

Cabinet Member for Environmental Sustainability and Regeneration:

Date: 16th September 2015

Agenda item:

Wards: Raynes Park and Village

Subject: Proposed RPC1 CPZ (Cottenham Park Road Area – Statutory Consultation)

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Forward Plan reference number: N/A

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Recommendations:

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

- A) Notes the result of the statutory consultation carried out between 14 May and 12 June 2015 on the proposals to introduce a Controlled Parking Zone (CPZ) RPC1 to include Cottenham Park Road, Cottenham Drive, Cottenham Place, Cranford Close, Hampton Close, Heights Close, Hillview and Oakwood Road, operational Monday to Friday between 12noon and 1pm.
 - B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 3.
 - C) Considers and overrules the objections against the proposed measures which are set out in appendix 3 along with officer's comments.
 - D) Agrees to the recommended amendments to the proposed RPC1 CPZ to address representations received. These are set out in section 4 of this report and detailed on plan No Z78-212-02 Rev A attached as Appendix 2.
 - E) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed RPC1 CPZ to include Cottenham Park Road, Hampton Close and Oakwood Road, operational Monday to Friday between 12noon and 1pm as shown in Drawing No. Z78-212-02 Rev A in Appendix 2.
 - F) For safety, access and improved sightline purposes, agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of double yellow lines at the junctions of those roads that are to be excluded from the proposed CPZ. Please see Drawing No. Z78-212-02 Rev A in Appendix 2.
 - G) 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 result of the statutory consultation on the Councils' proposals to introduce a CPZ RPC1 in the Cottenham Park Road area, Raynes Park to include Cottenham Park Road, Cottenham Drive, Cottenham Place, Cranford Close, Hampton Close, Heights Close, Hillview and Oakwood Road.
- 1.2 The report details the amendments made to certain aspects of the original design to accommodate feedback received during the statutory consultation.
- 1.3 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to include Cottenham Park Road, Hampton Close and Oakwood Road into the proposed RPC1 CPZ, operational Monday to Friday between 12noon and 1pm (1 hour) as shown in Drawing No. Z78-212-02 Rev A in Appendix 2.

2. DETAILS

- 2.1 The key objectives of parking management include:
 - Tackling 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:
 - 2.3 Permit holder bays: - For use by resident permit holders, business permit holders and those with visitor permits.
 - 2.4 Pay and display shared use / permit holder bays: - For use by pay and display customers and permit holders.
 - 2.5 Pay and display only bays: - For use by pay and display customers only.
- 2.6 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 where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross.
- 2.7 Within any proposed CPZ, 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.

- 2.8 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.
- 2.9 As part of parking management, waiting restrictions are proposed at key locations such as at junctions, bends and passing gaps. 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.

3. STATUTORY CONSULTATION

- 3.1 Following the implementation of RPC CPZ in March 2015 (Cambridge Road, Durham Road, Pepys Road and other roads as part of that CPZ0, representations were received from residents of Cottenham Park Road and Oakwood Road and the roads on the periphery of the RPC CPZ, requesting for parking restrictions to be introduced in their roads to address the displaced parking.
- 3.2 The statutory consultation on the Council's proposal to introduce parking controls in Cottenham Park Road, Cottenham Drive, Cottenham Place, Cranford Close, Hampton Close, Heights Close, Hillview and Oakwood Road commenced on 14 May and ended on 12 June 2015. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A statutory consultation (newsletter) with a plan, attached as Appendix 1, was also distributed to all those properties included within the consultation area.
- 3.3 The statutory consultation resulted in receipt of 110 representations; 35 of which were in support of the proposal and 75 against. A breakdown, on a road by road basis, is summarised below and are detailed in Appendix 3.
- 3.4 Those who object to the scheme, majority from roads on the northern edge of the scheme, generally believe that the controls are unnecessary and that their roads do not experience difficulties in parking. The layout of the scheme was designed to ensure access and safety; maximising available parking space where possible. Requests received from local residents have been accommodated where possible. Representations and officers comments' are detailed in Appendix 3 of this report.
- 3.5 **Cottenham Park Road**
27 representations were received from Cottenham Park Road with 22 in support and 5 representations in objection to the proposal. This road represents the majority of support for the proposed CPZ due to being situated on the periphery of the existing RPC CPZ and susceptible to displaced parking from Durham Road and

Pepys Road. One objection to the proposal was of the opinion that the CPZ would have an adverse effect on many of the users / visitors of the Scout Hut, based at the corner of Cottenham Park Road and Oakwood Road in Raynes Park and is requesting an element of pay and display parking to be utilised by visitors should the scheme proceed. Another objection included comments regarding vehicles parking on kerbside adjacent to pedestrian refuge islands significantly narrowing carriage width.

3.6 **Cottenham Drive**

Cottenham Drive is public highway with three private sections running off the main thoroughfare. During the statutory consultation period an officer from the council met with 2 members of the Copse Hill Estate Ltd (CHEL), the resident association representing all of the residents in the estate, to clarify several queries related to the proposed scheme. CHEL submitted a representation on behalf of all the residents in Cottenham Drive (see Appendix 4) with a total of 23 representations received; 6 in support of the proposals (1 representation from a property on the public highway and 5 from the private sections) and 17 in objection (8 representations from properties on the public highway and 9 from the private sections). This illustrated a majority in objection with the salient points being that the estate considers the public and private sections of Cottenham Drive as one unit, however, the proposed CPZ would be divisive to CHEL's arrangement and that residents from the private sections would not be eligible for permits to park on the public highway which may lead to disharmony among estate residents. Also there are objections to the introduction of street furniture and road markings necessary to enforce the CPZ in that these would detract from the cohesiveness and beauty of the estates environment.

3.7 **Cottenham Place**

Cottenham Place similar to adjacent Cottenham Drive is public highway with a section of private road and being situated in the same estate, CHEL also made a representation on behalf of all the residents (see Appendix 4) with a total of 10 representations received; 2 in support of the proposals (1 representation from a property on the public highway and 1 from the private section) and 8 in objection (4 representations from properties on the public highway and 4 from the private sections). Again the majority objected to the proposed scheme with the points as set out in the above paragraph.

3.8 **Cranford Close**

A petition of 30 signatures (see Appendix 4) and four individual representations were received from Cranford Close. After removing duplicates a total of 28 representations were received with all objecting to the proposed scheme on the grounds that the proposal is not necessary as the Close does not experience parking problems and existing arrangements work well with harmony and consideration, also that additional street furniture and road markings would be detrimental to the character of the cul-de-sac.

3.9 **Hampton Close**

A small cul-de-sac off Cottenham Park Road, 2 representations were received with both being in support of the proposed scheme.

3.10 Heights Close

A petition of 16 signatures from 13 properties (see Appendix 4) and 8 individual representations were received from Heights Close. After removing duplicates a total of 15 representations were received; 1 in support and 14 objecting to the proposed scheme. A majority in objection to the proposals on the grounds that there is currently no parking difficulties and residents' view any future neighbouring scheme is highly unlikely to impact Hill View and that the community is very close and residents accommodate each other well and do not need imposition from the council.

3.11 Hillview

Three representations in objection to the proposed scheme were received from Hillview. Objections to the proposed scheme are on the grounds that the proposal is not necessary.

3.12 Oakwood Road

Two representations were received from Oakwood Road objecting to the proposed scheme. Although objecting to having parking controls in their road both representations acknowledged an increase in the number of cars trying to park in the road and that the road is now being used by commuters and van drivers.

3.13 Below is a summary of feedback from the statutory consultation.

<i>Road Name</i>	<i>Responses In Favour</i>	<i>Percentage In Favour</i>	<i>Responses Object</i>	<i>Percentage Object</i>	<i>Properties consulted</i>	<i>Responses Received</i>	<i>Response Rate</i>
Cottenham Park Road	22	81%	5	19%	206	27	13%
Cottenham Drive	6	26%	17	74%	27	23	85%
Cottenham Place	2	20%	8	80%	11	10	91%
Cranford Close	0	0%	28	100%	31	28	90%
Hampton Close	2	100%	0	0%	12	2	17%
Heights Close	1	7%	14	93%	25	15	60%
Hillview	0	0%	3	100%	23	3	13%
Oakwood Road	0	0%	2	100%	48	2	4%

4. AMENDMENTS TO THE PROPOSED SCHEME

4.1 In response to the feedback received from residents, the following amendments have been made to the original design. These are set out below and shown on Drawing No. Z78-212-02 Rev A in Appendix 2.

4.2 A concern was raised that the proposed scheme would have an adverse effect on many of the users of the Community Hall (Scout Hut), based at the corner of Cottenham Park Road and Oakwood Road in Raynes Park. To address this concern the proposed permit holder only parking bay opposite properties No.125 to 143 Cottenham Park Road will be amended to a shared use permit holder / pay and display parking bay to be utilised by visitors to the Community Hall and the St. George's Hospital Sports Ground.

4.3 Another concern was noted that a long standing problem with vehicles parking adjacent to the pedestrian refuge island between No.11 and 13 Cottenham Park Road resulted in a reduced carriageway width, insufficient for buses and larger vehicles to pass. To address this and assist with the expeditious and safe movement of vehicular and other traffic (including pedestrians) around the refuge

islands an amendment to the proposed scheme to introduce double yellow lines (waiting restrictions at any time) around the pedestrian islands in front of No.13 and No.23 Cottenham Park Road is recommended.

4.4 Exclusion of roads from the proposed RPC1 CPZ

To address the views of the majority of the representations in each road who objected to the proposed parking controls in their road, it is recommended that Cottenham Drive, Cottenham Place, Cranford Close, Heights Close and Hillview are excluded from the proposed CPZ

4.5 The above roads are on the northern edge of the proposed scheme and apart from the main thoroughfare of Cottenham Drive all the roads are cul-de-sacs with only local residential traffic using the roads. The feedback from these roads stated strong objection to the proposals claiming that residents do not experience parking problems and existing arrangements work well with harmony and consideration. After three separate consultation exercises with strong objection each time, these roads are now subject to consultation fatigue and it is recommended that unless there is an overwhelming support from all these roads, no further consultation will be carried out in these roads.

4.6 Ward Councillors' comments

Officers presented the results of the statutory consultation (table in paragraph 3.13) and recommendations to exclude Cranford Close, Heights Close, Hillview, Cottenham Drive and Cottenham Place in response to the weight of objections received to local ward Members of Raynes Park and the Village seeking their comments. Raynes Park ward Members were satisfied with no further comments and at the time of completing this report, officers had not received any comments from the Village ward Members.

5. RECOMMENDATIONS

5.1 Based on the Statutory consultation responses, it is recommended that the Traffic Management Orders TMOs be made to implement RPC1 CPZ to include Cottenham Park Road, Hampton Close and Oakwood Road, hours of operation Monday to Friday between 12noon and 1pm as shown in Drawing No. Z78-212-02 Rev A in Appendix 2.

5.2 It would be reasonable to tackle the injudicious parking and respond to the needs / demands of the affected residents in the roads where there is majority of support for the introduction of a CPZ and to be mindful of those roads which opted against and the impact a CPZ would have in neighbouring roads if they were to be excluded, however after three separate consultation exercises with strong objection each time it is recommended that Cottenham Drive, Cottenham Place, Cranford Close, Heights Close and Hillview are excluded.

5.3 For safety, access and improved sightline purposes, it is proposed to introduce double yellow lines at the junctions of those roads that are to be excluded from the proposed CPZ. Please see Drawing No. Z78-212-02 Rev A in Appendix 2.

