

Cabinet Member for Environmental Sustainability and Regeneration:

Date: 24th October 2014

Agenda item:

Wards: Raynes Park

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

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Forward Plan reference number: N/A

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Recommendations:

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

- A) Notes the result of the statutory consultation carried out between 19 June and 17 July 2014 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, 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.
- B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 3.
- 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 'RPC' CPZ to include Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Coombe Lane (between Lambton Road and Durham Road), 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 as shown in Drawing No. Z78-212-01 Rev C in Appendix 1.
- E) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) 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 C in Appendix 1.
- F) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) to include Coombe Lane (Lambton Road to Pepys Road) and Pepys Road (Coombe Lane to Worple Road) as an extension to existing RPE CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-212-01 Rev C in Appendix 1.
- G) Agrees to proceed with a statutory consultation to include Melbury Gardens and Laurel Road into the RPC CPZ, operational Monday to Friday between 11am and 12pm as

shown in Drawing No. Z78-212-01 Rev.D in Appendix 2. For detail see sections 4.6 and 4.8 of this report.

- H) Agrees to convert the double yellow lines in Hunter Road to single yellow lines operating Monday to Friday 8.30am to 6.30pm on a trial basis for 6 months as shown in Drawing No. Z78-212-01 Rev C in Appendix 1. For detail see sections 4.5 of this report.
 - I) Agrees to proceed with a statutory consultation to include Coombe Lane into the RPC CPZ, and implementation of single yellow lines operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-212-01 Rev.D in Appendix 2. For detail see sections 4.10 of this report.
 - J) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the result of the statutory consultation 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, 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 and Worple Road.
- 1.2 The report details the amendments made to certain aspects of the original design to accommodate feedback received during the statutory consultation.
- 1.3 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to include Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, 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 C in Appendix 1.
- 1.5 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) 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 C in Appendix 1.
- 1.6 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) 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. Z78-212-01 Rev C in Appendix 1.
- 1.7 It seeks approval to proceed with a statutory consultation to include Melbury Gardens and Laurel Road into the RPC CPZ, operational Monday to Friday between 11am and 12pm as shown in Drawing No. Z78-212-01 Rev D in Appendix 2.
- 1.8 It seeks approval to convert double yellow lines in Hunter Road to single yellow lines operating Monday to Friday 8.30am to 6.30pm on a trial basis for 6 months as shown in Drawing No. Z78-212-01 Rev C in Appendix 1.
- 1.9 It seeks approval to proceed with a statutory consultation to introduce single yellow line in Coombe Lane between 184 and its junction with Cambridge Road into the RPC CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-212-01 Rev D in Appendix 2.

2. DETAILS

2.1 The key objectives of parking management include:

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

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

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, 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 In 2012 after the implementation of the extension to RP CPZ, the Council received numerous emails from Cambridge Road residents requesting a CPZ in their road. Additionally, representations 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. 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%.
- 3.4 Of the 683 who responded, 39.2% supported a CPZ in their road, compared to 54.2% who did not and 6.6% who were unsure or had no response.
- 3.6 Further analysis of the results on a road-by-road basis revealed that there were many roads in favour of the proposed controls and therefore these roads were recommended for inclusion within a CPZ subject to a statutory consultation. There were 378 returned cards from these roads
- 3.7 Of the 378 responses from the roads that wanted CPZ, 55.3% supported a CPZ in their road, compared to 38.4% who did not and 6.3% who were unsure or had no response. It was, therefore, recommended that Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Devas, Durham Road, Durrington Park Road, Hunter Road, Panmuir Road and Pepys Road be considered for a new CPZ subject to a statutory consultation.
- 3.8 Residents were also asked which days and hours of operation they would prefer should a CPZ be introduced in their road. The results indicated 78.8% of respondents were in favour of Monday-Friday, compared to 9.8% who supported 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.
- 3.9 The results of the informal consultation were reported to the Street Management Advisory Committee and the Cabinet Member on 29 July 2014, after which the Cabinet Member approved the undertaking of the statutory consultation.

4. Statutory Consultation

- 4.1 The statutory consultation on the Council's intention to introduce the proposed parking controls in Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Devas, Durham Road, Durrington Park Road, Hunter Road, Panmuir Road and Pepys Road into the proposed RPC CPZ, commenced on 19 June and ended on 17 July 2014. 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 4, was also circulated to all those properties included within the consultation area.
- 4.2 The newsletter detailed the following information:

- The outcome of the informal consultation
- Cabinet Member decision
- The undertaking of the statutory consultation
- A plan detailing the following:
 - Hours of operation of the zone (Monday to Friday, between 11am and 12pm)
 - Double yellow lines operating “At any time’ without loading restrictions
 - Single yellow lines (mainly between parking bays and across dropped kerbs)
 - The various parking bays
 - Zone boundaries

4.3 The statutory consultation resulted in a total of 158 representations; after removing duplicates, the actual numbers of representations received were 149, 30 of which were in support of the proposal, 43 against and 50 comments. There were 16 representations and a petition containing 18 signatures from Melbury Gardens requesting inclusion. 12 representations were also received from Lambton Road, 2 from Laurel Road and 1 from Cottenham Park Road who wish for their roads to be included in the scheme. These representations are detailed in Appendix 3. A representation was also received by the Metropolitan Police with no comment or observation.

4.4 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. Requests received from local residents and businesses have been accommodated where possible. Representations and officers comments’ are detailed in Appendix 3 of this report.

Hunter Road

4.5 Hunter Road is not wide enough to accommodate parked vehicles on both sides of the road without causing obstruction. Consequently the original proposal was to introduce double yellow lines on one side of the road as per normal practice. However, 16 residents (after removing duplicates) from this road objected to the double yellow lines and residents also sent in a petition against the restrictions. The local ward Councillors organised a meeting which was held on 11 July 2014 to discuss the issue and find a suitable solution acceptable by majority of the residents.. After much discussion, officers agreed to convert the proposed double yellow lines in Hunter Road to single yellow lines operating 8.30am to 6.30pm Monday to Friday. The single yellow line would be introduced on a trial basis and will be monitored for 6 month. During that time if it is found that vehicles park on both sides of the road outside the operational hours of the single yellow lines, ward Councillors would be informed and the double yellow lines re-instated after a Notice of making the TMO is placed on Lamp Columns within the vicinity of the restrictions, in the local Guardian and the London Gazette. The majority of residents who attended the meeting supported this compromise. Therefore the objections have been resolved for the majority although there are some residents who remain dissatisfied with the solution.

Melbury Gardens

4.6 16 representations were received from Melbury Gardens in support of being included in the CPZ, and also a petition containing 18 signatures in support of being included has been received. During the informal consultation residents opted out of the CPZ proposals; however, they now wish to be included because of the possible parking displacement into roads outside the proposed CPZ and Melbury Gardens and Laurel Road would be the first neighbouring roads out side the CPZ that would bear the

blunt of the parking displacement. With that in mind consideration should also be given to including the road that have access through Melbury Gardens i.e. Laurel Road. It is recommended that a statutory consultation be carried out in Melbury Gardens for inclusion into the proposed RPC CPZ.

Laurel Road

- 4.7 The Council also received 2 representations from Laurel Road to be included in the CPZ. Laurel Road lies between Cambridge Road and Melbury Gardens. Since it is recommended to undertake a statutory consultation in Melbury Gardens to address the likelihood of displacement by those residents in the proposed CPZ who may not want to pay for a permit and by commuters, it is also recommended that a statutory consultation is carried out in Laurel Road for inclusion into the proposed RPC CPZ.

Amity Grove

- 4.8 A total of 29 representations were received from Amity Grove; after removing duplicates, 13 were in support of the proposal, 14 against and 2 comments. The reason for objections includes some residents wanting the ability to park across their dropped kerbs during the hours of operation. However, they do not want this concession extended to other permit holders within the zone. It should be noted that the Council does not actively promote crossover parking within a CPZ in the Borough. If a crossover parking is introduced as part of a CPZ, during controlled hours any vehicle with a valid permit for that zone may park adjacent to a dropped kerb marked with a white access bar marking. The Council will not enforce obstruction in this instance, as the CPZ is in operation. The option of cross over parking was not included as part of RPC CPZ consultation. It should also be noted that statutory consultation invite objections from those who oppose the scheme to give valid reasons for their objections. The Council is required to give weight to the nature and content of the representations and not necessarily the quantity. Residents were also informed through the consultation process that objections must relate only to the elements of the scheme that are subject to this statutory consultation. It is, therefore, recommended that Amity Grove is included in the RPC CPZ.

Lambton Road

- 4.9 7 representations were received from Lambton Road requesting to be included in the RPC CPZ. It would be prudent to note that during the informal consultation a total of 78 household responded with 26 households in favour and 39 against being included in a CPZ. With that result in mind, the representations for inclusion received during the statutory consultation do offer sufficient support for officers to recommend this road for a statutory consultation to be included into the RPC CPZ at this time.

Coombe Lane

- 4.10 Coombe Lane, between property nos. 184/111 and its junctions with Cambridge Road and Coombe Gardens were originally removed from the CPZ proposals as a majority of 55.6% residents were against during the informal consultation. During the statutory consultation a petition containing 31 signatures in support of being included was received for the introduction of a single yellow line operational between 11am and 12pm. 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 operation of the proposed single yellow line to Monday to Friday between 8.30am and 6.30pm which is in line with the existing restrictions on Coombe Lane.

Extension of existing zone RPN

- 4.11 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 C in Appendix 1.
- 4.12 Residents and businesses in this location said that they do not have any on-street parking facility and would be completely surrounded by parking controls and if they are not included within any zone they would not be eligible to park anywhere close the vicinity of their properties. It is, therefore, proposed to include these properties into the existing RPN CPZ as previously recommended.

Extension of existing zone RPE

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

Amendments to parking proposals

- 4.14 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 C in Appendix 1.

Ward Councillor Comments

- 4.15 At a meeting on 1 October 2014 Officers met and discussed the outcome of the consultation with the Ward Councillors and the local ward Councillors comments are as follows:

Introduction

'We are grateful for the considerable efforts of the Council Officers who have worked on the "RPC Cambridge Area" CPZ and in particular, we would like to thank Mr Paul Atie and Mr Omar Tingling, both of whom gave up two of their evenings to meet with us.

We are pleased that the proposals being put before you reflect the "majority vote" of the residents of each road albeit that, in some cases, the percentage response rate was low and the number of preferences recorded for alternative options were close.

Hours of operation

We are not surprised by the fact that the majority of residents responding to the consultation favour a one hour operating period from 11:00am to noon. We support this and would ask you to do so as well.

To reflect the fact that the proposed CPZ would operate for only one hour each day, we believe that it is only fair that the visitor parking permit fee should be set at a significant discount to the usual full and half day fee. We feel that a fee of £1 is appropriate.

Absorbing the gyratory into the existing RPN and RPE CPZs

Regarding the Lambton/Worple/Pepys Roads gyratory system, we support the proposals to absorb the northern part into the existing RPN CPZ and the southern part into the existing RPE CPZ. We agree that this is essential if residents, living on the gyratory system, are to have adequate parking options.

Roads voting against a CPZ

We note that the majority of residents of Cottenham Park Rd, Oakwood Rd and Lambton Rd expressed a preference to not have a CPZ. We believe that it is therefore entirely proper that no proposal for a CPZ for these roads is being made to you by officers at this time.

However, we are concerned that residents may wish to change their minds when the CPZ in surrounding roads become effective. We think that this may be a particular issue for Lambton Rd because it will be the only "CPZ free" road right at the centre of the new RPC CPZ. If residents do have a change of heart we would ask you to expedite further consultations with them.

Roads petitioning to be included in the CPZ

We understand that a number of residents of Melbury Gardens and Laurel Rd have asked to be included in the RPC CPZ and that a consultation process will take place. This is only fair but we think that if Melbury Gardens and Laurel Rd are included, it potential alters the parking proposition for the residents of Oakwood Rd and Cottenham Park Rd. As with Lambton Road, if residents do have a change of heart we would ask you to expedite further consultations with them.

Conclusion

We support the RPC Cambridge Area CPZ proposals discussed with us and now being put before you, and we would like to thank you for inviting us to participate in this process.

Regards

Raynes Park local Ward Councillors'

5. RECOMMENDATIONS

- 5.1 Based on the Statutory consultation responses, it is recommended that the Traffic Management Orders TMOs be made to implement RPC CPZ to include Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, 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 C in Appendix 1.
- 5.2 Based on the representation received from Melbury Gardens and Laurel Road for inclusion and impact of displacement, it is recommended that a statutory consultation is carried out to include Melbury Gardens and Laurel Road into the RPC CPZ operating Monday to Friday between 11am and 12pm as shown in Drawing No. Z78-212-01 Rev C in Appendix 1.
- 5.3 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 would have in neighbouring roads if they were to be excluded.
- 5.4 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:

- 5.5 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.
- 5.6 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:

- 5.7 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:

- 5.8 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. A recommendation was put forward in the previous report (Street Management Advisory Committee report dated 29 January 2014) to create a new visitor permit for this particular zone at a cost of £1 for the 1 hour which was approved. The allowance of visitor permits per in a household shall be 50 permits.

Business permits:

- 5.9 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:

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

Trades Permits:

- 5.11 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:

- 5.12 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.

6. TIMETABLE

- 6.1 If a decision is made to proceed with the implementation of the proposed CPZ, Traffic Management Orders could be made within six weeks after the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. A newsletter will be distributed to all the premises within the consulted area informing them of the decision. The measures will be introduced soon after.
- 6.2 It is recommended that the new zone is introduced whilst undertaking a statutory consultation to include Laurel Road and Melbury Gardens as it would be unreasonable to delay the introduction of the above recommendations any further.

7. ALTERNATIVE OPTIONS

- 7.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.
- 7.1 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.

8 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 The cost of implementing the proposed measures is estimated at £42k. This includes the publication of the made Traffic Management Orders, the road markings and the signs. The cost of statutory consultation for Melbury Gardens and Laurel Road would be 2k.
- 8.2 The Environment and Regeneration revenue budget for 2013/14 currently contains a provision of £260k for Parking Management schemes. The cost of this proposal can be met from this budget.
- 8.3 There will be additional Civil Enforcement Officer costs in terms of the need for additional two posts at the cost of approximately £74k. Apart from enforcing the 1 hour zone, the officers would carry out other enforcement duties as required. This will generate an estimated gross income of about £90k per annum. Legislation states that any 'surplus' revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.

9. LEGAL AND STATUTORY IMPLICATIONS

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

10. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

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

- 10.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft Traffic Management and similar Orders published in the local paper and London Gazette.

11. CRIME AND DISORDER IMPLICATION

- 11.1 N/A

12. RISK MANAGEMENT IMPLICATIONS

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

13. ENVIRONMENTAL IMPLICATIONS

- 13.1 Before reaching a decision to make the necessary Traffic Management Order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA")1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 13.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 13.3 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 13.4 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - (e) any other matters appearing to the Council to be relevant.

14. APPENDICES

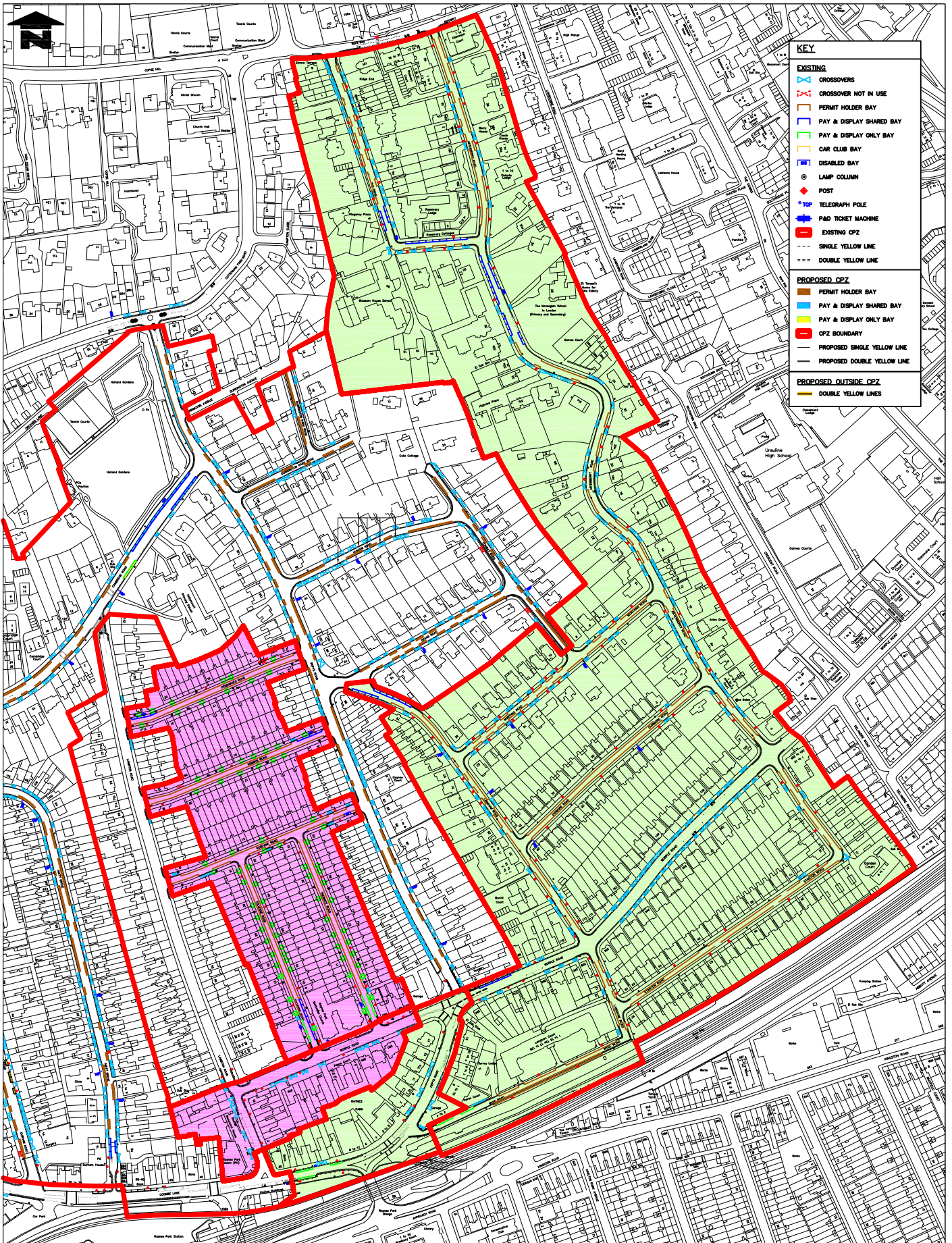
14.1 The following documents are to be published with this report and form part of the report.

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

Appendix 2 – Amended proposals drawing no. Z78-212-01 Rev D

Appendix 3 – Representations and officers' comments

Appendix 4 – formal Consultation Documents



Notes
Do not scale from this drawing



TRAFFIC & HIGHWAYS

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Drawn by	Slg.	Date
B.M.S.		Oct 14
Checked by	Slg.	Date
		Oct 14
Approved by	Slg.	Date

PROJECT
Controlled Parking Zones
(CPZ's)

TITLE
Raynes Park, Cambridge Area
SHEET 2



Drawing No.
Z78-212-01

Revision
C

Classification
REPORT

Scale
N.T.S.



