

Merton Council

Street Management Advisory Committee

Membership

Councillors

Geraldine Stanford (Chair)

David Dean (Vice-Chair)

Russell Makin

Ian Munn BSc, MRTPI(Rtd)

Miles Windsor

Simon Withey

Substitute Members:

Laxmi Attawar

Jeff Hanna

Logie Lohendran

David Williams

A meeting of the Street Management Advisory Committee will be held on:

Date: 29 January 2014

Time: 19:15

Venue: Council chamber - Merton Civic Centre, London Road, Morden SM4 5DX

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Street Management Advisory Committee

29 January 2014

1. Declarations of Interest
2. Apologies for Absence
3. Minutes of the previous meeting 1 - 4
Officer Recommendation:
That the Minutes of the meeting held on 18 September 2013 be agreed as a correct record.
4. Decisions of the Cabinet Member (no report)
All of the Advisory Committee's recommendations made at its last meeting (on 18/9/13) were agreed by the Cabinet Member.
5. Proposed A1 CPZ (Dupont Road area, Raynes Park) - 5 - 26
Statutory Consultation (Dundonald Ward)
6. Proposed RPC CPZ (Cambridge Road area, Raynes Park) - 27 - 54
Informal Consultation (Raynes Park Ward)

Declarations of Pecuniary Interests

Members are reminded of the need to have regard to the items published with this agenda and, where necessary to declare at this meeting any Disclosable Pecuniary Interest (as defined in the The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012) in any matter to be considered at the meeting. If a pecuniary interest is declared they should withdraw from the meeting room during the whole of the consideration of that matter and must not participate in any vote on that matter. If members consider they should not participate because of a non pecuniary interest which may give rise to a perception of bias, they should declare this, withdraw and not participate in consideration of the item. For further advice please speak with the Council's Assistant Director of Corporate Governance.

NOTES

- 1) **Copies of agenda:** The agenda for this meeting can be seen on the Council's web-site (which can be accessed at all Merton Libraries). A printed hard copy of the agenda will also be available for inspection at the meeting.
- 2) **Speakers and meeting procedure:**
 - a. Councillors and members of the public are welcome to attend and may request to speak at the Committee. Requests should be made by telephone on 020 8545 3357 or e-mail to democratic.services@merton.gov.uk no later than 12 Noon on the last (working) day preceding the meeting.
 - b. The Chair of the Committee has complete discretion in deciding who may speak, for how long and on which items. Generally no more than 3 minutes will be allowed for each speaker although this time may be reduced at the Chair's discretion.
 - c. Selected speakers should make their point and are encouraged to avoiding restating the whole of previous speaker's comments. When their time is completed they are asked to immediately cease speaking.
 - d. If there are a large number of requests to speak on a particular matter, assuming the Chair allows any speakers, the Chair will generally limit the number of public speakers to 3 with preference going to Ward Councillors, then official representatives from Residents' associations in the street or streets affected and then other speakers not part of a resident's association. Ward Councillors will have a priority as speakers but will generally do so after the public speakers.
 - e. Speakers will be called once for the agenda item under consideration and if absent will lose their opportunity; once the Committee have discussed and reached a conclusion on an item no further debate will take place.
 - f. The order of the agenda is subject to change at the Chair's discretion.

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STREET MANAGEMENT ADVISORY COMMITTEE

18 SEPTEMBER 2013

(19.15 - 20.35)

PRESENT: Councillors Geraldine Stanford (in the Chair), David Dean, Russell Makin, Ian Munn, Miles Windsor and Simon Withey

ALSO PRESENT: Councillors Agatha Mary Akyigyina, John Dehaney, Judge and Judy Saunders

Paul Atie, Mitra Dubet (Network Improvement and Renewal Manager), Ashley Heller (Project Manager – Rediscover Mitcham), Richard Lancaster (Future Merton Programme Manager), Mario Lecordier (Highways and Traffic Services Manager, ENVR), James McGinley (Head of Sustainable Communities), Ross Mitchell (Outer London Fund Project Facilitator – within Rediscover Mitcham Project), Edward Quartey (Traffic and Highway Engineer) and Michael Udall (Democratic Services)

1 MEMBERSHIP (Agenda Item)

Officers advised note that since the agenda had been published -

- (a) Cllr Judy Saunders had resigned from the Advisory Committee (SMAC).
- (b) Cllr Geraldine Stanford had been appointed SMAC Chair in her place; and
- (c) Cllr Ian Munn has been appointed as a full member of SMAC to fill the vacancy.

2 DECLARATIONS OF INTEREST (Agenda Item 1)

None

3 APOLOGIES FOR ABSENCE (Agenda Item 2)

None

4 MINUTES OF THE MEETING HELD ON 30 JANUARY 2013 (Agenda Item 3)

RESOLVED: That the Minutes of the meeting held on 30 January 2013 be agreed as a correct record.

5 DECISIONS OF THE CABINET MEMBER (Agenda Item 4)

RECEIVED

6 ORDER OF THE AGENDA (Agenda Item)

During the meeting, the Chair amended the order of the remaining items to 6, 7 and then 5.

7 PROPOSED A1 CPZ (APOSTLES AREA, RAYNES PARK) - INFORMAL CONSULTATION (DUNDONALD WARD) (Agenda Item 6)

1. Following officers introducing the report, the Advisory Committee heard oral representations from a local resident, Julie Taylor, including a request that Flats 1-7, Clandon Terrace, 561 Kingston Road (where she lived) be also included within the proposed Controlled Parking Zone (CPZ).

2. Following discussion, the Committee agreed to the report's recommendations subject to Recommendation (B) being amended to include Nos. 561- 565 Kingston Road as shown below.

RESOLVED: That the Street Management Advisory Committee recommends that the Cabinet Member considers the issues detailed in this report and

A) Notes the result of the informal consultation carried out between 21 June and 19 July 2013 on the proposals to introduce a Controlled Parking Zone (CPZ) A1 to include Abbott Avenue, Bronson Road, Chestnut Road, Dupont Road, part of Kingston Road (Bushey Road to Dorien Road), part of Lower Downs Road (Kingston Road to Lower Downs Road Bridge) and Sydney Road.

B) Agrees to proceed with a statutory consultation to include Abbott Avenue, Chestnut Road, Dupont Road, Sydney Road and part of Kingston Road (property no's 472 to 540 and including Nos. 561 (Clandon Terrace) to 565) into the proposed A1 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-213-01 Rev A in Appendix 1 (*subject to the inclusion of Nos. 561 (Clandon Terrace) to 565 Kingston Road*).

C) Agrees to proceed with the amendment to parking bays as detailed in section 3.173.20 of this report.

D) Agrees **not** to introduce a CPZ in Bronson Road, part of Lower Downs Road (Kingston Road to Lower Downs Road Bridge) and part of Kingston Road (between property no's 423 & 581 and 348 & 470 Kingston Road - *but excluding Nos. 561 (Clandon Terrace) to 565 Kingston Road further to Recommendation (B) above*) until such time that the residents petition the Council for inclusion. Upon receiving such a petition, it is recommended that the Council proceeds with a statutory consultation for inclusion.

8 MITCHAM TOWN CENTRE REGENERATION SCHEME (2) (CRICKET GREEN & FIGGES MARSH WARDS) (Agenda Item 7)

1. Following officers introducing the report, the Advisory Committee heard oral representations from the following residents, including representatives of the two bodies shown below-

- (a) Tony Burton (Mitcham Cricket Green Community Heritage) (MCGCH)
- (b) John Mansfield (Mitcham Society)
- (c) Vijay Patel.

2. Speaker marked (c) supported the proposals. Both speakers marked (a) & (b) above, whilst making various comments, objected to a number of aspects of the proposals, but particularly the proposal that buses be re-introduced through the centre of Mitcham along the currently pedestrianised section of London Road, including across the Fair Green open space area. Both referred to petitions/surveys (submitted at the meeting by John Mansfield) which their bodies had undertaken, showing that the bus lane proposal was not supported by local residents and businesses (in contrast to the survey figures in the officer report showing overall support for the bus lane proposal).

3. The Advisory Committee then heard oral representations from local Ward Councillor Judy Saunders, including various comments but supporting the proposals being progressed.

4. There was then considerable discussion including officers responding to queries and the concerns raised by objectors. Discussion included the results of the Council's consultation exercise; the petitions/surveys submitted by objectors at this meeting; the issue of whether moving buses and bus stops into London Road would generate the extra footfall and customers for shops/businesses in Mitcham Town Centre which in turn could encourage businesses to move to Mitcham; the possibility of deferring any decision on the bus lane proposal to a later phase of the regeneration scheme; the design/size of the proposed market canopy; toilet facilities; routes for cyclists; the proposed pedestrian broadwalk at Three Kings Pond; and the retention of trees.

5. Recommendations – The Advisory Committee considered the Recommendations in the officer report and agreed Recommendations (A), (B), (C) & (D).

6. The Advisory Committee then agreed Recommendation (E) by 3 votes to nil (Councillors David Dean, Simon Withey and Miles Windsor abstaining).

RESOLVED: That the Street Management Advisory Committee (SMAC) recommends that the Cabinet Member for Environmental Sustainability and Regeneration:

A. Notes the content and issues set out herein, related to the implementation of a town centre improvement scheme in Mitcham.

B. Notes the outcome of the consultation conducted in June and July 2013, the issues raised, and officers response to them, in relation to the broad scheme proposals.

C. Notes the considerations related to the funding, procurement, planning, implementation and legalities associated with the scheme and the steps

officers are taking to ensure these issues are appropriately addressed as part of the project.

D. Agrees that the necessary steps be taken for the implementation of Phase 1 of the scheme including further consultation related to Traffic Management Orders.

E. Agrees that the steps necessary to progress the outline designs of Phases 2 to 6 of the scheme as set out in this report including further analysis related to cycle provision and traffic impacts are taken forward for further consideration by the Cabinet Member before approval for implementation.

9 BURGHLEY ROAD TRAFFIC CALMING SCHEME (PART OF THE WIMBLEDON AREA TRAFFIC STUDY) (VILLAGE WARD) (Agenda Item 5)

The Advisory Committee agreed the report's recommendations (as detailed below).

RESOLVED: That the Street Management Advisory Committee recommends that the Cabinet Member for Environmental Sustainability and Regeneration:

A. Notes the outcome of the statutory consultation that was carried out during May 2013 on the proposals for Burghley Road area traffic calming.

B. Agrees for officers to make the necessary Traffic Management Orders (TMO) and implement the proposed traffic calming measures in Burghley Road, as detailed in Section 3.1 and plan Z36/24/19-1B in Appendix 1 of this report.

Committee: Street Management Advisory

Date: 29th January 2014

Agenda item:

Ward: Dundonald

Subject: Proposed A1 CPZ Dupont Road Area, Raynes Park – Statutory Consultation)

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Andrew Judge, Environmental Sustainability & Regeneration

Forward Plan reference number: N/A

Contact Officer: Paul Atie, Tel: 020 8545 3214

Email: paul.atie@merton.gov.uk

Recommendations:

That the Street Management Advisory Committee considers the issues detailed in this report and recommends that the Cabinet Member for Environmental Sustainability and Regeneration:

- A) Notes the results of the statutory consultation carried out between 14 November and 6 December 2013, on proposals to introduce A1 Controlled Parking Zone (CPZ) to include Abbott Avenue, Bronson Road, Chestnut Road, Dupont Road, part of Kingston Road (Bushey Road to Dorien Road) and Sydney Road.
- B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- C) Considers the objections against the proposed measures.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'A1' CPZ to include Abbott Avenue, Bronson Road, Chestnut Road, Dupont Road, part of Kingston Road (Bushey Road to Dorien Road) and Sydney Road, operational Monday to Friday, between 8.30am and 6.30pm as shown in Drawing No. Z78-213-01 rev C in Appendix 1.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report details the results of the statutory consultation carried out with the residents and businesses Abbott Avenue, Bronson Road, Chestnut Road, Dupont Road, part of Kingston Road (Bushey Road to Dorien Road) and Sydney Road and based on the feedback received, recommends the inclusion of Abbott Avenue, Bronson Road, Chestnut Road, Dupont Road, part of Kingston Road (Bushey Road to Dorien Road) and Sydney Road into the proposed A1 CPZ. See Drawing No. Z78-213-01 rev. C in Appendix 1.

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 parking whilst improving and maintaining access and safety for all road users. A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:

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

Pay and display shared use/permit holder bays: - For use by pay and display customers and permit holders.

Pay and display only bays: - For use by pay and display customers.

2.3. A CPZ includes double yellow lines (no waiting 'At Any Time') restrictions at key locations such as at junctions, bends and along certain lengths of roads where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross.

2.4. Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce 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.

Background Information

2.5. During June/July 2013 an informal consultation was carried out within the Apostles area on the proposals to introduce a Controlled Parking Zone (CPZ) A1 to include Abbott Avenue, Bronson Road, Chestnut Road, Dupont Road, part of Kingston Road (Bushey Road to Dorien Road), part of Lower Downs Road (Kingston Road to Lower Downs Road Bridge) and Sydney Road.

2.6. Following the informal consultation and based on the results of the consultation, it was agreed to proceed with a statutory consultation to include Abbott Avenue, Chestnut Road, Dupont Road, Sydney Road and part of Kingston Road (property nos 472 to 540 and include 565) into the proposed A1 CPZ.

Bronson Road

2.7. Due to majority of Bronson Road residents opting against a CPZ during the informal consultation, it was decided to exclude Bronson Road from the controls. However, as soon as the consultation results were published the Council received two petitions (one online petition and one hard copy by post) from Bronson Road. After filtering out any duplicate signatures between the two petitions it revealed 73 of 101 households signed the petition to be included in the A1. Residents of Bronson Road expressed their concerns and fears of being the last uncontrolled road in the Apostles area and have therefore changed their minds about having parking controls introduced.

- 2.8. Following the receipt of petition from Bronson Road the Council agreed to include Bronson Road into the Statutory Consultation for A1 CPZ to give residents further opportunity to air their views.

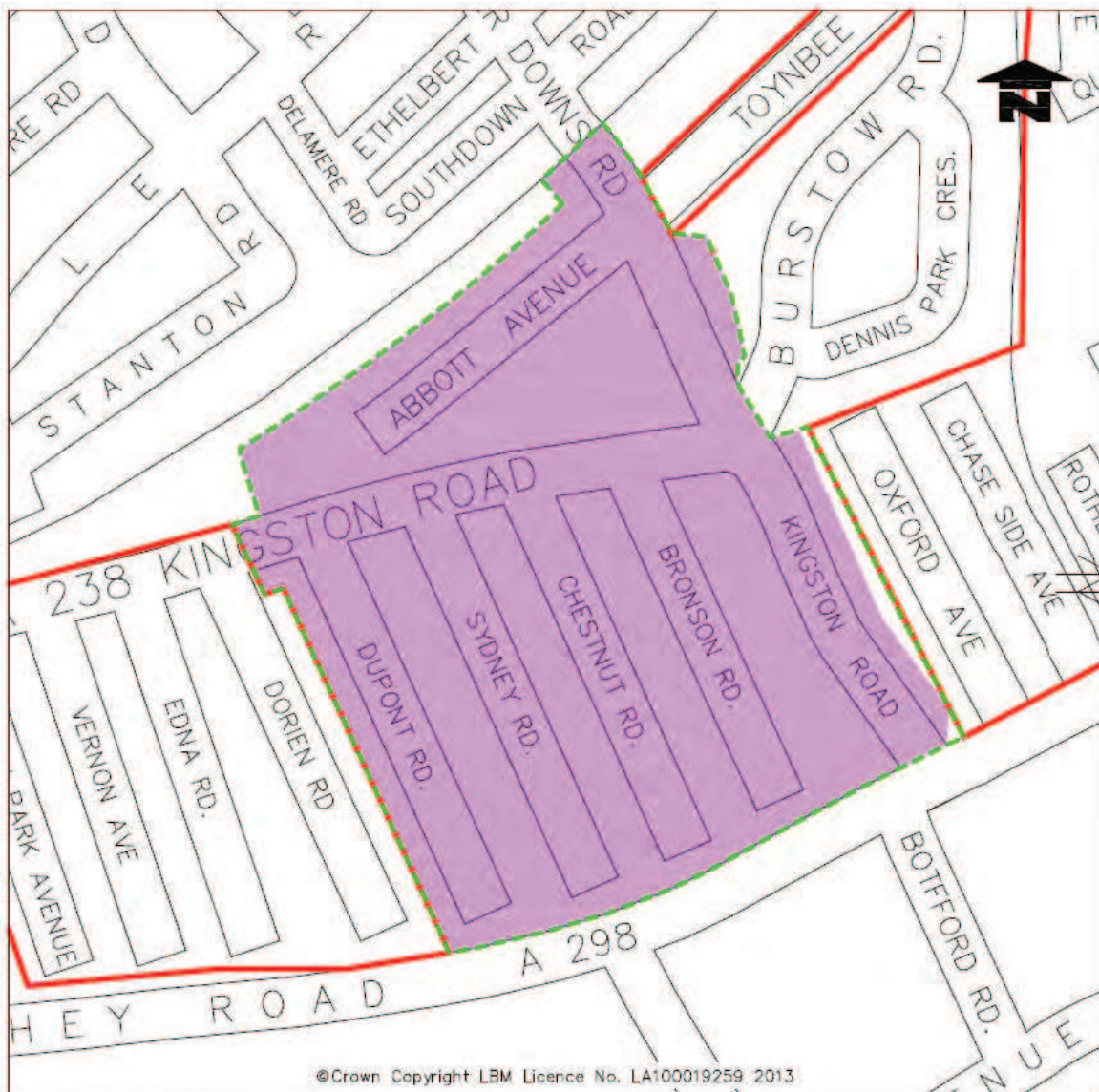
Kingston Road

- 2.9. In light of Bronson Road being included in A1 CPZ, it was felt that this section of Kingston Road (Bushey Road to Dorien Road) should also be included in A1 CPZ. This is because Kingston Road residents have very little access to off-street parking and if A1 CPZ is implemented they would be completely surrounded by controls with no access to on street parking in the vicinity of their homes. Therefore, it was agreed to include Kingston Road (Bushey Road to Dorien Road) within the statutory consultation to also give residents of this road a further opportunity to air their views.
- 2.9.1 To mitigate the parking pressure that Kingston Road may have on the side roads, it is proposed to split Kingston Road (Bushey Road to Lower Downs Road) into the two adjacent zones (proposed A1 CPZ and existing 5F CPZ); this will allow the parking pressure overflow from Kingston Road to be shared between Bronson Road and Oxford Avenue. Kingston Road residents displaying a valid permit will be able to park either side of Kingston Road, as well as their respective adjacent zones.