- 5.4 The proposed CPZ design comprises of mainly permit holder bays to be used by residents, businesses and their visitors with the amendment of shared use parking made available for pay & display customers. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.
- 5.5 **Hours of Operation:** The majority of respondents favoured 'RPC1' CPZ to operate Monday to Friday between the hours of 12noon and 1pm. It is important to acknowledge that the enforcement of a one-hour CPZ would be resource intensive and given the current level of available resource, enforcement is likely to prove extremely difficult, limited and expensive.
- 5.6 **Permit Issue Criteria:** It is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones in Merton at the time of consultation. The cost of the first permit in each household is £65 per annum; the second permit is £110 and the third permit cost is £140. An annual Visitor permit cost is £140.
- 5.7 **Visitors' permits:** This zone will be subject to a one-hour control and it is considered unreasonable to apply the current visitor permit tariff of £1.50 for half a day. A recommendation was put forward in a previous report (Street Management Advisory Committee report dated 29 January 2014) to create a new visitor permit for this particular zone at a cost of £1 for the 1 hour which was approved. The allowance of visitor permits per in a household shall be 50 permits.
- 5.8 **Business permits:** It is proposed that the business permit tariff be the same as per zones elsewhere in the borough, with the charges of £331.50 per 6 months, with a maximum of only two permits per business without off- street parking facilities.
- 5.9 **Teachers Permits:** For all schools located in CPZs the cost of the Permit will be £188 per annum.
- 5.10 **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.
- 5.11 **Pay & Display tickets:** It is recommended that the charge for parking within the pay and display shared use / permit holder bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation. The cost will be £1.20 per hour.

6. TIMETABLE

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

7. ALTERNATIVE OPTIONS

- 7.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.
- 7.2 Being mindful of enforcement difficulties and expense involved, consideration could be given not to introduce a one-hour zone. However, this would be against the wishes of the majority who have opted for the proposed one-hour option.
- 7.3 Introduce the CPZ scheme to all roads as originally proposed during the statutory consultation. This would, however, be against the majority of views of residents in Cranford Close, Hillview, Heights Close, Cottenham Drive and Cottenham Place and would not exercise a true democratic process.

8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 The cost of implementing the proposed measures is estimated at £35k. This includes the publication of the made Traffic Management Orders, the road markings and the signs.
- 8.2 The Environment and Regeneration revenue budget for 2015/16 currently contains a provision of £260k for Parking Management schemes. The cost of this proposal can be met from this budget.
- 8.3 There will be additional Civil Enforcement Officer costs in terms of the need for additional one post at the cost of approximately £37k. Apart from enforcing the 1 hour zone, the officers would carry out other enforcement duties as required. The scheme will generate an estimated gross income of about £8.5k per annum. Legislation states that any 'surplus' revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.

9. LEGAL AND STATUTORY IMPLICATIONS

- 9.1 The Traffic Management Orders would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 9.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a Traffic Management Order or to modify the published draft Order. A public inquiry should be held where it would provide further information, which would assist the Cabinet Member in reaching a decision.
- 13.1 Before reaching a decision to make the necessary Traffic Management Order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA")1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

- 13.2 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.
- 13.3 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 13.4 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:-
- the desirability of securing and maintaining reasonable access to premises.
 - 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.
 - the national air quality strategy.
 - facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - any other matters appearing to the Council to be relevant.

10. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 10.1 The implementation of new CPZs and the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.
- 10.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 10.3 The Council carries out careful consultations to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 10.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft Traffic Management and similar Orders published in the local paper and London Gazette.

11. CRIME AND DISORDER IMPLICATION

- 11.1 N/A

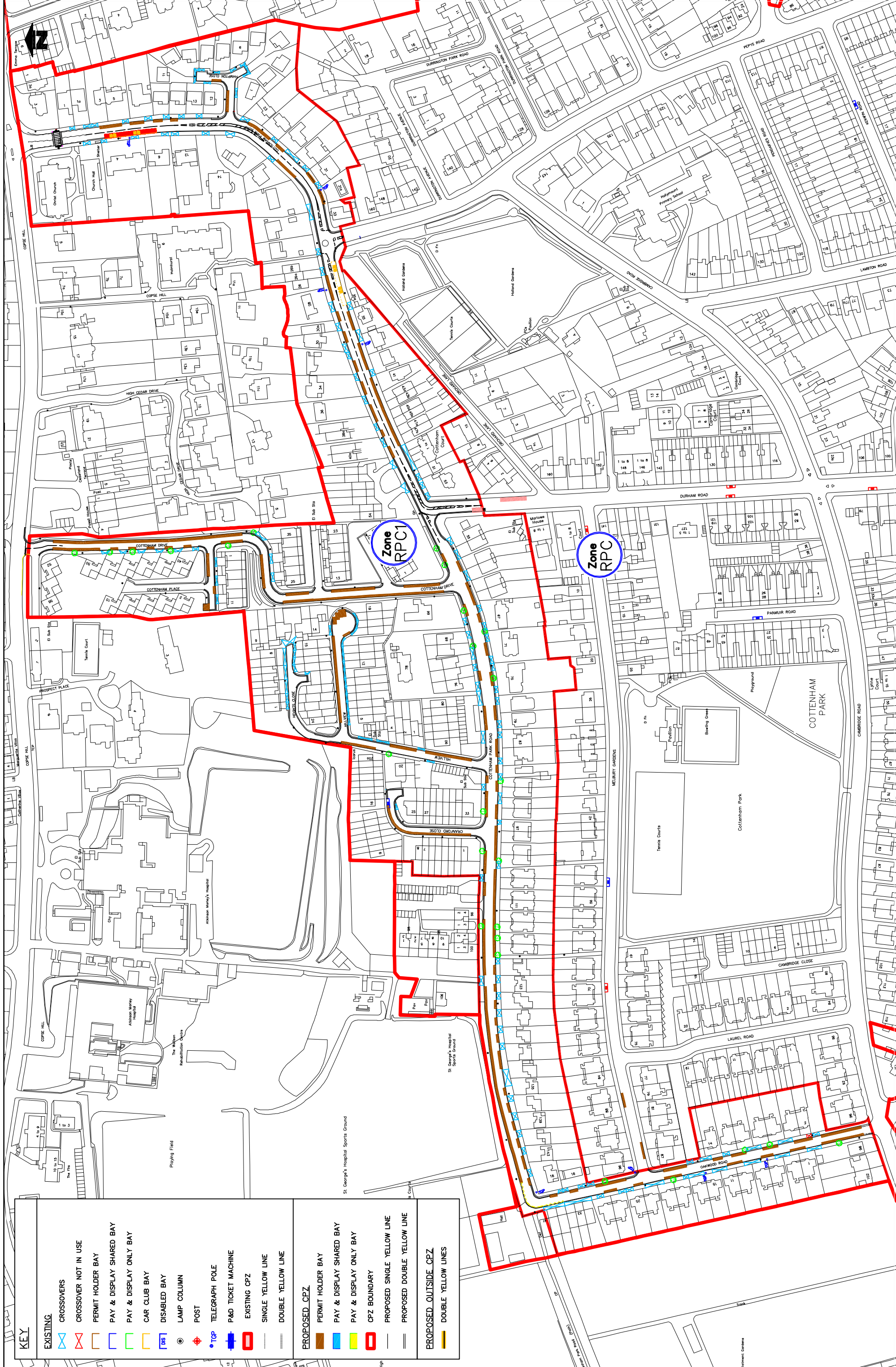
12. RISK MANAGEMENT IMPLICATIONS

- 12.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents and the local business community.
- 12.2 The risk in not addressing the issues from the consultation exercise would be the loss of confidence in the Council from those residents who have made representation of parking difficulties / concerns. 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.
- 12.3 The risk of introducing a one-hour zone is that effective enforcement may not take place across the entire area due to the size of the zone and limited available resource. Effective enforcement is likely to prove cost ineffective.

13. APPENDICES

- 13.1 The following documents are to be published with this report and form part of the report;
- Appendix 1 Statutory Consultation document
 - Appendix 2 Drawing No.Z78-212-02 Rev A (with amended proposals)
 - Appendix 3 Representations and officers' comments
 - Appendix 4 Petitions and survey

Statutory Consultation Document



KEY	
	EXISTING CROSSOVERS
	CROSSOVER NOT IN USE
	PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	PAY & DISPLAY ONLY BAY
	CAR CLUB BAY
	DISABLED BAY
	LAMP COLUMN
	POST
	TELEGRAPH POLE
	P&D TICKET MACHINE
	EXISTING CPZ
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE
	PROPOSED CPZ
	PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	PAY & DISPLAY ONLY BAY
	CPZ BOUNDARY
	PROPOSED SINGLE YELLOW LINE
	PROPOSED DOUBLE YELLOW LINE
	PROPOSED_OUTSIDE_CPZ
	DOUBLE YELLOW LINES

Merton Council
 Merton Civic Centre
 London Road
 W14 5XJ
 www.merton.gov.uk

Street Scene & Waste
 environment & regeneration
TRAFFIC & HIGHWAYS

PROJECT: Z78-212-02
 TITLE: Controlled Parking Zones (CPZ's)
 Cottenham Park Road Area (RPC1)








Prepared from/used with the Ordnance Survey's 1:10,000 Scale Topographic Map of the Cottenham Park Road Area. The map is the property of the Ordnance Survey and is used under license. It is not to be used for any other purpose without the permission of the Ordnance Survey.







DATE	11 Nov 2011
DATE	2 Nov 2011
DATE	11 Nov 2011

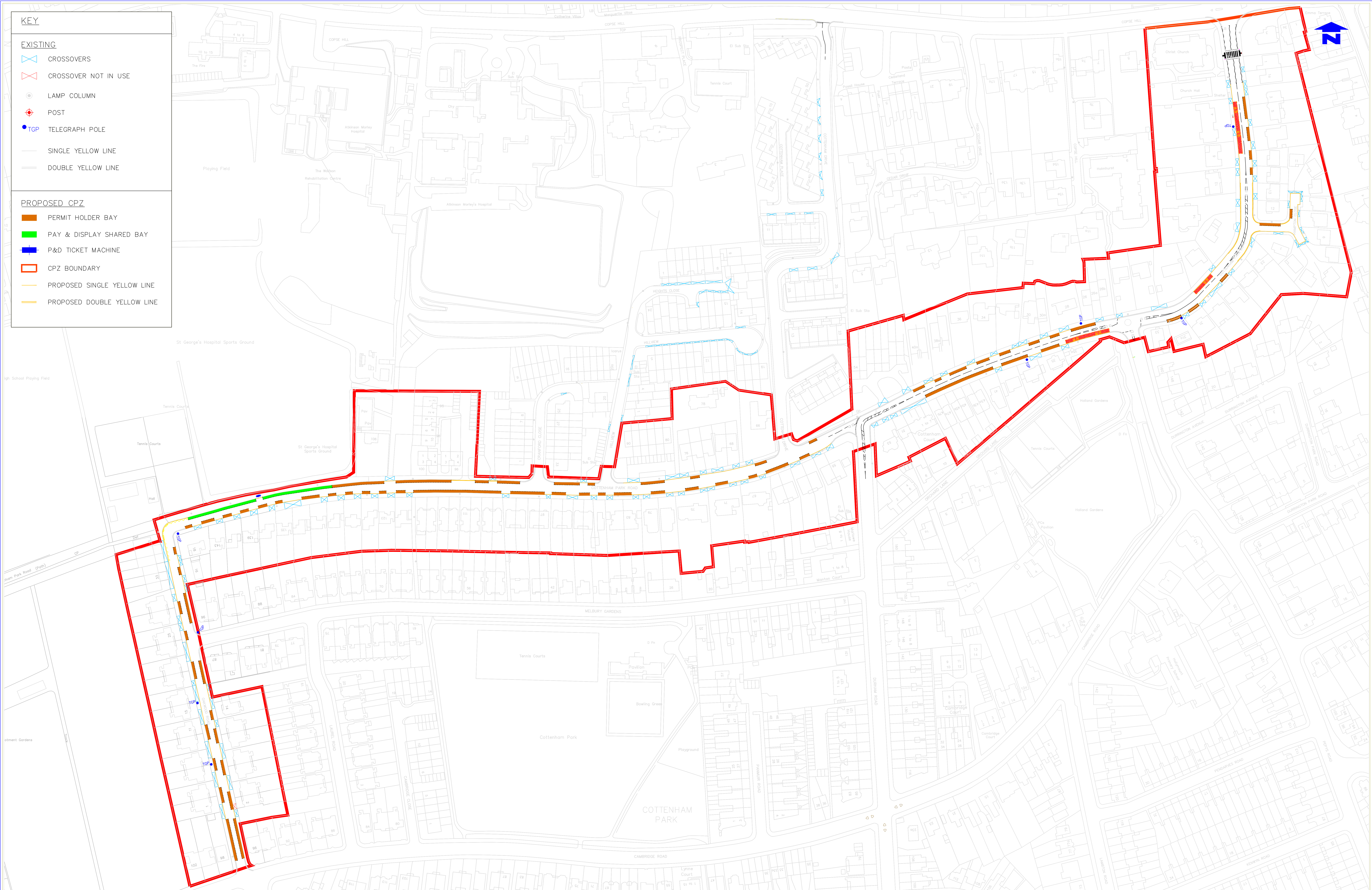
NOTES:
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Drawing No.Z78-212-02 Rev A (with amended proposals)