NOTES
Do not scale from this drawing

No.	Revisions	Date	By	Checked	Date	By	Checked

Sustainable Communities
Commitment & regeneration

TRAFFIC & HIGHWAYS

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Drawn by	Site	Date
Checked by	Site	Date
Approved by	Site	Date

PROJECT
Controlled Parking Zones (CPZs)

TITLE
Raynes Park, Cambridge Area
Laurel Road, Melbury Gardens

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

Drawing No. Z78-212-01
Revision D
Scale REPORT
NTS

KEY

- PROPOSED HOUSING BAY
- PAY & DISPLAY SHARED BAY
- PAY & DISPLAY ONLY BAY
- CPZ BOUNDARY
- PROPOSED SINGLE YELLOW LINE
- PROPOSED DOUBLE YELLOW LINE
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- ROAD TICKET MACHINE
- LAMP COLUMN
- POST
- TELEPHONE POLE

dwelling that I would oppose in order to encourage those dwellings with dropped kerbs to return their front driveways back to front gardens. The reason that the dwellings with dropped kerbs oppose the yellow lines is among other reasons to avoid paying residents permits on second car as they will otherwise be effectively allowed to park more than one car (this is the standard room for a car off-street in front of these dwellings) in front of these houses for free.

- I suggest a higher permit cost for two car households for the second car - this should include houses with dropped kerbs. I appreciate that this may be hard in practice but it may detract households from owning two cars.
- The residents only allowance for one hour is practical however I would suggest that outside of this time the maximum stay during daytime hours (i.e. excluding evenings and weekends) be restricted to 4 hours.
- Waitrose parking should be free.

Officer comments

The Council already has higher cost for households that have more than one car. The first car is £65, second car £110 and the third car in the household is £140. These prices apply Borough wide. There are no proposals for pay and display bays in Amity Grove. as numbers of on-street parking spaces would be limited.

Waitrose Car park is leased from Waitrose and must operate in favour of short term parking within the legal agreement

RPCCPZ0714072 - Resident

I write to strongly support the proposed CPZ on our road. Parking is currently horrific due to commuters using our road during the week and, especially if others nearby roads are taking into the CPZ, it is essential we are given restrictions too. There are some who oppose this but those are people with off street parking. Some of us do not have that privilege.

RPCCPZ0714084 - Resident

I just wanted to reiterate my support for the proposed CPZ on our road - amity grove. I was thrilled to see such support for the scheme earlier this month. Parking is currently near impossible during the week due to commuters using our road, and as a mum of two small children, i have found the increased pressure on parking incredibly stressful - i have often had to park several roads away from my house and carry both kids home (which is not pleasant or safe). To be able to reliably park in my own street who be life changing as i find myself often avoiding driving anywhere as ill end up having to park so far from home upon my return. A one hour permit slot as was voted for would benefit local shops also - many friends avoid shopping in Raynes Park as they fear parking due to commuters. Given how many nearby roads are and will be included in the CPZ, I believe it essential that we are given restrictions too. There are some who oppose this but those are people with off street parking. Some of us do not have that privilege.

RPCCPZ0714072 - Resident

I would like to thank Merton Council for its proposal to introduce a CPZ in Amity Grove, SW20. Amity Grove has long suffered from a serious parking problem, and this will only get worse without zoning. Despite it being one of the closest streets to Raynes Park station, it is one of the last remaining in the wider neighbourhood not to have a CPZ - a decision we find baffling. This makes it a magnet for commuters at the expense of those that need the spaces more, in particular the elderly and those with young children that live in Amity Grove. The existing absence of zoning has also led to a significant increase in the volume of traffic - vehicles speed up and down our street - a great concern for the many families that live in Amity Grove. Introducing a CPZ in Amity Grove is the right decision, both for safety and for traffic management. We would however strongly urge you to increase the CPZ timing to apply throughout day. If you would like me to present in person the arguments of those in favour of the CPZ please do let me know.

RPCCPZ0714074 - Resident

I write to strongly support the proposed CPZ on our road. Parking is currently horrific due to commuters using our road during the week and, especially if others nearby roads are taking into the CPZ, it is essential we are given restrictions too. There are some who oppose this but those are people with off street parking. Some of us do not have that privilege.

RPCCPZ0714075 Resident

As residents of Amity Grove since October 2013, my wife and I are strongly in favour of a CPZ in this street. Our experience at our previous home in North London suggests that CPZ does indeed alleviate parking problems. We believe that CPZ might also encourage the very large number of residents who have created parking forecourts in front of their houses to actually use them, rather than further increase the congestion on the kerb. We are not car owners (and we do not have a parking forecourt in front of our house) but we are nevertheless greatly affected by parking conditions in Amity Grove. Visitors and tradesmen are usually obliged to park several streets away and delivery men have great difficulty in getting near the house. (Every household in the street must experience these problems.) We believe that CPZ would give some much-needed flexibility to the present situation. We would happily pay for visitors' parking permits and consider that money well spent. Thank you for your attention.

<p>RPCCPZ0714076 - Resident I am the owner of a property in Amity Grove, and would like to register my protest at having Amity Grove designated a Controller Parking Zone</p>
<p>RPCCPZ0714080</p> <p>In response to the consultation for Amity Grove where it is intended to introduce a parking zone by virtue of the fact that neighbouring roads are included in a CPZ, I reiterate my previous view that I would support the plan. I should say that I have off-street parking and only one car and would therefore not need this in normal circumstances. However, the use of my road as commuter parking is a constant nuisance and furthermore the inconsiderate nature of how people park so close to my cross over (ignoring any white line markings) is a problem which can be potentially dangerous. The space between my crossover and my neighbours crossover is just not big enough for a car. Only the other day I was actually blocked in and could not get off my property, luckily I did not need to at that time. If these aspects could be controlled without a CPZ then I would not be in favour, however there does not appear to be an alternative solution. Ideally, crossover bays, for the use of the property to which it relates <u>only</u>, would be an improvement to the proposed scheme and improve the number of vehicles that residents could park in the road. I do feel the scheme as it stands will impede some residents' ability to park in the street which could potentially make the situation worse in the out of hours operation, though obviously this remains to be seen.</p>
<p>RPCCPZ0714092 - Resident</p> <p>We are writing AGAIN to confirm that we are completely supportive and in favour of the proposed CPZ in our road, Conway Road. From Monday to Friday our road has a huge number of commuter cars parked in it as well as cars parked belonging to those who work locally (for example I regularly see someone who works in the Sainsburys supermarket in Raynes Park park their car in the road). Cars are also quite often left in our road for several days at a time which we find very frustrating. Alarmingly, the cars quite often park on both sides of the road and the road is quite simply not wide enough, cars struggle to pass up and down the road let alone refuse collection lorries, post delivery vans etc and I am extremely concerned should we require an emergency services vehicle i.e. ambulance or fire engine, they simply would be unable to get to us. We also quite often have cars parked opposite our driveway as well as both sides making it extremely difficult to manoeuvre in and out of our own private driveway. We would be in favour of the proposed 1 hour parking restriction to alleviate this problem and this would still allow visitors to Conway Road residents to park without too much inconvenience and expense. I hope our representation will be forwarded and we look forward to a favourable outcome.</p>
<p>RPCCPZ0714101 - Resident</p> <p>I am writing this in response to an anonymous letter put through my door earlier this week. I would like to state my complete support for the controlled parking that is due to be implemented in Amity Grove and the surrounding area. For too long our street has been a car park for commuters and even holiday makers who want to use our train station. We now have a drive way, but I remember all too well having to drive round and round trying to find a parking place somewhere vaguely near to my house. This was particularly annoying as I have three small children which made the walk from the car to the house particularly difficult. The argument sometimes put forward that we will lose car parking spaces if CPZ is implemented is nonsense. We do not have any parking spaces as they are taken up by commuters so having a CPZ at least provides some. With regards to costs, yes it does seem unfair that we will have to pay to park on our street and pay when visitors or trades people come our houses. However, as they (or I) cannot currently park on the street or anywhere near, then I am glad to pay for this as it solves this problem for me and I cannot think of any other reasonable alternative. I am not quite sure, as stated in the anonymous letter, that we would be vulnerable to fines by independent parking management companies. I thought parking enforcement was controlled by Merton Council? However, I fully intend to buy a permit and a book of temporary permits for visitors so I am not sure how I would be illegally fined. Perhaps this could be made clear by the anonymous letter writer. I think parking is only going to get worse as all the surrounding areas are CPZ. We cannot put our heads in the sand and pretend this isn't happening, therefore it gets my complete support.</p>
<p>RPCCPZ0714115 - RPCCPZ0714117 Resident</p> <p>I am writing with regard to the proposed RPC CPZ.</p> <p>We are in principle in favour of a CPZ in Amity Grove as parking on the street is currently a nightmare for residents without dropped curves (which we do not currently have). However, we do not understand the rationale to keep to only a 1 hour time slot - surely this suits no one - as we residents have to buy a permit, but will still not be able to park anyway near the house for much of the day. Why not bring in a CPZ for the full day as with surrounding streets?</p> <p>Also, we have a number of questions regarding the proposed CPZ, including:</p> <ul style="list-style-type: none"> - How many permits will be issued per house - i.e. will residents with a dropped curve be issued with a second permit? - Once the CPZ comes in, will we be able to apply to drop our curve in the future - whilst we prefer the environmental benefits and privacy of having the front garden, we are aware that this is not an opinion shared by everyone and therefore would still like to have this option available in the future (if for example we wish to sell at some point)? <p>Many thanks for your response.</p>

Cabinet Member response:

Many thanks for these comments.

The 1 hour period of operation was the most favoured by respondents in the non-statutory consultation, so is taken forward on that basis: any change would have to be based on a future consultation.

The number of permits issued depends on the number of car permits purchased. The greater the number of cars, the greater the incremental cost. New CPZ initial application cost does not include (amended) a set-up fee of £25.00. This does not apply to permit renewals.

Permit	Initial application cost for one year	Renewal cost for one year	Initial application cost for 6 months	Renewal cost for 6 months
First residents permit	£65.00 (amended)	£65.00	£32.50 (amended)	£32.50
Second residents permit	£110.00 (amended)	£110.00	£55.00 (amended)	£55.00
Third residents permit	£140.00 (amended)	£140.00	£70.00 (amended)	£70.00

Possession of a dropped kerb does not affect entitlement to permits. Ability to apply to create a crossover remains within a CPZ. However, the decision-making procedure is more protracted and the application more expensive as follows:

Applications for crossovers to be sited within controlled parking zones will be required to meet the criteria outlined in this document. However, if it is necessary to remove an existing on street parking space an amendment to the Traffic Order will be required. This will attract a further fee from the applicant to cover the council's costs in advertising and consulting on the proposal and will also significantly delay the process of approving a crossover application. The council may refuse an application where it is considered that the removal of too many on-street spaces or provision of too many crossovers would lead to insufficient on street space being available. The approval of a crossover would be subject to the outcome of a statutory consultation and therefore cannot be guaranteed. Within a CPZ this would mean that there would have to be a minimum of 1m from the edge of a parking bay to the top of the ramped kerb of the proposed crossover'. I hope this answers your questions.

Coombe Lane

RPZCPZ0714158 – resident.

I attach a petition from residents whose properties lie on the north side of Coombe Lane between property no 184 and its junction with Cambridge Road. There are 31 properties and residents were contactable in 30 of them, ie, 97% of the affected properties. Residents on the south side of Coombe Lane are unaffected because the solid road-side divider to the cycle lane outside their properties means that vehicles cannot park on the road on that side of Coombe Lane. Residents request inclusion within the proposed RPC CPZ (operational Monday to Friday between 11 am and 12pm) and do **not** wish to be excluded from the scheme. This is because residents recognise that implementation of the proposed CPZ including Cambridge Road and Coombe Gardens is highly likely to result in commuter parking being displaced to outside our properties. This happens currently, albeit to a small extent, and poses a hazard for us when driving out from our drives because parked vehicles block clear vision as we attempt to access the busy main road which is also a bus route. We also find that sometimes cars park in such a way that they overhang the dropped kerb leading to our properties so limiting access to the driveway to our properties.

All residents contacted supported the request, ie, 100% of the 97% who were contactable. No contacted resident supported exclusion of our section of Coombe Lane from the proposed RPC CPZ.

We ask that our representations are included in the forthcoming report and brought to the attention of the Cabinet Member for Environmental Sustainability & Regeneration.

<p>Officers comment See section 4.10 of this report.</p>
<p>Conway Road</p>
<p>RPCCPZ0714017 - Resident We would like to register our strong support FOR the proposed RPC CPZ.</p>
<p>RPCCPZ0714025 – Resident We are the residents of Conway Road, SW20 8PA and are in favour of the proposed CPZ for this and surrounding roads. We would be very grateful if you could also consider a slight amendment to a double yellow line that currently exists from Hunter Road around the corner onto Conway Road – (going up Conway rather than down the road – where there is also another double yellow). We would really appreciate if this double yellow line could be extended to opposite our driveway entrance – rather than it be a parking bay as proposed on the plans. Conway Road is narrow. Therefore when a car is parked on the other side of the road to our house, opposite our driveway, it restricts access in and out of our drive. If the double yellow line is extended this would be of huge help. Commuters are also parking directly in front of our house – alongside or on the grass verge which means it is very difficult to enter and exit our drive. If a car is also parked opposite our drive as well, there is barely enough room for cars to pass through the remaining gap and it would certainly not be wide enough for emergency vehicles. It does not leave me room to exit our drive and turn left onto Conway Road. Instead I have to exit right, turn the car at the top of the road before I can go anywhere. I am not a bad driver either – commuters are simply not leaving sufficient room to exit / enter. I would be very grateful if you could consider the above as part of your aim to reduce commuters parking on our road. They are becoming a menace and using the road as a free car park.</p>
<p>RPCCPZ0714031 – Resident Thank you for your letter of 19 June relating to the proposed CPZ for the Raynes Park Central area. We are residents of Conway Road, which is on the corner of Conway Road and Hunter Road. As indicated in our responses to the Merton Council's previous informal consultations, we strongly support the inclusion of both these roads into the proposed Raynes Park Central CPZ, operational Monday to Friday between 11 am and 12 noon (one hour). From our experience of living here since 2007, we have reluctantly concluded that a CPZ is essential to cure the current problem of an excessive number of cars being parked in these roads. And having a one hour period of operation Monday to Friday would have the desired effect of deterring commuters from parking their cars for the whole day in these roads, whilst minimising any inconvenience to residents of these roads who may have visitors or deliveries. It was not clear to us from reading your letter whether you were also seeking our comments in relation to the parking restrictions at junctions. There are currently some double yellow lines painted on the road at the junction of Conway Road and Hunter Road, and at the junction of Hunter Road and Pepys Road. For safety reasons we would strongly support the retention and enforcement of these double yellow lines. And it is not totally clear on the <u>printed</u> map attached to your letter whether double or single yellow lines are proposed along the length of the south western side of Conway Road between the Hunter Road and Devas Road junctions, and between the Devas Road and Montana Road junctions. (The key on the map implies that double yellow lines should be indicated on the map by a set of <i>two thin lines</i>, and that a single yellow line should be indicated by a <i>thin single line</i>. But the printed map shows only a <i>thick single line</i> along the south western side of Conway Road.) Similarly, it is not clear whether single or double yellow lines are proposed for the north side of Hunter Road. However, the present position of allowing vehicles to be parked simultaneously on both sides of Conway Road and Hunter Road should not be allowed to continue. We have experienced several occasions over the last few years when vehicles have been parked on both sides of the roads, leaving insufficient space in the middle for traffic to pass through. It would have been impossible in particular for an emergency vehicle to get through. So we consider it essential for safety reasons that parking should only be permitted on one side of Conway Road and Hunter Road, and we would support the Council in making these <u>double</u> yellow lines. Reference to the CPZ map on the Merton web-site seems to confirm that <u>double</u> yellow lines are proposed, and we hope that this is indeed the case.</p>
<p>RPCCPZ0714063 – Resident I am writing to confirm that I absolutely agree that Conway Road and Devas Road should have parking restrictions of <u>one hour</u> per day Mon-Friday. The situation is horrendous at present. My house is on the corner of Conway and Devas Roads. My driveway exits into Devas, but very often I am trapped by a car often parking halfway across my exit, making it necessary for me to report it to the Police – <u>or</u>, attempting a difficult and <u>dangerous</u> exit, as I cannot see what is coming from that direction. Is there any way you can mark the road (Devas) so that a correct gap is left for me to exit?</p>
<p>RPCCPZ0714111 – Resident Many thanks for your recent communications regarding the CPZ for RPC. We are residents in Conway Road and fully support the introduction of the proposed 1 hour CPZ parking restrictions in our road. We believe that this measure will be enough to deter commuters from parking in Conway road and causing obstruction when they leave their cars there all day. Can you also please be advised that the building works are now complete on our home. Both of our crossovers are operational and required for use at our property. Both crossovers have been there for many years and your drawings continue to show one being in operational. Please reinstate both of them on all future drawings to save confusion. Many thanks for your continued work</p>

CONFIRM No

Thank you for your communication regarding the proposed Cambridge Road area CPZ. We live in Conway Road. We have previously been in touch with the department by phone highlighting the parking issues which started when Montana Road and others became controlled areas. Our main concern is access (and with it, safety, should emergency access be required). Double parking means that, at times, the lower (Montana) end of Conway is inaccessible. Hunter Road also seems to suffer badly - possibly it is narrower? As a result many Conway residents now use Devas as their entry point and there is a certain amount of manoeuvring by non local vehicles who find their access blocked. The other issue is, of course, lack of available parking. With our car taking up the one space we have on our drive, it can be difficult for our visitors to park. Commuters and local workers now use Conway to park. Builders frequently park their own cars here - and are then all picked up in one van to go to work. Sometimes a vehicle will remain unmoved for a few weeks. Often a vehicle will park up on the grass verge. Occasionally, given that there is nowhere else to park, a vehicle will "chance it" and park across our drive. Unsurprisingly, as a result we are strongly in favour of controls. We would prefer all day control, particularly since many surrounding roads do / will benefit from this. However as the majority view in the informal consultation seemed to be for one hour we will support that too. We also support the double yellow lines. Please do contact us if you wish to discuss further.

Worple Road

RPCCPZ0714030 – Resident

I am writing to comment on the proposed parking arrangements detailed under Reference ES/DB/ZONE RPC CPZ, dated 19 June 2014, Cambridge Road Area. I am writing in my capacity as owner of a Flat in Pepys Court, Worple Road (between Lambton Road to Pepys Road), where I live. As there is already a serious shortage of parking locally for residents, but especially for the occupants of Pepys Court, I fully support the recommendation to proceed with a statutory consultation to include Lambton and Worple Road (Lambton Road to Pepys Road) as an extension to the existing RPN Controlled Parking Zone (CPZ). Currently, I am not eligible to buy a parking permit in this zone (or any other zone!) However, as this statutory consultation has not yet happened, I must object to the current ES/DB/ZONE RPC CPZ, as I currently park my car on Pepys Road, on which there is currently no parking restrictions.

Hunter Road

RPCCPZ0714055 – Resident

We are writing in favour of the proposed parking restrictions being introduced for Hunter Road SW20. At present it is not possible to park your car outside your house after 7:30 am as commuters to Raynes Park station have taken any available space. This carries on throughout the workday till around 5:30pm. Secondly, a number of commuters often park on both sides of Hunter Road. Hunter road is not wide enough for double parking. This makes it impossible for emergency vehicles to access the street or for refuse/recycling vehicles as well. We therefore strongly approve of the plan to introduce the restrictions.