3. CONSULTATION UNDERTAKEN

- 3.1 The statutory consultation to introduce the proposed parking controls in Abbott Avenue, Bronson Road, Chestnut Road, Dupont Road, part of Kingston Road (Bushey Road to Dorien Road) and Sydney Road commenced on 14 November and ended on 6 December 2013. The consultation included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, attached as Appendix 3, was also circulated to all those properties included within the consultation area.
- 3.2 The newsletter detailed the information
- Hours of operation of the zone (Monday to Friday, between 8.30am and 6.30pm);
 - Double yellow lines operating "At any time" without loading restrictions;
 - Single yellow lines (mainly between parking bays and across dropped kerbs);
 - Permit holder bays;
 - Pay and display shared use bays in Abbott Avenue, Dupont Road, Bronson Road, Chestnut Road and Sydney Road;
 - Zone boundaries

The plan below shows the extent of the consultation area.



3.3 The statutory consultation resulted in a total of 17 representations, 4 of which are in support of the proposal, 8 against and 5 comments. These representations are detailed in Appendix 2. A representation was also received by the Metropolitan Police with no comments or observations.

3.4 Those who objected to the scheme generally believe that the controls are unnecessary or do not support the scheme layout. The layout of the scheme was designed to ensure access and safety; maximise available space and use and where possible accommodate requests received from local residents and businesses. Representations and officers comments are detailed in Appendix 2 of this report

Passing Gaps.

3.5 The proposed double yellow lines at various locations in Abbott, Avenue Dupont Road, Sydney Road, Chestnut Road and Bronson Road are designated as passing gaps. Within the design all existing drop kerbs have been used as passing gaps in order to maximise parking spaces but some of these roads do not have drop kerbs. These facilities are usually introduced in narrow roads where vehicles are parked on one or both sides of the road without a space where opposing traffic can manoeuvre into to give way to on-coming traffic. In the absence of a passing gap, drivers will have to reverse all the way out in order to let the on- coming traffic pass. Passing

gaps also allow for stopping to load and unload for a few moments and will assist refuse vehicles as well as other motorists during refuse collection. It is appreciated that residents want every available kerbside designated as parking space, but the aim of a CPZ is to regulate and control traffic and parking in the area therefore the Council cannot implement a scheme that would compromise access and safety.

- 3.6 The recommendation to introduce the measures is based on majority support demonstrated by those who responded during the informal consultation, petition and the statutory consultation. It should be noted that a statutory consultation is based on the reasons for objecting to the making of the Traffic Management Order. Often those who object, tend to make representations and in this case 5 wrote in support, 8 against and 3 commented. It is officer's recommendation to introduce the proposed measures.

3.4 Ward Councillor comments

Upon requesting comments from all ward Councillors, officers received the following comment from one of the Councillors:

"As I said at the RP forum I think it is best to go ahead with the CPZ asap as per consultation, the Cllrs can seek residents' views at a later date to determine if they wish to change the times to 1 or 2 hours and if so what time. Personally I would wait until 12 months after implementation but my fellow ward councillors may wish to do sooner?"

4. **PROPOSED MEASURES**

- 4.1 It is recommended that approval is given to make the relevant Traffic Management Orders (TMOs) for the implementation of the proposed 'A1' CPZ to include Abbott Avenue, Bronson Road, Chestnut Road, Dupont Road, part of Kingston Road (Bushey Road to Dorien Road) and Sydney Road, operational Monday to Friday, between 8.30am and 6.30pm as shown in Drawing No. Z78-213-01 Rev B in Appendix 1.
- 4.2 In considering the above measures, the Council must consider whether or not the problems currently being experienced in these roads is of sufficient significance for change to go ahead; whether or not the change proposed is proportionate to the problems experienced and is acceptable in consideration of the possible impact.
- 4.3 The CPZ design comprises of permit holder only bays to be used by residents, businesses and their visitors with some shared use bays and pay & display only bays facilities made available for pay & display customers. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

Hours of Operation:

- 4.4 The A1 CPZ will operate Monday to Friday between the hours of 8.30am and 6.30pm.

Permit Issue Criteria:

- 4.5 The Council periodically reviews the permit and pay and display parking costs. However, the price structure presented during the initial informal consultation stage will be unaffected for the first year, after which the borough wide charge will apply. It is, therefore, proposed that the residents' permit parking price structure should be as follows – 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.

Visitors' permits:

- 4.6 It is recommended that the system and charges applied elsewhere in the Borough, at the time of consultation, for visitor permits should also be introduced. All-day Visitor permits will remain at £2.50 whilst half-day permits will be priced at £1.50. The allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two, per annum.

Business permits:

- 4.7 It is proposed that the business permit system should be the same for zones elsewhere in the borough, maintaining the charges of £331 per 6 months (as was at the time of the consultation), with a maximum of only two permits per business without off- street parking facilities.

Pay & Display tickets:

- 4.8 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 £1.10 pence per hour, with a maximum stay of up to 2 hours. Purchase of tickets will be available before 8.30am.

4.9 Trade 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. TIMETABLE

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

6. ALTERNATIVE OPTIONS

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

7. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the recommended measures is estimated at £35k. This would include the publication of the made Traffic Management Orders, road markings, signs and ticket machines.
- 7.2 The Environment and Regeneration budget for 2012/13 contains a provision of £250k for parking management schemes. The cost of these proposals can be met from this budget.

8. LEGAL AND STATUTORY IMPLICATIONS

- 8.1 The Traffic Management Orders would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management Order or to modify the published draft Order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

9.1 The implementation of the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.

9.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.

9.3 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses 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.

9.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar Orders published in the local paper and London Gazette.

10. CRIME AND DISORDER IMPLICATION

10.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

11.1 The risk in not addressing the issues as part of the consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have objected but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

12. ENVIRONMENTAL IMPLICATIONS

12.1 Before reaching a decision to make the necessary Traffic Management Order to implement a 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) Regulations 1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

12.2 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.

12.3 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-

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

- (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- (e) any other matters appearing to the Council to be relevant.

13. APPENDICES

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

Appendix 1 – Drawing no. Z78-213-01 Rev B

Appendix 2 – Representations and officers' comments

Appendix 3 – Statutory consultation material

Representation - Support

Abbott Avenue

<p>12315018 – Residents</p> <p>I am writing in response to the recent proposal for a CPZ on Abbott Avenue, details of which I received in the post yesterday. My wife (cc'd) and I live on Abbott Avenue and completed the survey upon which the latest plans are based. Whilst broadly in favour of introducing a CPZ on Abbott Avenue (Mon-Fri), we are both disappointed that the proposed hours of operation are currently 8:30am-6:30pm. We would strongly favour a smaller time window during the day in which the CPZ applies so as to enable free parking for people coming and going as part of day-to-day life, whilst preventing commuters and others from using the road for free parking all day long. Indeed, to support my point, I note that only 43.9% of Abbott Avenue respondents favoured the 8:30am-6:30pm window, whereas a combined 51.3% favoured either 10am-4pm or 11am-12pm. I am an ordained minister on the staff at Dundonald Church (577 Kingston Road) and, together with wife, my role there includes hosting visitors (in groups as well as individually) in our home on a regular basis, often during the day. The introduction of a CPZ which applies all day would have a significant impact on the ease with which we can host visitors and it would cause them (and us) considerable inconvenience. Furthermore, as a young family with small children we often host friends & family as visitors, many of whom have to travel by car. With a CPZ in operation all day, even just short visits (part and parcel of everyday life, especially with small children) become costlier and indeed more difficult. We are grateful for the work being done by the Council to address the issue but would ask that you give due consideration to reducing the hours of operation in order to ensure that residents are not unduly penalised for the parking patterns of other non-residents. I hope you might feel that the number of respondents who did not favour an 8:30am-6:30pm window merits a thorough review.</p> <p>Officer Comment</p> <p>During the consultation, residents were given several options with regards to days and hours of operation. The proposed operational period of Mon-Fri, 8.30am-6.30pm was the option supported by the majority who responded.</p>
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BRONSON ROAD

<p>112315679 - Resident</p> <p>I am writing in support of the proposed CPZ A1 including Bronson Road, and the proposed timing of operation.</p>

SYDNEY ROAD

<p>12315019 - Resident</p> <p>I would like to state my support for the proposed CPZ in Sydney Road, SW20. I agree that the controls should operate Monday-Friday from 8:30 am to 6:30 pm.</p>

<p>12316814 - Resident</p> <p>Further to all of the comments that have been made regarding the above CPZ consultation, I wished to reiterate the desperate need for its implementation and that the scheme, apart from my comment below, has our house holds full backing. For the past year our lives have been completely blighted by the knock on effect of extending the Apostles CPZ at the beginning of the year (as previously stated no residents of Dupont Road received any documentation informing us that Dorien Road had begun a petition). As such this whole saga could have been avoided. I also wish to stress again that Dupont Road does not need two sets of passing points. These rules are being set by individuals who do not live in the roads but feel that they know better than residents. If these passing points are so vital then why were they not implemented in Dorien Road which is the same length, if not longer than Dupont Road. One passing point located in the middle will be more than enough.</p> <p>Officers Comments:</p> <p>Support noted. The proposed double yellow lines in various locations in Dupont Road, Sydney Road,</p>
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Chestnut Road and Bronson Road serve as passing gaps to ensure traffic movement. Within the design all existing drop kerbs are considered as passing gaps in order to maximise parking spaces but some of roads do not have drop kerbs. These facilities are usually introduced in narrow roads where vehicles are parked on one or both sides of the road without a passing and drivers have to reverse all the way out in order to let the on coming traffic out and also for delivery vehicles to load/unload goods and for the refuse to pull into in order to give way to other traffics during refuse collection. It is appreciated that residents want every available kerbside designated as parking space, but the aim of a CPZ is to regulate and control traffic and parking in the area therefore the Council cannot implement a scheme that would impede traffic flow hence the passing gaps.

The proposed CPZ will prioritise parking for local residents within the scheme and remove all non essential parking from the area e.g commuters, residents from adjacent CPZs who do not want to pay for parking. All other vehicles without permit would be unable to park in these roads except for those who need to stop for loading/unloading purposes. With commuter vehicles removed from any included road road, the Council is confident that there would be enough parking spaces for the use of residents within this scheme. CPZ does not guarantee residents parking spaces in front of their houses but by removing non-resident parking it will make parking easier within 100 metres of their homes and will remove traffic caused by those motorists who currently travel from road to road looking for a parking space.

12316815 – Resident

I am a resident of Dupont Road. We need Dupont Road to be included in the CPZ for the following reasons: 1) From the petition (87% in favour) and informal consultation (91% in favour) it is very clear that the overwhelming number of residents of Dupont Road are in favour of a CPZ in Dupont Road. 2) Dupont Road (and to a lesser degree the other Apostle roads outside the current CPZ) has become the free car park for the businesses, business employees, business customers, residents of Merton Mansions, commuters using Raynes park station and Wimbledon Chase station as well as some owners of 2nd vehicles in streets within the current CPZ. This is totally unacceptable since the residents of Dupont Road are no longer able to find parking. Surrey Catering, one of the businesses on Kingston Road is one of the main contributors to additional (unwanted) vehicles parked in our road. They leave 3 vans on a near permanent basis in our road (including over weekends) and during the day, their employees take up these parking spaces when the vans are used to conduct business. Despite the fact that Surrey Catering and the other businesses can obtain business permits (which are tax deductible expenses), they prefer to not do so, and continue to park in our road and take up the parking spaces which should be used by residents of Dupont Road. Also, if they employed local people, their employees would not need cars to drive to their place of work. The Apostle area is well served by public transport (3 bus routes and two stations with very frequent train services) and employees and customers of the local businesses should use these forms of transport (like the rest of us do when we visit most businesses in London!) and not depend on Dupont Road to provide their free parking! 3) Dangerous driving has become the norm in Dupont Road since the expansion of the CPZ to include Edna and Dorien Road. Due to the fact that parking spaces have disappeared, people travel at great speeds when spaces are spotted in order to secure these. This is very worrying for me as a father with two young children. 4) Further developments in the area (Manuplastics site and small piece of land opposite the Chase) may cause further pressures on the already volatile parking position.

Officers Comments:

The CPZ aim to prioritise parking for local residents within the scheme and remove parking from the area by commuters, residents from adjacent CPZs who do not want to pay for a permit and visitors. With these vehicles removed from a controlled road, the Council is confident that there will be enough parking spaces for residents within this scheme.

Representation - Against

ABBOTT AVENUE

12315014 – Resident

Please register my objection to the CPZ proposals for Abbott Avenue. I objected previously on the basis that outside my property you have proposed a 'pay and display' bay and I see you have not amended your plans. Why do my views not count? Furthermore your conclusions draw on 53.3% majority and 41.6% objection - why are not the views of the almost equal 41.6% being taken into consideration? It is clear the proposal has almost been won by a slight margin, if anything a coalition agreement should be made. Why are you going to put a 'Pay and Display' bay outside properties 53-71? Who do you think will actually use 'Pay and Display' in Abbott Ave? Why is there such a large area of 'Pay and Display' in Abbott Ave compared to the other apostle roads? Why are you putting a 'Pay & Display' bays outside residential properties in Abbott Ave but not outside residential properties in the Apostles? Where is and what is the justification? I am disappointed that you have not explained the meaning of 'Pay & Display shared bay' in plain English. There is no explanation for this in the leaflet. I phoned the council who told me one thing on the phone but without it being in writing, it is not clear what exactly this will mean. Secondly, if I have work men, I don't understand what kind of permit I will have to get for them - will they have to pay the pay & display rate per hour or would I be able to get a visitors permit for them? On the proposal you plan to make the private close at the end of Abbott Ave double yellow lines, where do you propose those residents will park? At the moment the residents park in the proposed double yellow line area. It will mean they will be pushed out onto the street taking up the little and permit bays. It is also unfortunate that you have timed your public meetings at very inconvenient times for people like myself that work shifts. There has been no alternative meeting times for shift workers. I can foresee that my views will not be taken into consideration, you will not answer my questions and the Council will roll out the CPZ despite opposition. I would appreciate a reply to my questions.

Officers Comments:

The proposed pay and display (P&D) bays in Abbott Avenue are shared use bays which can be used by both residents and visitors. The purpose of the shared use bays were explained in the informal consultation leaflet and the Frequently Asked Question leaflet. These are bays designed for use by either permit holders or non permit holders who must purchase a pay and display ticket. These bays have maximum stay for pay and display customers but permit holders are not subject to any time restriction.

12315684 – Resident

I am sorry to see the threat is looming upon us being very much against the scheme. I have lived in Abbott Avenue since 1986 and do not wish to leave the area but this will force me to do so. It seems very unfair that one person in Dupont Road can affect so many people and/or other roads a good distance from him. It makes us wonder who this person is. Freedom has always been paramount in this country - this will have the opposite effect with no benefit to us. We are all getting older (many residents in Abbott Avenue have been here over 40 years) and we shall need vehicular help from contractors, service providers etc from time to time. I hope you receive this email and CPZ in Abbott Avenue does not occur.

.Officers Comments:

The CPZ will prioritise parking for local residents within the scheme and remove all non-essential parking from the area e.g commuters, residents from adjacent CPZs who do not want to pay for parking and all other vehicles without a permit would be unable to park in these controlled roads except for loading/unloading of goods. The Council is confident that there are enough parking spaces for the use of residents within this scheme.

12316350 - Resident

I am writing to you with reference to the proposed resident parking scheme with particular reference to Abbott Avenue, Wimbledon. I have noticed on the plan that there are double yellow lines outside of my property (at the end of the "crossover"). I have spoken to the Project Engineer Leonardo Morris, who confirms that this is the case with the reason being that my property is mid-way down the road and this will give people a place to pull in and pass. I object to the double yellow lines and require this to be changed to single yellow marking. I have lived in Abbott Avenue for more than 38 years and it is a short straight road cul-de-sac with an adequately-sized turning circle at the end. When residents' parking is implemented, under the proposed scheme and during peak hours, no one will be able to park at the end of their "crossovers" as this will be marked with single yellow lines. This will create a number of passing places during peak parking hours. For note the residents' scheme restricts parking between the hours of 8.30-6.30pm Monday to Friday. Outside of these extensive peak hours, parking is not a problem, which you recognised in setting the hours of your proposed scheme. Therefore there are naturally spaces up and down the road for waiting, passing etc. Furthermore, by creating a "permanent" space mid-way down the road ie. One which will always be vacant,

this will become known as a "permanent" 3-point turn point. At the moment, I suffer the ongoing issue whereby people cannot be bothered to go down to the end of the road (to the turning circle to turn around and do so by backing up to my front door using the "crossover". This has caused my neighbour to install a fixed and bolted bollard in the middle of his frontage. As I am sure you appreciate this practice of reversing is extremely dangerous and an accident waiting to happen. In addition, you will see on the plan that my frontage/crossover has a tree on one side and a lamppost on the other. I cannot tell you the number of near misses that have occurred as people undertake this practice nearly hitting either tree or lamppost. I look forward to hearing from you confirming the decision reference the line painting.