KEY

- EXISTING**
-  CROSSOVERS
 -  CROSSOVER NOT IN USE
 -  LAMP COLUMN
 -  POST
 -  TELEGRAPH POLE
 -  SINGLE YELLOW LINE
 -  DOUBLE YELLOW LINE

- PROPOSED CPZ**
-  PERMIT HOLDER BAY
 -  PAY & DISPLAY SHARED BAY
 -  P&D TICKET MACHINE
 -  CPZ BOUNDARY
 -  PROPOSED SINGLE YELLOW LINE
 -  PROPOSED DOUBLE YELLOW LINE



Notes
Do not scale from this drawing

Rev	Revisions	Drawn	Sig	Date	Chk	Sig	Date	App	Sig	Date	Rev	Revisions	Drawn	Sig	Date	Chk	Sig	Date	App	Sig	Date	




Street Scene & Waste
environment & regeneration

TRAFFIC & HIGHWAYS

Drawn by	Sig	Date
Checked by	Sig	Date
Approved by	Sig	Date

PROJECT
Controlled Parking Zones (CPZ's)

TITLE
Cottenham Park Road Area (RPC1)



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

Project No: Z78-212-02
Revision: A
Classification: Construction
Scale: N.T.S.

Representations and Officer's Comments

Representations – Support
<p>Cottenham Park Road</p>
<p>P008-15-002 – Resident I write to confirm my support for the CPZ proposals to introduce a one hour CPZ in Cottenham Park Road. Parking has become difficult since the introduction of the CPZ in the Cambridge Road Area and will get extremely difficult if the Cambridge Road CPZ is extended into Melbury Gardens and Laurel Road. We already have commuters parking in Cottenham Park Road.</p>
<p>P008-15-006 – Resident Further to the recent notification that Merton Council propose to introduce a Controlled Parking Zone in the area of Cottenham Park Road, I wish to register my support for the scheme as proposed. Hopefully it will deter commuter parking and encourage residents to use off street parking where it is available.</p>
<p>P008-15-009 – Resident I am a resident of Cottenham Park Road and would welcome a CPZ in this area (although we have no choice given the introduction of it to the surrounding streets, as it has just pushed the commuter parking further up the road.) I would just like to request that where there are driveways with obscured views please take into account the positioning of the bays so that vision is not impaired when pulling out onto the area of Cottenham Park Road used by the buses. To this account I also wondered whether any other road safety measures are being taken into account such as speed bumps to slow the traffic down? There has already been an accident involving a speeding car and a bus outside our house in the short time we have been here. All the other surrounding streets (Pepys Rd, Durham Rd) seem to have them except for us.</p> <p>Officer's comment: <i>It is the policy of the council to improve the environment by making it safer for both motorists and pedestrians. One way this can be achieved is through the introduction of a Controlled Parking Zone (CPZ), by regulating the number of parked vehicles in the area. When marking out parking bays adjacent to dropped kerbs, a one metre clearance away from the dropped kerb either side is provided to assist with visibility and allow vehicles to enter / egress without obstruction. There are currently no plans to introduce speed restriction measures in Cottenham Park Road.</i></p>
<p>P008-15-011 – Resident We believe that the introduction of this zone is essential, given the amount of commuter parking that now happens in Cottenham Park Road. The plans set out in the consultation look eminently sensible. Thank you for responding to local requests. The only point we would make is that currently in Cottenham Drive, at the bottom end, cars parked on both sides narrow the road so that only one vehicle at a time can use that part of the road. This has led to some near-collisions which we have observed from our house. It would surely be safer to extend the yellow line from the corner on the East side to the top of Cottenham Drive?</p>
<p>P008-15-013 – Resident I would like to register my support for the proposal to extend CPZ arrangements to Cottenham Park Road and surrounding roads. Since the introduction some months ago of CPZ arrangements in other roads closer to Raynes Park station Cottenham Park Road has become congested with heavy commuter parking on both sides of the street. This is both inconvenient to residents and, in my view, hazardous on a road that services the 200 bus route, particularly in the area close to the roundabout at the top of Pepys Road (which has been the site of a number of accidents in recent years).</p>
<p>P008-15-17 - Resident I have always had an issue with parking owing to the fact that my garage necessitates me backing out of it onto Cottenham Park Road. I requested and paid for a white line 20 odd years ago when I bought my house. The reason being, I am on the 200 bus route and there are no traffic speed controls down this part of Cottenham Park Road. Over the years I have had the Police and yourselves up several times to see the problem I have with drivers continually parking over my white line, parking outside my property and completely blocking my view up and down the road when reversing. Neither the Council the Police have been prepared to make the situation less dangerous for me. Subsequently, I have voted for controlled parking when it has been offered, merely for an hour or two a day but have been in the minority; no doubt because householders have not thought it was important enough for them. HOWEVER now that surrounding roads have opted for controlled parking, the situation has become much more serious as the public has used Cottenham Park Road during the week all day to park their vehicles, as well as leaving vans, travelling vehicles, lorries for weeks outside my house certainly, and where else they can find space. I have been very frustrated by the dangerous situation I find myself in whenever I use my car, apart from weekends when at least daily parking is largely acceptable. Whilst I enjoy off- street parking for my car and another vehicle, the selfish behaviour of</p>

other motorists and the disregard for my white line and blocking of my view, has caused me a great deal of stress over many years.

P008-15-019 - Resident

I am in favour of the proposal overall. However, my main purpose in contacting you is to request that you seriously consider a complete ban (double yellow line) around the NW side of the sharp corner in Cottenham Park Road covering the road area from House No.14 to House No.18. This corner is extremely hazardous and regularly heavily parked by cars and large vans, which totally obscure the view of approaching vehicles (from the SW) for residents trying to exit their driveways in Houses 14 and 16, and wishing to turn either left or right. It is very clearly a dangerous situation which is bound to result in an accident sooner or later. Your examination of this situation would be highly appreciated, and your recommendation for a parking ban on this corner would be a real contribution to safety (both for residents and oncoming vehicles).

Officer's comments:

It is the policy of the council to improve the environment by making it safer for both motorists & pedestrians. One way this can be achieved is through the introduction of a Controlled Parking Zone (CPZ), by regulating the number of parked vehicles in the area, particularly at key locations such as junctions, narrow roads, and cul-de-sacs. As part of the design double yellow lines at corners seek to improve visibility and to provide clear access for all road users. The Highway Code stipulates that motorists should not park opposite or within 10 metres of a junction, however the council does acknowledge that parking is premium and where possible will try to balance safety requirements with the community's parking demand.

P008-15-021 - Resident

We live in the smaller, southern part of Cottenham Park Road, off Combe Lane, separated from the northern part by a footpath that runs alongside St Matthews School. I note from your map that this part of the road appears to be excluded from your plans for extended parking controls. This would mean that along with Burdett Avenue which runs between it & Copse Hill, we would be the only roads on the 'block' bordered by Coombe Lane and Copse Hill not part of the scheme. I write to inform you in the strongest terms that this would be unacceptable and dangerous. Prior to the recent parking extension, parking in our road was easy at any time. At school drop off times in the morning & afternoon the road was always busy but manageably so. However, since the parking extension was introduced, congestion in the road has become noticeably much worse, presumably the effect of commuters parking here having been ousted from further along the block. Now, at school drop off/pick up times, the increased congestion caused by the reduced number of parking places is already becoming dangerous & extremely inconvenient to residents. Parents park on corners, on pavements, directly across driveways, and double park. Small children try to cross the roads & street corners between the parked cars, sometimes with distracted parents & I have recently seen a couple of 'near misses'. I have also witnessed a 'neighbour rage' incident when she was trying to drive out of her driveway but was completely blocked in by a school parent/carer. In short, the situation created by your actions in extending the parking zone is already problematic for residents in this part of the road - as it appears to have been also for residents in the other part of the road who are pushing for these changes. To further extend the zone but exclude our part of the Cottenham Park Road & Burdett Road would be unacceptable as it would not only push far more commuter parking into our roads, but would also mean that the school parking situation would become even worse. There seem to me to be two solutions - either not to extend the controlled parking zone; or to extend it but to include the full length of Cottenham Park Road.

Officer's comments:

This section of Cottenham Park Road is outside of the boundary of the proposed scheme. During the previous statutory consultation and the subsequent implementation of the Cambridge Road area CPZ, this section of Cottenham Park Road did not contact the Council regarding the issues raised in this representation. Controlled Parking Zones are only considered in an area where residents have demonstrated support for the introduction of parking controls; this can be illustrated through submission of a petition for example. Neighbouring roads that are immediately adjacent and at risk of parking displacement may be included into the successive consultation.

P008-15-022 - Resident

Thank you for the recent information proposing a CPZ in the Cottenham Park Road area. I write to say that I would welcome this CPZ for 1 hour a day, Monday to Friday, as Cottenham Park Road is now full of commuter cars and we, as residents, are finding it increasingly difficult to park our own cars. It is dangerous when reversing out of driveways as our vision is impaired by the parked cars (which are sometimes parked overlapping the driveway) and we often have car alarms going off intermittently throughout the day. I did organise a petition earlier in the year asking us to be added onto the existing CPZ, but completely understand that this different hour of operation would be more effective. I hope you will consider the petition you have already received from Cottenham Park Road as support for the proposed CPZ when making your decision.