RPCCPZ0714055 – Resident

I regret that I cannot attend this evening's meeting to discuss traffic arrangements in Hunter Road, and instead, I will share my thoughts. First, I confirm that I am in favour of some sort of controlled parking in Hunter Road because, with the latest extensions of CPZ 's in Raynes Park, Hunter Road is being engulfed by what I assume is a tide of week-day commuters. However, I am not happy about a recent proposal to introduce double yellow lines to complement 3-4 designated parking areas. This would be too restrictive. Nevertheless, I recognise that there is a parking problem in Hunter Road even without a daily influx of commuters, as a consequence of the narrow road width – less than that in Devas and Montana. At times (and worse lately) there is careless/inconsiderate staggered double-parking and this impedes access by public service vehicles and emergency services. I can think of two possible solutions. First, restrict on-street parking to one side of the road or the other at all times - and this could alternate according to odd/even dates. Second, forgo the bucolic luxury of grass verges and allow parking on footpaths as in Cannon Hill Lane.

Coombe Gardens

RPCCPZ0714106 – Resident

My wife and I are writing in response to the consultation paper date 19th June from Merton Traffic and Highway Services. We confirm that we are in favour of a scheme in Coombe Gardens provided that a scheme is adopted in the adjacent part of Cambridge Road. We would, however, like to point out that there has been no response to our earlier concerns regarding the safety of the scheme proposed in Coombe Gardens. We were previously advised that safety on entry/exit from the road would be addressed. There is a double cycle path at the junction and reduced visibility and congestion caused by double parking right up to the junction with Coombe Lane, which includes the parking of high sided vans. During discussion at the open day at Raynes Park library there was agreement from council officers that the road safety aspects would be addressed but there is no evidence that this has been done. We know that a number of neighbours share the concern about safety and would like to see double yellow lines for a safe distance from the junction. The plan as issued compounds the risks by placing bays right up to the junction. We also note that there are only limited restrictions in Coombe Lane proposed around the junction to prevent parking. This appears to be another safety anomaly. We request that more thought and consultation takes place before any scheme is introduced to safeguard the health and safety of residents, visitors, and cyclists and request a response

confirming that this will be done. With regard to the absence of a resident's bay outside our house (no. 9), we have given this a lot of thought and have decided that, provided that the restriction imposed by the yellow line is only for one hour, we are content with this arrangement. Note it is probable that, if the scheme is introduced, we will change the parking arrangements on our property.

Comments	Appendix 3
Application for inclusion	
Melbury Gardens	
RPCCPZ0714001 - resident	
With regards to the proposals for CPZ in Cambridge Road SW20, I live at 1 Melbury Gardens and already the parking around here is a nightmare with commuters and I dread what it would be like. I would be happy to opt in to the plans and have them implemented on Melbury gardens as well. I would have no issues paying for a permit if it meant improving the parking around here	
RPCCPZ0714019 - Resident	
Following on from my previous correspondence concerning the ramifications of the proposed Cambridge Road CPZ. I have just received, via a friend, the letter and map detailing the consultation results. In this letter you state that residents in roads not currently included in the CPZ can opt into the scheme at this stage. Will residents in these roads be informed of this opportunity. It is difficult to see how they can make their views known without formal notification of the process open to them.	
RPCCPZ0714028	
I am writing to you in response to your recent proposal to extend the Raynes Park CPZ to include roads to the south of Cottenham Park. As a resident on Melbury Gardens (opposite the west entrance) parking is already tricky during periods of high park usage. This is something we have already noticed is becoming more of an issue with the take up of tennis lessons on the Cottenham Park courts. I believe from the friends of Cottenham Park association that there are council proposals in place to commercialise the tennis courts including a coffee shop. This will further increase the parking congestion on Melbury gardens. Should the CPZ be extended to include the roads to the south of the park I feel the commuters and park visitors will be driven onto Melbury Gardens as they seek the closest 'free' parking. Whilst I appreciate the park is a borough asset I feel that primarily it is for the local residents. As such anyone having to drive to the park should contribute to its upkeep. I would like to see the council introduce full residents parking on the areas of Melbury gardens where houses abut the road. Where the park abuts the road (ie the length of kerbside adjacent to the park) metered parking introduced Mon-Sat on the park side only. Much of the housing on Melbury Gardens is either 1/4 houses where 4 household occupy a property with 10m of kerbside parking (ie 4 cars to park in 10m) or the houses have been converted to semi detached where often each household has 2cars meaning again 4 cars parking on 10m of kerbside. This needs to be understood when looking to change the already finely balanced parking situation. As a relatively new resident on Melbury Gardens I would also like to point out that one of the attractions of buying the house was the fact that parking for visitors would not be an issue. I would like the council to be considerate of this should Melbury Gardens have residents parking with visitor / trade permits reasonably priced and readily available.	
RPCCPZ0714052 - Resident	
I would like to vote that Melbury Gardens be included in the proposed RPC CPZ operational Monday to Friday between 11am and 12pm (1 hour)	
RPCCPZ0714064 - Resident	
In response to your letter dated 28 th June 2014, I agree with you that Melbury Gdns should be included in the CPZ area. P.S. Would this also include the Council car parks at the back of our end of the roads?	
RPCCPZ0714065 - Resident	
I am writing to ask that my road be included in the Controlled Parking Zone area ES/DB/Zone RPC CPZ (Cambridge Rd).	
RPCCPZ0714078 - Resident	
If and when a CPZ is introduced in Cambridge Road the knock on effect to Melbury Gardens will be huge so I would like you to record my vote to opt in to the scheme which will include Melbury Gardens, with the same operational hours i.e. Monday - Friday between 11am and 12noon (1 hour).	
RPCCPZ0714114 - Resident	
As a resident of Melbury Gardens if Cambridge Road and Durham Road are to become controlled parking areas, then I would strongly like Melbury Gardens to become part of this controlled area too. This is because of the inevitable parking problems that will happen when commuters and local workers use our street to park.	

<p>RPCCPZ0714119 - Resident</p> <p>As a resident of Melbury Gardens, SW20 I have reluctantly come to the conclusion that we need to be included in the control parking zone proposals for our area. Parking in our road has become worse and worse over the last year and so I would like you to include my name on the 'yes' list. My husband, Edward Hickman remains vehemently opposed.</p>
<p>RPCCPZ0714131 - Resident</p> <p>Request / petition to opt into the scheme for Melbury Gardens no's 1- 25 and 10 – 20. Commencing at the junction of Durham Road up to the start of the park (park gate). 18 houses included in this section. See attached petition, 12 houses in favour to opt in, 11 signatures gained, 2 families away, one in favour, no 5 and no 20 not known at this stage, No. 16 is rented and has only just moved in so not asked and 4 houses object.</p> <p>We feel strongly that this part of Melbury Gardens be looked at as a separate request, as there is a natural divide in the road of the park. We feel we will be the front line as the knock on effect of hundreds of displaced commuter, business and other residents' vehicles will be immense, all competing for a place to park just outside the controlled zone. I am aware that other roads in the borough have been divided in this way for parking restrictions. I am unaware of the views of the other residents of Melbury Gardens beyond the park all the way to Oakwood Road but obviously would be happy if you have received request's from them also to opt in. However if commuters fill the whole of Melbury Gardens, which will happen, this will restrict access to the children's nursery and after school clubs in the pavilion at the north end of Melbury Gardens. The park attracts hundred's of visitors particularly children everyday and with cars parked nose to tail down the whole road as will happen we are also concerned that the children will be unable to cross safely. Melbury Gardens currently is an attractive safe road; if cars flood into the area, which has already started, we will become the car park for the whole of Raynes Park. We the undersigned request that we are included in the CPZ ref. above. We strongly feel we will suffer displacement caused by those residents in the proposed CPZ who may not choose to pay for a permit, by commuters and people working in local businesses.</p>
<p>RPCCPZ0714136 – Resident</p> <p>We have been very happy with the detail and clarity of the plans to introduce controlled parking in Raynes Park and with the comprehensive process of consultation. We live in 9 Melbury Gardens and are at present outside the proposed controlled zone. We should like to state that we would prefer to be within the controlled zone, now that it is clear that it would extend to the Durham Road end of Melbury Gardens and include most of the other surrounding roads. We also suspect that many of our neighbours have underestimated its impact and will wish to have controlled parking once the proposals have been implemented! If controlled parking is not extended to the whole of Melbury Gardens, we feel that the Council should consider its introduction between Durham Road and Cottenham Park where the residents will be most significantly affected by the current proposals. Thank you for your consideration</p>
<p>RPCCPZ0714132 - Resident</p> <p>I would like you to consider Melbury Gardens for a CPZ on the grounds that once they are put in other nearby roads our road will be inundated with parked cars whose owners are not resident in Melbury Gardens. I understand this happens as a large number of residents do not wish to pay for a CPZ in their road and move elsewhere. The timing should be the same as for other surrounding roads i.e. between 11am and 12pm (1 hour).</p>
<p>RPCCPZ0714135 - resident</p> <p>I refer to the letter and map dated 19 June 2014 in respect of the "Proposed Controlled Parking Zone - Raynes Park Central - Cambridge Road Area". As a long term resident of Melbury Gardens I am sad to see the gradual encroachment of parking controls but accept that they are now needed as more households own more than one car and more commuters drive to the area to use Raynes Park station. Given the majority view of residents in the roads now to be included in the statutory consultation and the very likely displacement of parking to Melbury Gardens I wish Melbury Gardens to be included in the proposed RPC CPZ, operational Monday to Friday between 11am and 12pm (1 hour).</p>
<p>RPCCPZ0714152 - resident</p> <p>If and when a CPZ is introduced in Cambridge Road the knock on effect to Melbury Gardens will be huge so I would like you to record my vote to opt in to the scheme which will include Melbury Gardens, with the same operational hours i.e. Monday - Friday between 11am and 12noon (1 hour).</p>
<p>RPCCPZ0714153 - resident</p> <p>Having now received the necessary documentation, I have replied to traffic and highways as below. The results of the consultation only serve to re-iterate what I said in my email to you on 27th January. Possibly some hundreds of cars competing for parking spots; calamitous for the residents living in the tiny handful of roads currently outside the proposed scheme. I would like to vote that Melbury Gardens be included in the proposed RPC CPZ operational Monday to Friday between 11am and 12pm (1 hour) I do hope all roads currently close to, but outside of the zone can be included.</p>
<p>Request / petition to opt into the scheme for Melbury Gardens no's 125 and 10 - 20. Commencing at the</p>

junction of Durham Road up to the start of the park (park gate). 18 houses included in this section. See attached petition, 12 houses in favour to opt in, 11 signatures gained, 2 families away, one in favour, no 5 and no 20 not known at this stage, No. 16 is rented and has only just moved in so not asked and 4 houses object. We feel strongly that this part of Melbury Gardens be looked at as a separate request, as there is a natural divide in the road of the park. We feel we will be the front line as the knock on effect of hundreds of displaced commuter, business and other residents' vehicles will be immense, all competing for a place to park just outside the controlled zone. I am aware that other roads in the borough have been divided in this way for parking restrictions. I am unaware of the views of the other residents of Melbury Gardens beyond the park all the way to Oakwood Road but obviously would be happy if you have received request's from them also to opt in. However if commuters fill the whole of Melbury Gardens, which will happen, this will restrict access to the children's nursery and after school clubs in the pavilion at the north end of Melbury Gardens. The park attracts hundred's of visitors particularly children everyday and with cars parked nose to tail down the whole road as will happen we are also concerned that the children will be unable to cross safely. Melbury Gardens currently is an attractive safe road; if cars flood into the area, which has already started, we will become the car park for the whole of Raynes Park.

To include part of Laurel Road

RPCCPZ0714024 - resident

I am writing to you following the mail drop I received regarding the outcome of the informal consultation for the CPZ in the Cambridge Road area. I live in Cambridge Road and as per the instructions in the update issued on the 19 June 2014, I wanted to make my feelings about the CPZ known. I have no objections to the implementation of a CPZ in the area, however I do have serious concerns about how this will affect people in properties such as myself who have a Cambridge Road address but find that their front door is on a different street - in my case Laurel Road. As stated in the update, if the CPZ on Cambridge Road is implemented, traffic will inevitably be pushed on to the surrounding roads that are not part of the zone. I understand that the residents of Laurel Road did not vote in favour of a CPZ on their street, however, I would like to ask that the CPZ be extended not to cover the whole of Laurel Road, but instead to include the space outside of the Cambridge Road properties who have their front doors on Laurel Road. My reasons for this are as follows:

1. It is already difficult to park on Laurel Road and the CPZ is going to make this worse.
2. The problem is likely to be made much worse for the Cambridge Road properties that have their entrance on Laurel Road in particular as the space outside of these properties will be the first available 'free' space for those without permits to park their car.
3. I understand that as a Cambridge Road resident I will be able to obtain a parking permit and park on Cambridge Road if I have trouble parking near my house entrance on Laurel Road, however I don't understand why I should have to do so when it will inconvenience me greatly if I have children or shopping in my car when all other residents of Cambridge Road will benefit from the introduction of the CPZ.
4. I have particular concerns about the large number of white vans that are parked outside of the allotments on Cambridge Road and where they will go when the CPZ is introduced. It seems most likely to me that they will park at the top of Laurel Road and Oakwood Road. These roads are narrow as it is and it is difficult to turn in to the road with confidence when vans are parked there and I fear that a large number of large vans parked there is going to cause accidents.
5. Moreover, these vans that are currently parked in front of the allotments are often left unattended for long periods. If a driver of one of these vans is parked outside of my house for an extended period of time it will make it very difficult for me as a resident to park outside of my house. An example of this is the large white van with the flat tyre that has been parked, unmoved, at the top of Oakwood Road for months now. I am not asking for the CPZ to be extended to cover the whole of Laurel Road, I ask only that it is extended to cover the top of the road where Cambridge Road residents have their front doors (and in some cases only access) to their homes. I believe that should the CPZ go ahead that residents of Laurel Road will be quick to realise that they too wish to be included in the CPZ because the road is already very busy with vehicles and the nature of the houses on the road mean there is very little off street parking. I feel that motorists could be dissuaded from parking on Laurel Road if the CPZ was extended to include the top part of the street outside of the Cambridge Road properties as requested in this email.

Parking is already very difficult for me and I can see that it is only going to get worse if the CPZ is introduced. I again re-state my request that the boundary of the CPZ is therefore extended to cover the road outside of the Cambridge Road properties (84A, 84B and 86 A-E) whose front doors are through no fault of their own, found on Laurel Road. I believe that not doing this will make it almost impossible for residents in these properties to be able to park a fair distance from their homes. This would also likely devalue the property price of these homes in comparison to other Cambridge Road properties which would also be grossly unfair. Hopefully I have made my point clearly in this email, however as it is tricky to do so without a map, I would be more than happy to clarify myself if needs be. Thank you for your time and attention. I trust that my concerns will be taken in to account during the next phase of the consultation. I would ask that you please keep me informed of any and all developments in this matter.

Coombe Lane

Section 1.01

RPCCPZ0714047 - resident

Following the recent CPZ consultation and decision of Cambridge Road and other nearby roads to be included in the scheme I would like to ask for Melbury Gardens to be included in the scheme. I am not a fan of Residents Parking but I believe Melbury Gardens will be severely impacted by the implementation of nearby schemes. Melbury Gardens is a fairly narrow road and currently at either end of the road where vehicles are parked on both sides only one car can pass along the road. When the displaced cars from Cambridge road are parked in Melbury the entire road will quickly become gridlocked. In addition to this there will be no room for people coming to play sport or use the swings etc to park their cars thus deterring use of the park

Cottenham Park Road

RPCCPZ0714056 – Resident

I would like to suggest that the road Cottenham Park Road which exits to Coombe Lane to be included in the consultation to introduce the 1 hour CPZ, as I don't see it being included. I have noticed that there are commuters who have parked along this road as it is near a bus stop for number 57. If the road like Cambridge Road were to be in the CPZ, the cars that are parked there would be shifted to this road, which would cause a nightmare scenario as there is also the St Matthews school at the end of this road where parents already come in for drop off and pick up in the morning and afternoon.

Officer Comment

There will have to be further representations from the residents of Cottenham Park Road for the council to consider a further consultation in this road.

RPCCPZ0714143 - Resident

Thank you for the information relating to the proposed CPZ in the Cambridge Road Area. We live in Cottenham Park Road, SW20 and write to ask that you include Cottenham Park Road (from Christ Church to the corner of Oakwood Road) in the new CPZ area operational Monday to Friday between 11am and 12pm (1 hour). We realise that the majority voted against the CPZ in the recent consultation, but as we live near the junction of Durham Road we did vote for the one hour restriction in the consultation as parking in this section of the road is already difficult. We already have commuter cars parked outside and opposite our house every day so once the CPZ comes into operation, we shall have even more commuter cars parking in this section of Cottenham Park Road as it is so close to the bus stop, as well as potentially residents of Durham Road who may not wish to purchase a permit. Any visitors coming to our house usually have to park further down Cottenham Park Road or in Cottenham Drive as the spaces near us are taken for the whole day. The road is now a mass of cars and it is becoming more difficult and potentially dangerous coming out of driveways as visibility is obscured by the parked cars. The 200 bus also has problems sometimes manoeuvring around cars and especially has problems on a Monday when the dustcart has nowhere to pull in to let the bus pass!

Having lived in this area for over 20 years, we have seen a huge increase in the number of people who drive here so they can park their car for free and then commute into London. Due to the CPZ areas widening out of central London and now operating closer to the centre of Raynes Park, we must ask you to consider including Cottenham Park Road in the one hour CPZ to help the residents keep this road free of commuter cars.

Officer Comment

There will have to be further representations from the residents of Cottenham Park Road for the council to consider a further consultation in this road.

Lambton Road

RPCCPZ0714100 - Resident

We live in Lambton Road, London, SW20. We have lived here for 12 years and watched the parking problems increase dramatically since the introduction of the CPZ in Pendarves and adjoining roads. We are very keen to have Lambton Road included in the CPZ because if it is not then the displacement of cars from the extended CPZ will exacerbate an already nightmare position. We have a parking problem every day. From 6.30am Monday through to Friday commuters park either side of our crossover at the top of Lambton Road making access to our off street parking very difficult and sometimes making exiting/access impossible. These cars are rarely moved before 7pm each day, are often left overnight and sometimes for longer. Often we are forced to look for parking on Cambridge Road and Pepys Road which is virtually impossible due to the commuters having parked there already. This problem has been much worse since the introduction of the CPZ in Pendarves Road and adjoining roads because we are the first non-controlled parking closest to the station.

We would point out that Lambton Road north of Pendarves suffers in a different way to Lambton Road running south of Pendarves because on the south section there are very few parking spaces as the cross overs virtually join up. However, at the top of Lambton Road there is a stretch with spaces. The traffic on Lambton Road includes-

A The commuters (mentioned above); plus

B The displaced traffic which is those with second cars who park their first car over a cross over on Lambton Road and those with second cars in the CPZ roads who do not want to pay for a second permit.

We already have significant parking problems and these will be made even worse by the additional displacement caused by an extended CPZ, i.e. if and when Cambridge Road and Pepys Road are included in the CPZ. Please include Lambton Road in the CPZ from Monday to Friday.

RPCCPZ0714116 - Resident

Given the implementation of CPZs around Lambton road I would be supportive of a 1 hour zone in Lambton road (allowing parking on crossovers) instead of no zone I previously supported.