Officers Comments:

The proposed double yellow lines in various locations in CPZ are designated as passing gaps. Within the design all existing drop kerbs have been used as passing gaps in order to maximise parking spaces but some of these roads do not have drop kerbs. These facilities are usually introduced in narrow roads where vehicles are parked on one or both sides of the road without a break and drivers have to reverse all the way out in order to let the oncoming traffic out and also for delivery vehicles to load/unload goods and for the refuse pull into in order to give way to other traffics during refuse collection. It is appreciated that residents want every available kerbside designated as parking space, but the aim of a CPZ is to regulate and control traffic and parking in the area therefore the Council cannot implement a scheme that would impede traffic flow hence the passing gaps

CHESTNUT ROAD

12316218 - Resident

I wish to oppose the implementation of a controlled parking zone in Chestnut Road.

We were consulted on this issue two years ago and gave a clear 'No'; repeating the consulting gives the impression that the original consultation was not a true exercise in democracy, but rather a sham designed to permit the Local Authority to introduce additional revenue raising powers.

I realise that the situation may change, and that there may be an argument to reappraise the situation. Indeed, The Department of Transport's "Operational Guidance to Local Authorities, Parking Policy and Enforcement, Traffic Management Act 2004 (Revised Edition November 2010)" in Chapter 4 directs that Local Authorities should monitor and appraise parking policy. Clause 4.3 recommends that consultation is carried out, while clause 4.5 states that "The appraisal should ensure that parking policies still apply at the right place and the right time." While the residents of Chestnut Road, having rejected a controlled parking zone once, are now being re-consulted (presumably after a further appraisal), there appears to have been no appraisal of the controlled parking zones where these exist elsewhere in the Apostles, nor any re-consultation of those streets that have had a controlled parking zone implemented to determine whether the residents of those streets still wish to keep the parking zone in effect. This appears to breach at least the spirit, if not actually the letter, of the DoT guidance. Moreover, it tends to confirm that the implementation of CPZ is designed primarily as a revenue raising scheme, rather than a genuine exercise in local democracy. If a Controlled Parking Zone is introduced in Chestnut Road, will the Council guarantee a further re-consultation in between 1 and 3 years' time to enable the residents to have assessed the effectiveness of the scheme, after which the zone will be discontinued if that is the wish of the bulk of the respondents responding? Such a guarantee would go a long way to re-assuring me, and I suspect many others, that this consultation exercise is genuine; conversely, without such a guarantee, it would confirm that this truly is a revenue raising exercise. I also feel it worth noting that there used to be a public car park on the Thames Water land at Raynes Park. The Council granted permission for this land to be developed for residential use (increasing the number of residents' cars requiring parking space) and for commercial purposes (Waitrose) with car parking dedicated to short term use for shopping, so simultaneously removed about 100 long term car park spaces, increased demand for local residents' parking and created a 'pull factor' in the form of Waitrose drawing more cars into Raynes Park. While the Thames water infrastructure under the site may have made sub-surface car parking facilities difficult to construct (though likely still possible, given the scale of above ground development), a combined above ground car-parking and commercial development (as for example the B&Q store at New Malden) would have been technically feasible. However, the Council's planning department evidently chose not to require this of the developers, and hence created additional stress on parking capacity in the Raynes Park area.

Thus the Council itself has contributed significantly to such parking issues as do exist in Raynes Park. It appears that the residents of the Apostles are to be made, literally, to pay for the council's poor planning.

Officers Comments:

The council carries out reviews as and when deemed necessary. The Apostles original CPZ was reviewed along with the consultation that extended the CPZ to include Vernon Avenue and Carlton Park Avenue. The majority of those who responded did not want the hours of operation changed but those roads close to the Railway Station wanted the days extended to include Saturday but this was not majority view therefore the Council's decision to keep the status quo was in line with the result of the consultation. CPZs are reviewed if there is a petition for change or if it becomes obvious that the zone is not working. Any such review would be

subject to available resources / funding. Thames Water Land does belong to the Council. The Council had it on lease and when the lease expired, Thames Water sold it to Waitrose for redevelopment.

12316347 Chestnut Road

As an elderly (over 80), non car owning resident of Kingston Road (No 511) I wish to register my concern about the proposed new parking arrangements in my immediate vicinity. There is no provision for parking along this busy road and my visitors with cars or trades people (handyman, gardener) who may need to work on my property have at the moment to park in Bronson Road or the lower end of Lower Downs Road. This is difficult enough even now, so I am seriously worried that the situation will worsen considerably in the future as parking spaces in Bronson or Lower Downs Roads would appear to be very restricted. I realise that this is a very awkward area traffic wise and would not object to purchasing parking permits if needs must, but would they be able to be utilised by my visitors – would not the spaces in Bronson, Lower Downs etc be already taken by the residents of these roads or their visitors? Where else would callers at my address be able to park that is not too distant? At the moment I am reasonably able-bodied, but it may be that I shall need the assistance of carers in the future so this new situation causes me concern. I do not wish to knock down my front wall and gate and demolish my front garden in order to accommodate a case if this can be avoided as it is an expensive and ugly solution to this problem, especially as I don't own a car in the first place! I would ask, therefore, that in your deliberations you give some thought to these considerations and give reasonable assurances to those of us on this stretch of road that adequate provision be made for suitable and convenient places for visitors, callers, trades people etc to park.

Officers Comments:

There would be permit holder bays in the road for residents who purchase permits. Visitors would be able to use a visitor permit to park; alternatively visitors can use pay and display shared use bays close to Kingston Road junction.

12316692 Chestnut Road

In August the local councillors informed us that Chestnut Road had voted against a CPZ in this road so I was shocked to receive, 3 months later, notification from you that the Council had overturned that decision you gave no reasons for this but looking at the figures it appears that you must have based in on the secondary question of 'neighbouring road'. But four of the other roads voted against making five in total so there was not reason to allow this question to take precedence. In any case the difference was one vote and you are allowing it to overtake a 21/4 majority against a CPZ. When you are seeking to impose substantial costs on residents one vote should not be enough to overtake the primary decision. Furthermore you are allowing this decision to overturn all the other 'no' road with the exception of Bronson Road on the basis that they will have nowhere to park. Bronson Road seems to have enjoyed a special advantage over the other roads by being notified in advance of these decisions since you say you have already received a further petition of 73 names, 17 more that voted in the first place. Are you now going to accept this petition as it stands despite the initial consultation ending in July, or do you request all 73 to respond to this statutory consultation individually with reasons to overturn initial result. I ask because this is precisely what you are requiring the 'no votes' to do and it would be wrong to discriminate, I voted against the introduction of a CPZ in Chestnut Road as I do see a parking problem during the day. I walk this road on a regular basis, sometimes twice a day and there are always places to park. For example Tuesday 26 No 2.00pm 14 places, 4.30pm 19 places, Wed 27 Nov 10.00 16 spaces, 11.45 10 spaces, Wed 4 Dec 9.30 11 spaces. This seems in general to be at least 10 spaces free on a regular basis. Therefore I do not understand why the people who petitioned the Council from my road could not find a place to park, unless of course, they want to park directly outside their own door on all occasions. True earlier in the year there were 5 or 6 skips and building materials parked on the road so it may have been difficult to park. But this was also temporary and should not be used as justification for a CPZ. In the evening there seem to be more of a problem but this not be solved with a CPZ either. It concerns me that there has been no proper study done to establish how many parking spaces are available at different times. No vehicles number recognition van has toured the area to establish whether it is residents or commuters/shoppers causing a problem. Without such facts all you have is unsubstantiated claims which you seem to have accepted without question. The Council therefore seems prejudiced in favour of the CPZ. Not only is it just a year since the previous consultation when all these road voted against but it seems to have selected the facts to fit the outcome it favours. As mentioned above it has selected 1 vote to overturn a majority but it has selected the minority vote the 8.30-6.30 hours of operation. The majority vote was against these hours and indeed if you remove the Dupont Road results which have skewed this figure, the majority in the other road favour the 11-12 option. A vast difference in the hours covered which ought not to be ignored. To sum up Chestnut Road should not have a CPZ and if you impose one it should be for the hours of 11-12pm only. I would like to conclude by saying that as a 'no votes' I feel there is more pressure to provide a reasoned case against whereas the 'yes voters' can just sign a petition or tick a box. No effort required.

Officers Comments:

With regards to the results of the informal consultation, Q3, do you support a CPZ in your road, 18 (40%) said yes and 21 (60%) said no. Q4 would you be in favour of a CPZ in your road if the neighbouring road(s) or part of your road were included in a CPZ? 18 (51.4%) said yes and 14 (40%) said no and 3 (8.6%)

<p>undecided. The analysis of Q3 show that 4 people were against and Q4 show that 4 people were in favour and 3 people undecided.</p> <p>In terms of the hours of operation in Chestnut Road, analysis show 12 people in favour of 8.30am to 6.30pm, 12 in favour of 1 hour and 9 in favour of 10am to 4pm. The analysis of Dupont Road and Sydney Road show that 68.6% and 62.5% respectively were in favour of 8.30am to 6.30pm. Therefore the majority of residents in these three roads opted for 8.30am to 6.30pm. Therefore the same hours of operation must be adopted for Chestnut Road. Different hours of operation would require another consultation and any road with different hours of operation cannot be part of a zone but a stand-alone zone. Based on the low number of requests regarding shorter hours, it would not be feasible to undertake another consultation at this time.</p>
<p>KINGSTON ROAD (Bushey Road to Dorien Road)</p>
<p>12315689 - Resident</p> <p>Re-Proposed CPZ A1-Apostles (Dupont/Kingston) - Lower Downs Road to Dorien Road, and Bushey Road to Lower Downs Road, I write to object the inclusion of Kingston Road (Bushey Road to Lower Downs road) as part of the CPZ. There will be limited spaces available for us living in that part of the road, even allowing for parking to be shared between Bronson Road and Oxford Avenue. I cannot afford to pay for an annual fee for parking my car just for the privilege of "securing a space" from limited spaces available. In other words, having a parking permit does not guarantee a parking space in the designated areas.</p> <p>Officers Comments:</p> <p>The CPZ will prioritise parking for local residents within the scheme and remove all non essential parking from the area e g commuters, residents from adjacent CPZs who do not want to pay for parking and all other vehicles without a permit would be unable to park in these controlled roads except for loading/unloading of goods. The Council is confident that there will be enough parking spaces for the use of residents within this scheme.</p>
<p>12316352 - Resident</p> <p>I am writing to lodge an objection to the proposed Controlled Parking Zones being introduced in Bronson Road / Chestnut Road / Kingston Road etc. (All the other roads in the area are already Controlled Parking) I work for a company in Kingston Road and drive to work every day (as do a number of my colleagues), There are no staff parking facilities at the offices so we have to park in the side roads. I understand that we will not be eligible for permits so we will be struggling to park in the area. 4 The 'Pay & Display' you are introducing will be no help as it will be 5 hours maximum and we are at work 9 hours a day. If there were car parks we would use them but there are none in the area. You will no doubt say that we should use public transport, but as we all pay road tax and car insurance, I feel we are entitled to use our vehicles instead of having to wait for buses (which are full of schoolchildren)..</p> <p>Officers Comments:</p> <p>Long stay commuter parking is the cause of parking congestion in the area. Residents who live in these roads cannot find a parking space during the day. Given that in this area the on-street parking demand outweighs the number of available kerb side space, it is necessary to manage the parking demand by having a set of criteria for the provisions of parking permits and the appropriate tariff structure for both permits and pay and display machines.</p>
<p>SYDNEY ROAD</p>
<p>12315017 – Resident</p> <p>I am writing concerning the purposed CPZ on Sydney Road and the surrounding Apostles Roads. In particular my attention was drawn to two things that concern me with current plans on Sydney Road;</p> <p>1) I am not sure both disabled bays are still in use on the road, as much as they should 100% be there if I am mistaken, but thought it may be worth you double checking the status of usage on these.</p> <p>2) Having driven up and down the road, even without permits there is no reason to have passing bays, all this will do is lose all important parking spaces, seems to work against the objective of this proposal.</p> <p>Thought it was important to point these two concerns out</p> <p>Officers Comments:</p> <p>It can be confirmed that the disabled parking facilities in this road are still in use. The CPZ will prioritise parking for local residents within the scheme and remove all non essential parking from the area e g commuters, residents from adjacent CPZs who do not want to pay for parking and all other vehicles without a permit. The Council is confident that the proposals provide sufficient parking within the CPZ</p>

Representation - Comments
<p>ABBOTT AVENUE</p> <p>12315684 - Resident</p> <p>I am sorry to see the threat is looming upon us being very much against the scheme. I have lived in Abbott Avenue since 1986 and do not wish to leave the area but this will force me to do so. It seems very unfair that one person in Dupont Road can affect so many people and/or other roads a good distance from him. It makes us wonder who this person is. Freedom has always been paramount in this country - this will have the opposite effect with no benefit to us. We are all getting older (many residents in Abbott Avenue have been here over 40 years) and we shall need vehicular help from contractors, service providers etc from time to time. I hope you receive this email and CPZ in Abbott Avenue does not occur.</p> <p>.Officers Comments:</p> <p>The CPZ will prioritise parking for local residents within the scheme and remove all non-essential parking from the area e g commuters, residents from adjacent CPZs who do not want to pay for parking and all other vehicles without a permit would be unable to park in these controlled roads except for loading/unloading of goods. The Council is confident that there are enough parking spaces for the use of residents within this scheme.</p>
<p>LOWER DOWNS ROAD</p> <p>12315011 - Resident</p> <p>I've just received your letter dated 14th November in relation to the proposed introduction of CPZ. This has totally distressed me this evening and I am beside myself. Reason being, I will have absolutely no where to park the two cars belonging to my household when this is implemented in Abbots Avenue. Reason being, we only have 3 spaces outside our house which all residents in the whole area scramble for. Lower downs voted not to have CPZ and this will not affect many of my street residents because they have their own off street parking. We don't and in the stretch I live in only 2 of us householders are owner occupiers, and the other one has their own drive. All the other homes are rental properties and the tenants do not drive. I feel as though I and the house opposite mine (I think number 11) are the only permanent home owner families in this street who will be negatively impacted by these proposals, because we have cars+ no where to park! The houses or temporary residents (rentals) who choose not to purchase permits will park as they do already (from the other side of the bridge) in the 3 spaces outside my house +thus putting No.11, my daughter+I having absolutely no where to park as we won't have permits allowing us to park on Abbots or other roads. Last year I commenced an application for a crossover to enable me to construct a drive and park at the front of my house, however I was advised by one of your colleagues that I would probably not be granted a crossover as I have a tree near my property and am not far enough away from the corner bend. I urge you to reconsider either the decision to exclude us Number 28 from purchasing a permit or grant me a crossover to park our cars on my property. I am seriously considering selling up, but who will want to buy my house if they have no where to park? This letter received when I got home from work has distressed me sufficiently that I will not rest until I have received a reply which will alleviate my anxiety.</p>
<p>SYDNEY ROAD</p> <p>1212315687 - Resident</p> <p>I received the CPZ proposal. I have recently moved to Sydney Road. I have a couple of queries. First, I note that the letter makes no reference to any potential cost of the permit. I assume therefore, as it is not referred to, there is no cost? Second, if there is a cost what is the justification for it and the legality by which it can be charged? Finally, I know that some of the properties are rented and split into two or three dwellings. What is the situation in terms of car spaces offered where this is the case? I look forward to hearing from you.</p> <p>Officers Comments:</p> <p>The cost of permit was sent to residents in the area as part of the informal consultation that was carried out previous. The Frequently Asked Questions (FQA) detailed all permit prices. We will let you have a copy of the FQA if the scheme is approved.</p>

Officers' Comments

The decision to consult on A1 CPZ initially was based on the petitions received asking to be included in the zone. This was explained within the consultation material. The petitions came from Dupont Road and Chestnut Road.

Bronson and Kingston Roads will be an extension to the proposed A1 CPZ, therefore the same hours of operation must be adopted. Different hours of operation would require another consultation and these 2 roads would be a sit alone zone. Based on the low number of requests regarding shorter hours, it would not be feasible to undertake another consultation at this time

Pay & display shared use bays are introduced to allow parking for visitors to the businesses on Kingston Road and Abbott Avenue. Residents and visitor with a permit can also use these bays without any time limit

Within any parking management, the Council gives priority to maintaining access and safety at all times and not just during specific times. Parking can only be permitted where it does not impede on access and passing gaps are also used to sure vehicles have some where to pull in to give way to oncoming traffic.

Every effort is made to accommodate the needs of businesses within a regulatory framework that is primarily concerned with residents' parking and to strike a balance on charges that address a range of policy objectives such as reducing parking demand, promoting sustainable transport, covering the costs of implementation, maintenance and administration of the scheme. Given that in most areas the on-street parking demand outweighs the number of available kerb side space, it is necessary to manage the parking demand by having a set of criteria for the provisions of parking permits and the appropriate tariff structure for both permits and pay and display machines.

The proposed double yellow lines in various locations are designated as passing gaps. Within the design all existing drop kerbs have been used as passing gaps in order to maximise parking spaces but some roads do not have drop kerbs. These facilities are usually introduced in narrow roads where vehicles are parked on one or both sides of the road without a break and drivers have to reverse a long way in order to let the oncoming traffic pass; passing gaps also facilitate delivery vehicles and refuse vehicles.

It is appreciated that residents want every available kerbside designated as parking space, but the aim of a CPZ is to regulate and control traffic and parking in the area therefore the Council cannot implement a scheme that would impede traffic flow hence the passing gaps.

The CPZ will prioritise parking for local residents within the scheme and remove all non essential parking from the area e.g commuters, residents from adjacent CPZs who do not want to pay for parking and all other vehicles without a permit. With these vehicles removed from the zone, the Council is confident that would be enough parking spaces for the use of residents within this scheme. CPZ does do not guarantee residents parking spaces in front of their houses or road but it will make parking in these roads easier and residents will be able to park within 100 metres of their homes.

