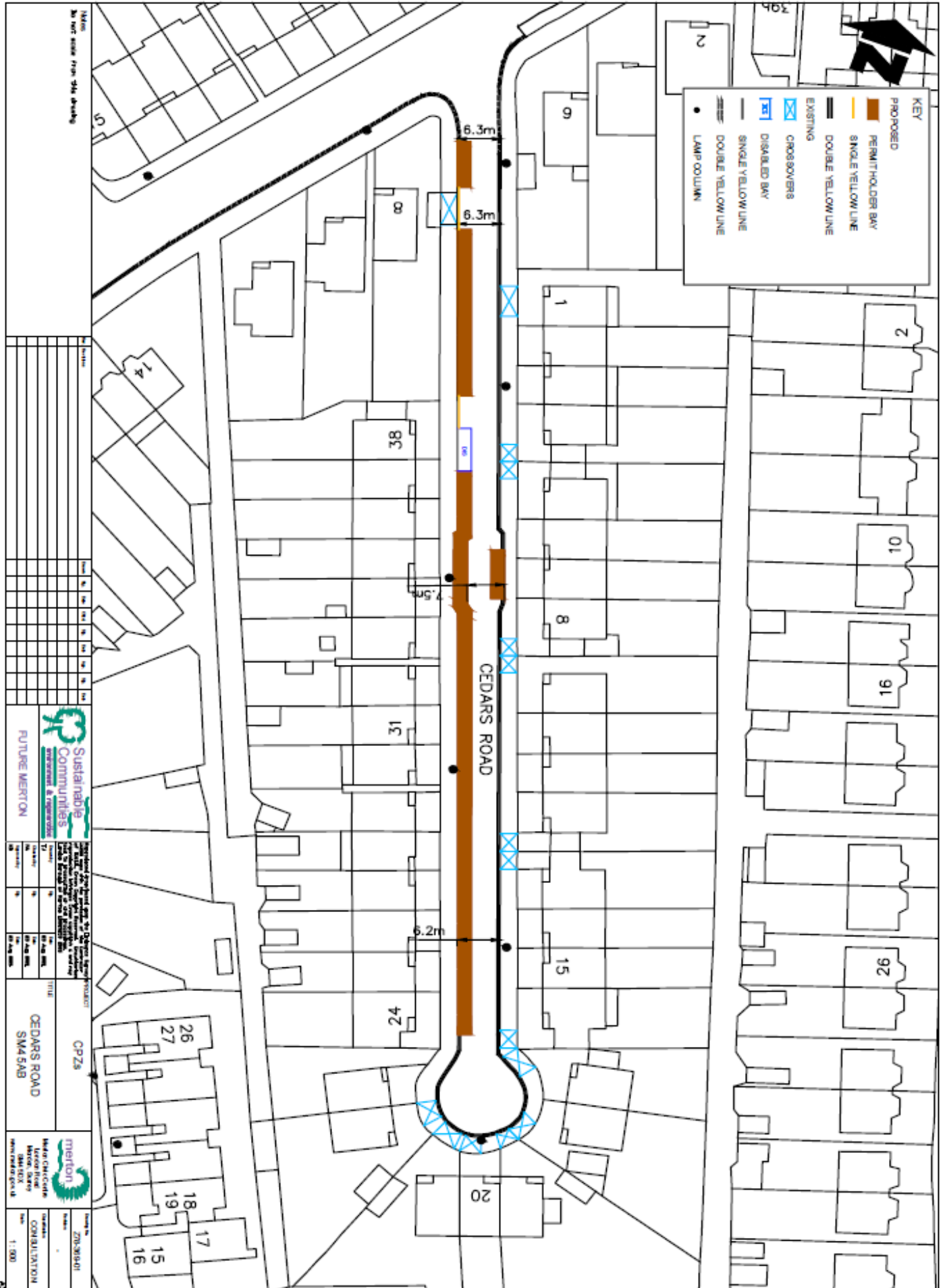
- 13.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents.
- 13.2 The risk in not addressing the issues from the consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction amongst 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.

## **14 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT**

- 14.1 The following documents are to be published with this report and form part of the report.
  - a) Appendix 1 – Drawing No.Z78-369-01
  - b) Appendix 2 – Statutory Consultation Documents
  - c) Appendix 3 – Informal consultation comments

## **15. BACKGROUND PAPERS**

- 15.1 Informal consultation report M4 CPZ.



**Sustainable Communities**  
 CONSULTANTS & DEVELOPERS

**FUTURE MERTON**

**CPZs**

**CEDARS ROAD SMA5AB**

**merton**  
 Merton Council  
 Local Plan  
 Merton 2018-2034  
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**CONSULTATION**

**1:500**

## Proposed Controlled Parking Zone (CPZ) M4 - Cedar Road



ISSUE DATE : 12 JANUARY 2022

### Dear Resident

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out between 27 September and 18 October 2021 on the proposal to introduce a controlled parking zone (CPZ) in your road.