RPCCPZ0714139 - Resident

With reference to your communication dated 19 June 2014. As residents of Lambton Road, please accept this email as confirmation that we VOTE FOR (fully approve) the inclusion of Lambton Road within the RPC CPZ (Cambridge Road Area) - operational from 11am to 12noon, Monday to Friday. As a footnote, it is inconceivable that Lambton Road to be the ONLY road excluded in the CPZs in the surrounding area, particularly because of our close proximity to the village shops, the busy commuter station and heavy Hollymount School traffic. We would be grateful for an email confirmation of receipt of our vote in FAVOUR of the proposed CPZ (RPC

RPCCPZ0714141 - Resident

I am writing regarding the current consultation for CPZ in Cambridge Road, Raynes Park and surrounding areas. I am in support of these proposals due to the continuing parking difficulties being experienced however I am **not** in support of Lambton Road being omitted from the scheme. I appreciate that this recommendation was based on what the majority of Lambton Road respondents want, however, if the other recommendations are implemented, this would leave Lambton Road as the only road in the immediate vicinity of Raynes Park town centre that has no parking restrictions. I consider this will put further pressure on the parking problems that we currently experience and make the situation worse but more importantly even more dangerous to other road users and pedestrians. I live at the top of Lambton Road near the junction with Cambridge Road. While I have a driveway which I use for parking, it has continually become harder and harder over the years to use this facility due to inconsiderate parking. This is due to commuters and those attending Hollymount School, regularly obstructing my driveway. It has become very dangerous trying to enter and exit my driveway due to obstructed vision as a result of these poorly parked cars and I am continually worried about pedestrians and in particular, young children being injured. I have had a borough engineer, Mr Atie, attend my property and observe my particular parking problems and he was in agreement with my assessment of the problems, as were previous Raynes Park ward councillors. Merton's enforcement officers are also frequently attending my property and regularly issue tickets to cars for obstruction. The community support officers have also been very helpful in the past and if I physically cannot exit my property will arrange removal. But these actions are just reactive and do not address the chronic problem i.e. safe vehicular access and egress to my property. Furthermore I do not believe my situation is unique and that other residents also face these difficulties. I completely respect that Merton has fulfilled it's obligations with the CPZ consultation and that those Lambton Road residents who responded to the initial consultation have stated that they do not wish to have parking controls. I equally cannot make my fellow residents change this decision. However I believe that it should be noted that in my opinion some residents at the Worple Road end of Lambton Road are not faced daily with safety hazards as their crossways appear to merge into one, thereby reducing the likelihood of people parking. In Lambton Road there appears to be a considerable disparity in relation to crossover sizes. While at the location of my property there are small amounts of raised curb between my crossway and my neighbours, which are not large enough for a parked car and which, if CPZ controls had been introduced into Lambton Road, would not have been designated as parking areas and would have had parking restriction measures in place thereby reducing the current hazard. I have no issue with anyone considerably parking in Lambton Road but due to the increased pressure on the infrastructure in Raynes Park over the years and the increase in size of Hollymount School, this has resulted in a serious parking problem which has led to a very dangerous situation every time I access or exit my driveway. More importantly I am very concerned that it is only a matter of time before someone gets hurt, particularly due to my close proximity to the Hollymount School and the large amount of children traffic near my property. If the current CPZ recommendations are implemented excluding Lambton Road, then it is only going to impact upon the already intolerable situation.

I would be grateful if further consideration can be given to including Lambton Road into the current proposed CPZ scheme on the grounds of safety.

RPCCPZ0714144 – Resident

As a reply to the circular (reference ES/DB/ZONE RPC CPZ) that has been sent to our home in Lambton Road, Raynes Park, London; We concur with our neighbours also residents on Lambton Road that the totality of Lambton Road in Raynes Park should be included into the Controlled Parking Zone (CPZ) scheme. Lambton Road, SW20 0LP ought to be in the restrictions from 8:30 am and 6:30pm Monday to Friday. We only recently purchased our home on Lambton Road in May 2014 and have been on business trips, hence the reason for our late reply. Further we also do believe that the statement from the // family is right, in the sense

that the majority of Lambton road inhabitants are for the inclusion of the totality of Lambton Road into the CPZ, especially in the light of the parking displacements from other roads that will be included in the current proposed CPZ into Lambton Road as the latter is excluded from the proposed CPZ. As per this e-mail we can only highlight again that the majority of the people living in Lambton Road as for the street being included in the proposed CPZ, and for instance in. Our case this would have impacted our final decision to live in Raynes Park or the Merton Council if we had know this. Besides the circular does not state the percentages of people from Lambton Road that would have voted for/against or abstained for the road being excluded from the proposed CPZ leading me to conclude that there have not been enough replies to warrant it to be a true reflection of the Lambton Road's inhabitants true opinions. Thank you very much for your time and consideration. Do let us know when Lambton Road will be included in the proposed CPZ as per the circular.

Representations Against	Appendix 3
Cambridge Road	
<p>RPCCPZ0714002 - Resident</p> <p>We, my wife and I, object to the proposed CPZ in Cambridge Road on the grounds that we have no other place to park. In this area we already pay an additional amount in council tax for Wimbledon Common's maintenance and to have to fork out more for parking is unwanted. Our nanny also has to park in the street. How many permits would a household have access to? We are aware that commuters use this area to park during the day but it is not as bad as some would make it out to be.</p> <p>Officers Comments:</p> <p>There is no cap on permits per household. Previous consultations have indicated that residents of Cambridge Rd feel there is a parking issue in this road. No revenue from council tax is collected for Parking Services. CPZ's must be self-funding, any surplus is ring fenced for transport related issues. An annual visitor parking permit is a single permit that can be used by any visitor or tradesman. It is limited to one per household and is only available on an annual basis. The current cost is £140.00 per year. An additional set-up fee of £25.00 is also payable by new residents.</p>	
<p>RPCCPZ0714026 - Resident</p> <p>Thank you for returning my call the other evening. I read with some surprise that consultation had already taken place in September 2013. As a strong objector (on record) over two years ago when the first proposal was made, and received the Councils assurance that Conway Rd among others would NOT be included, I wonder why now I was not included in last years earlier consultation ? In short I do not see the requirement for a CPZ in any of the surrounding roads, and see this as a purely revenue generating exercise by the Council. THEREFORE I AM OBJECTING TO THE PROPOSAL FOR A CPZ IN THIS AREA. That said, some 15 years ago it fell to me to buy and restore to its original condition a JS Brocklesby Cottage. This building is Cote Cottage and lies at the end of Conway Road which is in fact a cul de sac. The Cottage enjoys a Grade II listing by English Heritage, which I think is itself fairly rare in the Borough. We do open the Cottage to the public (selected interest groups) from time to time, so in the future visitor parking, if this CPZ went ahead could be a real issue, especially for the elderly. Also an issue would be the ugly painting of double yellow lines at the end of the road in front of a restored period gate ---pls see attached pictures. In my previous telephone contact with Paul Atie (?) a couple of years ago I also requested a sign to advise drivers that the road was a cul de sac. He suggested this could be painted on the actual road which I rather think is overkill----a simple upright sign would suffice. SO PLEASE NO DOUBLE YELLOW LINES AT THE END OF CONWAY ROAD. Thank you for your interest and I look forward to your confirmation of receipt in due course.</p> <p>Officer Comments</p> <p>CPZ's are only considered after receiving a petition from residents Residents of Cambridge Rd demonstrated support during the informal Consultation. Waiting restrictions, (yellow lines), are normally introduced at Cul De Sac to facilitate vehicles to turn around.</p>	
Lambton Road	
<p>RPCCPZ0714142 - Resident</p> <p>We would be opposed to any further vote re Lambton Road prior to the adjacent Cambridge Rd CPZ having been in operation for at least 6 months. Further, in the event of a CPZ being imposed in Lambton Rd, we are strongly of the view that it should be for 1 hour rather than a full day control. We still await a substantive reply to our e-mail of 29 June 14, to which we received an acknowledgement with the intent of replying within 15 working days.</p> <p>Officer Comments</p>	

Currently there are no further plans to re-consult this road. However, the Council will reconsider upon receiving a petition from the residents
Durrington Park Road
RPCCPZ0714116 - Resident <p>We are writing to object to the proposal to introduce a controlled parking zone in Durrington Park Road. My wife and I have several cogent objections to this proposal. First, there is currently no problem whatsoever with respect to parking on this road. Indeed, there are typically no more than two or three cars belonging to neighbours parked there. Thus, it is totally unnecessary to change the situation in any way. Second, we are very concerned that charging motorists to park close to us will mean there will be marked increase in unauthorised parking on Durrington Avenue, which is a private street. That would be very detrimental to us. Third, at present we do not pay anything for parking or for our friends to park close to our house. We understandably have no desire whatsoever to incur costs (likely to escalate over time) for an amenity we have enjoyed for almost 30 years free of cost!!!</p> <p>Officer comment:</p> <p>Residents of Durrington park Rd were in favour of the proposal during the informal Consultation. The council has no jurisdiction over the parking controls in Durrington Ave as this is a private road.</p>
RPCCPZ0714154 – Resident <p>With respect to proposed CPZ on Durrington Park Road it is not practical to switch the parking bays to alternate between the two sides of what is a narrow road. Proposed permit holder bays are shown outside the side entrance of no.126 Pepys Road which is on Durrington Park Road, then across the road and outside numbers 1 & 3 Durrington Park Road then back across the road outside nos 8, 10 and 12 Durrington Park Road. Currently local residents and visitors ensure that they park their vehicles on the same side of the road, the south side. This is so the London Borough of Merton refuse collectors, tradesmen and importantly emergency service vehicles can access properties at the top of the road. There have been a few occasions where this has not been possible because people have parked in the format you propose. Your proposal also makes it difficult for people to reverse safely from their driveways. For example the impact your proposed parking bay outside numbers 1 & 3 has on anybody reversing out of the driveway of no. 2. You should ask your own drivers how difficult it is to pass parked vehicles on opposite sides of the road. They have to zig zag down the road and I have witnessed vans breaking off car wing mirrors. I attach photographs to show how the parking works currently. It does not make any practical sense to change it as you propose. Please amend your proposals so that all parking bays are on the same side of the road (the south side as it is currently). It will not affect the number of bays available, but will enable vehicles to pass safely up and down the road.</p> <p>Officer Comment</p> <p>These bays are proposed to maximise parking spaces in the road and to reduce traffic speed.</p>
Pepys Road
RPCCPZ0714003 - Resident <p>Having recently moved into Pepys Road I was not aware of the initial consultation to introduce a controlled parking zone in the street. Since moving into the area I have seen no evidence of a parking issue and I am therefore unsure of the problem the proposed measures are planned to solve. I am also concerned that the map detailing the proposed plans suggests that a pay and display shared bay (whatever that is) will be created in front of our property. The current parking situation means that our guests can park in or across our drive and we don't have to worry about access. I would appreciate it if you could clarify the intended plans for the street immediately in front of our property - I can't imagine that paid parking would be allowed in front of a driveway where access is required at all hours of the day as the map implies. Even if this is not the case I would like to be clear that I object to the proposals for a CPZ as I cannot see that</p> <p>Officers Comments:</p> <p>No driveway will have a parking bay in front of it. Crossovers are indicated by a blue cross on the consultation map. Due to the scale of the map there has been an issue with residents thinking there will be a parking bay introduced, this is not the case.</p>
RPCCPZ0714014 - Resident <p>This is in response to the formal consultation on the proposed CPZ in the Cambridge Road area. We live in Pepys Road and provided our comments in support of a CPZ in our road as part of the earlier informal consultation. We are pleased that the introduction of a CPZ in our road is now a possibility as we are blighted by inconsiderate parking on either side of, and indeed overlapping, our crossover. The white line that we paid to have painted is generally ignored by the majority and we would have preferred the controlled hours to be extended to the full day, 8.30 am to 6.30 pm, since we suffer at all times of the day and indeed evening. Although the scheme will discourage commuter parking, there are still plenty of selfish people who are happy to park their cars for several hours at other times of the day or night overlapping our crossover. The proposed</p>

solution therefore still leaves us having to put up with inconsiderate parking for the remaining 23 hours each day. Moreover, whilst we sincerely hope that the provision of a single yellow line at our end of Pepys Road and the marking of parking bays further up the road will discourage parking across our driveway during the proposed controlled hour, will the council have the resources to police the system? Our fear is that parkers will take a chance that no-one will enforce the restrictions, whereas they may think twice if the restrictions applied for a greater length of time. In summary, we welcome the introduction of the CPZ but are concerned that the proposed hours are insufficient to address our particular concerns.
be made for suitable and convenient places for visitors, callers, trades people etc to park.

Officers Comments:

It is an offence to park across a drive way without the owner's consent and in the event of contravention parking services can be called. The proposed hours of operation for the zone is in line with the majority support during the informal consultation

RPCCPZ0714022 - Resident

I am a house owner in Pepys Road and am responding to the Proposed Controlled Parking Zone.

I am opposed to the proposal and would like you to register my opposition and hope that Pepys Road remains outside this zone. I believe the proposal is flawed as it prevents householders parking outside their own house. I would support the proposal with one obvious amendment. If the scheme remained as set out but OMITTED THE YELLOW LINE OUTSIDE HOUSES WITH CROSSOVERS it would be acceptable. This would prevent the movement of cars to other peripheral roads and would accommodate owners cars outside their own property. Surely it is not unreasonable to permit properly owners to park outside their own house.

Officer Comment:

No driveway will have a parking bay in front of it. Crossovers are indicated by a blue cross on the consultation map. Due to the scale of the map there has been an issue with residents thinking there will be a parking bay introduced, this is not the case. Residents will not be able to park across their drives during the hour of operation, (1100 to Noon), but will be able to park outside this hour. During the hour of operation, there has to be a restriction covering all road space within the CPZ. These restrictions are in the form of waiting restrictions, (yellow lines), or parking bays

RPCCPZ0714051 - Resident

I would like to write my objection to the proposals for the above specifically in reference to Durham road. I have an issue with the existing parking bays outside the businesses that no designation has been indicated on the plan. Surely these should be in blue to allow residents at the lower end of Durham road to have an even spread of available car parking spaces. I look forward to hearing from your department in due course.

Officers Comments:

The bays that have no designation are being consulted on under a separate scheme. This consultation will take place when the decision on RPC is finalised.

RPCCPZ0714118 - Resident

As a resident within the scope of proposed one hour CPZ, I wish to express my objections to this potential development. The scheme plans to include my driveway as part of pay and display shared bay. I already have a white line over driveway and cannot see any purpose for including my driveway as a shared bay particularly when my car is garaged in the drive. By having a shared bay this means that potentially other car users could park across my driveway when I am out driving my car. Currently with no restrictions on the kerb those looking to park their car can do so. With a permit system in effect, they are more likely to park on empty driveways. In fact it makes little sense in undertaking the scheme for the whole left hand side of Pepys Road from the corner of Worple Road to Rosevine Road where the majority of houses from numbers 23 to 75 have their own driveways. In fact if one goes further up Pepys Road on the left side beyond Rosevine Road to Cambridge Road the majority of the houses have their own driveways and very little would be gained in introducing permit holder bays. Similarly I fail to see any rationale for putting a yellow line across the driveways. I have spoken with my immediate neighbours who have already voiced their objections to the proposed scheme so I trust that my objections will be added and taken into account.

Officer Comment:

No driveway will have a parking bay in front of it. Crossovers are indicated by a blue cross on the consultation map. Due to the scale of the map there has been an issue with residents thinking there will be a parking bay introduced, this is not the case. Residents will not be able to park across their drives during the hour of operation, (11.00 to Noon), but will be able to park outside this hour. During the hour of operation, there has to be a restriction covering all space within the CPZ. These restrictions are in the form of waiting restrictions, (yellow lines), or parking bays.

RPCCPZ0714085 - Resident

Single bay between 131 and 129 Pepys Road Limited number of permits for Hollymount School to use in

Residents' bays I am a resident of Pepys Road and have 2 objections about the above CPZ proposals. 1 I see from the plan that was sent to us that we are due to have parking bays between 131 and 129 Pepys Road. I request that only a single bay is placed here because a) it is difficult to safely access the street from off street parking when 2 cars attempt to squeeze into this space because of the lack of clear sight lines on the small crest of the hill on this part of Pepys Road. b) the proximity of Hollymount School and the pedestrian traffic made up of primary school children and nursery children who often run down the hill ahead of their parents and c) the volume and speed of traffic on Pepys Road mean that accessing the road from off street parking in our front gardens requires clear sight lines. The parking of 4x4 vehicles and vans means this is frequently difficult and dangerous and I would appeal for good spacing between the kerb crossovers and parking bays proposed along our part of the road. There have been several near incidents in the last 12 months because commuters and teachers/ parents dropping off at Hollymount squeeze 2 cars into this space thinking that as long as the ends of their cars do not intrude into the access they are not compromising the safety of road users and pedestrians. I see from the consultation that except for a cost of £188 per permit there is no limit to the number of permits that Hollymount School can be issued. It is obvious to local residents that teachers and visitors drive to school and park nearby. The road traffic consultation carried out during the expansion of the school assured local residents that there would be a minimal impact on local residents due to an increase in numbers because the school encouraged all staff and pupils to take public transport, bicycles or walk to school. Our daily experience has shown this is not what happens in reality and is measurable by the decrease in cars parking during the school holidays. I would appeal for a limit to the number of permits that can be issued to the school for use in residents' bays on Pepys Road.

Officer Comment:

Although teachers are able to buy permits to park in resident bays. There is a cap on the amount of permits that are issued. The amount of permits issued is determined by the council which is calculated taking into account resident permits purchased and spare capacity.

RPCCPZ0714124 – Resident

As a resident within the scope of the proposed one hour CPZ, I wish to express my objections to this potential development. The scheme plans to include my driveway as part of pay and display shared bay. By having a shared bay this means that potentially other car users could park across my driveway when I am out driving my car. Currently with no restrictions on the kerb those looking to park their car can do so. With a permit system in effect, they are more likely to park on empty driveways. In fact it makes little sense in undertaking the scheme for the whole left hand side of Pepys Road from the corner of Worple Road to Rosevine Road where the majority of houses from numbers 23 to 75 have their own driveways. If one goes further up Pepys Road on the left side beyond Rosevine Road to Cambridge Road the majority of the houses have their own driveways and very little would be gained in introducing permit holder bays. I have spoken with my neighbours who have already voiced their objections to the proposed scheme so I trust that my objections will be added and taken into account

Officer Comment:

No driveway will have a parking bay in front of it. Crossovers are indicated by a blue cross on the consultation map. Due to the scale of the map there has been an issue with residents thinking there will be a parking bay introduced, this is not the case. Residents will not be able to park across their drives during the hour of operation, (1100 to Noon), but will be able to park outside this hour. During the hour of operation, there has to be a restriction covering all space within the CPZ. These restrictions are in the form of waiting restrictions, (yellow lines), or parking bays.