Controlled Parking Zone (CPZ)

Proposed CPZ A1 - Apostles (Dupont/Kingston)



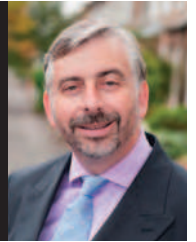
ISSUE DATE : 14 NOVEMBER 2013

Councillor Andrew Judge

Cabinet Member for
Environmental Sustainability
and Regeneration

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Dear Resident/Business

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out during June/ July 2013, on the proposal to introduce a Controlled Parking Zone (CPZ) in your road.

The consultation resulted in a total of 334 questionnaires being returned, representing a response rate of 29.3%. As it can be seen from the enclosed consultation results table, 53.3% of respondents support a CPZ, compared to 41.6% who do not and 5.1% who are unsure or had no response. Further analysis of the results on a road-by-road basis has revealed that there are some roads that are completely against having parking controls and therefore these roads are being excluded from the proposed zone at this stage.

The results of the consultation along with your views and officers' recommendations were presented in a report to the Street Management Advisory Committee and the Cabinet Member on the 18 September 2013, which is available on the Council website, www.merton.gov.uk/cpza1_apostles.

After careful consideration, the Cabinet Member agreed to proceed to statutory consultation to introduce the proposed A1 CPZ to include Abbott Avenue, Chestnut Road, Dupont Road, Sydney Road and part of Kingston Road (property no's 472 to 540 and 565), operational Monday to Friday between 8.30am and 6.30pm. The hours of operation is in line with the 68.6% majority opting for Monday to Friday and 45.8% majority opting for 8.30am to 6.30pm.

For a complete breakdown on a road by road basis please refer to the enclosed consultation results.

Bronson Road

Following the Street Management Advisory Committee and the subsequent decision to exclude Bronson Road from A1 CPZ, the Council has received a substantial petition (73 households) from Bronson Road requesting to be included in the A1 CPZ. The Council, have therefore taken the decision to include Bronson Road in this Statutory Consultation to give residents a further opportunity to air their views.

Kingston Road

Bushey Road to Lower Downs Road:

Following the decision to include Bronson Road with the consultation for A1 CPZ, it is considered prudent to include this section of Kingston Road, as Kingston Road would be surrounded by controls with no parking available to Kingston Road residents in the event of the limited parking on Kingston Road is fully utilised.

Lower Downs Road to Dorien Road:

This section of Kingston Road has no parking on the carriageway, which means if all the Apostle roads are controlled these residents would not have access to parking within their immediate vicinity.

Therefore, a decision has been made to include Kingston Road into this Statutory Consultation.

The Council intends to split Kingston Road (Bushey Road to Lower Downs Road) into its two adjacent zones (A1 CPZ and 5F CPZ); this will allow the parking pressure overflow from Kingston Road to be shared between Bronson Road and Oxford Avenue. Kingston Road residents displaying a valid permit will be able to park either side of Kingston Road, as well as their respective adjacent zones.

For further detail please see the enclosed plan, drawing no Z78-213-01B CPZ A1.

WHAT HAPPENS NEXT

A Notice of the Council’s intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations for and against the proposals described in this Notice must be made in writing to the **Head of Street Scene and Waste, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** or email trafficandhighways@merton.gov.uk by no later than **06 December 2013** quoting reference **ES/SGE/ZONE RP AREA**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

All representations along with Officers’ comments and recommendations will be presented in a further report to the Street Management Advisory Committee and/or the Cabinet Member for Environmental Sustainability and Regeneration. Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member. The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.

A copy of the proposed TMO, a plan identifying the areas affected by the proposals and the Council’s Statement of Reasons can be inspected at the Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council’s normal office hours Monday to Friday, 9am to 5pm. A copy can also be inspected at Raynes Park Library. This information is also available on Merton Council’s website at www.merton.gov.uk/cpza1_apostles.

Please note that following the completion of each stage updates will be posted on the Council’s website at www.merton.gov.uk/cpza1_apostles. You will receive a newsletter after the Cabinet Member decision is made, advising you of the outcome of the consultation.

If you require further information, you may contact Leonardo Morris on 020 8545 3840.

DUNDONALD WARD COUNCILLORS

Cllr David Dean Tel - 020 8542 2434
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CONTACT US

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Request for document translation

CPZA1 - APOSTLES

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

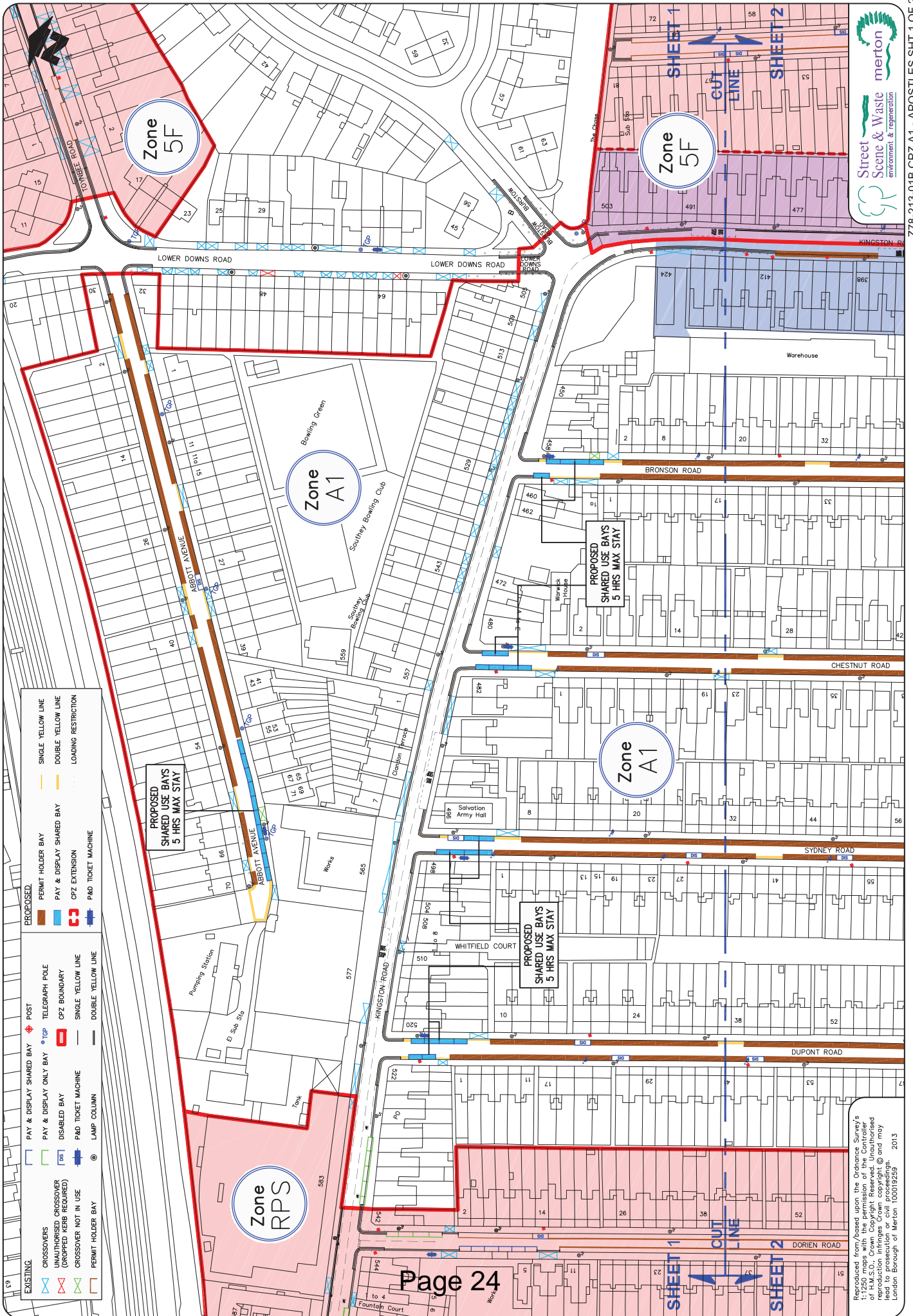
- Albanian**
Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shenojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
- Bengali**
এই ডকুমেন্টের কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, দয়া করে বাস্তবিক (বকস) টিক চিহ্ন দিন এবং চিঠি লিখে বা ফোন করে আমাদের সাথে যোগাযোগ করুন। দিবে যোগাযোগের বিবরণ দেওয়া হয়েছে।
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Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.
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만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명될 것이 필요하다면, 상자속에 표시를 하고 우리에게 전화나 서신으로 연락하십시오.
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Haddii aad u baahan tahay in qayb dukaameentigan ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduuga oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkaan hoose ku yaalla.
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- Large print
- Braille
- Audiotape

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

 telephone.....

**Leonardo Morris,
 Merton Civic Centre,
 London Road, Morden,
 SM4 5DX**



Z78-213-01B CPZ A1 - APOSTLES SHT 1 OF 2

PROPOSED SHARED USE BAYS 5 HRS MAX STAY

PROPOSED SHARED USE BAYS 5 HRS MAX STAY

PROPOSED SHARED USE BAYS 5 HRS MAX STAY

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Committee: Street Management Advisory **Agenda Item 6**

Date: 29th January 2014

Agenda item:

Wards: Raynes Park

Subject: Proposed RPC CPZ (Cambridge Road Area, Raynes Park – Informal consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Forward Plan reference number: N/A

Contact Officer: Paul Atie, Tel: 020 8545 3214

Email: paul.atie@merton.gov.uk

Recommendations:

That the Street Management Advisory Committee recommends that the Cabinet Member considers the issues detailed in this report and

- A) Notes the result of the informal consultation carried out between 29 August and 27 September 2013 on the proposals to introduce a Controlled Parking Zone (CPZ) RPC to include Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Coombe Lane, Cottenham Drive, Cottenham Park Road, Cottenham Place, Cranford Close, Devas Road, Durham Road, Durrington Avenue, Durrington Park Road, Hampton Close, Heights Close, Hillview, Hunter Road, Lambton Road, Laurel Road, Melbury Gardens, Oakwood Road, Orchard Lane, Panmuir Road, Pepys Road, Worple Road (between Lambton Road and Pepys Road).
- B) Agrees to proceed with a statutory consultation to include Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Coombe Lane, Devas, Durham Road, Durrington Park Road, Hunter Road, Panmuir Road and Pepys Road into the proposed RPC CPZ, operational Monday to Friday between 11am and 12pm (1 hour) as shown in Drawing No. Z78-212-01 Rev B in Appendix 1.
- C) Agrees to proceed with a statutory consultation to include Coombe Lane (East of Lambton Road) and Pepys Road (Worple Road to Coombe Lane) as an extension to the existing RPE CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-212-01 Rev B in Appendix 1.
- D) Agrees to proceed with a statutory consultation to include Lambton Road (Coombe Lane to Worple Road) and Worple Road (Lambton Road to Pepys Road) as an extension to the existing RPN CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-212-01 Rev B in Appendix 1.
- E) Agrees to proceed with the amendments to parking bays as detailed in section 3.15-3.22 of this report.
- F) Agrees **not** to introduce a CPZ in Cottenham Drive, Cottenham Park Road, Cottenham Place, Cranford Close, Durrington Avenue (Private Road), Hampton Close, Heights Close, Hillview, Lambton Road, Laurel Road, Melbury Gardens, Oakwood Road and Orchard Lane until such time that the residents petition the Council for inclusion. Upon receiving such a petition, it is recommended that the Council proceeds with a statutory consultation for inclusion.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the result of the informal consultation carried on the Councils' proposals to introduce a CPZ RPC in the Cambridge Road Area, Raynes Park to include Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Coombe Lane, Cottenham Drive, Cottenham Park Road, Cottenham Place, Cranford Close, Devas Road, Durham Road, Durrington Avenue, Durrington Park Road, Hampton Close, Heights Close, Hillview, Hunter Road, Lambton Road, Laurel Road, Melbury Gardens, Oakwood Road, Orchard Lane, Panmuir Road, Pepys Road, Worple Road (between Lambton Road and Pepys Road).
- 1.2 The report details the amendments made to certain aspects of the original design to accommodate feedback received during the informal consultation.
- 1.3 It seeks approval to proceed with a statutory consultation to include Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Coombe Lane, Devas, Durham Road, Durrington Park Road, Hunter Road, Panmuir Road and Pepys Road into the proposed RPC CPZ, operational Monday to Friday between 11am and 12pm (1 hour) as shown in Drawing No. Z78-213-01 Rev B in Appendix 1.
- 1.5 It seeks approval to proceed with a statutory consultation to include Coombe Lane (East of Lambton Road) and Pepys Road (Worple Road to Coombe Lane) as an extension to the existing RPE CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-213-01 Rev B in Appendix 1.
- 1.6 It seeks approval to proceed with a statutory consultation to include Lambton Road (Coombe Lane to Worple Road) and Worple Road (Lambton Road to Pepys Road) as an extension to existing RPN CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-213-01 Rev B in Appendix 1.
- 1.7 It seeks approval to proceed with the amendments to parking bays as detailed in section 3.15 - 3.22 of this report.

2. DETAILS

- 2.1 The key objectives of parking management include:
 - Tackling of congestion by reducing the level and impact of traffic in town centres and residential areas.
 - Making the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures.
 - Managing better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
 - Improving the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
 - Encouraging the use of more sustainable modes of transport.
- 2.2 Controlled parking zones aim to provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space. It is a way of controlling the parking whilst improving and maintaining access and safety for all road users. A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:

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

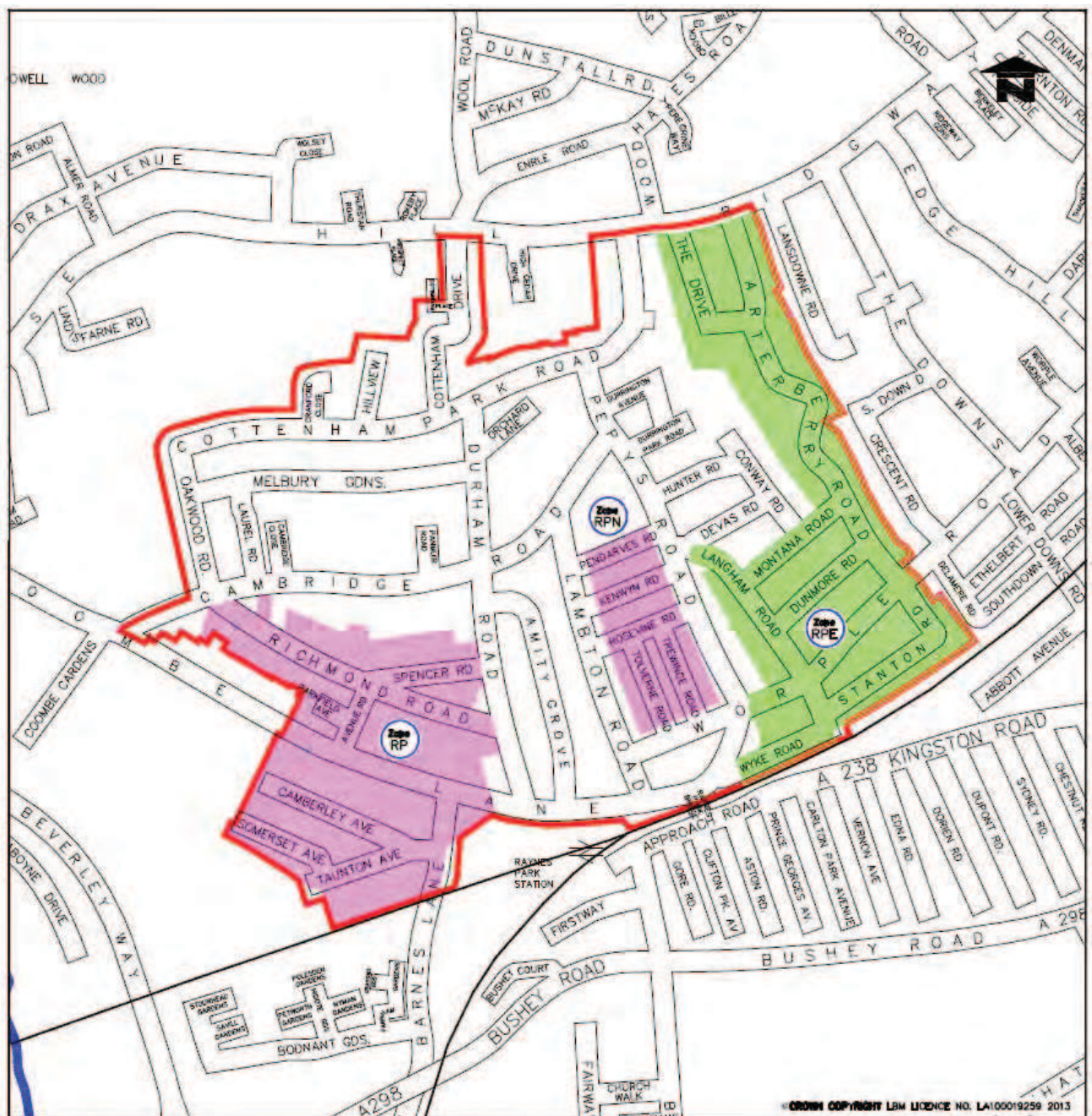
Pay and display shared use/permit holder bays: - For use by pay and display customers and permit holders.

Pay and display only bays: - For use by pay and display customers only.