### M4 CPZ CONSULTATION RESULTS

The consultation resulted in a total of 30 online questionnaires returned (after removing duplicates / multiple returns from some households), representing a response rate of 79%. Of the 30 who responded, 90% support a CPZ, compared to 7% who do not and 3% who are unsure.

Further analysis of the results revealed that of the 30 who responded, 73.3% prefer 8.30am to 6.30pm, while 13.3% prefer 10am to 4pm, 13.3% prefer 11am to 3pm. Results also show, of the 30 who responded, 53% prefer Mon - Friday, 5% prefer Monday – Saturday, and 30% prefer Monday – Sunday. For further details please refer to the report online. [www.merton.gov.uk/cpzm4](http://www.merton.gov.uk/cpzm4).

The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Cabinet Member for Housing, Regeneration, and Climate Emergency on the 9 November 2021. The report and the decision sheet can be viewed on our website. [www.merton.gov.uk/cpzm4](http://www.merton.gov.uk/cpzm4). The following recommendations which were made to the Cabinet Member have now been agreed:

- to proceed with a statutory consultation to introduce the proposed M4 CPZ to include Cedars Road operational Monday to Friday between 8.30am and 6.30pm.

- to proceed with a statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone.
- not to hold a public inquiry on the consultation process.

### WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing or email [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) by no later than **4 February 2022** quoting reference ES/MP4. 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/cpzm4](http://www.merton.gov.uk/cpzm4)

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/cpzm4](http://www.merton.gov.uk/cpzm4)

**MERTON PARK WARD COUNCIL-  
LORS**

Cllr Edward Foley  
Phone - 0208 545 4026  
Email: [edward.foley@merton.gov.uk](mailto:edward.foley@merton.gov.uk)

Cllr Peter Southgate  
Phone - 020 8542 2053  
Email: [peter.southgate@merton.gov.uk](mailto:peter.southgate@merton.gov.uk)

Cllr Dickie Wilkinson  
Phone - 07905 103 686  
Email: [dickie.wilkinson@merton.gov.uk](mailto:dickie.wilkinson@merton.gov.uk)

**Cabinet Member for Housing, Regener-  
ation and the Climate Emergency**

Cllr Martin Whelton  
Phone: 020 8545 3425  
Email: [martin.whelton@merton.gov.uk](mailto:martin.whelton@merton.gov.uk)



### Appendix 3 – Informal consultation comments

Need to consider how proposed limitations on parking would impact the ability for residents to conduct building work (e.g., roof replacement, extensions, double glazing, skip hire etc.) where external firms are required, which will take longer than a day (e.g. four to six weeks). Will special permits be available? Will parking be available on yellow lines for a permitted period of time? 2) Will special permits or parking be available for one-off events such as weddings and funerals, where guests may congregate at the house? 3) Will there be sufficient parking spaces for all 38 houses given that one side will be blocked by yellow lines? 4) Consideration should be given as to whether the disabled bay should be removed. The disabled bay was installed when No.38 was a care home for elderly people, which is not the case now.

As a resident I have noticed the increasing number of cars per household, which is concerning given the narrowness of the road.

Concerned with enough parking for all residents as off street parking has been denied in the past

Dear Sir / Madam, I am in favour of controlling the parking on Cedars Road. However, I do not agree with the double yellow lines proposed. The current proposals needs further consultation before being recommending to the Cabinet Member. My main objections are that the double yellows should only be at the start of the road on both sides up to No.1 and No.38 and at the top of road in the turning circle. This would ensure that there are sufficient spaces (i.e. 38 parking bays) for all the residents of this road. I do not understand the logic of the current proposals of having restrictions on only the left hand side of the road. Officers should be aware that houses on the right hand side have access to the rear of their properties allowing for garage parking whilst those on the left side have no rear access. Additional, parking bay are needed on both sides and the ability to charge electric cars has to be allowed for all residents and not limited to one side of the road. Kind regards,

Firstly, the CPZ in Cedars Road should be dedicated to the residents of Cedars Road and not part of a wider CPZ which would allow others to park on our road. Secondly, in order to increase the total number of bays along the road, it would be useful to have parking spaces within the turning circle at the end of the cul-de-sac. Historically turning at the end of the road, even for larger vehicles, has never been an issue and therefore these additional bays would not cause any problems but rather be beneficial. Finally, kindly also provide some assurances that the M4 CPZ will not in the future be appended to another zone without further consultation.

For too long , the parking in Cedars Road has been abused, particularly by vans. The road being narrow becomes impassable if 2 vans are parked opposite each other as happened recently . Just last week an Ambulance was unable to enter the road for an emergency and had to park at the end of the road and the paramedics had to go on foot to the house. As a senior citizen of 82 years and resident for over 50 years what if I was the one who had an emergency. The parking should just be for residents only and not commuters or as happens often holidaymakers who leave their cars for days or a week sometimes. This should have happened years ago and its time for it to change.