Hunter Road

RPCCPZ0714009 – Resident

I am emailing you collectively about the latest CPZ consultation in the Raynes Park Central Zone. The Merton Council reference is in the Subject. Last week I received a leaflet telling me about the outcome of the informal consultation carried out between August and September 2013, on the proposal to introduce a controlled parking zone in Hunter Road. The analysis of the 378 cards returned, including Hunter Road show that 55.3% support a one hour CPZ in their road. HOWEVER, 100% Hunter Road residents that they did not have a parking problem in their road. 87.5% stated that they did not want a CPZ in the road. The consultation CPZ card, dated 29 August 2013 was misleading. Despite people saying that they didn't want CPZ in their road, if they replied to any of the other what if questions with anything other than NO, it would have been counted as a YES. The plans sent out in August 2014 for the informal consultation, which the residents sent back their comments on, are not the same plans that have been we received last week. There are major changes on these latest plans that you can only clearly see, using a magnifying glass. The most startling, being the double yellow lines they are putting down the whole length of Hunter Road across people cross overs, effecting the lives of the people in the street for ever. I have spoken to an officer, who said the reason for the double yellow lines is that emergency vehicles cannot get through. I have lived here for 33 years and I have never seen or heard of any such thing. I have spoken to the dustmen and the driver of the refuse truck this morning and the following photos will show you that they have no problem. They are also very happy not

<p>to drive down Hunter Road, and come down the road with large yellow wheelie bins to collect the rubbish.</p> <p>We have until 17th July 2014 to make a response to ES/DB/ZONE RPC CPZ. Please count this as my individual response. I would like a meeting with councillors and Paul Atie to discuss the change in the plans. I openly reject a CPZ in Hunter Road. I openly object to double yellow lines, other than on the entry and exit corners to Hunter Road, for safety reasons.</p> <p>Officers Comments:</p> <p>Please see point 4.5.</p>
<p>RPCCPZ0714010 – Resident</p> <p>We would like to make a representing against the proposed introduction of the double yellow lines on Hunter Rd which have now appeared on the most recent consultation. We have looked at your description below as to why double yellows lines would be appropriate, however, we believe that none of these risks are applicable to Hunter Road. 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. We request that a meeting is called to discuss this issue.</p> <p>Officers Comments:</p> <p>Please see point 4.5.</p>
<p>W RPCCPZ0714011 - Residents</p> <p>we would like to make a representing against the proposed introduction of the double yellow lines on Hunter Rd which have now appeared on the most recent consultation. We have looked at your description below as to why double yellows lines would be appropriate, however, we believe that none of these risks are applicable to Hunter Road. 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. We request that a meeting is called to discuss this issue.</p> <p>Officers Comments:</p> <p>Please see point 4.5</p>
<p>RPCCPZ0714013 - Residents</p> <p>Thank you for your recent correspondence regarding the proposed changes to our street as part of controlled parking zone extension. We would like to express our concerns regarding the current proposals for Hunter Road. We agree that parking problems have become much more of an issue in recent years and we would therefore support a CPZ being operational mon-fri between 11 am and 12pm. However, we DO NOT support the introduction of double yellow lines on all other parts of our street, we feel that single yellow lines would be a more than sufficient response to the problem. We would welcome further discussion on this matter. We look forward to hearing from you.</p> <p>Officers Comments:</p> <p>Please see point 4.5</p>
<p>RPCCPZ07140123 – Resident</p> <p>Thank you for your recent correspondence regarding the proposed changes to our street as part of controlled parking zone extension. We would like to express our concerns regarding the current proposals for Hunter Road. We agree that parking problems have become much more of an issue in recent years and we would therefore support a CPZ being operational mon-fri between 11 am and 12pm. However, we DO NOT support the introduction of double yellow lines on all other parts of our street, we feel that single yellow lines would be a more than sufficient response to the problem. We would welcome further discussion on this matter. We look forward to hearing from you.</p> <p>Officers Comments:</p> <p>Please see point 4.5</p>
<p>RPCCPZ0714041 – Resident</p> <p>We completely understand a meeting is unlikely at this stage but would once again just like to re-iterate our objections to the double yellow lines. We have lived on Hunter Road for approximately 9 years and it all that time have never seen a vehicle (of any size) not be able to get through. While "over-parking", making access more tight has most definitely increased in recent years on our street (which seems to have been a direct response to the increased CPZ in adjacent areas, reducing the free parking for residents and visitors, pushing them into neighbour streets), we strongly feel that the introduction of double yellow lines is "taking a sledge hammer to crack a nut"!!! Could single lines not be introduced in the first instance? It is highly likely once the CPZ is introduced there will no longer be any issue!</p>

Officers Comments:

Please see point 4.5

RPCCPZ0714044 – Resident

We, the residents of 17 Hunter Road, object most strongly to the proposed Double yellow lines in Hunter Road. (with the exception of the existing double yellow lines on the corner of Peyps Road and Hunter Rd which should remain) We would very much prefer single yellow lines. We would also prefer non resident parking periods from 10am to 4pm Monday to Friday rather than 8.30 to 6.30pm. Please come to the proposed meeting of Hunter Road residents as we are very concerned about this matter.

Officers Comments:

Please see point 4.5

RPCCPZ0714045 – Resident

As residents of Number 1 Hunter Road, we are writing to object to the proposed parking restrictions in Hunter Road. We do not want to have double yellow lines in Hunter Road, other than the existing lines at the corners. We look forward to hearing from you.

Officers Comments:

Please see point 4.5

RPCCPZ0714046 – Resident

I live at 4 Hunter Road, SW20 8NZ. Please give us single yellow lines and NOT double yellows.

Officers Comments:

Please see point 4.5

RPCCPZ0714087 - RPCCPZ0714094– Resident

I am writing to oppose the proposed CPZ in Hunter Road. I am in complete agreement that changes need to be made as the parking on Hunter Road has become hideous. I often have people parking across my drive and on the grass verges. When I leave for the school run at 7.55am the road is calm, only to return at 8.40am to a crowded road which I can barely fit through at times. Often having to go around the block to gain access into my drive. Hunter road is extremely narrow and parking on both sides of the road is virtually impossible as cars cannot drive/fit through them, this however does not enter into the parkers thoughts as they disturb the road for the day. I find it hard to drive in and out of my drive as cars are often parked over it or there isn't simply enough room for me to manoeuvre between them. It is frustrating and selfish of the drivers who park so inconsiderately. I am totally against the proposed double yellow line which the council intend to place outside my house and I reject this plan. I would be in favour of a single yellow line instead, with no parking Monday-Friday 8.30-6.30 or 10-4pm. Please keep me informed of any new developments, I am very grateful for your kind attention.

Officers Comments:

Please see point 4.5.

RPCCPZ0714148 – Resident

As a resident of Hunter Road, I am shocked to discover that the Council, having initiated a consultation with us about parking in the road, completely ignores the results, and unilaterally seeks to impose something neither proposed to nor agreed by the residents of the road. I have now been informed that the traffic and highways department of London Borough of Merton wish to ban all parking and apply double yellow lines along the whole of the road. This was not agreed. Indeed such action would be both stressful for the residents and result in significant loss of amenity for the residents. The decision to double yellow line the road was not canvassed and nor is it specifically mentioned in the latest council document produced on 19 June 2014. As such the unilateral decision now proposed must have potential for judicial review. It seems to me that either the road should be excluded from the CPZ altogether or the Council should revert to the original proposal which the majority of residents agreed to. Suggestions that the road needs double yellow lines for safety reasons are ridiculous. Why would this suddenly be the case some 100 years after the road was originally laid out or only a few years after the last time such a review took place? I would urge you to reconsider and by copying this letter to our local councillors, I would ask them to support their constituents and the local community.

Officers Comments:

Please see point 4.5.

Amity Grove

RPCCPZ0714012 - Resident

Thank you fro your recent circular on the proposed CPZ. I am a resident on Amity Grove (without a dropped

kerb!). I am broadly supportive of the proposals with the following comments: Amity Grove has witnessed a significant number of dropped kerb applications which has sadly resulted in a loss of visual amenity by replacing front gardens. I also understand this has a knock on effect with surface run off drainage. There has been a lobby on the street to oppose yellow lines across the dropped kerb dwellings that I would oppose in order to encourage those dwellings with dropped kerbs to return their front driveways back to front gardens. The reason that the dwellings with dropped kerbs oppose the yellow lines is among other reasons to avoid paying residents permits on second car as they will otherwise be effectively allowed to park more than one car (this is the standard room for a car off-street in front of these dwellings) in front of these houses for free. I suggest a higher permit cost for two car households for the second car - this should include houses with dropped kerbs. I appreciate that this may be hard in practice but it may detract households from owning two cars. The residents only allowance for one hour is practical however I would suggest that outside of this time the maximum stay during daytime hours (i.e excluding evenings and weekends) be restricted to 4 hours.

Waitrose parking should be free.

Officer Comment

The consultation results for the area clearly showed a preference for the one hour restriction. There will have to be strong representation from the residents for the council to change the hours of operation which would be subject to Cabinet Member approval, the consultation process and funding.

RPCCPZ0714012 - Resident

With reference to the proposed controlled parking zone in Raynes Park central, Ref ES/DB/ZONE RPC CPZ and as a resident and home owner of Amity Grove, I would like to submit the following comments:

On the current plans, Z78-212-01 Rev B CPZ RPC Sheet 2 of 2, there is a single yellow line proposed between the existing cross-over between No 42 and No 44 Amity Grove. There is plenty of room for a car to be parked in this space and I can confirm that cars have routinely parked here for at least the last 14 years that I have been resident on Amity Grove without incident.

I would therefore ask the planners to provide for a permit holder bay in this space instead of a yellow line.

Car parking is already limited on Amity Grove, and further reduction would be counter productive.

Thank you for your action on this matter.

Officer Comment

The minimum requirement of a CPZ parking space between two crossovers is 7 metres with one metre clearance away from the crossover to allow vehicles to get in and out of the driveway without being obstructed. The space between these two properties does not meet this requirement.

RPCCPZ0714059 - Resident

I am writing on behalf of the Raynes Park Association. We are an umbrella organisation representing residents' associations, businesses and other organisation in the centre of Raynes Park.

I am writing to object to plans to install resident only bays at the southern end of Amity Grove near the Post Office. On the original plans these bays were marked as both for residents and Pay and Display. I strongly appeal to you to reinstate the original plans so that these spaces can also be available on a Pay and Display basis. Parking for businesses and their customers is at a premium in Raynes Park Town Centre and the loss of these spaces for customers would be unhelpful for local business.

Officer Comment

Due to the hours of operation being one hour it is felt that there is no need to for a pay and display facility at this location as residents will have the chance to buy visitor permits. There are bays on Combe Lane that can be utilised by customers to the Post Office.

RPCCPZ0714077 - Resident

As a resident of Amity Grove SW20 I voted against the planned CPZ in our road and the surrounding roads, and I would like to say again that I think a CPZ in Amity Grove is a bad idea. Many residents, including myself, park our cars across our own driveways, and the proposed CPZ will mean that all these parking places are removed. Although amity grove parking can be difficult at times, surely a scheme that reduces the available parking is not the answer. I would be in favour of a scheme that does not put yellow lines over driveways, but I have been told in previous calls to the council that this is not possible, although I can't see why not.

Officer Comment:

See section 4.8

RPCCPZ0714079 - Resident

I refer to the above and wish to make it known that I am against the introduction of a CPZ in Amity Grove. My reasons for this are because for the most part (because of the configuration of the front gardens of the houses in the road) residents who require parking for their cars have cross-overs to an off-street parking space in their front gardens - or will in due course arrange to have cross-overs installed. I am lucky enough to already have one. What remaining on-street parking spaces there are in Amity Grove are extensively used by

residents, commuters, shoppers (the post office in particular) and local businesses. But this has been the case ever since I have lived in Amity Grove, which is over 20 years, and the situation has not changed one little bit in all of that time. The usage reflects the fact that we are very near to the station and to a busy parade of shops. So obviously it has always been more difficult to find a parking space in Amity Grove during the day. But it is free, and people can come and go as they please, on a first come first served basis. I imagine this is of considerable value to the shops in Raynes Park, and is probably one of the reasons it has become so popular and successful over recent years. Introducing a CPZ will not make parking in Amity Grove any easier or better, for residents or anybody else, it will mean that they now have to pay for the privilege – or pick up a parking fine if they make a mistake. I understand also that the introduction of a CPZ will actually effectively reduce the number of parking spaces available.

Officer Comments:

When a CPZ is introduced there is a net loss of parking space. However, due to the commuters not being able to park, it is considered that there will be space for the residents.

RPCCPZ0714083 - Resident

I DO **NOT** WANT A CPZ ON AMITY GROVE

For the following reasons....

1. Our road voted against the CPZ but has had to abide by a vote from an adjoining road. Doesn't sound very democratic to me.
2. The recent plans that were put through our doors were not accurate and had my crossover as a parking bay. I believe that the economics of the arguments pertaining to the new CPZ were based on the income from these plans. These plans are wrong as the number of bays is vastly reduced so the economic basis upon which the CPZ was based is incorrect. I know that these plans formed a base for argument at a higher political level to push the CPZ through. The plans were wrong so this should be reconsidered as well as asking why the plans were changed in this way.
3. Why should local residents who already own their homes pay more to be able to park outside their property? If the CPZ is introduced there should be a 1 home 1 bay allowance.
4. Why should the local residents pay for a scheme which in due course will become an income stream for Merton council?
5. There will be less parking areas on our road when the new parking bays are allocated for the following reasons
 - a) Crossover parking will be lost to double yellow lines.
 - b) More drop kerbs will be introduced. (Some new ones have appeared since the apparent vote in favour)
 - c) The "bays" do not allow for "tight parking". If you look at how people park at the moment you will see that people do park close together. With bays this would not be allowed and indeed people would be fined.
 - d) At the consultation we were told that the number of bays at the top of the road would be reduced due to access for the emergency services. I believe this to be wrong. I have spoken to persons who make these decisions and they indicate that it is not currently a problem. We have had ambulance, police and fire service vehicles down the road recently and have had no problems. I believe that this argument was not indeed accurate and would be interested to know why this was alleged at a public debate if indeed not fact?
 - e) Parking on drives will be reduced as on certain drives there is car "overhang" which I'm sure will be targeted by overzealous traffic wardens. This means less parking capacity on Amity Grove.

The issue of parking is a far bigger issue and we should be looking to the real causes for the problems of parking in the area. Every time there is a large planning submission to the council I have raised the issue of parking. In every approved submission there has been little focus on the issue of parking for people. (Whether this is people needing access to parking for residential purposes or that of working). The recent medical centre in Raynes park has very little provision for parking. How do elderly/disabled and young people safely get to and from there? We need a proper area for accommodating commuters and indeed charging them as required. I was recently asked (by the medical centre staff) if I would rent my drive to them for the purposes of commuting. I was dumbfounded. Why can't we make a provision in the area for parking.

Officer Comment:

Amity Grove was not in favour of the CPZ but the majority of residents who responded would want parking controls if a CPZ was introduced in a neighbouring road; therefore, the decision was taken to include your road in the Statutory Consultation.

No driveway will have a parking bay in front of it. Crossovers are indicated by a blue cross on the consultation map. Due to the scale of the map there has been an issue with residents thinking there will be a

parking bay introduced, this is not the case. Residents will not be able to park across their drives during the hour of operation, (11.00 to Noon), but will be able to park outside this hour. During the hour of operation, there has to be a restriction covering all space within the CPZ. These restrictions are in the form of waiting restrictions, (yellow lines), or parking bays.

When a CPZ is introduced there is a net loss of parking space. However, due to the commuters and non-residents not being able to park, there will be space for the residents.

Provisions for commuters are not considered by the council when introducing a CPZ as they are usually the main cause of parking issues. We do not encourage people to drive to work as this creates congestion for local residents. However we are looking into making some provisions for doctors and health visitors. This will be in the form of a permit which will require a Statutory Consultation.

RPCCPZ0714091 - Resident

I feel that it is important to take the dropped kerb problems we have in Amity Grove into consideration when the council decides whether it is in the best interests of the residents of amity grove to have a CPZ. What is the current meterage of parking space and what is the proposed meterage of parking bays be? Are you able to confirm this? My concern arises because there are an unusually large number of dropped kerbs on Amity Grove. The proposed plans appear to show no bays near properties where there are dropped kerbs meaning a massively reduced number of bays, whereas currently we are able to sensibly 'squeeze' cars in between properties with dropped kerbs. For example if the meterage of possible parking drops to 75% of the current used space, but only, say, 10% of the currently used space is freed up by deterring commuters/non-residents then a CPZ will be a bad decision for everyone. I believe if you visit Amity Grove you will see that more bays can be 'squeezed' into the space than is currently on the plans, and if this is done I would be supportive of the CPZ. However if the meterage of available bay parking is to fall below 90% of the currently used meterage on a weekday mid-morning then I do not believe we should install the CPZ. I look forward to your response.

Officer Comment:

The parking controls are being proposed as a direct result of representations received from the local residents as they feel the area will benefit from a CPZ. When designing the CPZ every attempt is made to maximise the space available on street while maintaining sight lines and access and improving safety for all road users.

RPCCPZ0714102 - Resident

I am the owner of // Amity Grove and I would like to state that I do not support the planned controlled parking zone at Amity Grove. This proposal is very much sold on a negative "if a CPZ is to implemented in the roads as shown.....parking is likely to be displaced into the roads/part of the roads not within the CPZ." In general it is a bad tactic to sell a proposal on negatives. This is particularly true in this case where there is a sound argument that the Council has created this displacement problem, not to mention damaging local business and alienation of the public - see references (note - I have no view on the party politics aspects of these articles): <http://www.telegraph.co.uk/news/uknews/road-and-rail-transport/9779599/Parking-charges-top-1bn-as-council-plug-budgets.html> <http://www.telegraph.co.uk/motoring/news/10078433/Drivers-fear-parking-blitz-as-councils-push-to-change-rules.html><http://www.bbc.co.uk/news/uk-politics-24291467> <http://www.bbc.co.uk/news/uk-england-london-25865055><http://www.bbc.co.uk/news/uk-england-25489765> <http://www.bbc.co.uk/news/uk-27952341> and many many more articles. This argument should be well known to you. The fact is that no one believes you are doing this for our benefit. It would be more honest of the council to raise council tax if they needed to raise revenue rather than these stealth tax tactics. I look forward to seeing those CCTV enforcement vans banned in the near future, and hope that the Council starts viewing the public as those you have a civil duty to serve rather than as a cash cow.

Officer Comment:

This scheme has been initiated by local residents who felt that there is a parking issue in the area. The consultation results confirmed that there is support for the proposals

RPCCPZ0714103 - Resident

Is against the proposed controlled parking zone down amity grove.

RPCCPZ0714104 - Resident

We wish to inform you that we are **against** the proposed Amity Grove CPZ. We would also like to point out that the proposed parking bays outside our house make no sense at all - they are in the wrong place and would be positioned across our driveway!

Officer Comment:

No driveway will have a parking bay in front of it. Crossovers are indicated by a blue cross on the consultation map. Due to the scale of the map there has been an issue with residents thinking there will be a parking bay introduced, this is not the case. Residents will not be able to park across their drives during the hour of operation, (11.00 to Noon), but will be able to park outside this hour. During the hour of operation, there has to be a restriction covering all space within the CPZ. These restrictions are in the form of waiting restrictions, (yellow lines), or parking bays.

RPCCPZ0714112 - Resident

Please register that as a resident at 91 Amity Grove I am AGAINST the proposed Amity Grove CPZ.

RPCCPZ0714123 - Resident

I am the owner and resident of Amity Grove, SW20 0LJ. Further to the recent correspondence in relation to the proposal for a Controlled Parking Zone on Amity Grove, I write to inform you that I am **against** this proposal. There is no reason that I can see for introducing a Controlled Parking Zone on Amity Grove, the street is not a congested street and therefore there would be no benefit to the residents of Amity Grove to introduce parking controls – on the contrary, to introduce parking controls would be to the detriment of the residents and for this reason I cannot support the proposal.

Officer Comment:

This scheme has been initiated by local residents who felt that there is a parking issue in the area. The consultation results confirmed that there is support for the proposals

RPCCPZ0714125 - Resident

Following further consideration we would like to inform you that we are not in favour of the introduction of the proposed controlled parking zone in Amity Grove. We believe it will significantly reduce the number of parking spaces currently available and will render us vulnerable to fines by independent parking management companies.

Officer Comment

There are no independent contractors enforcing parking controls for the council. The CPZ will be enforced by In-House Civil Enforcement officers.