- 2.3 A CPZ includes double yellow lines (no waiting 'At Any Time') restrictions at key locations such as at junctions, bends and along certain lengths of roads where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross.
- 2.4 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce 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.
- 2.5 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.
- 2.6 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. INFORMAL CONSULTATION

- 3.1 During 2012, the Council received numerous emails from Cambridge Road residents requesting a CPZ in their road. Additionally, correspondences were collated and submitted to the Council as a petition by one of the Cambridge Road residents.
- 3.2 The informal consultation on proposals to introduce parking controls in the Raynes Park area commenced on 29 August and concluded on 27 September 2013. 1720 premises were consulted via documents containing a newsletter explaining the proposals; an associated plan showing the proposed parking layout; a pre-paid questionnaire reply card and a sheet of frequently asked questions. A copy of the consultation document is attached as Appendix 3. The consultation document was posted to all households and businesses within the catchment area. Notification of the proposals along with an online questionnaire (e-form) was also posted on the Council's website. An exhibition was held on Saturday 14 September 2013 at Raynes Park Library allowing residents and businesses to discuss the proposed measures with officers. It was attended by approximately 67 local residents.
- 3.3 The consultation resulted in a total of 683 questionnaires returned, representing a response rate of 39.7%. See plan below showing the extent of the consultation.



3.4 As shown in table 1 below, of the 683 who responded, 54.2% support a CPZ in their road, compared to 39.2% who do not and 6.6% who are unsure or had no response.

Table 1 – summary of results to questions 4 – Complete consultation area

ROAD	Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD							
	YES	NO	UNDECIDE D	NO RESPONS E	% YES	% NO	% UNSURE	% NO RESPONS E
AMITY GROVE	29	31	4	0	45.3%	48.4%	6.3%	0.0%
CAMBRIDGE CLOSE	4	6	1	1	33.3%	50.0%	8.3%	8.3%
CAMBRIDGE ROAD	58	12	6	0	76.3%	15.8%	7.9%	0.0%
CONWAY ROAD	10	2	0	0	83.3%	16.7%	0.0%	0.0%
COOMBE GARDENS	4	9	0	0	30.8%	69.2%	0.0%	0.0%
COOMBE LANE	6	20	1	0	22.2%	74.1%	3.7%	0.0%
COTTENHAM DRIVE	5	16	1	0	22.7%	72.7%	4.5%	0.0%
COTTENHAM PARK ROAD	13	55	0	0	18.1%	76.4%	5.6%	0.0%

COTTENHAM PLACE	0	5	0	0	0.0%	100.0%	0.0%	0.0%
CRANFORD CLOSE	1	7	0	1	11.1%	77.8%	0.0%	11.1%
DEVAS ROAD	5	2	1	0	62.5%	25.0%	12.5%	0.0%
DURHAM ROAD	28	23	1	0	53.8%	44.2%	1.9%	0.0%
DURRINGTON AVENUE	2	4	0	1	28.6%	57.1%	0.0%	14.3%
DURRINGTON PARK ROAD	2	4	2	0	25.0%	50.0%	25.0%	0.0%
HAMPTON CLOSE	2	1	1	0	50.0%	25.0%	25.0%	0.0%
HEIGHTS CLOSE	1	15	1	0	5.9%	88.2%	5.9%	0.0%
HILLVIEW	1	12	0	0	7.7%	92.3%	0.0%	0.0%
HUNTER ROAD	7	6	0	0	53.8%	46.2%	0.0%	0.0%
LAMBTON ROAD	26	39	2	1	38.2%	57.4%	2.9%	1.5%
LAUREL ROAD	1	17	3	0	4.8%	81.0%	14.3%	0.0%
MELBURY GARDENS	4	32	2	1	10.3%	82.1%	5.1%	2.6%
OAKWOOD ROAD	2	14	1	1	11.1%	77.8%	5.6%	5.6%
ORCHARD LANE	0	3	1	0	0.0%	75.0%	25.0%	0.0%
PANMUIR ROAD	24	5	2	1	75.0%	15.6%	6.3%	3.1%
PEPYS ROAD	32	25	4	0	52.5%	41.0%	6.6%	0.0%
WORPLE ROAD	1	5	0	0	16.7%	83.3%	0.0%	0.0%
	268	370	38	7	39.2%	54.2%	5.6%	1.0%

3.5 Of the 683 who responded, 48% support a CPZ in their road if their neighbouring road were included in a CPZ; compared to 44.8% who do not; 6.1% who are unsure and 1.0% who made no response.

(Table 2 – summary of results to questions 5 – Complete consultation area)

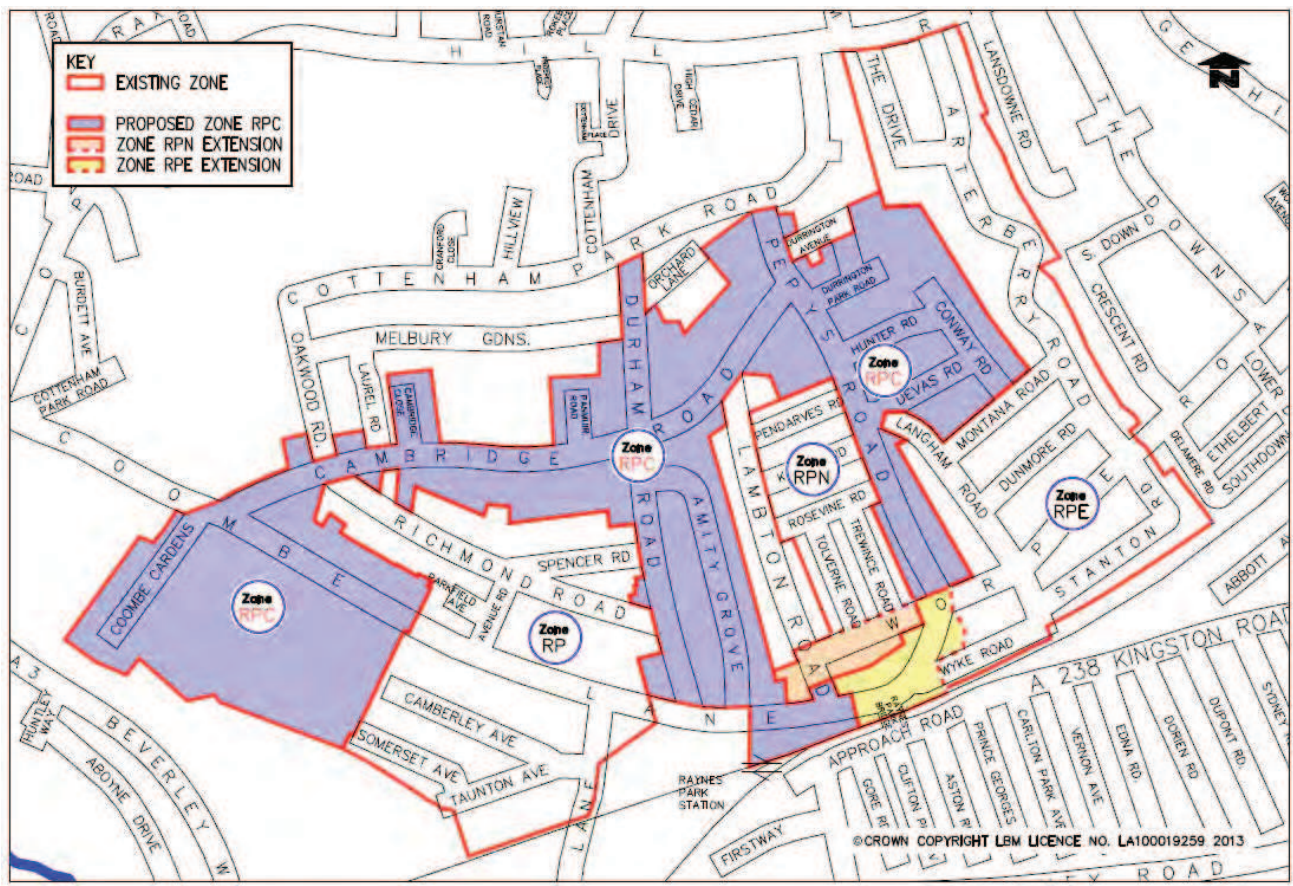
ROAD	Q5. WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD WERE INCLUDED IN A CPZ?							
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
AMITY GROVE	32	26	6	0	50.0%	40.6%	9.4%	0.0%
CAMBRIDGE CLOSE	10	1	0	1	83.3%	8.3%	0.0%	8.3%
CAMBRIDGE ROAD	59	11	6	0	77.6%	14.5%	7.9%	0.0%
CONWAY ROAD	10	2	0	0	83.3%	16.7%	0.0%	0.0%
COOMBE GARDENS	7	5	0	1	53.8%	38.5%	0.0%	7.7%
COOMBE LANE	10	15	2	0	37.0%	55.6%	7.4%	0.0%
COTTENHAM DRIVE	6	14	1	1	27.3%	63.6%	4.5%	4.5%
COTTENHAM PARK ROAD	22	40	9	1	30.6%	55.6%	12.5%	1.4%
COTTENHAM PLACE	0	4	1	0	0.0%	80.0%	20.0%	0.0%
CRANFORD CLOSE	1	8	0	0	11.1%	88.9%	0.0%	0.0%
DEVAS ROAD	5	2	1	0	62.5%	25.0%	12.5%	0.0%
DURHAM ROAD	31	20	1	0	59.6%	38.5%	1.9%	0.0%
DURRINGTON AVENUE	4	2	0	1	57.1%	28.6%	0.0%	14.3%
DURRINGTON PARK ROAD	6	2	0	0	75.0%	25.0%	0.0%	0.0%
HAMPTON CLOSE	3	0	1	0	75.0%	0.0%	25.0%	0.0%
HEIGHTS CLOSE	2	15	0	0	11.8%	88.2%	0.0%	0.0%
HILLVIEW	2	11	0	0	15.4%	84.6%	0.0%	0.0%
HUNTER ROAD	8	4	0	1	61.5%	30.8%	0.0%	7.7%
LAMBTON ROAD	28	38	2	0	41.2%	55.9%	2.9%	0.0%
LAUREL ROAD	2	15	4	0	9.5%	71.4%	19.0%	0.0%
MELBURY GARDENS	11	25	3	0	28.2%	64.1%	7.7%	0.0%
OAKWOOD ROAD	4	13	0	1	22.2%	72.2%	0.0%	5.6%

ORCHARD LANE	1	3	0	0	25.0%	75.0%	0.0%	0.0%
PANMUIR ROAD	30	2	0	0	93.8%	6.3%	0.0%	0.0%
PEPYS ROAD	33	23	5	0	54.1%	37.7%	8.2%	0.0%
WORPLE ROAD	1	5	0	0	16.7%	83.3%	0.0%	0.0%
	328	306	42	7	48.0%	44.8%	6.1%	1.0%

3.6 Residents were also asked which days and hours of operation they would prefer should the CPZ be introduced in their road. Results show that 76.0% of respondents are in favour of Monday-Friday, compared to 8.2% who support Monday-Saturday and 5.9% in favour of Monday-Sunday. 44.5% prefer the one-hour option, compared to 23.6% in favour of the 8.30am-6.30pm and 21.5% opted for 10am-4pm. A complete road-by-road analysis of all questions is shown in Appendix 2.

3.7 Further analysis of the results on a road-by-road basis revealed that there are many roads that are in favour of the proposed controls and therefore these roads are being recommended for inclusion within a CPZ subject to a statutory consultation.

The plan below shows the area proposed for Statutory Consultation.



RPC CPZ

3.8 Of the 378 responses from the proposed RPC CPZ area, 55.3% support a CPZ in their road, compared to 38.4% who do not and 6.3% who are unsure or had no response. It is, therefore, proposed that Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Coombe Lane, Devas, Durham Road, Durrington Park Road, Hunter Road, Panmuir Road and Pepys Road be considered for a new CPZ as shown on Drawing No. Z78-212-01 Rev B in Appendix 1 subject to a statutory consultation.

3.9 Residents were also asked which days and hours of operation they would prefer should a CPZ be introduced in their road. Results show that 78.8% of respondents are in favour of Monday-Friday, compared to 9.8% who support Monday-Saturday and 5.6% in favour of Monday-Sunday. 40.2% preferred the one-hour option, compared to 28.6% in favour of the 8.30am-6.30pm and 25.1% opted for 10am-4pm. A complete road-by-road analysis of all the questions is shown in Appendix 2.

Table 3 – summary of results to questions 4 for the proposed RPC CPZ

ROAD	Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD							
	YES	NO	UNDECIDE D	NO RESPON S E	% YES	% NO	% UNSURE	% NO RESPON S E
AMITY GROVE	29	31	4	0	45.3%	48.4%	6.3%	0.0%
CAMBRIDGE CLOSE	4	6	1	1	33.3%	50.0%	8.3%	8.3%
CAMBRIDGE ROAD	58	12	6	0	76.3%	15.8%	7.9%	0.0%
CONWAY ROAD	10	2	0	0	83.3%	16.7%	0.0%	0.0%
COOMBE GARDENS	4	9	0	0	30.8%	69.2%	0.0%	0.0%
COOMBE LANE	6	20	1	0	22.2%	74.1%	3.7%	0.0%
DEVAS ROAD	5	2	1	0	62.5%	25.0%	12.5%	0.0%
DURHAM ROAD	28	23	1	0	53.8%	44.2%	1.9%	0.0%
DURRINGTON PARK ROAD	2	4	2	0	25.0%	50.0%	25.0%	0.0%
HUNTER ROAD	7	6	0	0	53.8%	46.2%	0.0%	0.0%
PANMUIR ROAD	24	5	2	1	75.0%	15.6%	6.3%	3.1%
PEPYS ROAD	32	25	4	0	52.5%	41.0%	6.6%	0.0%
	209	145	22	2	55.3%	38.4%	5.8%	0.5%

Table 4 – summary of results to questions 5 for the proposed RPC CPZ

ROAD	Q5. WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD WERE INCLUDED IN A CPZ?							
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
AMITY GROVE	32	26	6	0	50.0%	40.6%	9.4%	0.0%
CAMBRIDGE CLOSE	10	1	0	1	83.3%	8.3%	0.0%	8.3%
CAMBRIDGE ROAD	59	11	6	0	77.6%	14.5%	7.9%	0.0%
CONWAY ROAD	10	2	0	0	83.3%	16.7%	0.0%	0.0%
COOMBE GARDENS	7	5	0	1	53.8%	38.5%	0.0%	7.7%
COOMBE LANE	10	15	2	0	37.0%	55.6%	7.4%	0.0%
DEVAS ROAD	5	2	1	0	62.5%	25.0%	12.5%	0.0%
DURHAM ROAD	31	20	1	0	59.6%	38.5%	1.9%	0.0%
DURRINGTON PARK ROAD	6	2	0	0	75.0%	25.0%	0.0%	0.0%
HUNTER ROAD	8	4	0	1	61.5%	30.8%	0.0%	7.7%
PANMUIR ROAD	30	2	0	0	93.8%	6.3%	0.0%	0.0%
PEPYS ROAD	33	23	5	0	54.1%	37.7%	8.2%	0.0%
	241	113	21	3	63.8%	29.9%	5.6%	0.8%

Extension of existing zone RPN

3.10 Lambton Road (between Coombe Lane and Worple Road) and Worple Road (between Lambton Road and Pepys Road) are proposed to be added to the existing RPN CPZ as an extension, as shown on Drawing No. Z78-212-01 Rev B in Appendix 1.

- 3.11 Residents in this location would be completely surrounded by parking controls and if they are not included into any zone they would not be eligible to park anywhere in the vicinity of their properties. It is, therefore, proposed to include these properties into the existing RPN CPZ.

Extension of existing zone RPE

- 3.12 Coombe Lane (East of Lambton Road) and Pepys Road (Worple Road to Coombe Lane) are proposed to be added to the existing RPE CPZ as an extension, as shown on Drawing No. Z78-212-01 Rev B in Appendix 1. If excluded, residents in this area would not be eligible to park within the vicinity of their properties. It is, therefore, proposed to include these properties into the existing RPE CPZ.

Amendments to parking proposals

- 3.13 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. Z78-212-01 Rev B in Appendix 1.

Cambridge Close

- 3.14 Cambridge Close is not wide enough to accommodate vehicles parked on both sides of the road without causing obstruction. It is, therefore, proposed to convert the existing single yellow line on the east side of Cambridge Close to double yellow lines.

Cambridge Road

- 3.15 The hours of operation (11am-12pm, 1 hour) opted for in this zone does not merit the number of pay and display shared use bays previously proposed. It is, therefore, proposed to change some of the pay and display shared use bays south of Cottenham Park to permit holder bays.

Coombe Gardens

- 3.16 Reduce proposed double yellow line restrictions at the cul-de-sac end (turning circle) of Cambridge Road to single yellow line Monday to Friday and 8.30am to 6.30pm. This turning circle is large enough to accommodate parked vehicles and allow for an easy turning movement.
- 3.17 Converting pay and display shared use bays in Coombe Gardens to permit holder only bays.

Coombe Lane

- 3.18 Single yellow line restrictions within a CPZ are often subject to the same hours of operation as the CPZ hours of operation. It is, therefore, considered that the originally proposed single yellow line on Coombe Lane will not be effective within a 1 hour zone. It is now being proposed to increase the hours of the proposed single yellow line to Monday to Friday and 8.30am to 6.30pm which is in line with the existing restrictions on Coombe Lane.

Cambridge Close

- 3.19 Cambridge Close is not wide enough to accommodate vehicles parked on both sides of the road. It is, therefore, proposed to convert the previously proposed single yellow line on the eastern side of the road to double yellow lines.

Pepys Road

- 3.20 Convert the pay and display shared use bays on the east side of Pepys Road near its junction with Cottenham Park Road (adjacent to Holland Gardens) to permit holders only.

Excluded Roads

- 3.21 Based on the views of the majority of respondents per road who are against parking controls in their road, it is recommended that the following roads are excluded from the proposed zone:- Cottenham Drive, Cottenham Park Road, Cottenham Place, Cranford Close, Durrington Avenue (Private Road), Hampton Close, Heights Close, Hillview, Lambton Road, Laurel Road, Melbury Gardens, Oakwood Road and Orchard Lane. For further detail please refer to a summary of the consultation results in Appendix 2.