P008-15-025 – Resident

As a resident of Cottenham Park Road I am writing to express my support for the Proposed Controlled Parking Zone

for RPC1 - Cottenham Park Road Area. Since the recent implementation of the CPZ in RPC the non-local residents that used to park in this area for access to RP station have now taken to parking in my own road and those close by, but outside of the new zone. This has resulted in significant parking congestion in these roads, to the point where on many occasions my driveway has been obstructed, making it difficult if not impossible for my wife and I to exit our drive. Furthermore, for our second car which we always used to park on the road directly adjacent to our house, we now forced to drive hundreds of yards down the road to find a space. It is difficult for friends to visit, deliveries are a problem and the additional cars have made it dangerous for anyone exiting their driveway because their line of sight is obstructed as they enter what has become a much busier road, resulting in a number of accidents. Noise has also become an issue as commuters looking for spaces early in the morning, or returning to their cars late at night, regularly wake up my two young kids with their engine noise. In summary, the introduction of the RPC CPZ has blighted what used to be a lovely residential road, and I fully back anything you can do to reverse the huge increase in congestion in the RPC1 zone.

P008-15-026 – Resident

We live in Cottenham Park Road and have recently received the CPZ details for RPC1. We would like to add our support to the plan to go ahead as laid out in the details we received. With other recent CPZ work in the area the weight of commuter traffic parking has increased and we would welcome the introduction of the CPZ.

P008-15-027 – Resident

I am writing regarding the implementation of the above CPZ on my street, Cottenham Park Road. I see from the letter that the consultation is running until next Friday (12th June) but I wondered if you had any further information as to when this will be installed? Since the CPZ was put in place down Durham and Pepys road in March life on my road has become a complete nightmare. Therefore this parking restriction cannot come soon enough to hopefully give back some normality and stop a residential street being used solely for excessive commuter parking. Prior to the letter advising of the plans coming through the door I was in contact with Merton about getting a white line painted to highlight our vehicle crossover. On a daily basis I am faced with someone parking on a tiny bit of verge between our crossover and our neighbours. I see on the proposed plans this is going to become a yellow line which is a huge relief as it is nowhere near big enough for a parking bay, and has become extremely dangerous for my wife and I to enter the carriageway via our crossover. Merton have sent me a proposal for the white line painting which I need to action within 30 days, however with the CPZ planned if I had a better idea of when it will be installed it would help me to make this decision as there is obviously a cost involved. I am completely in support of all the plans outlined and would really appreciate any further information you can offer at this point in terms of potential installation dates.

Officer's comment:

Following the consultation period officers review the feedback received from the community and present recommendations to the cabinet Member for Environmental Sustainability and Regeneration. Subject to approval, officers will proceed to notify the community of the council's decision. Please note that when marking out parking bays adjacent to dropped kerbs, a one metre clearance away from the dropped kerb either side is provided to assist with visibility and allow vehicles to enter / egress without obstruction.

P008-15-030 – Resident

Further to your letter asking opinions re the above CPZ I wish to confirm that we would like to have this instigated.

P008-15-031 – Resident

I have been a resident on Cottenham Park Road for the last 20 years and observe the ever increasing flow of traffic through this road with increasing concern. Even more worrying however is the sheer unacceptable number of cars parked on the roadside, sometimes in the most irresponsible manner. Cottenham Park Road is used for public parking free of charge by commuters, students and those working in the village, Wimbledon Town and further afield. The cars parked long term along the road present a major hazard for the bus 200, cyclists and local traffic alike. Very frequently I have observed the bus 200 hardly being able to pass through the road, in particular where traffic islands narrow the width of the road further. Excluding Cottenham Park Road from the new CPZ will lead to even more long term parking along the road and will present residents and motorists with an impossible situation. Cottenham Park Road must be included and CPZ must be in operation for at least one hour, ie. 12.00 noon to 1.00 pm on weekdays.

P008-15-032 – Resident

Please could you add our names to supporting the controlled parking in Cottenham Park Road. Parking by commuters has increased dramatically in the last few months.

P008-15-033 – Resident

Please take this email as my support for the proposed CPZ to operate from 12noon to 1pm. Hopefully this will discourage commuters from parking in our road. Hopefully, you will not disfigure the grass verge outside our house with a sign.

P008-15-034 – Resident

We would like to give our support to the proposed controlled parking area in Cottenham Park Road.

P008-15-035 – Resident

We support the proposal to introduce a CPZ in Cottenham Park Road.

P008-15-036 – Resident

My husband and I fully support the controlled parking zone proposals since Cottenham Park Road has:

1. Become a parking lot since the surrounding roads recently installed controlled parking, often for commuters.
2. Become very unsafe for driving out of our driveway, which is now often blind vision because of parked vehicles obstructing views of cars coming along the road. So we hope it goes ahead.

P008-15-037 – Resident

I am writing in support of the proposal to introduce a controlled parking zone in Cottenham Park Road.

Since the introduction of the CPZ in the roads to the south of Cottenham Park Road earlier this year, Cottenham Park Road has become like a car park during the day. It often becomes difficult to park near our house as a result of the increased number of people who leave their cars in our road during the day. The introduction of the CPZ should eliminate these commuter parkers.

P008-15-038 – Resident

In reply to your request for representation regarding the proposed CPZ in Cottenham Park Rd: We are in favour.

P008-15-039 – Resident

We would like to register our support for the introduction of the Cottenham Park Road Area CPZ as proposed by the council.

P008-15-040 – Resident

I was very surprised and disappointed to receive your consultation paper to see that the CPZ does not include the other end of Cottenham Park Road and Burdett Avenue. If any road needs the CPZ it is this end of Cottenham Park Road and Burdett Avenue. I have lived in Cottenham Park Road for 40 years and have seen the parking increasingly getting worse.

At the end of Cottenham Park Road we have St Matthew's Primary School. This means three times a day the road is full of parents parking. Now you have made Cambridge Road a CPZ road we have the overflow of commuters parking in Cottenham Park Road. Extensively more commuter parked cars coupled with the parents parking makes it impossible to park near your home. The other roads mentioned do not have a primary school parking issue. Also our road is often used as a short cut from Copse Hill and constant double parking makes it more dangerous. Not to include our road is madness.

On Friday I rang the council in a rage as I had just returned from Waitrose with my husband, whose mobility is limited, to find we could not park anywhere in our road. This is just not acceptable. Residents should have priority parking. I look forward to receiving a response as we desperately need to reduce the cars and parking as soon as possible.

Officer's comment:

This section of Cottenham Park Road is outside of the boundary of the proposed scheme. During the previous statutory consultation and the subsequent implementation of the Cambridge Road area CPZ, this section of Cottenham Park Road did not contact the Council regarding the issues raised in this representation. Controlled Parking Zones are only considered in an area where residents have demonstrated support for the introduction of parking controls; this can be illustrated through submission of a petition for example. Neighbouring roads that are immediately adjacent and at risk of parking displacement may be included into the successive consultation.

P008-15-042 – Resident

We are writing to support the proposed inclusion of Cottenham Park Road and surrounding area in the new CPZ, operating from 12 noon to 1 pm. Since the introduction of the CPZ for the rest of Raynes Park there has been the inevitable increase of parked cars around us. They are not residents' cars; they are presumably commuter vehicles as they are left from early morning until the evening. Some are there for the entire working week. They are also often parked too close to existing crossovers which is unsafe. The attractive appearance of the roads, with their open leafy aspect, has been reduced.

P008-15-044 – Resident

I live in Cottenham Park Road. I feel very strongly that you SHOULD include Cottenham Park Road in the new CPZ. Since other streets like Pepys Road are now in a CPZ people have started to inappropriately park on the pavement in Cottenham Park Road. I have witnessed Mothers with buggys and people in wheelchairs unable to use the pavement because there are vans and cars on the pavement making it impossible to pass. This definitely needs to be addressed.

P008-15-047 – Resident

It was with great surprise to receive the proposal, only to find, that the Roads that are mostly affected by the recent introduction of CPZ, i.e. Cambridge Road etc, were in effect excluded from this New CPZ!

If any Roads need a CPZ, then they are the 'Bottom End' of Cottenham Park Road, Burdett Avenue and the 'Bottom End' of Copse Hill! The shift of 'All Day Parking' has moved to these three Roads and to top this, we have the parents three times a day blocking all parking available in the 'Bottom End' of Cottenham Park Road and Burdett Avenue due to the CoE school! - So for most of us residents it is sometimes impossible to park anywhere near our house. This is especially very difficult, when you come back from shopping with loads of bag to carry. Some of these parents then decide to leave their cars and take the bus to do their shopping etc in Wimbledon. So I hope that the relevant authorities will reconsider the current new CPZ proposal and include our roads, as they are far more affected by daily

and long term (holiday/business trip) parkers! Please would you respond to my request as soon as possible.

Officer's comment:

This section of Cottenham Park Road is outside of the boundary of the proposed scheme. During the previous statutory consultation and the subsequent implementation of the Cambridge Road area CPZ, this section of Cottenham Park Road did not contact the Council regarding the issues raised in this representation. Controlled Parking Zones are only considered in an area where residents have demonstrated support for the introduction of parking controls; this can be illustrated through submission of a petition for example. Neighbouring roads that are immediately adjacent and at risk of parking displacement may be included into the successive consultation.

P008-15-048 – Resident

We are delighted that you are reviewing the CPZ and are in favour in the strongest possible terms. Both myself and my wife work and find it impossible to park anywhere near the front of our house on our return from work. The parking is generally commuters, not local residents. Parking on both sides of the road combined with neighbours trying to exit their driveways makes for an accident waiting to happen. Please extend the CPZ to include Cottenham Park Road.

P008-15-049 – Resident

I live in Cottenham Park Road. I feel very strongly that you SHOULD include Cottenham Park Road in the new CPZ. Since other streets like Pepys Road are now in a CPZ people have started to inappropriately park on the pavement in Cottenham Park Road. We have witnessed Mothers with buggys and people in wheelchairs unable to use the pavement because there are vans and cars on the pavement making it impossible to pass. This definitely needs to be addressed.

P008-15-FW - Resident

I am a resident in Cottenham Park road and see from your recent newsletter that you propose to enforce 1 hour parking restrictions. I am sure you are aware that since we seem to be the first road within the commuter zone and without parking restrictions that the world and his wife park (on the pavement, half on half off) blocking driveways etc. In my view 1 hour is not long enough as it's not just commuters but, trades vehicles working in the area and shoppers catching the train into town or walking into the village. It has become a serious problem not just in terms of congestion but dangerously hazardous for pedestrians crossing and residents such as myself leaving our private driveway with vehicles strewn across the access totally blocking vision of oncoming traffic. I think it is obvious that bay parking restrictions need to be enforced for both resident and visitors in the road that do not obscure access. It may help in the interim to send parking wardens to issue tickets to those who pavement park.

Officer's comments:

It is the policy of the council to improve the environment by making it safer for both motorists and pedestrians. One way this can be achieved is through the introduction of a Controlled Parking Zone (CPZ), by regulating the number of parked vehicles in the area. When marking out parking bays adjacent to dropped kerbs, a one metre clearance away from the dropped kerb either side is provided to assist with visibility and allow vehicles to enter / egress without obstruction.

Hampton Close

P008-15-029 – Resident

I wish to register my support for the proposed extension of the CPZ to include Hampton Close although I question whether a one hour window is sufficient to be very effective.

P008-15-056 –

Resident - I would like to support the proposed extension of the CPZ to include Hampton Close.

Heights Close

P008-15-003 - Resident

Having read the leaflet which sets out proposals to include Hill RPC CPZ in Hillview and Heights Close I wish to make the following comments. 1. The narrow exit on the blind corner out of Heights Close can be hazardous, as past accidents have proven. The proposed parking bay on the top left of Hillview should be shortened at the point of entry into Heights Close to at least be in line with the lower side of the right hand bend into Hillview, particularly in order that larger vehicles such as the refuse lorry have clear access. 2. Although my address is in Heights Close I also have access to my garden and ground floor via a back gate opening onto Hillview, through which deliveries are usually made. What arrangement will be available in order for access to be available to my home via Hillview when the parking rules are enforced and cars are in a parking bay outside the gate? Can access spaces be made available between the bay markings?