RPCCPZ0714149 - Resident

I wish to object to the loss of a number of kerbside parking spaces that are at present regularly used without obstructing access to the OSP of the nearby residents. I assume that this is due to there being insufficient space for the guidance length (4.8 metres) for a bay between the end of one yellow line in front of a dropped kerb and the beginning of the next one. Studying the marking of white lines in Amity Grove and yellow lines in the nearby CPZ, it is clear that the former are occasionally simply the length of the dropped kerb or of varying lengths beyond the apex of the dropped kerb stone. However, the yellow lines in the nearby CPZ extend well beyond the dropped kerb and often beyond the white lines (where painted). Arguably, when kerbside parking is so valuable in our Town Centre area, the length of dropped kerb yellow lines could be restricted to the length of the dropped kerb itself : this would allow space for individual bays of 5 yards or less. (I have given this measurement in yards rather than metres as our kerb stones appear to be 36 inches long and allow one to identify suitable spaces readily). I know that there is a belief that the extra length makes access to and from the OSP easier and safer, but the yellow line marking will be effective only for 1 hour a day, 5 days a week. (and 11am to noon is not prime time for leaving or returning home). Outside the restricted hour motorists will merely need to park leaving unobstructed access to OSP, as at present. There is some hope that a appropriately smaller bay will remind drivers that any larger vehicle will obstruct access or that the bay will remain occupied by suitably small vehicles with permits : this could reduce the existing problem experienced by some locals with OSP who find inconsiderate motorist parking in a way that partially obstructs their access. Another consideration is that the availability of bays specifically for smaller vehicles will encourage some people to use smaller and less polluting cars or motor cycles. The above all relates to single bays between 2 dropped kerbs, but I fear that there will be further examples of losing parking space for a car where existing unmarked kerbside space can be used for 2 or more cars but will be reduced by the "over generous" marking of yellow lines to "protect" OSP access. It is not possible to see this from the plan but we can see where single spaces will no longer be available during the restricted hour - hence my emphasis on these. Reference to car dimensions available online, shows that there are in excess of 130 cars currently available in the UK which are less than 15 ft long - about 14 of these are less than 12 ft and 2 of these (Smart cars) are less than 9 ft. Thus I suggest that bays could be marked for any free kerbside space that is less than 4.8 metres (15ft 9 in approx.) but more than 6 ft. for the many small cars and motor cycles in this street. The motor cycle owners in Amity Grove tend to keep them on OSP but may change their habits when unable to leave their cars parked across their dropped kerbs (motor cycles needing no permit but allowed to park in bays). I appreciate that any such change will involve re-drawing the present plan that has been circulated, but, as this plan appears to ignore dropped kerbs recently built (and markings for dropped kerbs presumably approved but not built yet), so changes will have to be made in any case. I hope that you will give these suggestions serious consideration and possibly apply them also to other streets in the proposed RPC Zone that I have not studied in detail. Any loss of kerbside parking is to the disadvantage of residents, businesses and visitors in this central location. Copied to Cabinet Member and Raynes Park Councillors.

Officer comment:

Waiting restrictions, (yellow lines) are introduced at key locations to improve access and sightlines and every effort is made to keep such restrictions to a minimum. To prevent obstructive parking near crossovers restrictions are applied at 1 metre either side of the dropped kerb. This is to ensure that residents are able to access their premises without hindrance. The minimum length for a parking bay is 5 metres for a single parking bay or at either end of a long Permit Holder parking bay. In-between bays are longer to allow for manoeuvrability .

RPCCPZ0714151 - Resident

I would like to voice my opposition to the proposed controlled parking zone to Amity Grove, Raynes Park. My main points of contention are as follows:

1) You are proposing to solve a 'lack of parking spaces' problem by significantly reducing the number of parking spaces currently available.

- Other solutions need to be sought.

2) The meagre response which you have had from the residents to previous informal consultations cannot be construed as representative of the majority of the residents.

-By all accounts, approximately only 30% of Amity Grove residents have responded. The vast majority of residents have not responded for various reasons (too busy, no Internet connection, forgot about it etc), but their silence cannot be perceived as consent. Further, consultation is required (possibly door to door consultation).

3) Your previous informal consultations have not been transparent and has not fully informed the residents of the repercussions of introducing a CPZ.

-The truth is that a CPZ will mean that there will not be enough parking bays for the current number of residents and we will be made vulnerable to fines by the 'private, for profit' company which you nominate to patrol our street.

4) You have played the residents of adjacent streets off each other in your informal consultations by posing the question: If neighbouring streets opted for a CPZ would you be in favour?

You have followed this question up by stating that if neighbouring streets opted for a CPZ and we did not, our parking problem would be made exponentially worse.

-This speculative disinformation amounts to little more than scare tactics, and in my opinion warrants an independent review of your methods and protocols.

5) Your motives for introducing a CPZ are not transparent to the residents.

I would very much like the opportunity to expand on the above points and voice other issues which I have.

I ask that at this point the proposed CPZ is halted until you manage to achieve an indication of the wishes of the majority of the residents once they have been fully informed.

Officer Comments.

This scheme was instigated by residents via a petition. The informal consultation provided the Council with the views of those who responded. The decision to progress was made based on the outcome of the consultation. A comprehensive amount of relevant information has been provided during the consultation process to assist residents to make an informed decision. During the informal consultation there was an exhibition which was well attended by residents of the area and officers have been accessible during the entire process. Generally there is space for residents to park once the commuters and non-residents are removed from the area.

Devas Road

Hunter Road

RPCCPZ0714040

Although we recognise that a commuter tide spreading outwards from the centre of Raynes Park underlies the need for a CPZ in Hunter Road, we are very concerned that as part of the programme there will be double yellow lines. We think that this is excessive and will lead to even more front gardens in the road being paved parking areas – despite rules supposedly controlling this. We support Mrs Sheila Burgess' protest and her request for a meeting with you to discuss the matter.

Officer Comment

See Section 4.5

RPCCPZ0714050

I would like to place on record my objection to the Council's proposals for double yellow lines in Hunter Road as I feel this type of draconian measure is totally unnecessary and would make life very difficult indeed.

I would be happy to support single yellow lines with parking bays and controlled parking between 10am and 4pm. If you require any further information please do not hesitate to contact me.

Officer Comment

See Section 4.5

Representation - Comments
<p>Cambridge Road</p> <p>RPCCPZ0714006 - Residents</p> <p>To whom it may concern I live at Cambridge Road, part of the proposed CPZ scheme. I have received your proposals dated 19 June 2014, regarding the parking controls in my road. I wish to ensure that you are aware that I have two properly constructed, official entrances on either side of my property that I need access to at all times. These were constructed by the Council and I paid for these to be done about 5 years ago.</p> <p>Attached is a couple of photos showing where these openings are to my property. Clearly I do not want any parking meters or parking bays installed across my official entrances. Please can you confirm that you have received this email and that you will ensure that this will not happen.</p> <p>Officers Comments:</p> <p>No driveway will have a parking bay in front of it. Crossovers are indicated by a blue cross on the consultation map. Due to the scale of the map there has been an issue with residents thinking there will be a parking bay introduced, this is not the case. Residents will not be able to park across their drives during the hour of operation, (11.00 to Noon), but will be able to park outside this hour. During the hour of operation, there has to be a restriction covering all space within the CPZ. These restrictions are in the form of waiting restrictions, (yellow lines), or parking bays..</p>
<p>RPCCPZ0714036 - Resident</p> <p>I'm a resident at Flat Pepys Road, Raynes Park, London SW20 8NJ and have received the latest letter about the Proposed Controlled Parking Zone in Raynes Park Central (RPC). On the map below there appears to be a blue shared parking bay straddling the boundary of No's 9 and 11 Pepys Road – is this what is going to be added in? Currently this area is both drop-down kerbs for the access of both properties more so for our neighbours at No11. The current parking area is further up , starting at the boundary of No's 7 and 9. There also is not currently a parking space/bay in front of No.7. It seems as though the new parking bays, if proposed, would go where the current drop-down kerbs are and not where the current parking spaces are maybe I'm just being pedantic!</p> <p>Officer Comment:</p> <p>No driveway will have a parking bay in front of it. Crossovers are indicated by a blue cross on the consultation map. Due to the scale of the map there has been an issue with residents thinking there will be a parking bay introduced, this is not the case. Residents will not be able to park across their drives during the hour of operation, (11.00 to Noon), but will be able to park outside this hour. During the hour of operation, there has to be a restriction covering all space within the CPZ. These restrictions are in the form of waiting restrictions, (yellow lines), or parking bays.</p>
<p>RPCCPZ0714093 - Resident</p> <p>Thank you for the comprehensive and prompt notifications on the CPZ consultations in the Cambridge Road arena. It is very reassuring to feel part of the process and to be kept aware of the thinking and subsequent actions. There is one detail which you may wish to direct the Council CPZ team to follow up on regarding Cambridge Road. Adjoining Holland Garden at the top of the road, there is an electricity sub-station (opposite Hollymount School). Adjacent to that is the entrance to house number 4 Cambridge Road. Between the two there seems to be a gap in the proposed parking markings and provisions, such that (if I read the plans correctly) it is envisaged that there be no guidance on parking. I presume this is an oversight and that it be intended that the location will have either double yellow lines, residents' parking, or metered parking?</p> <p>The first of these would be the safest as the vehicle entrances to the houses numbered 4 and 6 have restricted traffic views as a consequence of the fence surrounding the sub-station. Egress from both properties onto the road can be somewhat dangerous when vehicles are parked on that spot as there is no sight line onto other vehicles coming down from the top of Cambridge Road. As it is downhill, cars tend to travel quite quickly, notwithstanding the speed "hump" on the road.</p> <p>Officer Comment:</p> <p>There will be no areas within the CPZ that will not be subject to parking controls in the form of either a yellow line or a parking bay.</p>
<p>RPCCPZ0714127 - Resident</p> <p>I would like to make the following requests :</p> <ol style="list-style-type: none"> 1. That the proposed pay and display bays in Cambridge Road apply Monday to Saturday rather than Monday to Friday. I make this request to prevent Cambridge Road becoming a van park at the weekends. 2. That the signs advising of the parking restrictions be small, discreet and placed on low galvanised posts of small diameter (maximum height 700mm above the pavement) and <u>located at the back of pavement</u>. This is visually much less intrusive and the approach adopted by the design conscious London Borough of Richmond (to see samples of these signs please go to the roads around Kew Gardens)

3. All road markings and signs be kept to an absolute minimum.
4. All yellow lines be of consistent width and the narrow version as used in Conservation Areas – I believe 50mm wide rather than 100mm which wastes paint and is visually offensive.
5. The parking bay next to the pavement crossover to 1 Cambridge Road be moved back to give better visibility for egress from our drive.

Amity Grove

RPCCPZ0714042 - Resident

With reference to the proposed controlled parking zone in Raynes Park central, Ref ES/DB/ZONE RPC CPZ and as a resident and home owner of 42 Amity Grove, I would like to submit the following comments:
On the current plans, Z78-212-01 Rev B CPZ RPC Sheet 2 of 2, there is a single yellow line proposed between the existing cross-overs between No 42 and No 44 Amity Grove. There is plenty of room for a car to be parked in this space and I can confirm that cars have routinely parked here for at least the last 14 years that I have been resident on Amity Grove without incident.
I would therefore ask the planners to provide for a permit holder bay in this space instead of a yellow line. Car parking is already limited on Amity Grove, and further reduction would be counter productive.
Thank you for your action on this matter.

Officer Comment

All parking bays are marked so as to ensure a vehicle can be accommodated.

RPCCPZ0714097 - Resident

On the subject of the Amity Grove CPZ residents' consultation, there was approximately a 50% response rate and by a slight margin we voted against a CPZ in our road.
Why therefore, are you planning to proceed with the CPZ? We are concerned about the reduced number of parking spaces that will be available in Amity Grove.
We hope you will re-consider this proposal.

Officer Comment

The majority of respondents were in favour of the proposals if the neighbouring road were to have parking controls implemented.

Lambton Road

RPCCPZ0714134 - Resident

I write in connection to the above proposed CPZ. Please can we be advised of the reasons that Lambton Road is not being given the option of one hour control, which would deter commuters. It is difficult to find a parking space now, but would become impossible if all other roads around became Controlled Zones. I believe the low response in the Lambton Road area is because a high percentage have driveways, many of which accommodate more than one car.

Officer Comment

According to the consultation results, majority of respondents from Lambton Road are against the parking controls. There will have to be a demonstration of change in opinion for the council to further investigate this issue.

RPCCPZ0714129 - Resident

As a resident of Cambridge Road I should like to express my satisfaction with the proposal to introduce double lines in a section of the south side of Cambridge Road from No 63 eastwards. Those of us who have to back into or out of narrow gateways have very restricted views of the road and constricted turning space when there are cars parked on both sides of the road. Hopefully the double lines will also act as a deterrent to those who insist upon parking in front of our driveways, even where there is a dropped curb and a car parked in the driveway.

Coombe Lane

RPCCPZ0714007 - Resident

I work for Goodfellows and we have a branch on Coombe Lane. I have received a notification from the staff regarding the introduction of CPZ. Can you provide me with information regarding gaining parking permits and prices. We currently have not applied for any for the branch and will require 3 or 4.

Officer Comment

Information is available on Merton council's website.

RPCCPZ0714090 - Resident

Please reconsider making Coombe Lane to Coombe Gardens part of the projected CPZ. For the following reasons
1)The S and N sides are affected differently by parking problems. There is no onroad parking on the S side, mainly because of the cycle track and all houses have more than adequate of road provision. This makes it unlikely that the S side will reply to consultations and so a majority in favour will be almost impossible.
2) Commuter parking on the N side is already a problem in that the pavements and driveways are obstructed. Visibility on accessing driveways is also dangerously compromised.
3) It is a busy road and buses and lorries frequently squeeze between parked cars and keep left signs.

Officer Comment

This was removed from the proposal by the Cabinet Member due to lack of support for the scheme.

RPCCPZ0714137 - Resident

Flowing documentation relating to a proposed CPZ in Raynes Park area in which I live, I would like to raise concerns and amend my original feedback. I live at Coombe Lane SW208ND. Although I live on Coombe Lane, the entrance to my property is on Lambton Road. I therefore assumed that, should this area become a CPZ, I would be entitled to apply for a permit to park on Lambton Road which would seem sensible given my location. I have since been advised by the council that should Lambton Road become a CPZ, I would not be entitled to apply for a permit to park there. When I was consulted, I voted for an 8.30-6.30 Monday-Friday permit restriction. If I am not entitled to a permit on this road, I would like to revise my decision and opt for an 11am-12pm restriction. I would also request that you reconsider this decision not to allow residents of this small number of flats which are accessed on Lambton Road to apply for a permit on this road.

I require my car for getting to work and parking near where I live is a constant battle and source of stress. Something needs to be done-there is an increasing demand for parking spaces and a very limited supply of non-permit roads.

Officer Comments

Your comments are noted; there will have to be further representations from the residents for the council to further investigate parking controls in Lambton Road.

Hunter Road

RPCCPZ0714096 - Resident

Further to your letter received Thurs 29.08.2013, when we were informed about the proposed CPZ and my strong objections to it in my letter to your offices dated mid-September 2013, I now understand that Merton Council propose to go ahead with this scheme without the statutory 2 year 'reflection' period. Originally your office proposed SINGLE yellow lines on part of the road, with a choice of parking restriction times which we were to choose. Now I find that DOUBLE yellow lines are now proposed along one side of the road and across everyone's crossover from their front gardens. THIS IS DRACONIAN AND TOTALLY UNACCEPTABLE!!!!!! I have severe walking difficulties and use 2 walking sticks at all times both inside and especially outside the house, and office chairs in the house to get about as I am unable to carry anything. I am a Blue Badge holder, for which I am very grateful, otherwise I would be very housebound and enormously restricted in where I can go independently. I am also now investigating using / buying a mobility trolley, as I cannot walk very far and am slow. I will need extra parking in front of the house to accommodate it. By having DOUBLE yellow lines outside my crossover I will lose a very essential parking / pickup amenity, as increasingly I must use either taxis, mini cabs, relatives and friends to drive me or give me a lift at least 2-3 times a week – where can they stop? I have just looked up The Highway Code [latest edition] and confirmed that it is not possible to park/stop/wait /set down/ pick up on double yellow lines at any time /24-7 – where will my transport stop, as I cannot walk huge distances? Where will my food delivery vans park? Eventually as I get older I will need to have carers come on site – where will they park? Several of my neighbours have pointed out to me that by having double yellow lines, our homes will be devalued by some £250,000 each – horrific!! So, if this appalling CPZ proposal is to go ahead, the only compromise that I can see as being feasible, is to have single yellow lines and parking restrictions from eg preferably 10.00am till 12.00 noon or at worst 10.00am till 4.00pm so that food delivery vans can come, children can be dropped off in the afternoons after school, and workmen can access before or after these hours. People would also be able to park across crossovers without being fined. Please advise me as to which department I am to write to have my crossover increased – the huge London Plane tree would have to be removed or a crossover would have to be made on the other side between it and the telegraph pole between no 9 and no 7. What is the process for have a disabled parking space in front of my house next to the huge London Plane tree? Alternatively, please advise me as to how we residents can have the road privatised, as I understand from some records that I have seen that the road may have been private till the 1960s, when the Council took it over. We, the residents, managed to have the grass verges re-instated some years ago – increasing the 'green' amenity of the whole road – looks lovely.

Officer Comment

Please see section 4.5

Disabled party bays and crossovers are subject to meeting a number of criteria. Applications can be found on the Council's website.

RPCCPZ0714037 – Resident

As residents of Lambton Road, we would like again to state that we wish Lambton Road to continue with the status quo and NOT be included in any changes to the CPZ even if the proposed CPZ in the Cambridge Road area is implemented. We are happy with the absence of parking restrictions in Lambton Road. Any spaces not opposite drive-in parking spaces in Lambton Road are usually filled by commuters, so that further local restrictions will have little or no effect on Lambton Road. We wish to avoid any restrictions on visitors parking across our drive-in as this is very convenient. In the event that the council decides to reconsider a CPZ for Lambton Road, after the current consultation on the Cambridge Road area, we expect that a further statutory consultation would take place. If this response is not addressed to the right part of the council,

please let us know and we will send it again to the right place.

RPCCPZ0714038 – Resident

I received the notification regarding the planned change in parking conditions for the Raynes Park area. I wanted to lodge my objections to any such changes. I feel that Raynes Park benefits greatly from the people who park nearby. Many of the people who work in the high street find parking difficult and would struggle with any changes in parking. Also people who use Raynes Park to commute from will most likely need to find another station which they can park near. This will mean that there will be less foot traffic through Raynes Park and therefore less income for local businesses. I realise it can be difficult for local residents to find parking as I have found myself in this position, but I have always managed to find a space somewhere. Surely a slightly longer walk is worth it to keep Raynes Park a thriving area. I am sure that all of this has already been considered, however I just wanted to raise my concerns about potential consequences of changing parking restrictions.

Officer comment

Raynes Park offer excellent public transport facilities and visitors are encouraged to use sustainable modes of transport. The proposals are in response to Residents' petitions and outcome of the consultation process. The proposal will address parking congestion and access issues.

RPCCPZ0714035 - Resident

I have received a letter regarding controlled parking in Raynes Park. I live in Raynes Park and also I have businesses there as well. For the last few years Raynes Park has changed so much and I strongly disagree bringing controlled parking into the area. I believed it would have a negative effect on our businesses and currently the whole parking situation shows that there is no need of bringing parking restrictions. unfortunately it looks to me as a money making idea.