Ward Councillor Comments

- 3.22 I would like you to include in the report, a proposal for some permits for the staff of the medical centre on the same lines as we did for teachers and other school staff in The Downs and Edgehill some time ago.

I am happy for you to proceed with the formal consultation.

Officer's comment

Businesses are issued permits but not for normal parking needs of employees/owner or business clients. The business has to show a genuine need for the use of a permit and that the vehicle is essential for the efficient operation and continuation of the business. Currently there is no permit for health practitioners who must visit their patients in various CPZs within their catchment during the CPZ times. Therefore this issue will be the subject of a further report.

4. PROPOSED MEASURES

- 4.1 Based on the informal consultation results it is recommended that a statutory consultation be carried out to include Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Coombe Lane, Devas, Durham Road, Durrington Park Road, Hunter Road, Panmuir Road and Pepys Road into the proposed RPC CPZ, hours of operation Monday to Friday between 11am and 12pm as shown in Drawing No. Z78-212-01 Rev B in Appendix 1.
- 4.2 Officers suggest that 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 support for introducing a CPZ and be mindful of those roads which opted against and the impact a CPZ in neighbouring roads would have if they were to be excluded.
- 4.3 The CPZ design comprises of mainly permit holder bays to be used by residents, businesses and their visitors with some shared use facilities made available for pay & display customers. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

Hours of Operation:

- 4.4 The majority of respondents favoured 'RPC' CPZ to operate Monday to Friday between the hours of 11am and 12pm. 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.
- 4.5 The proposed extensions to 'RPE' and 'RPN' CPZ's are to adopt the same hours of operation of the zone they are being added to, which is currently Monday to Friday between the hours of 8.30am and 6.30pm.

Permit Issue Criteria:

- 4.6 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.

Visitors' permits:

- 4.7 This zone will be the first zone that would 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. It is, therefore, proposed to create a new visitor permit for this particular zone at a cost of £1 for the 1 hour. The allowance of visitor permits per in a household shall be 50 permits.

Business permits:

- 4.8 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.

Teachers Permits:

- 4.9 For all schools located in CPZs the cost of the Permit will be £188 per annum.

Trades Permits:

- 4.10 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.

Pay & Display tickets:

- 4.11 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 £1.10 per hour.

5. TIMETABLE

- 5.1 The statutory consultation will be carried out soon after a decision is made. The consultation will include the erection of the Notices on lamp columns in the area; the publication of Council's intentions in the Local Guardian and the London Gazette. The documents will also be available at the Link, Civic Centre and on the website. A newsletter will also be distributed to all consultees. It will detail the result of the informal consultation; Council's intentions and the undertaking of the statutory consultation on the proposed parking controls.

6. ALTERNATIVE OPTIONS

- 6.1 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.
- 6.2 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 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposed measures is estimated at £58k. This includes the publication of the made Traffic Management Orders, the road markings and the signs.
- 7.2 The Environment and Regeneration revenue budget for 2013/14 currently contains a provision of £250k for Parking Management schemes. The cost of this proposal can be met from this budget.

8. LEGAL AND STATUTORY IMPLICATIONS

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

9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1 The implementation of new CPZs and the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.
- 9.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 9.3 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses 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.
- 9.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

10. CRIME AND DISORDER IMPLICATION

- 10.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents and the local business community.
- 11.2 The risk in not addressing the issues from the informal consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.
- 11.3 The risk of introducing a one-hour zone is that effective enforcement may not take place due to the size of the zone and limited available resource. Effective enforcement is likely to prove cost ineffective.

12. ENVIRONMENTAL IMPLICATIONS

- 12.1 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.

- 12.2 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.
- 12.3 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.
- 12.4 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:-
- (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - (e) any other matters appearing to the Council to be relevant.

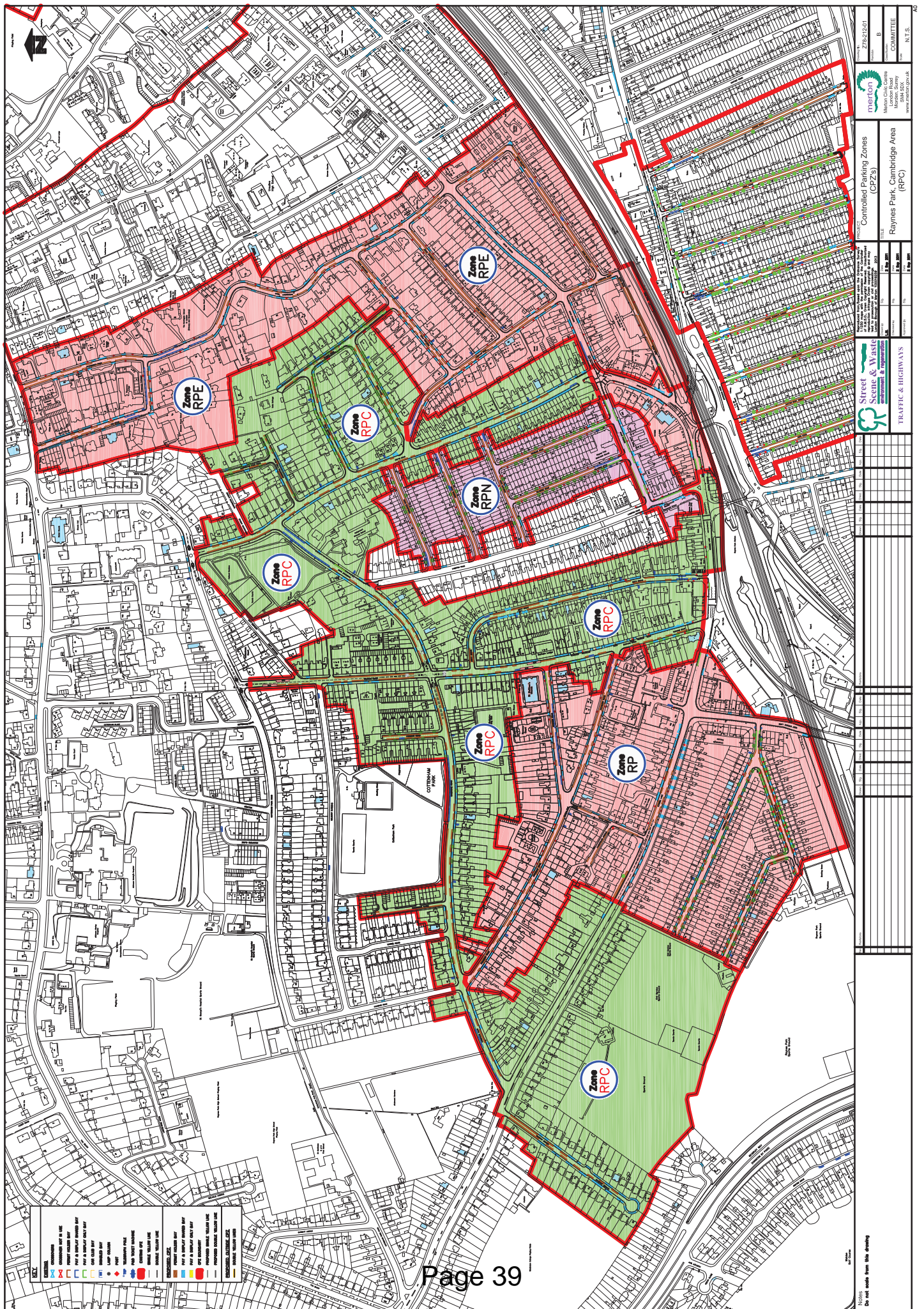
13. APPENDICES

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

Appendix 1 – Amended proposals drawing no. Z78-212-01 Rev B

Appendix 2 – Informal consultation results tables

Appendix 3 – Informal Consultation Documents



SUMMARY OF CONSULTATION RESULTS BY ROAD PROPOSED ZONE RPC - CAMBRIDGE AREA CONTROLLED PARKING

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	OTHER	NO RESPONSE	Q3. DO YOU FEEL YOU HAVE A PARKING PROBLEM IN YOUR ROAD							
									YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
AMITY GROVE	136	64	47.1%	64	0	0	0	0	35	27	2	0	54.7%	42.2%	3.1%	0.0%
CAMBRIDGE CLOSE	16	12	75.0%	12	0	0	0	0	4	7	0	1	33.3%	58.3%	0.0%	8.3%
CAMBRIDGE ROAD	143	76	53.1%	75	0	0	1	0	58	13	4	1	76.3%	17.1%	5.3%	1.3%
CONWAY ROAD	18	12	66.7%	12	0	0	0	0	10	1	1	0	83.3%	8.3%	8.3%	0.0%
COOMBE GARDENS	33	13	39.4%	13	0	0	0	0	4	9	0	0	30.8%	69.2%	0.0%	0.0%
COOMBE LANE	149	27	18.1%	24	2	1	0	0	8	18	1	0	29.6%	66.7%	3.7%	0.0%
COTTENHAM DRIVE	27	22	81.5%	22	0	0	0	0	2	18	2	0	9.1%	81.8%	9.1%	0.0%
COTTENHAM PARK ROAD	163	72	44.2%	71	0	0	1	0	10	56	6	0	13.9%	77.8%	8.3%	0.0%
COTTENHAM PLACE	11	5	45.5%	5	0	0	0	0	0	4	0	1	0.0%	80.0%	0.0%	20.0%
CRANFORD CLOSE	31	9	29.0%	9	0	0	0	0	3	6	0	0	33.3%	66.7%	0.0%	0.0%
DEVAS ROAD	19	8	42.1%	8	0	0	0	0	5	1	2	0	62.5%	12.5%	25.0%	0.0%
DURHAM ROAD	219	52	23.7%	51	1	0	0	0	30	20	2	0	57.7%	38.5%	3.8%	0.0%
DURRINGTON AVENUE	12	7	58.3%	7	0	0	0	0	0	6	1	0	0.0%	85.7%	14.3%	0.0%
DURRINGTON PARK ROAD	16	8	50.0%	8	0	0	0	0	2	4	2	0	25.0%	50.0%	25.0%	0.0%
HAMPTON CLOSE	12	4	33.3%	4	0	0	0	0	2	2	0	0	50.0%	50.0%	0.0%	0.0%
HEIGHTS CLOSE	25	17	68.0%	17	0	0	0	0	2	15	0	0	11.8%	88.2%	0.0%	0.0%
HILLVIEW	23	13	56.5%	13	0	0	0	0	1	12	0	0	7.7%	92.3%	0.0%	0.0%
HUNTER ROAD	18	13	72.2%	13	0	0	0	0	8	4	1	0	61.5%	30.8%	7.7%	0.0%
LAMBTON ROAD	147	68	46.3%	67	1	0	0	0	32	35	1	0	47.1%	51.5%	1.5%	0.0%
LARGE ROAD	39	21	53.8%	21	0	0	0	0	0	19	2	0	0.0%	90.5%	9.5%	0.0%
MELBURY GARDENS	121	39	32.2%	39	0	0	0	0	5	31	3	0	12.8%	79.5%	7.7%	0.0%
OAKWOOD ROAD	48	18	37.5%	18	0	0	0	0	1	15	2	0	5.6%	83.3%	11.1%	0.0%
ORCHARD LANE	14	4	28.6%	4	0	0	0	0	0	4	0	0	0.0%	100.0%	0.0%	0.0%
PANMUJR ROAD	53	32	60.4%	30	0	2	0	0	25	7	0	0	78.1%	21.9%	0.0%	0.0%
PEPYS ROAD	175	61	34.9%	59	1	1	0	0	38	17	6	0	62.3%	27.9%	9.8%	0.0%
WORPLE ROAD	52	6	11.5%	4	2	0	0	0	3	3	0	0	50.0%	50.0%	0.0%	0.0%
	1720	683	39.7%	670	7	4	2	0	288	354	38	3	42.2%	51.8%	5.6%	0.4%

SUMMARY OF CONSULTATION RESULTS BY ROAD PROPOSED ZONE RPC - CAMBRIDGE AREA CONTROLLED PARKING

ROAD	Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD						Q5. WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD WERE INCLUDED IN A CPZ?					
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	UNDECIDED	NO RESPONSE	% YES	% NO	UNSURE	% NO RESPONSE
AMITY GROVE	29	31	4	0	45.3%	48.4%	0	0.0%	32	26	6	0
CAMBRIDGE CLOSE	4	6	1	1	33.3%	50.0%	1	8.3%	10	1	0	1
CAMBRIDGE ROAD	58	12	6	0	76.3%	15.8%	6	0.0%	59	11	6	0
CONWAY ROAD	10	2	0	0	83.3%	16.7%	0	0.0%	10	2	0	0
COOMBE GARDENS	4	9	0	0	30.8%	69.2%	0	0.0%	7	5	0	1
COOMBE LANE	6	20	1	0	22.2%	74.1%	1	0.0%	10	15	2	0
COTTENHAM DRIVE	5	16	1	0	22.7%	72.7%	1	0.0%	6	14	1	1
COTTENHAM PARK ROAD	13	55	4	0	18.1%	76.4%	4	0.0%	22	40	9	1
COTTENHAM PLACE	0	5	0	0	0.0%	100.0%	0	0.0%	0	4	1	0
CRANFORD CLOSE	1	7	0	1	11.1%	77.8%	1	11.1%	1	8	0	0
DEVAS ROAD	5	2	1	0	62.5%	25.0%	1	0.0%	5	2	1	0
DURHAM ROAD	28	23	1	0	53.8%	44.2%	1	0.0%	31	20	1	0
DURRINGTON AVENUE	2	4	0	1	28.6%	57.1%	0	0.0%	4	2	0	1
DURRINGTON PARK ROAD	2	4	2	0	25.0%	50.0%	2	0.0%	6	2	0	0
HAMPTON CLOSE	2	1	1	0	50.0%	25.0%	0	0.0%	3	0	1	0
HEIGHTS CLOSE	1	15	1	0	5.9%	88.2%	1	0.0%	2	15	0	0
HILLVIEW	1	12	0	0	7.7%	92.3%	0	0.0%	2	11	0	0
HUNTER ROAD	7	6	0	0	53.8%	45.2%	0	0.0%	8	4	0	1
LAMINGTON ROAD	26	39	2	1	38.7%	57.4%	2	1.5%	28	38	2	0
LALAGE ROAD	1	17	3	0	4.8%	81.0%	3	0.0%	2	15	4	0
MILBURY GARDENS	4	32	2	1	10.3%	82.1%	2	2.6%	11	25	3	0
OAKWOOD ROAD	2	14	1	1	11.1%	77.8%	1	5.6%	4	13	0	1
ORCHARD LANE	0	3	1	0	0.0%	75.0%	0	0.0%	1	3	0	0
PANMuir ROAD	24	5	2	1	75.0%	15.6%	2	3.1%	30	2	0	0
PEPYS ROAD	32	25	4	0	52.5%	41.0%	4	0.0%	33	23	5	0
WORPLE ROAD	1	5	0	0	16.7%	83.3%	0	0.0%	1	5	0	0
	268	370	38	7	39.2%	54.2%	38	1.0%	328	306	42	7

SUMMARY OF CONSULTATION RESULTS BY ROAD PROPOSED ZONE RPC - CAMBRIDGE AREA CONTROLLED PARKING

ROAD	Q6. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE?										Q7. WHICH HOURS OF OPERATION WOULD YOU PREFER?						
	MON - FRI	MON - SAT	MON - SUN	NO RESPONSE	% MON - FRI	% MON - SAT	% MON - SUN	% NO RESPONSE	8.30AM - 6.30PM	10AM-4PM	11AM - 12PM	NO RESPONSE	% 8.30AM - 6.30PM	% 10AM-4PM	% 11AM-12PM	% NO RESPONSE	
AMITY GROVE	49	7	3	5	76.6%	10.9%	4.7%	7.8%	20	16	25	3	31.3%	25.0%	39.1%	4.7%	
CAMBRIDGE CLOSE	9	1	1	1	75.0%	8.3%	8.3%	8.3%	5	2	4	1	41.7%	16.7%	33.3%	8.3%	
CAMBRIDGE ROAD	59	12	2	3	77.6%	15.8%	2.6%	3.9%	16	28	29	3	21.1%	36.8%	38.2%	3.9%	
CONWAY ROAD	11	0	1	0	91.7%	0.0%	8.3%	0.0%	1	2	8	1	8.3%	16.7%	66.7%	8.3%	
COOMBE GARDENS	8	5	0	0	61.5%	38.5%	0.0%	0.0%	4	4	4	1	30.8%	30.8%	30.8%	7.7%	
COOMBE LANE	22	0	1	4	81.5%	0.0%	3.7%	14.8%	4	6	12	5	14.8%	22.2%	44.4%	18.5%	
COTTENHAM DRIVE	15	1	4	2	68.2%	4.5%	18.2%	9.1%	4	3	13	2	18.2%	13.6%	59.1%	9.1%	
COTTENHAM PARK ROAD	53	4	4	11	73.6%	5.6%	5.6%	15.3%	10	12	40	10	13.9%	16.7%	55.6%	13.9%	
COTTENHAM PLACE	1	0	0	4	20.0%	0.0%	0.0%	80.0%	0	1	0	4	0.0%	20.0%	0.0%	80.0%	
CRANFORD CLOSE	6	0	1	2	66.7%	0.0%	11.1%	22.2%	2	2	3	2	22.2%	22.2%	33.3%	22.2%	
DEVAS ROAD	6	0	2	0	75.0%	0.0%	25.0%	0.0%	3	1	4	0	37.5%	12.5%	50.0%	0.0%	
DURHAM ROAD	45	3	1	3	86.5%	5.8%	1.9%	5.8%	17	14	18	3	32.7%	26.9%	34.6%	5.8%	
DURRINGTON AVENUE	3	1	2	1	42.9%	14.3%	28.6%	14.3%	2	2	2	1	28.6%	28.6%	28.6%	14.3%	
DURRINGTON PARK ROAD	8	0	0	0	100.0%	0.0%	0.0%	0.0%	3	2	3	0	37.5%	25.0%	37.5%	0.0%	
HAMPTON CLOSE	1	3	0	0	25.0%	75.0%	0.0%	0.0%	3	0	1	0	75.0%	0.0%	25.0%	0.0%	
HEIGHTS CLOSE	10	1	1	5	58.8%	5.9%	5.9%	29.4%	2	2	8	5	11.8%	11.8%	47.1%	29.4%	
HILLVIEW	8	0	3	2	61.5%	0.0%	23.1%	15.4%	3	0	5	5	23.1%	0.0%	38.5%	38.5%	
HUNTER ROAD	9	0	1	3	69.2%	0.0%	7.7%	23.1%	4	2	4	3	30.8%	15.4%	30.8%	23.1%	
LAMBTON ROAD	57	6	1	4	83.8%	8.8%	1.5%	5.9%	14	11	38	5	20.6%	16.2%	55.9%	7.4%	
LAMBTON ROAD	14	0	1	6	66.7%	0.0%	4.8%	28.6%	3	5	7	6	14.3%	23.8%	33.3%	28.6%	
MELBURY GARDENS	29	3	1	6	74.4%	7.7%	2.6%	15.4%	5	8	20	6	12.8%	20.5%	51.3%	15.4%	
OAKWOOD ROAD	16	0	1	1	88.9%	0.0%	5.6%	5.6%	5	2	10	1	27.8%	11.1%	55.6%	5.6%	
ORCHARD LANE	3	0	0	1	75.0%	0.0%	0.0%	25.0%	0	0	3	1	0.0%	0.0%	75.0%	25.0%	
PANMUIR ROAD	20	6	6	0	62.5%	18.8%	18.8%	0.0%	13	9	10	0	40.6%	28.1%	31.3%	0.0%	
PEPYS ROAD	52	3	3	3	85.2%	4.9%	4.9%	4.9%	18	9	31	3	29.5%	14.8%	50.8%	4.9%	
WORPLE ROAD	5	0	0	1	83.3%	0.0%	0.0%	16.7%	0	4	2	0	0.0%	66.7%	33.3%	0.0%	
	519	56	40	68	76.0%	8.2%	5.9%	10.0%	161	147	304	71	23.6%	21.5%	44.5%	10.4%	