Officer's comment:

When marking out parking bays adjacent to dropped kerbs a one metre clearance away from the dropped kerb either side is provided to assist with visibility and allow vehicles to enter / egress without obstruction.

Representations – Objections

Cottenham Park Road

P008-15-015 – Resident

I would be grateful if you could note our objections to the proposed CPZ, which will have an adverse effect on many of the users of the 19th Wimbledon Scout Hut, based at the corner of Cottenham Park Road and Oakwood Road in Raynes Park. We have been extremely grateful for the support that Merton Council has given us over the past few years as we rebuilt our Scout Hut, including the s106 support, and agreeing a new lease to include a larger area of land around our buildings. As part of our negotiations for our new lease we have been pleased to be able to extend the use of the building and land to allow for a wider community use. Previously we were restricted to Scout use only. We felt that this was important, given the use of public funds to rebuild the hut and create a fantastic new facility. Since opening the new building in September 2014 the hall has proved to be extremely popular with the community. It is now used almost all of the time between 7:30am to 9:30pm every weekday. The demand for community use has been consistently high, and we have had to turn away potential users as we are very near capacity. The CPZ RPC1 zone takes in the whole of Cottenham Park Road, although the end of the road where our Scout Hut is based (at the junction with Oakwood Road) does not suffer from commuter parking, it is too far from the station to be used for this. We would therefore suggest that there is no need for parking restrictions for this end of the road. Your current proposals for a CPZ with no shared pay and display bays close to the hut; will have an adverse effect on the users of the hut. Our current timetable of use includes the following activities, which take place around the time that parking will not be allowed in the surrounding roads:

On Tuesdays we have Pilates classes running from 9:15am until 1:15pm, the instructor will have to leave her class to move her car at the start of the charging period and some of her clients will also be similarly affected. This will prevent her current timetable from being maintained and is likely to result in the loss of one class.

On Wednesdays and Fridays, we have a Home Education support group meeting from 12 noon until 3pm. It is necessary for their manager to park close to the hut to allow for easy access, as the group needs to bring a variety of supplies and equipment into the hall for the children to use, and they are also bringing small children to take part in the sessions.

On Thursdays and Fridays we have Pilates classes that finish at 12 noon, but clients take some time to leave the premises. Again, the instructor brings in supplies for her class and will need to carry equipment back to a car on leaving the class.

In addition to these sessional users, we have a nursery using the hut for a few hours at the start and the end of each day, but moving the children to a site on Wimbledon common during the remainder of the day. A few of the nursery staff use the roads around the hut to park their cars when they come to work. There is ample room for them to do this, without affecting residents of the roads, as there is no pressure on the spaces in this area of Cottenham Park Road. We also have maintenance workers, cleaners and our scout leaders visiting the hut across the week to carry out essential tasks and keep the premises in good order.

Volunteers undertake much of the maintenance of the site, across the week, and we envisage that many of these volunteers will not come forward to help if access to the site proves to be difficult.

Currently, there is also room to park one car to the left of the main gates of the Scout Hut, which enables people to easily bring in supplies to the building. It appears from your plan, that this area will be included within the CPZ and we will lose this space to the scheme.

There is little opportunity for us to shuffle timetables to prevent the users from being affected by the CPZ as activities already butt up against each other. It is likely that we will lose some of our bookings as a result of the CPZ. This will affect our ability to secure a revenue stream to repay the loans taken out to meet the cost of the new building, but will also inconvenience a number of Merton residents who use the hall.

Current car parking by our users is not excessive in the roads surrounding the hut, as stated above there is no significant pressure on these roads for parking, and it would be a great pity if the use of the hall was curtailed because of the CPZ.

I would be grateful if you would note our objection to the CPZ, but if it does proceed, please can you give some thought to providing some shared pay and display parking bays and allow the bay directly to the left of our gates to be available for Scout use.

The rebuilding of the Scout Hut can be seen as a major success for Merton Council, who have worked effectively with us to create an excellent community facility. The CPZ proposals have the potential to significantly reduce the benefits of this partnership working and we would ask for your serious consideration of our objections.

Officer's comment:

The issue raised in this representation has been acknowledged, please refer to section 4.2 of this report

P008-15-028 - Resident

We would like to oppose the extension of the CPZ to Cottenham Park Road. There has been no obvious change in the parking here since the implementation of the latest CPZ nearby. I would however like to point out a long standing problem with parking opposite the bollards between nos 11 and 13 Cottenham Park Road. If cars park on the road I have over the years seen buses and lorries forced to pass on the wrong side of the road, while parking on the pavement cause problems for large pushchairs and wheelchair users. Double yellow lines opposite the bollards would be welcome.

Officer's comment:

The issue raised in this representation has been acknowledged, please refer to section 4.3.

P008-15-045 - Resident

Thank you for consulting us about the proposed implementation of a CPR in the road where we have lived for the last 16 years. We would prefer not to have a CPZ in Cottenham Park Road because: 1. We do not have a problem parking in the vicinity. 2. We often receive visitors during the day, particularly at lunchtimes, and would not want their visits to be restricted, particularly between the hours of 12 noon and three pm. 3. We object to paying to park outside our property and view this is yet another stealth tax. We look forward to hearing the outcome of the consultation.

P008-15-052 – Resident

I am writing regarding the proposed implementation of controlled parking outside my home. I am opposed to the introduction of controlled parking in this area for several reasons:

1. I do not have any issues parking my car at present.
2. The existence of cars parking on both sides of Cottenham Park Road has substantially reduced the speed of traffic going up and down the hill, which has also reduced noise from the road.
3. I think it unreasonable to have to pay for a parking permit for my car when there is no issue with parking at present. It is unaffordable for me, as a student.
4. Controlled parking will restrict social visits, particularly from late morning to early afternoon when people visit for coffee/lunch.
5. With so much restricted parking currently in place in the area, I think it is important to maintain some unrestricted zones for drivers who need somewhere to park when visiting or on occasions. For example, when there was a funeral at Christ Church at the top of Cottenham Park Road a few weeks ago.
6. Most of the houses on Cottenham Park Road and the surrounding area have off-street parking for at least one car, so parking is not an issue.

Any decisions on parking should consider what the exact problem may be, and clearly state reasons justifying imposition of new rules. I would like to know of any research into parking issues in the area before a decision is made. For example, What benefit would there be from having controlled parking in this area, and does it justify the substantial cost to residents in parking permits?

Officer's comment:

All consultations in relation to CPZs arise because of pressure from local residents. The council does not impose CPZs in roads where the majority have opted against.

P008-15-053

I would let you know that I am against the new PCZ In Cottenham park Road.

Oakwood Road

P008-15-014 – Resident

I do not wish to have the RPC CPZ extended to the end of Oakwood Road but accept that this is going to happen as the beginning of the road is now being used by commuters and white van drivers.

Assuming this will go ahead, can you please explain why there will only be one parking space outside 23a and b and 25a and b between crossovers? There are 4 addresses here but only ONE parking bay. Everywhere else along the odd numbers on Oakwood Road have TWO parking spaces between crossovers. I look forward to your explanation in the immediate future.

Officer's comment:

As part of the design of the CPZ, parking places are not positioned across dropped kerbs (driveways). The Councils tries to achieve a minimum length of a parking place of 5 metres, and with a clearance of 1.0m either side of the dropped kerb a parking place between two dropped kerbs would be approximately 7 metres. It is considered that this provision will allow vehicles to get in and out of the driveway without obstruction. It should be noted that the 4 properties mentioned above will collectively have sufficient off-road space for 5 cars through the use of garages and driveways.

P008-15-055 – Resident

I would like to comment on the proposal to include a number of additional roads including the road where I live - Oakwood Road in a RPC CPZ that has recently been implemented in Cambridge Road etc.

The implementation of the RPC CPZ in Cambridge Road, in addition to Richmond Road has definitely increased the number of cars trying to park in Oakwood Road and it is more difficult to park close to my flat when I return from work

in the evening but gradually it does seem as if the number of cars trying to park has diminished slightly. I have had a few odd cars parked on the road outside my flat for several weeks at a time - one from Ealing Borough which was a nuisance. Perhaps they are friends of someone in the road.

At the onset I did feel frustrated at not being able to park near my flat having lived here 17 years with no particular issues but I feel over the past few months the number of cars trying to park has reduced so I am not sure if there is a need for the RPC CPZ to be extended further. I am not sure what the cost of having a permit to park would be. I am generally at work during the day and travel there by car. If I had a permit, then any people parking in the road would need to move their car to an alternative location at lunchtime and it would be more difficult for visitors to park. Maybe there could be another opportunity to decide this issue in another year or so, but leave things as they are at present.

Officer's comment:

It is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones. 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. With regards to visitor permits, this zone will be subject to a one-hour control and it is considered unreasonable to apply the current visitor permit tariff of £1.50 for half a day. A recommendation was put forward in a previous report (Street Management Advisory Committee report dated 29 January 2014) to create a new visitor permit for this particular zone at a cost of £1 for the 1 hour which was approved. The allowance of visitor permits per household will be 50 permits.

Cranford Close

P008-15-005 – Resident

I am not convinced that there is any parking problem in Cranford Close, Cottenham Park Road or Hillview so I cannot see the need for the introduction of a CPZ. I also find that the parking congestion which slows traffic in Oakwood Road is present at all hours of the day and doubt that a CPZ would improve the situation here. I know that when the residents were consulted about similar proposals during the establishment of RPC CPZ, there was no enthusiasm for the scheme. I half suspect that the council has a long term plan to implement this scheme in order to raise revenue rather than improve parking and traffic.

P008-15-028 - Resident

I am writing to object to the new CPZ proposal for RPC1 Cottenham Park Road area. As a Merton council tax payer and resident of Cranford Close I feel that there is no need to impose parking restrictions in an area which has no parking issues at present. The only reason that I can see for this CPZ expansion is to generate revenues for the council in fines and parking permits for those of us unfortunate enough not to have off street parking. Also as a local tradesman it will only hamper myself and others from carrying out our business in the area if parking is a constant worry. There is no parking problem in the proposed new CPZ area, please do not implement this proposal.

P008-15-029 – Resident

I have recently read about the new parking restrictions that you are looking to impose on the Cottenham Park road area. Please accept this letter as confirmation that I object to the new CPZ proposal for RPC1 Cottenham Park Road area. I am Merton council tax payer and resident of Cranford Close I feel that there is no need to impose parking restrictions in an area which has no parking issues at present. The only reason that I can see for this CPZ expansion is to generate revenues for the council in fines and parking permits for those of us unfortunate enough not to have off street parking. There is no parking problem in the proposed new CPZ area, please do not implement this proposal.

P008-15-043 – Resident

We note with great concern that the Council is proposing to introduce Controlled Parking Zones (CPZs) into Cranford Close, to operate Monday- Friday between 12:00 and 13:00. We already are very constricted with parking spaces, following the introduction in 2012 of double yellow lines over a section of our close. We therefore strongly object to the additional implementation of any parking restrictions in our road. The implementation of any additional parking restrictions would inevitably result in an overspill into neighbouring and adjoining roads. There are a number of elderly and disabled residents, and families with small children, requiring easy transfer between their properties and vehicles at all times. These residents would be denied safe and unencumbered access.