Officer comment

Residents of the area have made representations to the council regarding the parking situation. The proposals are supported by the local residential community.

RPCCPZ0714043

1. We have just received the leaflet dated 19 June 2014, having been omitted from the initial circulation.
2. Although the Cabinet Member excluded those roads which did not support a CPZ (a majority of Lambton Road residents has twice voted against inclusion in the Zone), residents in these roads are given the opportunity to opt into the scheme if they wish to do so, in writing or as a petition, during the consultation.
3. We note that the Advisory Committee's recommendation was that Lambton Road should become an extension to RPN CPZ (Mon - Fri 8.30 am to 6.30pm). However, at a public meeting on 4th December 2013, in answer to our question, your Mr Adie stated that, as a majority in Lambton Road had voted against a CPZ, the whole length of the road would be excluded from the coming consultation. This does not seem to tie up with the recommendations of the Advisory Committee.
4. For detail on parking bays we were invited to go to www.merton.gov.uk/cpzrprz, but the plan on that site (RevB CPZ RPC Sheet2) continues to show, uniquely, a permit holder bay across the whole width of our authorised crossover, which was installed under Council arrangements in 2011. We raised this issue and with some delay and after intervention by Councillor Rod Scott, the Council agreed that this was an error and undertook to correct it, see Leonardo Morris e-mail 24 September 2013.
5. Please advise urgently:
 - 5a. What is the democratic process which should apply before any decision following individuals expressing a wish to opt into the CPZ, or for a petition. We would be averse to being forced into further voting exercises, certainly without specific and quantified evidence that the very recent majority vote against inclusion in a CPZ is no longer valid. If any change is envisaged, it would be far better to make it in the light of actual working experience at a later stage.
 - 5b. What convincing rationale is there for denying Lambton Road residents the option of a 1 hour control, which is adequate to deter commuters, and far preferable to residents.
 - 5c. With confirmation that the map RevB CPZ RPC Sheet C is in error re 77 Lambton Rd, and that any subsequent documentation will be correct in this and all respects, including distribution lists.

Comments

Comments from Cabinet member:

With regard to the process, whilst I am formally the decision-maker: the principles adopted following formal consultation are that ward councillors will be asked their views, but the presumption is that decisions will follow the numerical views expressed at the informal consultation stage as amended by qualitative views expressed in the statutory consultation. The views of all those who contributed at the formal stage will be

analysed and responses made by officers.

With regard to Lambton Road at the end of the informal stage we analysed the responses household by household by reference to a map to see if there was any part of Lambton Road, where there was a local majority for inclusion and where it would have been feasible to include that part of the road in further CPZ proposals. The outcome of that exercise was that there was not. To overreach the responses of the informal stage would require such responses in the statutory stage as to indicate either a change of view on the part of individual households or additional households creating a local majority to opt in. If that were to be the case and otherwise the decision was to be made to proceed with a CPZ then I would anticipate a further statutory consultation for the relevant section of Lambton Road.

RPCCPZ0714049 - Resident

We are writing to register our objection to being excluded from the CPZ. Bearing in mind that all of the surrounding roads in the survey have opted to be included, Lambton Road would become a magnet for commuters, shoppers, and people attending the medical centre and residents who do not wish to pay for permits.

We did support the introduction of the CPZ at the earlier consultation as we already have problems with people parking across our driveway, and this is only going to exacerbate the situation.

Officer comment

There has not been sufficient support for the introduction of parking control for the council to consider a further consultation of Lambton Rd.

RPCCPZ0714053 - Resident

I write concerning the proposals set out in the leaflet dated 19 June 2014.

I read the proposals with some concern, as they completely disregard the interests of those residents of Lambton Road who do not have off street parking and for whom the effect of the proposals, if implemented, would be nothing less than calamitous.

The majority of the residents of Lambton Road have off street parking and have opposed the introduction of a CPZ in Lambton Road, which is perhaps understandable (although it is worth perhaps considering that only around a third of the households in Lambton Road voted against a CPZ). However this does not mean that the Council does not have a duty to give due consideration to the minority - and no reasonable authority giving such due consideration could approve the proposal which is now being put forward, whereby Lambton Road will not be part of a CPZ, but will be surrounded for a considerable distance in all directions by roads which are all part of a CPZ. Consequently, Lambton Road residents who are unable to find one of the limited on-street parking spaces in that road, will be forced to park many hundreds of metres from their homes. Given that many of these residents will have small children or heavy shopping, or both, this decision has serious detrimental consequences for the health and safety of local residents.

It needs to be borne in mind that many of the limited spaces in uncontrolled roads in this area are currently taken up by residents of other roads within CPZs who don't wish to pay for a permit, or travellers from Raynes Park station who may not return to their vehicles for several days. On several occasions, vehicles have been parked outside my house and not moved for two weeks and, from conversations with neighbours, it seems that this is not an unusual occurrence. All such vehicles that currently use uncontrolled roads such as Cambridge Road will now be displaced into Lambton Road, due to the lack of any other alternatives.

I therefore hope that the Council will reconsider the current proposals and either include Lambton Road within a CPZ (one hour per day would be sufficient), or take such other measures as required to ensure that local residents are always able to park within a reasonable distance of their homes.

Officer Comment

There has not been sufficient support for the introduction of parking control for the council to consider a further consultation of Lambton Rd.

RPCCPZ0714060 - Resident

I wish to object to the loss of a number of kerbside parking spaces that are at present regularly used without obstructing access to the OSP of the nearby residents. I assume that this is due to there being insufficient space for the guidance length (4.8 metres) for a bay between the end of one yellow line in front of a dropped kerb and the beginning of the next one.

Studying the marking of white lines in Amity Grove and yellow lines in the nearby CPZ, it is clear that the former are occasionally simply the length of the dropped kerb or of varying lengths beyond the apex of the dropped kerb stone. However, the yellow lines in the nearby CPZ extend well beyond the dropped kerb and often beyond the white lines (where painted). Arguably, when kerbside parking is so valuable in our Town Centre area, the length of dropped kerb yellow lines could be restricted to the length of the dropped kerb itself : this would allow space for individual bays of 5 yards or less. (I have given this measurement in yards

rather than metres as our kerb stones appear to be 36 inches long and allow one to identify suitable spaces readily). I know that there is a belief that the extra length makes access to and from the OSP easier and safer, but the yellow line marking will be effective only for 1 hour a day, 5 days a week. (and 11am to noon is not prime time for leaving or returning home). Outside the restricted hour motorists will merely need to park leaving unobstructed access to OSP, as at present. There is some hope that a appropriately smaller bay will remind drivers that any larger vehicle will obstruct access or that the bay will remain occupied by suitably small vehicles with permits : this could reduce the existing problem experienced by some locals with OSP who find inconsiderate motorist parking in a way that partially obstructs their access Another consideration is that the availability of bays specifically for smaller vehicles will encourage some people to use smaller and less polluting cars or motor cycles.

The above all relates to single bays between 2 dropped kerbs, but I fear that there will be further examples of losing parking space for a car where existing unmarked kerbside space can be used for 2 or more cars but will be reduced by the "over generous" marking of yellow lines to "protect" OSP access. It is not possible to see this from the plan but we can see where single spaces will no longer be available during the restricted hour - hence my emphasis on these.

Reference to car dimensions available online, shows that there are in excess of 130 cars currently available in the UK which are less than 15 ft long - about 14 of these are less than 12 ft and 2 of these (Smart cars) are less than 9 ft.

Thus I suggest that bays could be marked for any free kerbside space that is less than 4.8 metres (15ft 9 in approx.) but more than 6 ft. for the many small cars and motor cycles in this street The motor cycle owners in Amity Grove tend to keep them on OSP but may change their habits when unable to leave their cars parked across their dropped kerbs (motor cycles needing no permit but allowed to park in bays).

I appreciate that any such change will involve re-drawing the present plan that has been circulated, but, as this plan appears to ignore dropped kerbs recently built (and markings for dropped kerbs presumably approved but not built yet), so changes will have to be made in any case.

I hope that you will give these suggestions serious consideration and possibly apply them also to other streets in the proposed RPC Zone that I have not studied in detail. Any loss of kerbside parking is to the disadvantage of residents, businesses and visitors in this central location.

Officer Comment:

The minimum requirement of a CPZ parking space between two crossovers is 7 metres. This is to give one metre clearance away from the crossover to allow vehicles to get in and out of the driveway without being obstructed. The space between these two properties does not meet this requirement.

RPCCPZ0714061 - Resident

We are very pleased to see that you are considering the introduction of controlled parking in Pepys Road where there are considerable issues for residents. I would however ask you to consider the following in relation to Pepys Road (particularly the part south of Devas Road).

Under the proposal, Pepys Road is an 'island' caught between 2 different CPZs (RPE and RPN) where parking is restricted from 8:30a.m. to 6.30 p.m. Lack of parking and the impossibility for residents to park in adjacent streets has already led to the majority of front gardens in Pepys Road being given up for parking, putting further pressure on the remaining spaces as well as significantly altering the character of the area. (Incidentally I note the inaccuracy of the plan — number 57 also has a crossover for onsite parking).

Restricting the parking in Pepys Road for only one hour 11:00-12:00 Monday to Friday will be of marginal benefit to the residents — as is the case now, during the week we will still need to go considerable distances to find parking if there are no spaces in Pepys Road given that all nearby roads are in CPZs which restrict parking from 8:30a.m. to 6.30 p.m.

If, however, this part of Pepys Road can be incorporated into one of the existing CPZs (preferably RPN where we have noticed there is always space available), that would be a far better solution to the parking problems experienced on a daily basis. It might also discourage further conversions of the remaining front gardens in Pepys Road, which would mean (as in our own case) further removal of trees.

Please may I therefore urge you to consider incorporating Pepys Road (particularly the part south of Devas Road) into the existing CPZ RPN (or RPE).

RPCCPZ0714061

I am writing in relation to the Council's notice of intention to extend the controlled parking zone (CPZ) around the Cambridge Road/Pepys Road area.I am in possession of the marked up map(ref Z78-212-901 Rev B CPC sheets 1 and 2) and notice that there is a plan to introduce a Pay and Display Bay outside our house (no.24). We had a driveway installed, a number of years ago, with the dropped curb works undertaken by the Council. This has left a gap between our house and our neighbour (No 26) of approximately 3.25 metres (as measured between the top of each curb). There is no restriction on parking between our houses, which has resulted in cars parking there, both encroaching on the front of our driveway and also seriously close to our

neighbours entrance, blocking their view of oncoming traffic. We are concerned that the available is not big enough to install a parking bay and we would ask you to review this proposal. We would also ask that you review the current space available, which we believe should be restricted. We look forward to you response, however should you require further information, please do not hesitate to contact me.

Officer Comment

No driveway will have a parking bay in front of it. Crossovers are indicated by a blue cross on the consultation map. Due to the scale of the map there has been an issue with residents thinking there will be a parking bay introduced, this is not the case. Residents will not be able to park across their drives during the hour of operation, (11.00 to Noon), but will be able to park outside this hour. During the hour of operation, there has to be a restriction covering all road space within the CPZ. These restrictions are in the form of waiting restrictions, (yellow lines), or parking bays

RPCCPZ0714062

I am broadly NOT in favour of inclusion of Lambton Road in a CPZ – however as it seems increasingly roads in the vicinity will have this I can see there probably needs to be some restriction. I do NOT support 8.30-6.30 restrictions and would strongly urge you to put in place 11am-12pm restrictions as you suggest in neighbouring roads. Why so much longer in Lambton Road? I would also like assurances that you are addressing the problems of doctors parking at the Lambton Road surgery. My doctors are parking far away from surgery as it is in your new CPZ will probably make problems worse. Why not include dedicated DR BAYS?

Officer Comment:

There has not been sufficient support for the council to carry out a further consultation on Lambton Rd.

RPCCPZ0714066

I appreciate that Hampton Close is not directly included within the proposed CPZ but the situation has recently so significantly altered that I hope that the creation of the CPZ will offer an opportunity to improve the position. I have lived in Hampton Close for over 30 years and, until last year, we had virtually no problems with parking. The last two years have seen Hampton Close being increasingly treated as a commuter car park. Car parked at the bottom of the road and too close to Cottenham Park Road leave barely enough space for one car to go in or out and, when one car is leaving and another wishes to enter from the main road, the latter is forced to stop in the main road in a potentially dangerous position bearing in mind the speed with which cars are often travelling on the main road.

There is also a particular problem for numbers 2,3,4 and 5 at the southern end of the Close where cars park blocking the dropped curbs. We have recently resorted to calling the traffic department who wend a warden and a traffic ticket is issued. This will discourage a return visit by that one motorist but is a an action to which we can resort only during office hours ie 10.00 to 16.00. There is nothing we can do in the remaining 75% of the day and at weekends. As I write, at 21.30, there is a car blocking the drop kerbs for numbers 2 and 3.

I am not a traffic specialist but I believe that the only effective solution is judicious use of yellow lines. I cannot decide whether or not sheet 2 of 2 shows that single of double yellow lines are planned. If yes, all well and good. If not, please give this urgent consideration.

Officer Comment

The introduction of parking controls will bring enforcement to the area, therefore the issue of obstruction will be dealt with more efficiently. All junctions will be subject to double yellow lines which will improve the access and sightlines.

RPCCPZ0714067

On the above plan it appears my “crossover” from garage to Highway can after 12pm (1200 hours) be blocked by any vehicle which has paid the Council for a Parking Ticket.

If this is a correct interpretation, I object not being able to release a vehicle from my front garden. Please write to confirm or deny, If in the affirmative to whom should further presentations be made?

Officer Comment

No driveway will have a parking bay in front of it. Crossovers are indicated by a blue cross on the consultation map. Due to the scale of the map there has been an issue with residents thinking there will be a parking bay introduced, this is not the case. Residents will not be able to park across their drives during the hour of operation, (11.00 to Noon), but will be able to park outside this hour. During the hour of operation, there has to be a restriction covering all space within the CPZ. These restrictions are in the form of waiting restrictions, (yellow lines), or parking bays

RPCCPZ0714068 - Resident

Further to my earlier email, I would like to add the following points to my opposition to the Amity Grove CPZ:

1) The majority (however slight) of the Amity Grove residents voted against a CPZ in the 2013 consultation. This has been all but ignored by the council.

2) The information relayed on the supporting documents in the 2013 consultation (i.e. maps of parking bay layouts) is highly misleading and does not accurately quantify the extent to which the council plan to reduce the number of parking bays.

Officer Comment:

With any parking proposals, every effort is made to maximise parking without jeopardising access and safety.

Pepys Road

RPCCPZ0714147 – Resident

We are very pleased to see that you are considering the introduction of controlled parking in Pepys Road where there are considerable issues for residents. I would however ask you to consider the following in relation to Pepys Road (particularly the part south of Devas Road). Under the proposal, Pepys Road is an 'island' caught between 2 different CPZs (RPE and RPN) where parking is restricted from 8:30a.m. to 6.30 p.m. Lack of parking and the impossibility for residents to park in adjacent streets has already led to the majority of front gardens in Pepys Road being given up for parking, putting further pressure on the remaining spaces as well as significantly altering the character of the area. (Incidentally I note the inaccuracy of the plan — number 57 also has a crossover for onsite parking). Restricting the parking in Pepys Road for only one hour 11:00-12:00 Monday to Friday will be of marginal benefit to the residents — as is the case now, during the week we will still need to go considerable distances to find parking if there are no spaces in Pepys Road given that all nearby roads are in CPZs which restrict parking from 8:30a.m. to 6.30 p.m. If, however, this part of Pepys Road can be incorporated into one of the existing CPZs (preferably RPN where we have noticed there is always space available), that would be a far better solution to the parking problems experienced on a daily basis. It might also discourage further conversions of the remaining front gardens in Pepys Road, which would mean (as in our own case) further removal of trees.

Please may I therefore urge you to consider incorporating Pepys Road (particularly the part south of Devas Road) into the existing CPZ RPN (or RPE).

Officer Comment:

Residents of the Cambridge Road area were given three operating hour's options to choose from during the informal consultation. Majority of those who respond chose 1 hour (11am – 12pm). Incorporating Pepys Road into RPN CPZ as suggested would be ignoring the wishes of the majority of residents who participated and responded to the informal consultation.

Hunter Road

RPCCPZ0714120 - Resident

I know this email will come as a surprise to you. I wish to acknowledge that I may have had an over reaction as a result of being the lone voice at the Library meeting. I do understand and accept that double yellow lines are unsightly and remove the freedom to park outside your own home. I therefore wish to withdraw my objection to removing the double yellow lines in Hunter Road on the basis that this can be reviewed within 6 months if necessary.

I still believe that the matter of consistency between Hunter Road and Conway Road needs further attention. I also await to receive details of the statute that prevents houses 1 -7 Hunter Road from having a 1 hour single yellow line over their cross-over in line with the rest of the CPZ.

Officer comment:

Please see point 4.5

Hampton Close

RPCCPZ0714109 - Resident

I live in Hampton Close, SW20. I know that it is not immediately within the proposed CPZ but we are feeling the effects of overflow and commuters squeezed out of the CPZ. Whilst all the changes are occurring to the CPZ, it would seem to be an opportunity to help us out.

Every day there are cars parked in the Close, those near to the junction with Cottenham Park Road obstructing access and egress. Of particular concern to those houses at the South end of the Close, numbers 2 to 6, which have the additional problem of cars parking at the end of our drives, effectively blocking our drop kerbs.

During office hours we can get a parking warden to issue a penalty notice. This dissuades the driver from repeating the obstruction but does not move the car nor prevent the next offender from doing just the same.

Outside 10.00 to 16.00 Monday to Friday we have no protection for 75% of each day and all day at weekends.

I often get roundly abused when I ask a driver to move. A while ago, there was one persistent offender who blocked my drop kerb on successive days despite my request that he move his car. To dissuade him on the next day I left my own car before 07.00 where he had been. When I came home in the evening, my car had been "keyed". I reported the matter to the Police but there was no evidence as to who had caused the damage.

PLEASE could we have some yellow lines as protection. Peregrine Way, SW19, is further from the bus route and the station than are we but it has double yellow line protection and they have far more space than we do in Hampton Close.

If you wish to come and see for yourself I would welcome a chance to meet you to discuss the problem.

Officer Comment:

This will be considered as part of the Borough wide of waiting restrictions programme.

Durham Road

RPCCPZ0714108 - Resident

With reference to the new proposed controlled parking zone for Durham Road I would like to make a few suggestions, As the purpose of this is to de-clutter the streets or stop commuters using the area streets as a park and ride location among other reasons we are all aware of. Since this will be a cash generator for the council then it should be that bicycle lanes and parking along with bike lockups for apartments with no storage, should be provided on the street side as should electrical charge points for electrical vehicles. This after all is what you are aspiring to create a clean low carbon emission on the environment with more use of public transport for all. So I await to see how our council tax and funds generated from parking permits and of course parking tickets will be used to improve our environment on Durham Road and in the west Wimbledon area.

Officer Comment.

Post will be kept to a minimum. However there is a legal requirement that the council must adhere to.

RPCCPZ0714069

I wish to formally lodge my concerns about the way in which CPZ is proposed to be pushed through into Amity Grove.

Since 2001 there have been three consultations on CPZ. This final one is the first to be marginally supported by the road and only on the basis of it being installed/supported in other neighbouring roads. There will be fewer parking bays than currently are actually parked in the street by residents. The supportive and tolerant attitude of the road (a real community) to those needing to park will be lost. The ongoing high incidence of tradesmen extending or refurbishing properties will continue to take up many spaces, this will present extensive issues to all those trying to use parking bays. The installation of parking bays, parking meter machines will radically change the traditional eclectic nature of the street. For the above stated reasons, I oppose CPZ in Amity Grove vehemently. Many neighbours with or without off street parking are of a similar opinion.