SUMMARY OF CONSULTATION RESULTS BY ROAD PROPOSED ZONE RPC - CAMBRIDGE AREA CONTROLLED PARKING

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	OTHER	NO RESPONSE	Q3. DO YOU FEEL YOU HAVE A PARKING PROBLEM IN YOUR ROAD								
									YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE	
AMITY GROVE	136	64	47.1%	64	0	0	0	0	35	27	2	0	0	54.7%	42.2%	3.1%	0.0%
CAMBRIDGE CLOSE	16	12	75.0%	12	0	0	0	0	4	7	0	1	0	33.3%	58.3%	0.0%	8.3%
CAMBRIDGE ROAD	143	76	53.1%	75	0	0	1	0	58	13	4	1	0	76.3%	17.1%	5.3%	1.3%
CONWAY ROAD	18	12	66.7%	12	0	0	0	0	10	1	1	0	0	83.3%	8.3%	8.3%	0.0%
COOMBE GARDENS	33	13	39.4%	13	0	0	0	0	4	9	0	0	0	30.8%	69.2%	0.0%	0.0%
COOMBE LANE	149	27	18.1%	24	2	1	0	0	8	18	1	0	0	29.6%	66.7%	3.7%	0.0%
DEVAS ROAD	19	8	42.1%	8	0	0	0	0	5	1	2	0	0	62.5%	12.5%	25.0%	0.0%
DURHAM ROAD	219	52	23.7%	51	1	0	0	0	30	20	2	0	0	57.7%	38.5%	3.8%	0.0%
DURRINGTON AVENUE	12	7	58.3%	7	0	0	0	0	0	6	1	0	0	0.0%	85.7%	14.3%	0.0%
DURRINGTON PARK ROAD	16	8	50.0%	8	0	0	0	0	2	4	2	0	0	25.0%	50.0%	25.0%	0.0%
HAMPTON CLOSE	12	4	33.3%	4	0	0	0	0	2	2	0	0	0	50.0%	50.0%	0.0%	0.0%
HUNTER ROAD	18	13	72.2%	13	0	0	0	0	8	4	1	0	0	61.5%	30.8%	7.7%	0.0%
LAMBTON ROAD	147	68	46.3%	67	1	0	0	0	32	35	1	0	0	47.1%	51.5%	1.5%	0.0%
PANMUJR ROAD	53	32	60.4%	30	0	2	0	0	25	7	0	0	0	78.1%	21.9%	0.0%	0.0%
PEPYS ROAD	175	61	34.9%	59	1	1	0	0	38	17	6	0	0	62.3%	27.9%	9.8%	0.0%
	1166	457	39.2%	447	5	4	1	0	261	171	23	2	0	57.1%	37.4%	5.0%	0.4%

ROAD	Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD						Q5. WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD WERE INCLUDED IN A CPZ?							
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
AMITY GROVE	29	31	4	0	45.3%	48.4%	32	26	6	0	50.0%	40.6%	9.4%	0.0%
CAMBRIDGE CLOSE	4	6	1	1	33.3%	50.0%	10	1	0	1	83.3%	8.3%	0.0%	8.3%
CAMBRIDGE ROAD	58	12	6	0	76.3%	15.8%	59	11	6	0	77.6%	14.5%	7.9%	0.0%
CONWAY ROAD	10	2	0	0	83.3%	16.7%	10	2	0	0	83.3%	16.7%	0.0%	0.0%
COOMBE GARDENS	4	9	0	0	30.8%	69.2%	7	5	0	1	58.3%	38.5%	0.0%	7.7%
COOMBE LANE	6	20	1	0	22.2%	74.1%	10	15	2	0	37.0%	55.6%	7.4%	0.0%
DEVAS ROAD	5	2	1	0	62.5%	25.0%	5	2	1	0	62.5%	25.0%	12.5%	0.0%
DURHAM ROAD	28	23	1	0	53.8%	44.2%	31	20	1	0	59.6%	38.5%	1.9%	0.0%
DURRINGTON AVENUE	2	4	0	1	28.6%	57.1%	4	2	0	1	57.1%	28.6%	0.0%	14.3%
DURRINGTON PARK ROAD	2	4	2	0	50.0%	50.0%	6	2	0	0	75.0%	25.0%	0.0%	0.0%
HAMPTON CLOSE	2	1	1	0	25.0%	25.0%	3	0	1	0	75.0%	0.0%	25.0%	0.0%
HUNTER ROAD	7	6	0	0	53.8%	46.2%	8	4	0	1	61.5%	30.8%	0.0%	7.7%
LAMBTON ROAD	26	39	2	1	38.2%	57.4%	28	38	2	0	41.2%	55.9%	2.9%	0.0%
PANMUJR ROAD	24	5	2	1	75.0%	15.6%	30	2	0	0	93.8%	6.3%	0.0%	0.0%
PEPYS ROAD	32	25	4	0	52.5%	41.0%	33	23	5	0	54.1%	37.7%	8.2%	0.0%
	239	189	25	4	52.3%	41.4%	276	153	24	4	60.4%	33.5%	5.3%	0.9%

SUMMARY OF CONSULTATION RESULTS BY ROAD PROPOSED ZONE RPC - CAMBRIDGE AREA CONTROLLED PARKING

ROAD	Q6. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE?										Q7. WHICH HOURS OF OPERATION WOULD YOU PREFER?						
	MON - FRI	MON - SAT	MON - SUN	NO RESPONSE	% MON - FRI	% MON - SAT	% MON - SUN	% NO RESPONSE	8.30AM - 6.30PM	10AM-4PM	11AM - 12PM	NO RESPONSE	% 8.30AM - 6.30PM	% 10AM-4PM	% 11AM-12PM	% NO RESPONSE	
AMITY GROVE	49	7	3	5	76.6%	10.9%	4.7%	7.8%	20	16	25	3	31.3%	25.0%	39.1%	4.7%	
CAMBRIDGE CLOSE	9	1	1	1	75.0%	8.3%	8.3%	8.3%	5	2	4	1	41.7%	16.7%	33.3%	8.3%	
CAMBRIDGE ROAD	59	12	2	3	77.6%	15.8%	2.6%	3.9%	16	28	29	3	21.1%	36.8%	38.2%	3.9%	
CONWAY ROAD	11	0	1	0	91.7%	0.0%	8.3%	0.0%	1	2	8	1	8.3%	16.7%	66.7%	8.3%	
COOMBE GARDENS	8	5	0	0	61.5%	38.5%	0.0%	0.0%	4	4	4	1	30.8%	30.8%	30.8%	7.7%	
COOMBE LANE	22	0	1	4	81.5%	0.0%	3.7%	14.8%	4	6	12	5	14.8%	22.2%	44.4%	18.5%	
DEVAS ROAD	6	0	2	0	75.0%	0.0%	25.0%	0.0%	3	1	4	0	37.5%	12.5%	50.0%	0.0%	
DURHAM ROAD	45	3	1	3	86.5%	5.8%	1.9%	5.8%	17	14	18	3	32.7%	26.9%	34.6%	5.8%	
DURRINGTON AVENUE	3	1	2	1	42.9%	14.3%	28.6%	14.3%	2	2	2	1	28.6%	28.6%	28.6%	14.3%	
DURRINGTON PARK ROAD	8	0	0	0	100.0%	0.0%	0.0%	0.0%	3	2	3	0	37.5%	25.0%	37.5%	0.0%	
HAMPTON CLOSE	1	3	0	0	25.0%	75.0%	0.0%	0.0%	3	0	1	0	75.0%	0.0%	25.0%	0.0%	
HUNTER ROAD	9	0	1	3	69.2%	0.0%	7.7%	23.1%	4	2	4	3	30.8%	15.4%	30.8%	23.1%	
LAMBTON ROAD	57	6	1	4	83.8%	8.8%	1.5%	5.9%	14	11	38	5	20.2%	16.2%	55.9%	7.4%	
PANMUIR ROAD	20	6	6	0	62.5%	18.8%	18.8%	0.0%	13	9	10	0	40.6%	28.1%	31.3%	0.0%	
PEPYS ROAD	52	3	3	3	85.2%	4.9%	4.9%	4.9%	18	9	31	3	29.5%	14.8%	50.8%	4.9%	
	359	47	24	27	78.6%	10.3%	5.3%	5.9%	127	108	183	29	27.8%	23.6%	42.2%	6.3%	

Controlled Parking Zone (CPZ)

Proposed Zone RPC - Cambridge Road Area

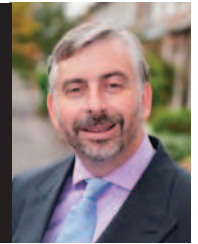


Councillor Andrew Judge

Cabinet Member for
Environmental Sustainability
and Regeneration

T: 020 8545 3425

E: andrew.judge@merton.gov.uk



ISSUE DATE : 29 AUGUST 2013

Dear Resident / Business

The safety of our residents and visitors to the borough is of high priority for us. The quality of the street scene is of equal importance. As part of this commitment, a Controlled Parking Zone (CPZ) is proposed in the uncontrolled roads in the Raynes Park area. CPZs are only considered where local residents have petitioned the Council to introduce parking controls in their road. CPZs will usually only be implemented where a majority of households who respond within a proposed area, want one in defined circumstances.

The purpose of this leaflet is to seek your views on proposals to introduce a CPZ in the uncontrolled roads in the Raynes Park Area, as shown on the enclosed plans. This proposal is in response to representations received from Cambridge Road residents who are experiencing parking difficulties in their road(s). Generally, residents feel the problem is being caused by:

- Commuters who park and complete their journey by public transport.
- Residents within the neighbouring CPZ's avoiding parking charges.
- Staff of nearby businesses.

In anticipation of the likely parking displacement into the roads neighbouring Cambridge Road it has been agreed that the Council would carry out an informal consultation on a larger area, beyond Cambridge Road to give those residents a further opportunity to air their views.

This area is currently being proposed as a new stand alone zone thereby allowing the residents to choose the hours of operation. However, based on the results of the consultation, it may be necessary for those supporting roads to become part of an extension to existing neighbouring zone.

If roads are added as extensions to existing zones they will be adopting the hours of operation of the existing zone it is added to.

When making your decision please take into account that if a CPZ is introduced in your neighbouring roads, it is likely that the vehicles displaced (commuters and residents avoiding charges) from your neighbouring roads could increase pressure for parking on your road.

WHAT IS A CONTROLLED PARKING ZONE (CPZ)?

A Controlled Parking Zone is an area where parking controls are introduced to protect the parking needs of residents and their visitors, as well as those of local businesses. Parking bays are marked on the carriageway to indicate to motorists where they can park. Yellow line restrictions are also introduced to improve safety and traffic flow by removing dangerous or obstructive parking. In a CPZ the operational times for the single yellow lines are indicated on zone entry signs. In some cases there may be single yellow lines that may operate at different times and these will be signed separately. Double yellow line restrictions do not require signs. In the absence of loading restrictions on yellow lines, loading or unloading of goods is permitted for a limited period of time. All parking places within a CPZ are individually signed to ensure that motorists are aware of the operational times and conditions. This ensures that the bays are fully enforceable. To minimise street furniture, every effort is made to ensure signs are placed on existing street furniture, such as lamp columns or signs are combined with other street signs. In a CPZ, residents, local businesses and their visitors are given priority to use the appropriate parking places by displaying a valid permit in respect of that zone. However, a parking permit does not give the holder the

right to park outside a particular property, and does not guarantee an available parking space.

Please see the frequently asked questions (FAQ's) sheet enclosed.

HOW WILL IT WORK?

All road space in a CPZ is managed by the introduction of parking controls. Parking is only permitted where safety, access and sight lines are not compromised. It is, therefore, normal practice to introduce double yellow lines at key locations such as at junctions, bends, turning heads and at specific locations along lengths of roads where parking would impede the passing of vehicles. It is also necessary to provide yellow lines (effective during the CPZ hours of operation or at any time) where the kerb is lowered, i.e. at crossovers for driveways.

The key objective of managing parking is to reduce and control non-essential parking and assist the residents, short-term visitors and the local businesses. Within any CPZ, only those within the zone are entitled to permits. This means that long-term parkers will not be able to park within the permit bays during the operational times. An incremental pricing structure for 2nd and subsequent permits also assists in minimising the number of permits issued to individual residents and help discourage multiple car ownerships. CPZs comprise of various types of parking bays such as permit holder bays (for use by resident or business permit holders and those with visitor permits); shared use bays (for permit holders and pay and display) and pay and display only bays (permits are not valid). Council appointed Civil Enforcement Officers will enforce the controls by issuing fines/Penalty Charge Notices (PCNs) to vehicles parked in contravention of the restrictions. Outside the controlled times the restrictions are not enforced.

However, Civil Enforcement Officers will issue PCNs for any other parking contravention such as parking on double yellow lines, footways and parking across

individual crossovers without the property owner's consent. The Council aims to reach a balance between the needs of the residents, businesses and the safety of all road users. In the event that the majority of those consulted do not support a CPZ in their road or area, and the Cabinet Member agrees, officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access.

PROPOSAL

The proposals include a number of provisions which are detailed below

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

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

Part Time Controls (10am - 4pm) - These operating times offer less restrictions on residents and their visitors than 'all day' controls. It is still effective in preventing long-term parkers. However, it may encourage short-term parking by non residents or businesses, such as shoppers outside the operating times. Residents returning from work later in the afternoon may find less available parking in their street due to this.

One-hour control (11am - 12 noon) - This minimum restriction offers more flexibility to residents and their visitors than the part time day controls, reducing the amount of visitors' permits they would normally obtain, and is still effective in restricting long-term parking.

However, it may encourage other short term parking outside the restricted time, by non-residents such as shoppers and other residents from neighbouring CPZs.



Non-residents may also work their way around the one-hour by moving their vehicles and then returning to park for the rest of the day.

The proposed operational days include:

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

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

The Cost of the annual parking permits remains unchanged whether the CPZ operates all day, part time or for one hour only.

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

- Double yellow lines at junctions, bends, ends of cul-de-sac and at strategic sections of the road to create passing gaps. (This will improve safety and access at all times by reducing obstructive parking that is currently taking place)
- Shared Use Pay and Display bays are also proposed where it is necessary to allow non residents to pay for parking for a short period at specific locations such as near shops, schools, churches and also in areas for longer term parking where residents are not directly affected, to allow effective use of the bays. (This will increase the use of parking provisions in the area by pay and display customers whilst still maintaining parking facilities for permit holders)

LET US KNOW YOUR VIEWS

The decision on whether or not to proceed with the next step, which would involve a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask that you submit your questionnaire online using this link www.merton.gov.uk/cpzrpc_cambridge. The online system has been created to keep costs down and allow the Council to process your views more efficiently. Alternatively you can complete and return the enclosed prepaid questionnaire (no stamp required), with any comments or suggestions you may have by **27 SEPTEMBER 2013**.

We regret that due to the number of responses received during an informal consultation of this size, it will not be possible to individually reply to each respondent. We welcome your comments on this proposal, which will be noted and included within the proposed measures where appropriate. You are also invited to speak to officers at the public exhibition on **14 SEPTEMBER 2013** as detailed overleaf. It should be noted that subject to the responses received, a recommendation may be made to only include those roads where there is a majority in support of the proposals.