Our close is a very quiet residential neighbourhood and the proposed CPZ would cause innumerable problems. We all know our neighbours and their cars. Commuters do not park their cars in our road as the station is too far away to reach on foot. The implementation of the CPZ would effectively allow unknown vehicles to be parked in our close; this is a serious safety and security consideration. We reiterate our objection to the proposed Controlled Parking Zone in Cranford Close for the reasons set out above.

P008-15-12371467 – Petition with 30 signatories

The following residents in Cranford Close are opposed to the plan. 1. It is a very small unit of small town houses & open planned gardens & quite a distance from Public Transport. 2. It is an uphill gradient a great distance from shops & public transport – we are not well served in this respect. 3. Resident parking spaces would not accommodate everyone & would probably be used by other residents in the zone. 4. From our observance people do not park here & then proceed to use the train services – too far away. 5. The existing arrangements are working well & with harmony & consideration. 6. We are going to be given extra expense; when any services are needed, the parking elsewhere will be added to the bill + the problem of delivery & weight is an additional consideration. 7. This

implementation is not necessary & will cause great anxiety to many of the older residents, not to mention those taking children to school, many of which are a good distance away. 8. The character of the Close will change completely; in this age of environmental change it would seem that we should treasure our lovely habitats & not encroach with more posts, signs etc which are ugly & not always a benefit as first thought.

Cottenham Drive and Cottenham Place

P008-15-031 – Resident survey with 33 signatories

Cottenham Drive and Cottenham Place are unusual, if not unique, in that they are part public, part private roads in the middle of a private estate. The estate comprises 38 freehold properties surrounded by communal land owned by Copse Hill Estate Ltd (CHEL) and serviced by the two public roads with four private road offshoots also called Cottenham Drive / Place. The estate is managed by CHEL as 'Landlord for the Time Being' under the provisions of a Scheme of Arrangement approved by the High Court under the Leasehold Act 1967, which, among other things, requires all freeholders to contribute equally to the running of the estate.

Following receipt of the council's proposal, CHEL conducted a survey of all 38 freeholders on the estate. CHEL received 33 responses to this survey with 8 freeholders supporting the proposal and 25 voting against. Of the 18 freeholders who live on the public part of the roads only 2 support the proposal and 12 voted against.

The reasons for the estate's objection to the proposal are as follows: 1. Because the Scheme of Arrangement recognises the estate as one unit, the council's proposal is divisive. Those that live on the public roads are obliged under the Scheme to contribute towards the upkeep of the private roads and therefore must be permitted to park on them should they so desire. However, I understand that those who live on the private roads would not be eligible to participate in the council's resident and resident visitors' permit scheme. The private roads are very narrow with few areas for parking, thus the residents of the private roads may frequently find they have nowhere to park within reasonable radius of their property, during restricted times. (They would not be eligible to park on the estate's public roads!). This could lead to disharmony among estate residents. 2. Considerable care is taken, at substantial cost to all freeholders, to maintain attractive gardens, road-side trees and shrubbery on the estate. The introduction of street furniture and road markings necessary to operate the council's controlled parking plan would substantially detract from the cohesiveness and beauty of the estate's environment. 3. CHEL employs a team of gardeners who are on the estate for 1 whole day, sometimes 2 days, per week. Access to the communal gardens is almost entirely from the public roads, and certainly the road-side shrubbery, grass verges and planted beds are entirely dependent on use of the full length of the public roads. As drafted the council's plan does not provide adequate space for the gardeners' trucks so that the gardeners may perform their duties. It is not clear from the 'order' whether the council would expect CHEL to purchase permits for the gardeners' use. This could add considerably to the cost of maintaining the estate. (The council is able to provide an amenity to the borough by having a public thoroughfare running through the middle of a private estate. As owners of that estate, CHEL would not expect to have to pay the council for the necessary use of the thoroughfare in order to maintain the estate, including the maintenance of the verges of that thoroughfare!). 4. The council's plan appears to permit parking on both sides of the two roads. This would force two-way traffic into one lane. Already we are seeing the effect of this at the south end of the estate where, due to double parking, a single lane caused one or two near misses as traffic from Cottenham Park Road cuts the corner into Cottenham Drive. 5. The proposed plan provides the restricted parking on weekdays from 12.00 noon to 1.00pm whereas the installed plan for Durham Road is restricted from 11.00am to 12.00 noon. If the two periods do not overlap, if only for part of the period, local residents who wish to avoid for permits would be able to commute.

CHEL's Board is conscious that adoption of the council's scheme by neighbouring roads may subject Cottenham Drive and Cottenham Place to 'parking creep'. Two members of our Board have therefore met with Mr Barry Copestake of your department and discussed the above and other issues concerning the effect of the public roads in the middle of our private estate. We would hope that the council would accept our request not to impose controlled parking on the public parts of Cottenham Drive and Cottenham Place at this time, and certainly not without addressing the above issues and considering other alternatives raised at that meeting.

Officer's comment:

The proposed CPZ is a separate zone not an extension to an existing CPZ and varying the operational hour will allow for better enforcement to be carried out and negating the need to cover a large area within the one hour of operation, especially in light of limited available resources. It is appreciated that vehicles may migrate between CPZs to avoid operation times however this would not be a habitual 'loophole' that commuters and other long-term non resident parking would be able to utilise. Permit holders will not be eligible to park in neighbouring separate CPZs.

Heights Close

P008-15-001 – Resident

I request that Hillview and Heights Close are NOT included in any further extension to the controlled parking zones. I have never had a problem with parking in these roads and they are not and will never be used by commuters as we are just too far from Raynes Park Station. I see the inclusion of these roads in a controlled parking zone as a stealth tax. The inclusion of Hillview and Heights Close can only be seen as a way to increase revenue from residents' permits. I reject your assertion that the creation of the RPC1 will make the enforcing of the zones more efficient. I look forward to hearing how increasing the area under controlled parking makes anything and specifically

enforcement more efficient. I am intrigued to hear what is your definition and therefore what will be more efficient. Perhaps meters of roadway inspected per unit of time, but efficiency is a measure of undertaking an action with fewer resources or in less time, clearly not possible in this case. In addition the online Oxford dictionary defines efficient as "(Of a system or machine) achieving maximum productivity with minimum wasted effort or expense", reinforcing my point that this extension will not in any way make an increased zone more efficient. As for your second assertion that the introduction of RPC1 will remove internal commuting within the large zone thereby reducing congestion in some roads close to the railway station, I find this statement without evidence and illogical. In fact the reverse is true as those further from the station now included in the zone will be tempted to internal commute closer to the station. The statement presented as a reason to accept the new zone just does not make sense and is worded to be alarmist. This is the third time that Hillview and Heights Close have been included in proposed controlled parking zones. Because we do not have a problem with commuter parking, each time i have voiced my objection to the inclusion of Heights Close and Hillview, and i hereby do so again. I request that Hillview and Heights Close be categorically excluded from any future controlled parking zones.

Officer's comment:

The proposed CPZ is a separate zone not an extension to an existing CPZ and varying the operational hour will allow for correct enforcement to be carried out and negating the need to cover a large area within the hour of operation, especially given the limited available resources. Permit Holders will not be eligible to park in neighbouring separate CPZs.

P008-15-004 – Resident

Are we really wasting more of Merton's money on asking the residents of Hillview & Heights Close if they want to be included in a proposed CPZ again? This is the third time in as many years and the answer to the previous two proposals was a categoric "No"! - so the people have spoken... now PLEASE LISTEN TO THEM! These roads are not impacted by commuter traffic and as most houses have dropdowns there is no need for this. Furthermore, if it is brought in then I will start driving to the train station again each morning and parking in Amity Grove because I will have a permit that will allow me to do so... the exact opposite of what you are trying to achieve! Please also ensure that the councillors who are supporting you in continually putting this forward are clearly identified so we can vote them out at the next opportunity, along with yourself as you refuse to listen to the electorate. You need to remember that you are supposed to be working for us rather than yourself. The money wasted on this would be much better spent sorting out the numerous potholes around the roads you have identified.

P008-15-008 – Resident

Parking is not a problem in Heights Close. We neither need nor desire to have a Controlled Parking Zone in this road.

P008-15-012 – Resident

I object most strongly to this proposal and ask you to withdraw it. The reasons are:
We were asked about this twice before in the last 2-3 years. The results that you published showed almost unanimous rejection of such a scheme on an almost 100% turnout. (I recall there was one house only in favour). So why are you not listening? Why are you trying to impose something we do not want? You claim that some residents in other roads have petitioned you? Why do those people then cause us to be threatened with a scheme we do not want? And just how many is "some". Where is the democracy in that? We do not have a parking problem on these roads. It appears to us that you are introducing a stealth tax. The introduction of the CPZ schemes elsewhere, including the recent Durham Road waste of money, has not had any impact on our two roads at all. I have observed this at all different times of the day over the last few weeks. Any future neighbouring scheme is highly unlikely to impact us for at least the one simple reason that we are too far from the station. Any future neighbouring scheme is highly unlikely to affect Heights Close in particular for the simple reason that the houses are so closely spaced each with its own cross over - that there is virtually nowhere for anyone to park anyway. Introducing a CPZ will only serve to restrict the ability of residents and their visitors and tradesmen to park across their own driveways from time to time. Our community is very close (e.g. We have a street barbecue every summer) and we do not have any parking issues: we accommodate each other well and do not need imposition from the council. Our small quiet cul-de-sac roads do not need the obscene splashing of white and yellow paint everywhere - and the erection of lots of unsightly signs. The cost of enforcing this would be a waste of money. Where a problem does not exist it does not need policing. This seems to us a case of the council trying to raise money by charging for parking permits outside our own homes. I have lived in this road for 15 years and never had a problem with parking - and I object most strongly to the proposed imposition of such a CPZ system. It is a huge waste of my council tax. You would be much better advised to spend the money on mending the large pot holes on our two roads instead. In those 15 years I do not recall any repairs having been carried out. We elected you to make our lives better - not worse. Please concentrate on critical issues not meddling with our lives unnecessarily

Officer's comment:

All consultations in relation to CPZs arise because of pressure from local residents. The council does not impose CPZs in roads where the majority have opted against.

P008-15-018 – Resident

Of all the roads/closes listed, Heights Close is the tiniest and narrowest, where only the residents park. We are not in the vicinity of Raines Park Station, and no commuters' cars have ever been seen in our Close. There is simply nowhere to park. An inclusion of our Close in this scheme is simply impractical and nonsensical. We see no benefit to us, even though it is clearly a benefit to you. However, the implementation of the scheme in Cottenham Park Road and the entrance from it to the all of the Closes, and specifically to Hillview, which is our way of access into Heights Close, has its merits. Due to the narrow access into Hillview, we in Heights Close have always struggled to pass parked cars at the entrance into Hillview, mainly from Cottenham Park residents that would obstruct access into both Hillview and Heights Close. It makes it even more compelling should an Ambulance would try to make its way into Heights Close, or Hillview for that matter. It is obvious that the implementation of Controlled Parking Zone in Durham Road and the neighbouring streets has brought all commuters' cars into Cottenham Park Road and the access to the nearest Closes. Cars have started to appear In Cottenham Drive, which, due to the gradient of the street makes driving quite dangerous. In view of the above, we would strongly oppose the implementation of this scheme in Heights Close, or Hillview, but salute the proposed scheme for Cottenham Park Road and the entrance into Hillview, whilst double yellow lines should be implemented in Cottenham Drive. Just a final thought: these problems which we are now experiencing would not have occurred if you wouldn't have considered implementing an EU Directive that seeks to restrict us rather than help us. We appreciate the fact that you are consulting us and hope that this is a genuine consultation and you are not just blindly observing a necessary procedure (ticking a box). We would very much appreciate your efforts to be channelled towards improving our standard of living, the state and the safety of our roads, rather than imposing even tougher restrictions on us. Having said that, and being a resident of Heights Close, we have never ever seen in the last 25 years since we moved in , not even patching here and there the existing potholes, which are getting bigger by the day, as "we are not considered a traffic area ", whilst other neighbourly streets have been resurfaced 2-3 times to date.