Officer comment

These proposals have been supported in both consultations.

RPCCPZ0714070

We received today notification of the meeting at Raynes Park Library on Friday 11th July to discuss the controlled parking zone in Hunter Road. Unfortunately due to a prior commitment we are unable to attend. However, we would like our views to be considered. We are in favour of the proposed one hour parking restriction, Monday to Friday. We have noticed a large number of the cars which are parked in our road regularly parking all day, presumably being left by commuters. The one hour restriction would prevent these individuals parking, while not causing too much disruption for other visitors. It has been brought to our attention by another home owner in the road that the new arrangement will include double yellow lines on one side of the road. Due to the narrow width of the road it is not safe for cars to be parked on both sides. Cars should not be doing this now, therefore by having double yellow lines on one side of the road it is merely enforcing something that people should be doing anyway. Recently we have had times when it would be very difficult for an emergency vehicle to gain access. We are not in favour of extending the restriction to 08:30 to 18:30 as we feel that this would be unnecessarily disruptive for limited additional benefit. If the one hour solution is not effective there is always the option to extend the hours at a later date. There is an area of the road spanning approximately where no. 16 and no. 11 are situated, where it appears that there will be double yellow lines on both sides of the road. We feel in this section of the road one side could have a single yellow line. We would prefer it if our views are not directly attributed to us in communication with other home owners. This has proven a sensitive issue on the road, particularly with one of our neighbours, who has been

very active trying to canvas support against double yellow lines.

Officer comment:

Please see section 4.5

RPCCPZ0714071 - Resident

I am emailing with reference to the proposed CPZ RPC Cambridge Road area and more specifically, your plans for Coombe Gardens. Whilst I have expressed a preference for the CPZ to include Coombe Gardens if it is introduced in Cambridge Road, and I am happy with the one hour restriction Monday to Friday that is proposed, I feel you have left out several possible bays in your plans. Surely you should be maximising the number of available spaces for residents in the road. Below are photos of 5 spaces which your current plans would not allow residents to park in if the CPZ were introduced. Outside 2a is marked as a dropped kerb, hence why there is no bay I assume. However, you will see from the photo that there is no driveway adjacent to the dropped kerb. Please could you review your plans for Coombe Gardens and ensure all available parking areas are marked as residents bays.

Officer Comment

The minimum requirement of a CPZ parking space between two crossovers is 7 metres. This is give one metre clearance away from the crossover to allow vehicles to get in and out of the driveway without being obstructed. The space between these two properties does not meet this requirement.

RPCCPZ0714122 - Resident

I am writing on behalf of my neighbour to advise you that the front of his house at Pepys Road is a crossover and should not be shown on the CPZ Map as a permit holder bay. We have requested this correction on a previous occasion but the correction has not been made. I would be grateful if you would make the necessary amendment to the CPZ map.

Officer Comment,

This will be altered on the plan.

RPCCPZ0714126 - Resident

I write as one of the nearly 40% of those who opposed the introduction of a Controlled Parking Zone in our road.

The purpose of this submission is to request that further consideration be given to one particular aspect of the latest proposal, viz., the location of Pay & Display Shared Bay Areas. What prompts my request is the fact that Pay & Display Bays impinge adversely on homes nearby and opposite – including our own - in a way that Permit Holder Bays do not.

At the most obvious level, Pay & Display Bays, apart from the unwelcome visual impact of the ticket machines, inevitably involve more frequent coming and going by the various people using these bays. More important still, though, is the fact that since the CPZ is only intended to be operational between 11am and 12 pm, there would seem to be nothing to prevent the numerous vans and utility vehicles in our neighbourhood from parking in that bay for lengthy periods of time and even overnight. Of course such vehicles can already be parked in the proposed Pay & Display Area. But the introduction of a CPZ would make one big difference. At present such vehicles can park anywhere in the road. They tend to be dispersed rather than concentrated in one space. Under the proposed CPZ most of the other parts of the road would become Permit Holder Bays, which would mean that non-permit holders would no longer be allowed to park in those areas. They could only park in the Pay & Display Bay, with the result that that area would be almost permanently occupied by the least welcome of vehicles.

Isn't such an outcome unavoidable? Yes, but for that very reason it means that the issue of the location of the Pay & Display Bays deserves attention in its own right so that the most appropriate and fairest decision is reached about their positioning.

There are three factors, I believe, that should be taken into account. The first is that Pay & Display Bays should be in the areas near each of the entrances to the park. The present proposal would situate such a bay only near the south-eastern gate and then simply extend it along the area between the two gates, with no Pay & Display Bay near the south-western gate to the park. This seems less than logical. Secondly, extending the Pay & Display Bay to the west as well as to the east of the south-western park gate would reduce any unwelcome visual effect since that area is bounded by a high brick wall and is not directly looked onto. Thirdly, the problem with the proposal as it stands is that it would have the perverse effect of introducing the most unsightliness and the greatest disturbance opposite the homes of people who never wanted a CPZ, while sparing the people who were most in favour of a CPZ. This seems less than fair.

I hope, therefore, you will feel able to make this simple adjustment to the current proposal, viz. to situate a Pay & Display Bay area near each of the entrances to the park, leaving a suitable number of Permit Holder Bays in the area between these two Pay & Display Bays.

Officer Comment:

There are P&D facilities in this zone near public amenities. Visitors to residents will have to obtain a visitor permit from a resident to be able to park for the hour of operation.

RPCCPZ0714133 - Resident

I am just back from holiday and live @ Durham Road.

I have seen the plans in the post you have sent me for Durham Road & am unclear about the area in front of my drive.

This is currently a white line & I see absolutely no reason for this to change in any way as it would only be increased convenience and expense and it must be kept free for my driveway.

It looks as if you are proposing a single yellow line? Why? Also, there is a cross blue box and nothing in the key says what this is, so I am unclear.

Officer comment:

No driveway will have a parking bay in front of it. Crossovers are indicated by a blue cross on the consultation map. Due to the scale of the map there has been an issue with residents thinking there will be a parking bay introduced, this is not the case. Residents will not be able to park across their drives during the hour of operation, (11.00 to Noon), but will be able to park outside this hour. During the hour of operation, there has to be a restriction covering all space within the CPZ. These restrictions are in the form of waiting restrictions, (yellow lines), or parking bays

Worple Road

RPCCPZ0714140 - Resident

Thank you for your recent communication re the extension to the CPZ with particular reference to the current area available opposite the Raynes Park Methodist Church.

I cannot emphasize enough how this will have a serious detrimental effect on the small businesses and those attending activities at the Church and the Lantern Arts Centre. Many of those who visit this small area of Raynes Park find that this is the only area available to them for on street parking where they can visit the local businesses attend classes at the Lantern Arts Centre and spend vitally unpressurized time out of their day without having to rush back to their cars. It is as you know the only space after 10am where those attending their place of work can park, without having to find alternative parking up to a mile away.

Most who come by car do so out of necessity, especially those who attend classes at the Lantern Arts Centre who are young of primary school age, and pensioners, during the day. Many who shop on Worple road often enjoy the facility given them to enjoy the small local businesses and the rest of the Raynes Park shops without having to rush back to their cars. I have heard that the reasoning behind the desire to put Worple Road within the confines of the CPZ, despite categorical statements from Merton that this would not be included in any extension of the CPZ, is to stop commuters from parking and traveling into town. I have yet to meet any driver who is a commuter who can leave their vehicle after 10am and then get to work for 10.30 am. I will send you a hard copy of a petition with over 120 signatures of those who attend the Lantern Arts Centre and Raynes Park Methodist Church for classes and events, plus a list of those geographical addresses of attendees during the year. It was further stated at a meeting in February at the Raynes Park Library that there would be no consideration of the proposed scheme till September so producing the most recent information with yet again a very short time in which to respond does seem to be a bit premature especially when many may be on holiday. It would be of great benefit to the local businesses for an in depth discussion to be held so that we can develop some mutually strategic answers to the problems of parking without resorting to blanket proposals which will benefit only the council and no one else. There are, as you are well aware many areas of metered parking in Raynes Park which regularly go unused so to deprive the community of a small section of free space seems counter productive.

I look forward to hearing from you

Officer Comment

Your comments have been noted and will be considered.

Worple Road

RPCCPZ0714146 - Resident

As the owner of Pepys Court, Worple Road, SW20 I would like to enquire what impact the proposed CPZ will have on available parking for this flat.

Currently there is NO parking available to residents of Pepys Court, other than on either Lambton Road or on Pepys Road (neither of which currently have any parking restrictions or CPZ in place). Residents of Pepys Court are not permitted to park on either Tolverine or Trewince Roads (directly across from this block of flats). This already causes significant issues for residents of this block, who often have to walk up to half a kilometer to access their vehicles.

Should a CPZ be put in place, can I presume that parking permits will be available to purchase for residents of Pepys Court to use on ANY of the roads across from them? (i.e. Lambton, Tolverine, Trewince, Pepys Roads). If this is not the intention, please could you clarify what parking arrangements you are planning to make to accommodate the residents of Pepys Court?

I would appreciate a response to this email ahead of the 24th July deadline for submission of objections.

Officer Comments

This address will be eligible to buy permits to park in the RPE zone.

Proposed Controlled Parking Zone (CPZ) Raynes Park Central (RPC) Cambridge Road Area



Councillor Andrew Judge

Cabinet Member for
Environmental Sustainability
and Regeneration

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ISSUE DATE : 19 JUNE 2014

Dear Resident / Business,

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out between August and September 2013, on the proposal to introduce a controlled parking zone (CPZ) in your road.

RPC CPZ CONSULTATION RESULTS

The consultation resulted in a total of 683 questionnaires returned from the roads within the proposed CPZ area representing a response rate of 39.7%. A detailed road by road analysis of the results revealed that there some roads are completely against having parking controls and therefore these roads have been excluded from the proposed zone at this stage.

The analysis of the 378 returned cards from the remaining roads, which included 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 show that 55.3% support a one hour CPZ in their road, compared to 38.4% who do not and 6.3% who are unsure or did not comment.

The results of the consultation along with officers' recommendation below were presented in a report to the Street Management Advisory Committee and the Cabinet Member for Environmental Sustainability and Regeneration on the 29 January 2014. The following recommendations were made to the Cabinet Member:

- 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). Please see plan enclosed.
- 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. Please see plan enclosed.

- 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. Please see plan enclosed.

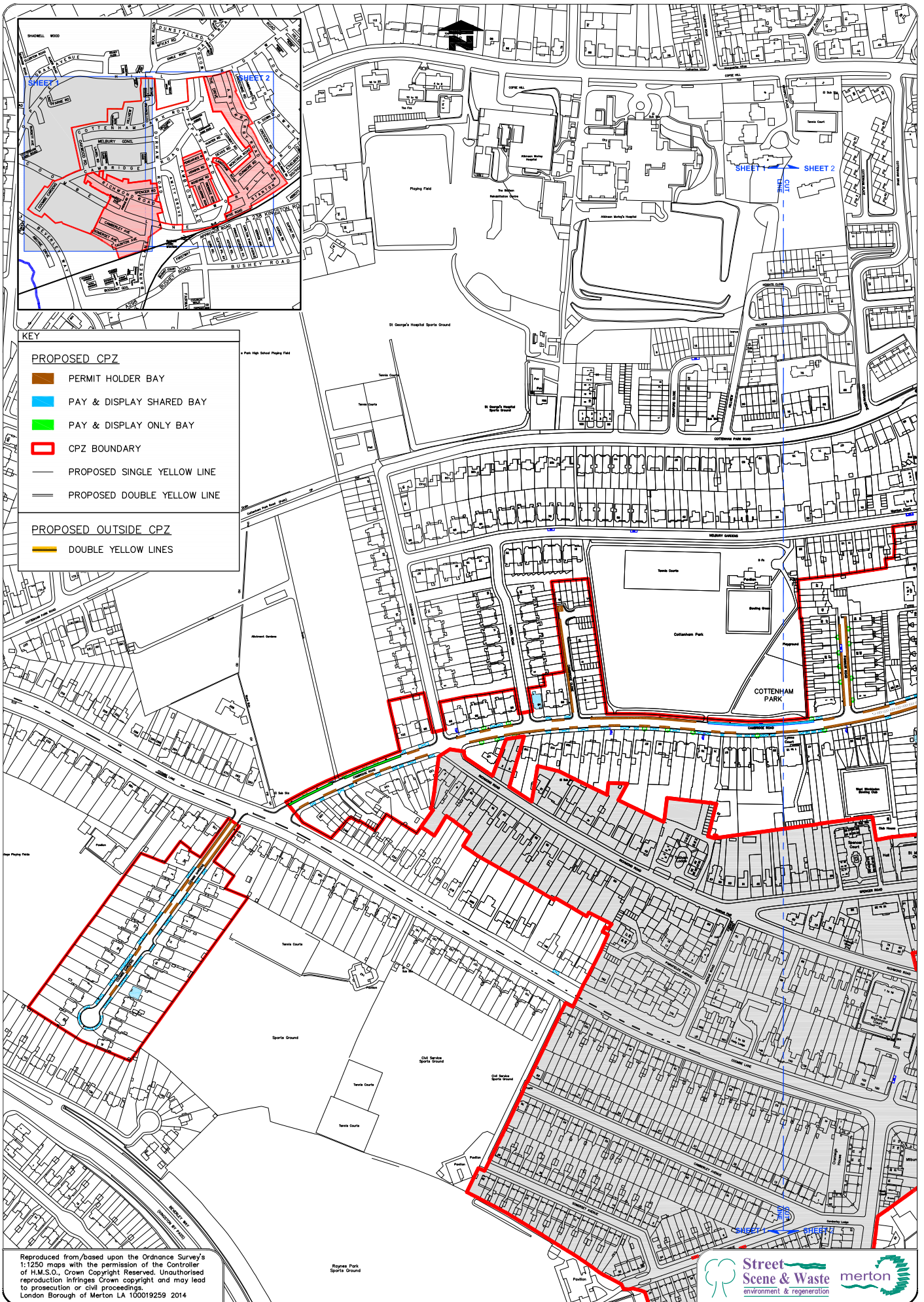
- It should be noted that following the feedback received during the consultation, some amendments have been made to some parking bays previously proposed. For full details, please refer to committee report published on www.merton.gov.uk/cpzrpc.

After careful consideration, the Cabinet Member agreed to proceed with a statutory consultation to include Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Devas Road, 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). Please see plan enclosed.

The Cabinet Member in his decision has removed Coombe Lane between property No. 184 and its junctions with Cambridge Road and Coombe Gardens from the scheme at this stage as a majority of 55.6% were against the scheme.

In line with the feedback received, it has been decided to exclude those roads which did not support a CPZ. Those roads that are being excluded from the proposed CPZ are however be subject to waiting restrictions at key locations such as junctions, bends and cul-de-sacs. This will ensure safety and access at all times.

Please be reminded that if a CPZ is to be implemented in the roads as shown on the plan enclosed, parking is likely to be displaced into the roads/part of roads not within the CPZ. This displacement is likely to be caused by those residents in the proposed CPZ who may not want to pay for a permit and by commuters. Residents outside of the proposed CPZ extension now have a further opportunity to opt into the scheme if they wish to do so and this should be done in writing or as a petition to the Council during this statutory consultation.



KEY

PROPOSED CPZ

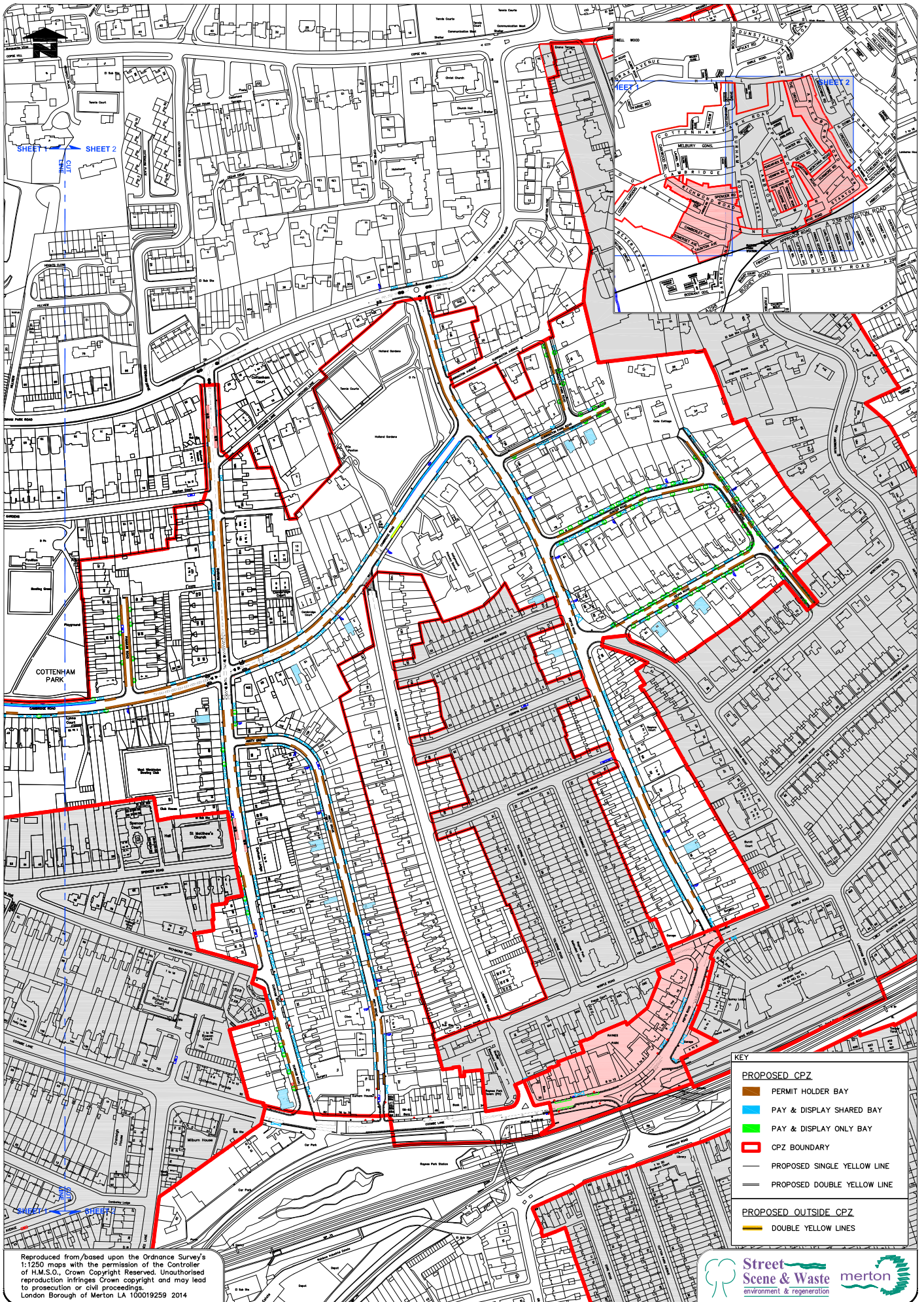
- PERMIT HOLDER BAY
- PAY & DISPLAY SHARED BAY
- PAY & DISPLAY ONLY BAY
- CPZ BOUNDARY
- PROPOSED SINGLE YELLOW LINE
- PROPOSED DOUBLE YELLOW LINE

PROPOSED OUTSIDE CPZ

- DOUBLE YELLOW LINES

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Street Scene & Waste merton
environment & regeneration



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