

NON-KEY DECISION TAKEN BY A CABINET MEMBER

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

1. Title of report and reason for exemption (if any)

RPS CPZ extension – Edna Road & Dorien Road

2. Decision maker

Cabinet Member for Environmental Sustainability & Regeneration

3. Date of Decision

13th December 2012

4. Date report made available to decision maker

11 December 2012

5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel

6. Decision

That the Committee considers the issues detailed in this report and recommends that the Cabinet Member for Environmental Sustainability & Regeneration;

- A) Notes the results of the statutory consultation carried out between 20 July and 31 August 2012, on proposals to extend the RPS Controlled Parking Zone (CPZ) to include Edna Road and Dorien Road.
- B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- C) Considers the objections against the proposed measures.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'RPS' CPZ extension to include Edna Road and Dorien Road, operational Monday to Friday, between 8.30am and 6.30pm as shown in Drawing No. Z78-182-09 in Appendix 1.

7. Reason for decision

This report provides a good balance between the parking needs of local residents and local businesses and will improve sight lines and safety.

Archer Judge

8. Alternative options considered and why rejected

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

9. Documents relied on in addition to officer report

Statutory consultation documents, drawings and representations
--

10. Declarations of Interest

--

11. Publication of this decision and call in provision

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

*There is no need to resend Street Management Advisory Committee reports.

Committee: Street Management Advisory

Date: 4th December 2012

Agenda item:

Ward: Dundonald

Subject: Proposed RPS CPZ extension Edna Road & Dorien Road – Statutory Consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Andrew Judge, Environmental Sustainability & Regeneration

Forward Plan reference number: N/A

Contact Officer: Brett Cockin, Tel: 020 8545 4869, email: brett.cockin@merton.gov.uk

Recommendations:

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

- A) Notes the results of the statutory consultation carried out between 20 July and 31 August 2012, on proposals to extend the RPS Controlled Parking Zone (CPZ) to include Edna Road and Dorien Road.
- B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- C) Considers the objections against the proposed measures.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'RPS' CPZ extension to include Edna Road and Dorien Road, operational Monday to Friday, between 8.30am and 6.30pm as shown in Drawing No. Z78-182-09 in Appendix 1.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the results of the statutory consultation carried out with the residents and businesses in Edna Road, Dorien Road and part of Kingston Road and based on the feed back received, and recommends the inclusion of Edna Road and Dorien Road within the RPS CPZ. See Drawing No. Z78-182-09 in Appendix 1.

2. DETAILS

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

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

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

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

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

- 2.3 A CPZ includes double yellow lines (no waiting 'At Any Time') restrictions at key locations such as at junctions, bends and along certain lengths of roads where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross.
- 2.4 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.

Background Information

- 2.5 In September 2011 an informal consultation on controlled parking proposals was carried out within the Apostles area to include Carlton Park Avenue, Vernon Avenue, Edna Road, Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road, Oxford Road, Chase Side Avenue, Rothesay Avenue and part of Kingston Road. This was as a result of petitions (PT498 & PT507) received from residents in the area.
- 2.6 Following a statutory consultation during January 2012, Rothesay Avenue, Chase Side Avenue, Oxford Avenue, Carlton Park Avenue and Vernon Avenue were included as extensions to the existing zones 5F and RPS.
- 2.7 At that time, it was also recommended that in the event of receiving a petition from Edna Road residents requesting inclusion, a statutory consultation be carried out in order to introduce the controls as early as possible.
- 2.8 Petitions from both Edna Road (PT531 showing 59 signatures in favour of a CPZ) and Dorien Road (PT533 showing 70 signatures in favour) were received asking to be included in the RPS CPZ due to the parking difficulties being experienced since the introduction of controls in Carlton Park Avenue and Vernon Avenue. To adhere to the requests received, the statutory consultation was programmed accordingly.

3. CONSULTATION UNDERTAKEN

- 3.1 The statutory consultation to introduce parking controls in Edna Road and Dorien Road commenced on 20 July and ended on 31 August 2012. The consultation included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, attached as Appendix 3, was also circulated to all those properties included within the consultation area.

- 3.2 The statutory consultation resulted in a total of 25 representations, 17 of which are in support of the proposal and 8 against. These representations are detailed in Appendix 2. A representation was also received by the Metropolitan Police with no comments or observations.
- 3.3 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 with safety in mind and requests received by local residents and businesses.

3.4 Ward Councillor comments

Comment received from Cllr David Dean – *'I don't think 17 people is a significant number especially as the consultation done earlier was against. I don't want officers to recommend it.'*

Officer's comments

The recommendation to introduce the measures is based on the petitions received, and majority support demonstrated by those who made representations to the statutory consultation. It should be noted that a statutory consultation is based on the reasons for objecting to the making of the Traffic management order. Often those who object tend to make representations and in this case 17 wrote in support and 8 against. It can be considered that in the absence of majority objection combined with the petitions received, it would be reasonable to recommend the introduction of the proposed measures.