Officer's comment:

The council aims to maintain all footpaths and roads in a safe condition and ensure they make a positive and attractive contribution to the appearance of the borough. The council maintains a rolling programme to carry out repairs to roads and address reports of potholes. However, it should be appreciated that the demand and volume of requests outweighs the available funding and priority is given based on a series of assessments and criteria. The council operates a facility for residents to be able to report potholes on the council's website.

P008-15-020 – Resident

We object very strongly to your intentions regarding controlled parking. Heights Close, as you are aware, is a small cul-de-sac. There is absolutely no need for the Council to impose parking restrictions in Heights Close because all the residents sympathise with one another and co-operate amicably. In fact the imposition of parking restrictions would force the residents to seek parking spaces in other nearby roads. We believe money would be better spent on maintaining the road - Heights Close has had no repairs or resurfacing work carried out since the houses were built in 1980. Nor have the drains been cleaned for some considerable time. You readily give permission to build apartment blocks with either no or little parking and also for garaging to be turned into residential use. In fact in Hillview two garages and an electricity sub-station are being demolished to be replaced with a residential property (no Notice of this has been placed for residents information) These works alone reduce the parking spaces by at least three to four. Regarding the works being carried out in Hillview, we understand that several letters of complaint have been made to the Council, apparently to no avail. The builders leave the site looking untidy and dirty with sand and cement running down the road presumably clogging up the drains. By comparison the much larger development at the old Atkinson Morley Hospital is kept very clean and tidy on a daily basis.

Officer's comment:

As set out in the consultation document objections must relate only to the elements of the scheme that are subject to this statutory consultation. Comments relating to parking have been acknowledged.

P008-15-041 – Resident

As residents of Heights Close, off Hillview, we feel very strongly yet again, (we have already objected against such a scheme on previous occasions) that to introduce a CPZ in Hillview and Heights Close would be totally unnecessary and an inefficient use of manpower and finance. I understand from the CPZ communication that due to representations and petitions received from 'some' residents of Cottenham Park Road and Oakwood Road, the council is consulting on introducing this scheme. My first thought is how many residents have made representations and petitions - 'some' could infer one or two residents or it may indeed refer to a larger number/majority of residents. It would be useful to know whether the majority of residents of these two roads are in favour of a CPZ or whether it is a minority, but that has not been made clear. Clarification on how many residents have made representations would be greatly appreciated. At present, residents in Heights Close and Hillview have very satisfactory parking arrangements, the roads are perfectly manageable and we have no issues with commuters parking in our area (since the CPZ was introduced in Durham/Amity/Cambridge etc) or indeed any other parking issues - with all due respect, why is it necessary to spend money on making traffic enforcements, patrolling traffic enforcements and charging

residents/visitors for the privilege of parking in their area (so that traffic warden and administrative staff can be paid for enforcing the scheme) and in effect trying to 'fix' something that isn't broken in the first place? Having introduced the CPZ in other roads near Raynes Park Station in previous schemes and then the latest scheme (Amity, Cambridge, Durham, Pepys etc), could be described as a 'can of worms' thus creating a ripple effect - restrict/control one area, then there is knock-on effect with commuters and possibly residents parking further away in uncontrolled areas, then more residents complain and more controlled zones are introduced further afield. The cost and work involved in such a scheme doesn't appear to be a sensible use of money - schemes may be classed as 'self-financing' but it involves so much unnecessary extra work (e.g. signage/ creation/ painting / administrative/ patrolling) and there are so many better ways to utilise time and resources to improve the area e.g. the roads around our area are seriously in need of some early maintenance with severe potholes and damage. Despite the council tax we pay, we would much prefer to contribute to mending the roads (or indeed any other more productive improvements to the area) than to spending money on unnecessary residents' parking permits and the patrolling of a CPZ. We would be really grateful if you would seriously consider the objections put forward by our household and other households in the area and I sincerely hope that the scheme is not introduced in the area and in particular in Heights Close and Hillview.

Officer's comments:

In February 2015 the Council received a petition with 77 signatures from residents of Cottenham Park Road requesting a CPZ consultation Neighbouring roads off Cottenham Park Road were included into the statutory consultation to seek the resident's views.

P008-15-050 – Resident

I have a good knowledge of the area having lived here since 1981. I have adequate off street parking at this address and can therefore offer an objective view of these proposals. From my observations of this Close and Hillview we do not have a parking problems caused by commuters leaving their cars here whilst they use the railway stations of Raynes Park or Wimbledon. It is a 20 minute walk to Raynes Park station and some 25 minutes to Wimbledon - fortunately it appears that the distance and time are too long to attract commuters. I contest the basic premise of your proposals for which you have failed to prove any evidence of a parking problem in these roads. You state that you have received representations from some residents of Cottenham Park Road and Oakwood Road - although you do not state what these have amounted to they can only be conjecture that parking by commuters will be displaced to this Close or Hillview. At least you should wait to see whether in practice a problem arises before making a proposal that no one that I know wants. The few people that do regularly or on occasion use this Close or Hillview are residents of these roads or their visitors. From time to time we need to have tradesmen to work in our houses. They need to park on our drives in order to have access to their tools etc. At present we can park our cars in the Close or Hillview whilst they are working - I assume this would not be possible under your proposals and would cause inconvenience to our visitors, tradesmen and ourselves. In the absence of evidence of (1) a parking problem (2) that it would make enforcing the two new 1 hour zones more efficient (3) it would remove internal commuting within the large zone I content that your proposal is unnecessary and indeed irrational in the administrative law sense i.e. no reasonable council could come to the conclusion in the absence of evidence that a controlled parking zone is necessary. It is also irrational to seek to rely on speculative representations from residents of other roads.

Officer's comments:

In February 2015 the Council received a petition with 77 signatures from residents of Cottenham Park Road requesting a CPZ consultation Neighbouring roads off Cottenham Park Road were included into the statutory consultation to seek the resident's views.

P008-15-051 – Petition with 16 signatories

We object most strongly to this proposal and ask you to withdraw it in respect of Heights Close and Hillview. Our reasons are:

We were asked about this twice before in the 2-3 years. The results that you published showed almost unanimous rejection of such a scheme on an almost 100% turnout. We do not have a parking problem on these roads. The introduction of the CPZ schemes elsewhere, including the recent Durham Road, has not had any impact on our roads. Any future neighbouring scheme is highly unlikely to affect Heights Close in particular for the simple reason that the houses are so closely spaced each with its own cross over - that there is virtually nowhere for anyone to park anyway. Introducing a CPZ will only serve to restrict the ability of residents and their visitors and tradesmen to park across their own driveways from time to time. Introducing a CPZ would reduce the amount of roadside parking space available – not increase it. Our community is very close and we do not have any parking issues: we accommodate each other well and do not need imposition from the council. Our small quiet cul-de-sac roads do not need the obscene splashing of white and yellow paint everywhere – and the erection of lots of unsightly signs. The cost of enforcing this would be a waste of money. The money would be better spent on fixing the potholes.

Petitions and Surveys

12359016

57 Cottenham Park Road
London SW20 0DR

Tel: 020 8879 1541
Email: sejfield@aol.com



23rd February 2015

Paul Atie
Traffic and Highways Services
London Borough of Merton
Civic Centre
London Road
Morden
SM4 5DX

Dear Mr Atie

Further to our recent telephone conversation and my email of this morning, I attach a petition signed by 77 residents of Cottenham Park Road, SW20, requesting that the residents of Cottenham Park Road are re-consulted regarding inclusion of the road from Oakwood Road to Copse Hill in the new 1 hour CPZ (RPC) operational Monday to Friday 11am to noon. I was unable to speak to every household, despite many attempts, but hope that we have enough signatures for you to re-consult. Only 5 households declined to sign the petition.

Many thanks for your attention to this and I hope we shall receive another questionnaire very soon. Please could you confirm receipt of the petition and let me know if there is anything else we need to do to regarding this matter.

Yours sincerely

A handwritten signature in blue ink that reads "S. Field". The signature is stylized with a large, sweeping underline.


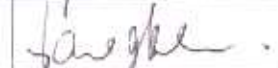



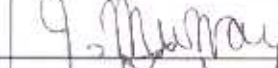
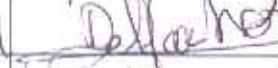
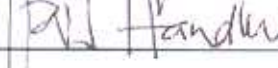
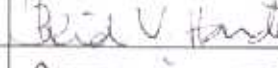

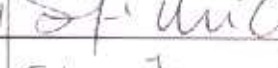
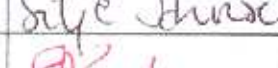

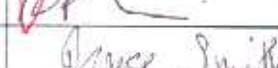

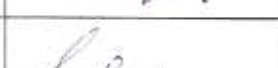

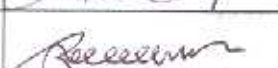


Sarah Field

12359016

We, the undersigned, request that the section of Cottenham Park Road, London SW20 from Oakwood Road to Copse Hill, be included in the Controlled Parking Zone (CPZ) RPC operational Monday to Friday between 11am and 12 noon.

NAME	ADDRESS	SIGNATURE
SARAH FIELD	57 COTTENHAM PARK ROAD SW20DR	S Field
Ruth Edwards	61 Cottenham Park Road SW20DR	Ruth Edwards
CLIFF MARTINDALE	77 COTTENHAM PARK RD SW20	Cliff Martindale
Magiella Jensen	59 Cottenham Park Road	M Jensen
King Jordan	55 Cottenham Park Road	King Jordan
Russell Field	57 Cottenham Park Rd SW20DR	Russell Field
DAVID EDWARDS	61 COTTENHAM PARK RD SW20	D Edwards
MATTHEW MYDE	75C COTTENHAM PARK SW20	M Myde
RENÉE MYDE	75 COTTENHAM PARK SW20	R Myde
VAL RYAN	859 COTTENHAM PARK RD SW20DR	V Ryan
Cariso Macdonald	87 COTTENHAM PARK RD	C Macdonald
NIGEL WARE	97 COTTENHAM PARK RD	N Ware
Catherine Ware	97 Cottenham Park Rd	C Ware
John Lynch	99 COTTENHAM PARK RD	J Lynch
J Butler	101 COTTENHAM PARK RD	J Butler
LINDSEY BRYAN	107B COTTENHAM PARK	L Bryan
ROBERT BRYAN	" " " "	R Bryan
KLAUDIA STEPIEN	110b COTTENHAM PARK SW20	K Stepien
SARAH GATES	115A COTTENHAM PARK RD	S Gates
Roger Street	115b " " "	R Street

We, the undersigned, request that the section of Cottenham Park Road, London SW20 from Oakwood Road to Copse Hill, be included in the Controlled Parking Zone (CPZ) RPC operational Monday to Friday between 11am and 12 noon.