WHAT HAPPENS NEXT

It is envisaged that the results of the consultation along with officers' recommendations will be presented in a report to the Street Management Advisory Committee and/or the Cabinet Member for Environmental Sustainability and Regeneration. Once a decision is made you will be informed accordingly.

You can visit our website using the following link www.merton.gov.uk/cpzrpc_cambridge. You may also view the plans in Merton Link at Merton Civic Centre, Morden during our working hours, Monday to Friday between 9am and 5pm or Raynes Park Library.

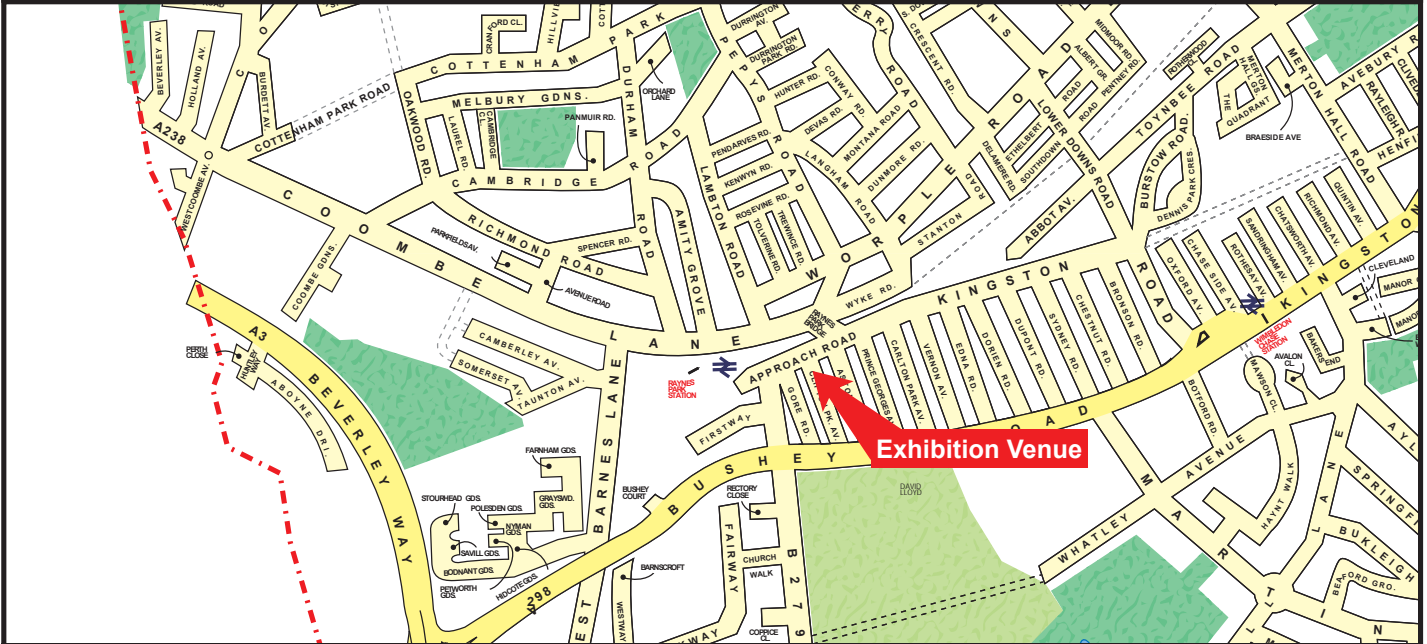
EXHIBITION INVITE

You may wish to attend our public exhibition
to be held at:

Raynes Park Library, Approach Road, Raynes Park, London, SW20 8BA

at the following time:

Sat 14 September 2013 from 12pm to 4pm



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RAYNES PARK WARD COUNCILLORS

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Cllr Rod Scott

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(The contact details of ward councillors are provided for information purposes only)

CONTACT US

Project Engineer - Leonardo Morris

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Request for document translation

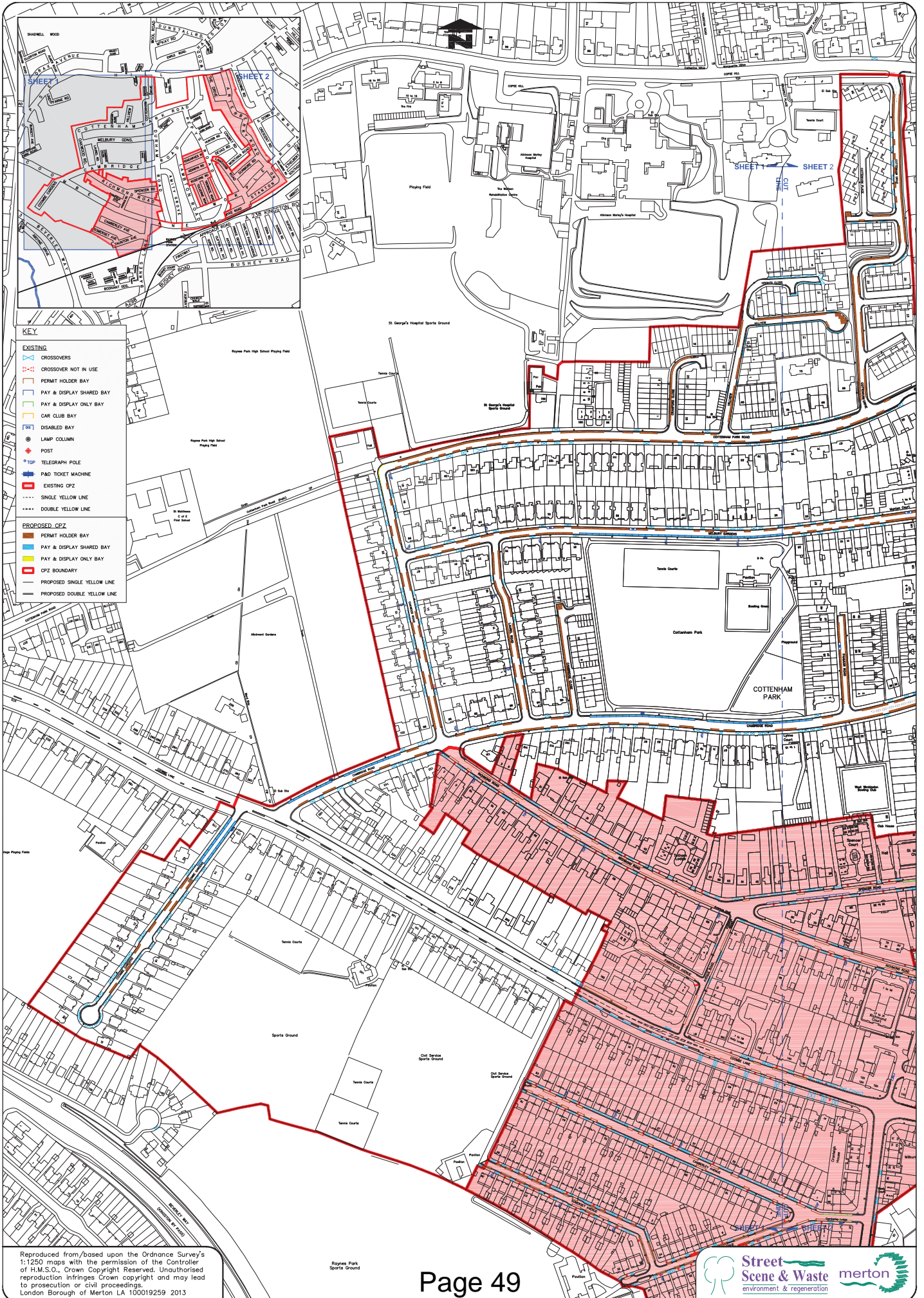
PROPOSED CPZ RPC - CAMBRIDGE RD AREA

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

- Albanian **Nëse ju nevojitet ndonjë pjesë e këtij dokumenti të shpjeguar në gjuhën amtare ju lutemi shënojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.**
- Bengali **এই অর্থের কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, সারা করে বাঙ্কটিতে (বক্স) টিক চিহ্ন দিন এবং চিঠি দিয়ে বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিচে যোগাযোগের বিবরণ দেওয়া হয়েছে।**
- French **Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.**
- Korean **만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명된 것이 필요하다면, 상자속에 표시를 하고 우리에게 전화나 서신으로 연락하십시오.**
- Polish **Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.**
- Portuguese **Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadricula respectiva e contatar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.**
- Somali **Haddii aad u baahan tahay in qayb dukumeentigan ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduuga oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkaan hoose ku yaalla.**
- Spanish **Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefonicamente utilizando nuestra información de contacto que encontrará más abajo.**
- Tamil **இந்த ஆவணத்தின் எந்த ஒரு பகுதியும் உங்களின் தாய்மொழியில் விளக்கப்பட வேண்டுமானால், கீழ்க்கண்ட பெட்டியில் குறிப்பிட்டு, எங்களின் மூலமாக அல்லது தொலைபேசியாக உங்களின் தொடர்புக்குரிய விவரங்களை கீழ்க்கண்டவாறு குறிப்பிட்டு எங்களிடம் தொடர்பு கொள்ளுங்கள்.**
- Urdu **اگر آپ اس دستاویز کے کسی حصے کو اپنی زبان میں سمجھنا چاہتے ہیں تو اسے اس کے کسی حصے میں لکھنا چاہئے اور اس حصے میں اس کے بارے میں مزید جاننے کے لیے ہمیں آواز پر یا لکھی طریقے سے رابطہ کریں۔**

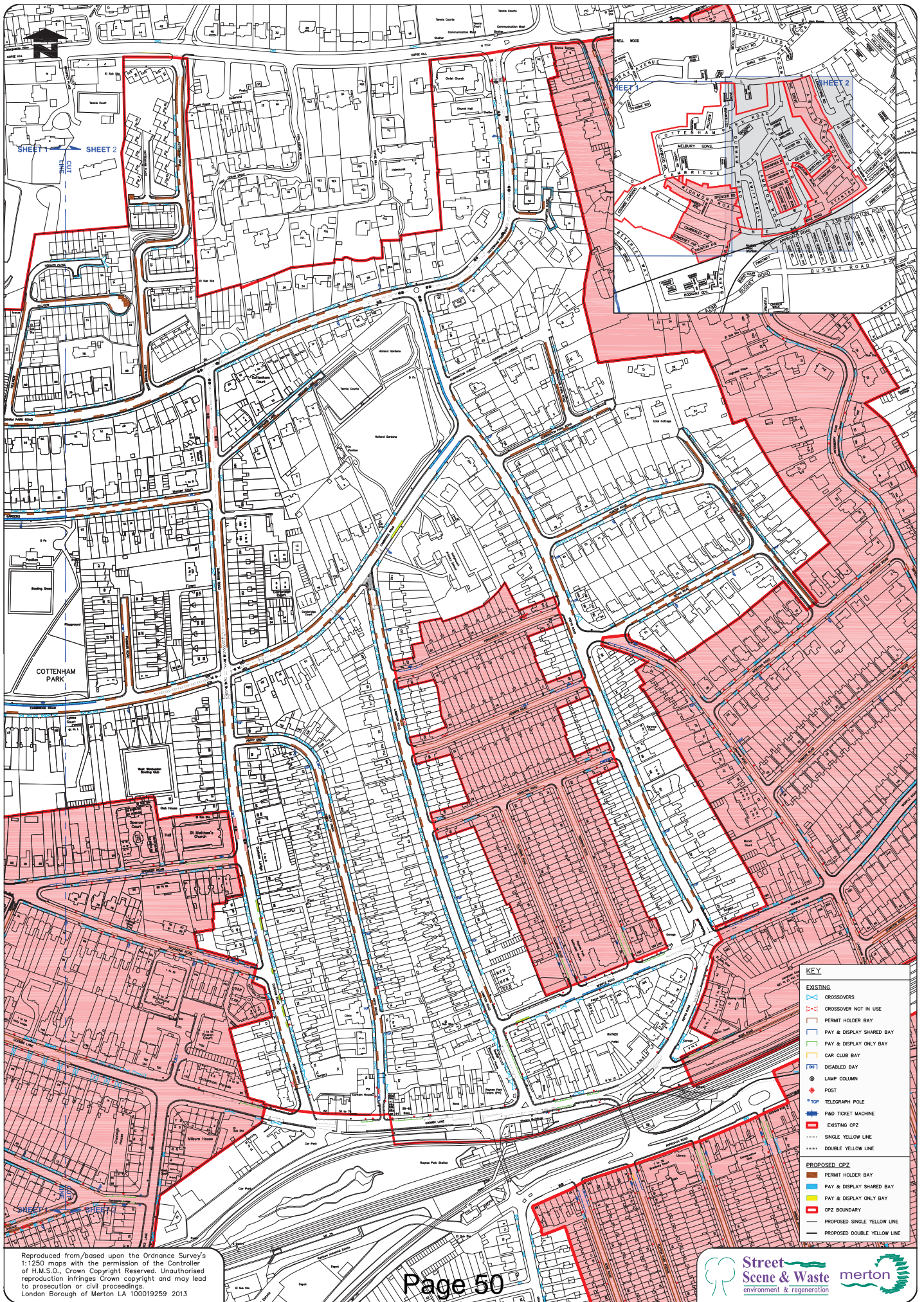
- Large print
- Braille
- Audiotape

Your contact: Name..... Address..... Telephone.....	Leonardo Morris, Merton Civic Centre, London Road, Morden, SM4 5DX
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Rogens Park Sports Ground



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Frequently Asked Questions



Where may I park in a CPZ?

Vehicles may only be parked in marked parking bays. These bays are located where it is safe to park and unlikely to cause a physical or visual obstruction. Each bay may be restricted by charge, length of stay or permit requirement. Permit holder bays will be undivided to ensure greater parking efficiency. 'Pay & display' bays and shared use bays will be marked individually.

What is a permit holder bay?

This is a bay in which only vehicles displaying a valid resident, business or visitor permit may be parked.

What is a 'pay & display' bay?

These are bays designed for short or long-term parking. Any vehicle parked in these bays must display a valid 'pay & display' ticket that may be purchased from a nearby ticket machine. Each of these bays will allow non-permit holders' vehicles to park for a 'maximum stay'. Parking will be free in these bays until they become operational. However, it will not be possible to purchase a ticket until the bays become operational. The operational times of the bays will be shown on parking signs.

What is a shared use bay?

These are bays designed for use by either permit holders (without additional charge) or by non-permit holders who must purchase a 'pay & display' ticket. These bays have a 'maximum stay' that only 'pay & display' users must adhere to.

How much will 'pay & display' cost?

Tariffs vary across the Borough from £1.00 per hour to £4.00 per hour.

Where may 'blue badge' holders park?

Disabled parking bays are available for use to all Blue Badge holders. Badge holders may park free of charge and without time limit at pay&display only and shared-use bays. Blue Badge holders may not park on resident parking bays. Check with the local authority's Highways Department. However, in Merton, Blue Badge holders may park free of charge for an unlimited period on permit holder parking bays. Residents of Merton who possess a Blue Badge may apply for a resident permit free of charge. Resident visitor permit are charged at the current rate. All other national guidelines on the use of Blue Badges apply throughout the borough.

Where may motorcyclists park?

Solo motorcycles may be parked in permit holder bays and motorcycle bays free of charge.

Where can't I park?

Yellow lines indicate where vehicles should not be parked. Single yellow lines operate only during the controlled hours of a zone unless signs indicate otherwise. Double yellow lines are operational at all times.

Can a CPZ be reviewed after implementation?

Newly implemented CPZs will be monitored and maybe reviewed within 12 to 18 months after implementation. If necessary earlier action maybe taken to improve the parking arrangements.

How are regulations enforced?

Uniformed parking attendants will regularly patrol the zone and issue a penalty charge notice (PCN) to any vehicle that is illegally parked.

How much do resident and business permits cost?

Resident

1 st Permit in household	£ 65.00 per annum
2 nd Permit in household	£ 110.00 per annum
3 rd & subsequent Permits in household	£ 140.00 per annum
Address Permit	£ 65.00 per annum (For residents who regularly change vehicles, ie. company vehicles)
Address Permit	FREE (For housebound/registered disabled residents who require daily care)

Business Permit £331.00 per 6 months (All zones except W1, W2, W3, W4 & W5)

Central Wimbledon Business Permit £376.00 per 6 months (Zones W1, W2, W3, W4 & W5)

A permit will not be issued for a vehicle greater than 2.28 metres in height or more than 5.25 metres in length. Business permits are provided for vehicles used to assist in the operations of a business rather than providing reduced rate commuter parking. No more than two business permits will usually be issued per business except in exceptional circumstances.

How much do resident visitor permits cost?

Half day (08.30 - 14.00 / 12.00 - 18.30)	£ 1.50
Full day	£ 2.50
Annual permit	£140.00

Residents are entitled to 100 half-day visitor permits per annum and 50 full day permits per annum. Vehicles displaying these permits may be parked in either permit bays or shared use bays within the zone.

Why must I pay to park in my street?

In order to meet the costs of installation, maintenance, enforcement and review of the zone, we must charge residents/businesses and their visitors. Controlled parking is not a core service of the Council and government advice states that it should be financially self-sufficient. By law, any revenue generated from parking must be spent on transport related schemes.

What if I have special care needs?

If you are housebound and require regular care or nursing attendance, you may apply for a free discretionary permit.

What is the cost of a PCN?

All Penalty Charge Notices (PCNs) are discounted by 50 % of the initial charge if paid within 14 days from the date of issue. Parking penalty charges vary between contraventions, generally parking offences range from to £60 (£30) to £110 (£55), Bus Lane charges are £130 (£65), for a more detailed summary of the contraventions and charges please go to the following link;

<http://www.merton.gov.uk/contraventioncodesandfaqs.htm>

How will I know when the regulations are in force?

Zone entry signs show the hours of operation of zones. Any restrictions within a zone that do not operate for these times are signed independently.

Further information?

Please see the following link, <http://www.merton.gov.uk/transport-streets/parking/parkingfaq.htm>

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