4. **PROPOSED MEASURES**

- 4.1 It is recommended that approval is given to make the relevant Traffic Management Orders (TMOs) for the implementation of the proposed 'RPS' CPZ extension to include Edna Road and Dorien Road, operational Monday to Friday, between 8.30am and 6.30pm as shown in Drawing No. Z78-182-09 in Appendix 1.
- 4.2 In considering the above measures, the Council must consider whether or not the problems currently being experienced in these roads is of sufficient significance for change to go ahead; whether or not the change proposed is proportionate to the problems experienced and is acceptable in consideration of the possible impact.
- 4.3 The CPZ design comprises of permit holder only bays to be used by residents, businesses and their visitors with some shared use bays and pay & display only bays facilities made available for pay & display customers. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

Hours of Operation:

- 4.4 The RPS CPZ operates Monday to Friday between the hours of 8.30am and 6.30pm.

Permit Issue Criteria:

- 4.5 The Council periodically reviews the permit and pay and display parking costs. However, the price structure presented during the initial informal consultation stage will be unaffected for the first year, after which the borough wide charge will apply. It is, therefore, proposed that the residents' permit parking price structure should be as follows – the cost of the first permit in each household is £65 per annum; the second permit is £110 and the third permit cost is £140. An annual Visitor permit cost is £140.

Visitors' permits:

- 4.6 It is recommended that the system and charges applied elsewhere in the Borough, at the time of consultation, for visitor permits should also be introduced. All-day Visitor permits will remain at £2.50 whilst half-day permits will be priced at £1.50. The

allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two, per annum.

Business permits:

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

Pay & Display tickets:

- 4.8 It is recommended that the charge for parking within the pay and display shared use/permit holder bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation. The cost will be £1 pence per hour, with a maximum stay of up to 2 hours. Purchase of tickets will be available before 8.30am.

4.9 Trade Permits:

Trade Permits are priced at £900 per annum. Trades permits can also be purchased for 6 months at £600, 3 months at £375, 1 month at £150 and Weekly at £50.

5. TIMETABLE

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

6. ALTERNATIVE OPTIONS

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

7. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the recommended measures is estimated at £15k. This would include the publication of the made Traffic Management Orders, road markings, signs and ticket machines.
- 7.2 The Environment and Regeneration budget for 2012/13 contains a provision of £200k for parking management schemes. The cost of these proposals can be met from this budget.

8. LEGAL AND STATUTORY IMPLICATIONS

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

9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

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

10. CRIME AND DISORDER IMPLICATION

- 10.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

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

12. ENVIRONMENTAL IMPLICATIONS

- 12.1 Before reaching a decision to make the necessary Traffic Management Order to implement a scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA") 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 12.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 12.3 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
 - (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - (e) any other matters appearing to the Council to be relevant.