NAME	ADDRESS	SIGNATURE
FAYCAL	119b COTTENHAM PARK Rd	
HELM	123 COTTENHAM PK Rd	
MURPHY	133 COTTENHAM PARK Rd	
HAYNES	135 Cottenham Park Rd	
JANINE	137 Cottenham Park Rd	
J. Murray	139 Cottenham Park Rd	
Del Haesher	103 Cottenham Park Rd	
PAUL HANDLEY	105B Cottenham Park Road	
Beid Handley	105B Cottenham PK Rd	
ALI-GOKEEMEN	107A Cottenham PK Rd	
S. Smith	49 Cottenham Park Rd	
S. Jensen	47a Cottenham Park Rd	
J. Baker	37 Cottenham Park Rd	
R Purvis	37 Cottenham PK Rd.	
J Smith	35 Cottenham Park Rd	
C HOENSAWAT	13 Cottenham Park Rd.	
C. MORAN	" Cottenham Park Rd.	
D Clay	7 Cottenham Park Rd	
R WILLIAMS	4, COTTENHAM PARK ROAD	
D Williams	4, Cottenham PK Rd.	

We, the undersigned, request that the section of Cottenham Park Road, London SW20 from Oakwood Road to Copse Hill, be included in the Controlled Parking Zone (CPZ) RPC operational Monday to Friday between 11am and 12 noon.

NAME	ADDRESS	SIGNATURE
J. BARTLETT	6, Cottenham Pk Rd.	John V. Bartlett
S. TOLST	12 COTTENHAM PK RD	S. Tolst
M Constantinou	18 Cottenham Park Rd	Montanier
S. PRICE	22 Cottenham Park Rd	S. Price
E. HENDER	26 Cottenham Park Rd	E. Hender
T POOLEY	26a Cottenham Park Rd	T. Pooley
WARDEN	26b Cottenham Park Rd	Warden
W RANSOME	28 Cottenham Park Rd	W. Ransome
J. BARNES	93 Cottenham Park Rd	J. Barnes
H. BATE	32 Cottenham Park Rd	H. Bate
G. BATE	32 Cottenham Park Rd	G. Bate
M Komolov	36 Cottenham Park Rd	M. Komolov
T JAZZEL	40A COTTENHAM PARK ROAD	T. Jazzel
Paul Frank	44, Cottenham Park Road	Paul Frank
G. NEATH	45. - - -	G. Neath
V. VASANTHAN	50 Cottenham Park Road	V. Vasantan
C PARKER	52 Cottenham Pk Rd	C. Parker
K. THOMAS	45 ^A Cottenham Pk Rd.	K. I. Thomas
D. THOMAS	45A Cottenham Pk Rd	D. Thomas
A. SPENCER	71 Cottenham Pk Rd	A. Spencer

We, the undersigned, request that the section of Cottenham Park Road, London SW20 from Oakwood Road to Copse Hill, be included in the Controlled Parking Zone (CPZ) RPC operational Monday to Friday between 11am and 12 noon.

NAME	ADDRESS	SIGNATURE
A K HALL	91 COTTENHAM PARK RD.	A K Hall
Lisa Conway-Myles	113a Cottenham Park Rd	lconway-myles
S. Bailey	113a cottenham park road	S. A. Bailey
J. Boden	117a Cotten Pk Rd	J Boden
D BORTLETT	119a Cotten Dk. Rd.	D Bortlett
M. Larin	74 Cottenham Park Rd	M Larin
K Venskunas	49c Cottenham Park Rd	K Venskunas
K. Koehnig	14c Cottenham Park	K. Koehnig
J. SHORTHOUSE	14 COTTENHAM PARK ROAD	J Shorthouse
JUDITH SANDOZ	24 ^B " " "	Judith Sandoz
NIEL SMITH	30A " "	Niel Smith
MARK RANDALL	47B Cottenham Park Road	Mark Randall
LARA RANDALL	" " "	L. RANDALL
Tim & Diana Boden	63 " "	D. Boden
Barley	27 Cottenham Park Road	Barley
G. PRITCHETT	" "	G Pritchett

Objections to the Proposed Parking Restrictions in Cranford Close SW20 ODP.

The following residents in Cranford Close are opposed to the Plan

- 1. It is a very small unit of small town houses & open planned gardens & quite a distance from Public Transport—.
- 2 It is an uphill gradient a great distance from shops & public transport—we are not well served in this respect .
- 3 Resident parking spaces would not accommodate everyone & would probably be used by other residents in the zone .
- 4 From our observance people do not park here & then proceed to use the Train services—too far away .
- 5 The existing arrangements are working well & with harmony & consideration .
- 6 We are going to be given extra expense, when any services are needed, the parking elsewhere will be added to the bill + the problem of delivery & weight, is an additional consideration .
- 7 This implementation is not necessary & will cause great anxiety to many of the older residents, not to mention those taking children to school, many of which are a good distance away.
- 8 The ^{character}vernacular of the Close will change completely, in this age of environmental change it would seem that we should treasure our lovely habitats & not encroach with more posts, signs etc. which are ugly & not always a benefit as first thought .

Thank you for your consideration.

SIMON SKYE

5 CRANFORD CLOSE

S Kapila
KAPILA

13 Cranford Close
SW20 ODP

KRISTINA KARLSEN
16 CRANFORD CLOSE

17 Cranford Close

Elke Thornton
7, Cranford Close
SW 20 ODP

Boonstein
18 Cranford Close
SW 20 ODP

Lihan Manoj
15, CRANFORD CLOSE
SW 20 ODP

ETD

12 Cranford Close

A. Skiristak
20 Cranford Close
SW20 ODP

K. Heber

E. Park
26 Cranford Close
SW20 ODP

X. Wan
24 Cranford Close

Samantha Ward
29, Cranford Close

Flwie Collins
28 Cranford Close.

Shuley ward. Cranford Close.

Olga Ojere Iyer
31 Cranford Close

Breck Culm 32 Cranford Close SW20 ODP

B CONLON.

L. Folland 33 CRANFORD CLOSE SW20 ODP.

H. BELLENGER 3 CRANFORD Close SW20 ODP

H. Bellenger

K T [Signature]

8 " " "

Simon Waller 25 CRANFORD CLOSE, SW20 ODP?

Elizabeth Florin - 9 Cranford SW20 ODP

George Stein 9 Cranford Close SW20 ODP.

Fernando Nanganan 21 Cranford Close SW20 ODP

James Ward, JAMES WARD.
14 CRANFORD CLOSE "

BILLIE CHRISTIE 19 CRANFORD CLOSE

Sarita Chhantyal 22 Cranford Close, SW20 ODP.

M. JAMES 27 CRANFORD CLOSE SW20 ODP

N. OMOYO. 30 Cranford Close, SW20 ODP.

M. Harvey
(M HARVEY)

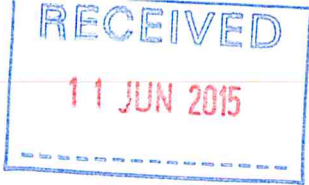
10 CRANFORD CLOSE
W WIMBLEDON SW20 ODP.

ADAM BANOWSKI
Baker

6 CRANFORD CLOSE

ALEX HARLINGTON

2 CRANFORD CLOSE



Head of Sustainable Communities
Merton Civic Centre
London Rd
Morden
Surrey SM4 5Dx

Cc Councillor Andrew Judge

May 2015

Re CPZ RPC1 Ref P008-15

We the undersigned, residents of Heights Close, refer to your letter of 14 May 2015 concerning the proposed CPZ on Heights Close and Hill View.

We object most strongly to this proposal and ask you to withdraw it in respect of Heights Close and Hill View.

Our reasons are:

We were asked about this twice before in the last 2-3 years. The results that you published showed almost unanimous rejection of such a scheme on an almost 100% turnout.

We do not have a parking problem on these roads.

The introduction of the CPZ schemes elsewhere, including the recent Durham Road, has not had any impact on our two roads.

Any future neighbouring scheme is highly unlikely to impact Hill View and Heights Close as it is too far from the station to attract commuters.



Any future neighbouring scheme is also highly unlikely to affect Heights Close in particular for the simple reason that the houses are so closely spaced each with its own cross over - that there is virtually nowhere for anyone to park anyway. Introducing a CPZ will only serve to restrict the ability of residents and their visitors and tradesmen to park across their own driveways from time to time.

Introducing a CPZ would reduce the amount of roadside parking space available – not increase it.

Our community is very close and we do not have any parking issues: we accommodate each other well and do not need imposition from the council.

Our small quiet cul de sac roads do not need the obscene splashing of white and yellow paint everywhere - and the erection of lots of unsightly signs.

The cost of enforcing this would be a waste of money. The money would be better spent on fixing the potholes.

Signature	Name	House Number
	B. NARKIEWICZ	15
	P. HARDY	15.

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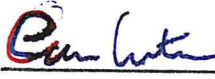
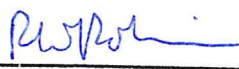
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Signature	Name	House Number
	KOZLIOUK	24
	CPETERS	11
	Mrs Mrs Nedelec	13
	IAN FOUNTAIN	19
	ROBERT ROBINSON	7

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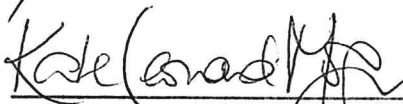
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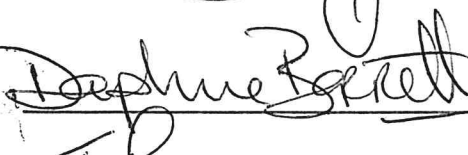
Signature

Name

House Number

 Terence Barrett 1A (FWH)

 KATE LEONARD-MORGAN 6

 Daphne Barrett 1A (FWH)

 James Beams 23

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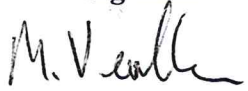




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Signature	Name	House Number
	Michael and Jill VENABLES	20
	Ian & Kioni Newcombe	1
	Ali Bazzar	12
	CHRISTINE GREEN	12
	CHARLES REID	10 HC.

**COPSE HILL ESTATE LTD
CONTROLLED PARKING SURVEY - FINAL**

<u>Property Freeholder</u>		<u>Support Merton's Proposal?</u>		<u>Comments</u>
		Yes	No	
<u>PROPERTIES ON THE PUBLIC ROADS</u>				
House #	Cottenham Drive			
25	Hall			Ppty leased to third party
27	Woodhouse			
29	Bartholomew		X	
31	Waheed		X	
33	Hormoz		X	
35	Stoesser		X	
40	Winfield		X	
42	McAleenan	X		
44	Lundqvist		X	
46	Crowley			Ppty leased to third party Owner lives abroad
48	Gould		X	
50	Bustin		X	
<u>Cottenham Place</u>				
1	De Giosa		X	
3	Eastgate	X		
5	Borsting/Poulsen			New owner not in residence at time of survey
7	Dhala		X	
9	Hui		X	
11	Newell		X	
18 Properties		2	12	
<u>PROPERTIES ON THE PRIVATE ROADS</u>				
<u>Cottenham Drive</u>				
1	Buswell (No private parking space)		X	
3	Byrne	X		
5	Ahmad	X		
7	Harris		X	
9	Butler	X		
11	Suppiah		X	
13	Borkowska		X	
15	Cessford		X	
17	Smallwood		X	
19	Scott		X	
21	Bond	X		
23	Oakley (No private parking space)	X		
52	Naylor		X	
54	Aase			Ppty leased to third party Owner lives abroad
56	Taweel		X	
<u>Cottenham Place</u>				
2	Jonanovic		X	
4	Sayers		X	
6	Stonehill		X	
8	James	X		
10	Radway		X	
20 Properties		6	13	
TOTAL		38 Properties	8	25