I am, however, concerned that there is a great reduction in the number of parking places for residents. If you do not own a car, but have visitors, will there be any dispensation for perhaps one regular visitor? If not is there a reduction in the cost of a permit for one particular visitor?

I have written to Merton council on previous occasions regarding Cedars Road being the hot parking zone for people who want to park close to Morden station and then continue their commute to work. The fact the street has such demand for parking in a narrow cul-de-sac causes such commotion and delay and people not living in the street are willing to take extra risks with parking, because they are frustrated when they come down the road and no spaces are available, so they park on resident's dropped kerbs (including mine) either permanently, or idling until a space becomes available. And they also often litter into the grass verges with cartons and cans etc. Regular disturbing noises at night and during the early hours of the morning with engines idling and using my driveway to turn their cars around is so frustratingly disturbing and definitely effects and quality of life. I am very interested in the maximum protection for residents who deserve peace, quiet and cleanliness.

I strongly object to the proposed CPZ. It will reduce the amount of parking space on the road for residents even further. And it will add to the costs of residents as we will have to pay for parking permits for workmen who, normally come during working days. Safety for both traffic and pedestrians can be better improved by removing or narrowing the grass verges, and by ensuring that the grass verges are maintained if they are kept. Currently the grass verges are encroaching into the pavement due to lack of maintenance so they are benefitting no one.

I support the plans on having parking on one side of the road only as the road is very narrow and it prevent emergency vehicles to reach our homes quickly. In my views, parking does not need to be restricted to residents only, I am more concerned about the access

I will only support it if it's restricted to residents of Cedars Road only.

I would have liked to be able to ask questions that do not appear to be addresses in the documentation and FAQs,



e.g. regarding the yellow lines on the east side of the street and whether each household in Cedars Road would be guaranteed a permit, but we would definitely like to see restricted parking introduced and parking only allowed on one side of the street except where the road is wider.

IF THE COUNCIL ARE GOING TO INTRODUCE DOUBLE YELLOW LINES ALONG ONE SIDE OF THE ROAD THEN AUTOMATICALLY WE HAVE LOST HALF THE CAR PARKING SPACES IN THE ROAD SO BY INTRODUCING RESIDENTS PARKING THIS WILL STOP OUTSIDE CARS IE COMMUTERS AND NON-RESIDENTS FROM PARKING WHICH MEANS THERE SHOULD BE ENOUGH PARKING SPACES FOR THE RESIDENTS EVEN WITH DOUBLE YELLOW LINES DOWN ONE SIDE OF THE ROAD.

Narrow Road and with currently parking on both sides big vehicles (e.g. Fire engines, ambulance, delivery vehicles) cannot pass. Something has to be done.

Please consider adding extra car parking bays on both the left & right side of the cul-de-sac (Top of Cedars Road). I trust that double yellow lines will not impact larger vehicles being able to turn around, this will improve further the number of bay available to Cedars Road residents. Please can you also give assurances to Cedars Road residents that the M4 CPZ will not in the future be appended to another zone or made wider to include other road in the immediate area. That this zone will always only include Cedars Road and any amendments will be first consulted with residents (ie those that will be immediately impacted).

Please consider adding extra car parking spaces on either side of the turning circle. This will still leave plenty of room for large vehicles to turn around. All of this is on the understanding that the Cedars road CPZ will not be added to another CPZ without consultation with the Cedars road residents.

Thank you for proposing this and I really hope it goes through for the sake of safety of all.

THE CPZ WILL ONLY BE ACCEPTABLE PROVIDING IT IS RESTRICTED TO THE RESIDENTS OF CEDARS ROAD ONLY.

This is very badly needed and has been for many years. Huge cars and vans park opposite each other making it very difficult to pass. Emergency vehicles struggle to get down. Cedars Road is awash with commuters trying to park which means tradespersons are often reluctant to work here as there is no parking for their vans. Please introduce the CPZ ASAP. I would like cedars Road to be a CPZ by itself not a part of another CPZ. thank you

We really need the road widening. With a recent call to 999 for an ambulance, it got through but it took time. Also when we need building works done there is no way to permit on side of the road in order to get vehicles up

We struggle to enter and exit our road at all time and at all days of the week. Especially non resident commercial vans park and they make it really hard to get through our narrow road.

We want to be fair to the parents who drop of and collect children at Poplar Primary School.

We would hope this will be some help for the refuse service and delivery services

While I have given my support for a particular variant, I'd be happy with any change that allowed us to have a chance to park in the street. At present, booking a trades-person or service is a lottery, will they be able to park, who can say. If we try and use anything to block off a space we get police notices, if we park on the verge to allow access for an emergency vehicle - police notices. to police the sensible actions of the residents is reckless and immoral

Why is the Council wasting time by keep asking this questions every so often. this is the 3 or 4th time we have been asked this question

Will this stop people parking in our road after 6.30pm?

## Merton Council - call-in request form

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

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### 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 and Electoral Services, 1<sup>st</sup> floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy and Electoral Services on

020 8545 3409