13. APPENDICES

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

Appendix 1 – Drawing no. Z78-182-09

Appendix 2 – Representations and officers' comments

Appendix 3 – Statutory consultation material

Background Papers

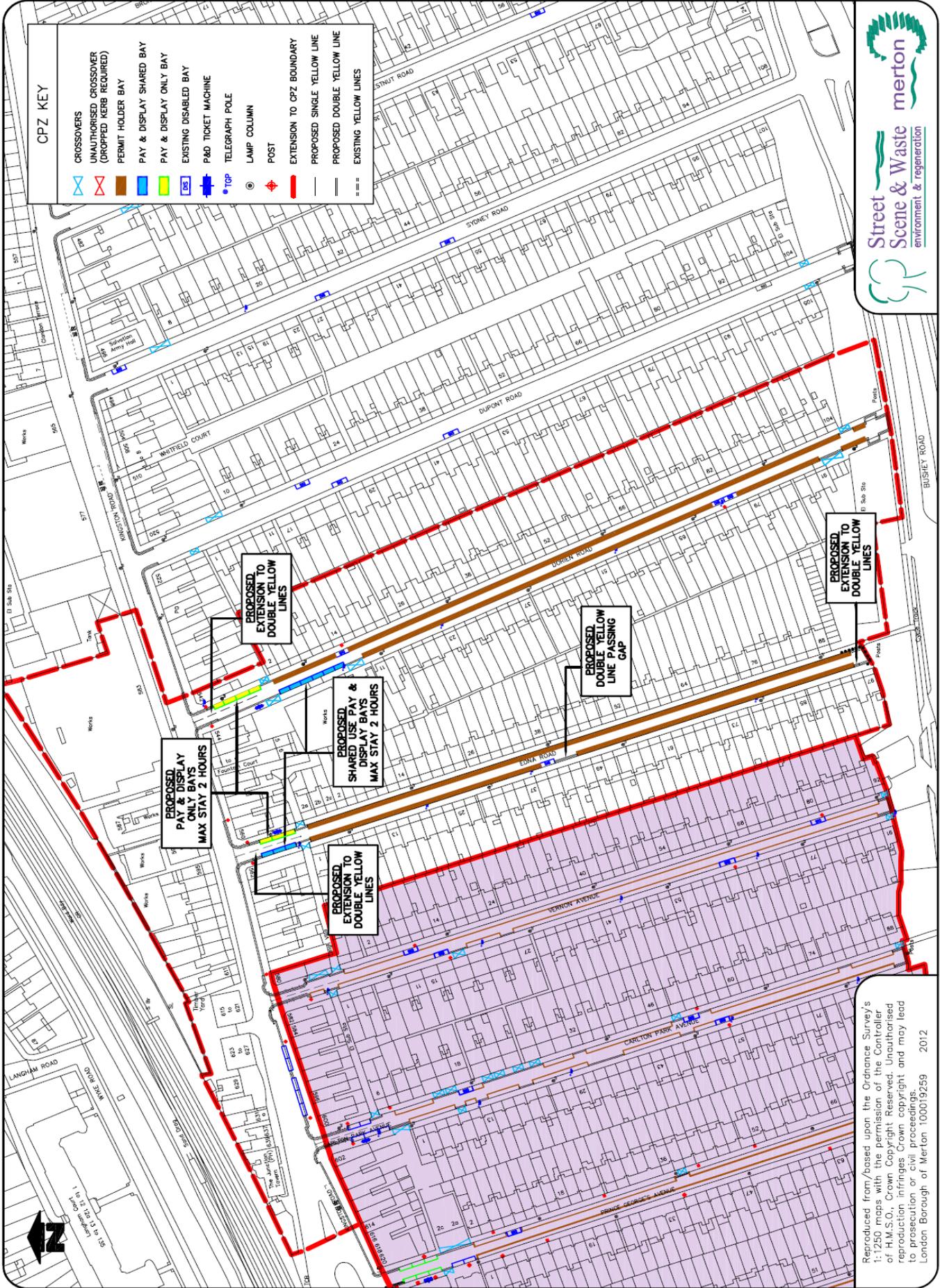
Please refer to reports:

20-09-2011 - Proposed RPE CPZ (Apostles) – Informal consultation

23-01-2012 - Proposed RPS & 5F CPZ extensions (Apostles) – Formal consultation



Z78/182/09 - Edna Rd & Dorien Rd RPS ext



CPZ KEY

	CROSSOVERS
	UNAUTHORISED CROSSOVER (DROPPED KERB REQUIRED)
	PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	PAY & DISPLAY ONLY BAY
	EXISTING DISABLED BAY
	P&D TICKET MACHINE
	TELEGRAPH POLE
	LAMP COLUMN
	POST
	EXTENSION TO CPZ BOUNDARY
	PROPOSED SINGLE YELLOW LINE
	PROPOSED DOUBLE YELLOW LINE
	EXISTING YELLOW LINES

PROPOSED PAY & DISPLAY ONLY BAYS MAX STAY 2 HOURS

PROPOSED SHARED USE PAY & DISPLAY BAYS MAX STAY 2 HOURS

PROPOSED EXTENSION TO DOUBLE YELLOW LINES

PROPOSED DOUBLE YELLOW LINE PASSING GAP

PROPOSED EXTENSION TO DOUBLE YELLOW LINES

Reproduced from/based upon the Ordnance Survey's 1:1250 maps with the permission of the Controller of H.M.S.O. Crown Copyright Reserved. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

London Borough of Merton 100019259 2012



Representation in Support

12283554 Edna Road

I am writing in support of a CPZ in Edna Road. I am a resident of Edna Road and for many years I was opposed to the extension of the CPZ in the Apostles. That was because I found the daytime parking in Edna Road tolerable, but had more problems in parking at night, which I felt a CPZ would not resolve. However in the last three years the parking in the daytime has become problematic. The issue was highlighted for me when I had a builder renovating my kitchen. Every morning for a fortnight I had to stand in the road from 7 onwards and run to reserve a space whenever one occurred so that my builder could park in Edna Road. Next month a decorator is painting the outside of my house and I will have to follow the same policy. I would now welcome a CPZ and would happily pay for any workman who needs to park in Edna Road to work on my house. I have been told by a neighbour that a fencing contractor tried to park in Edna Road to give her a quote, but as he was unable to do so he rang her to say he could not undertake work for her as without the ability to park near her house he could not do the job. I recently had a contractor repair my garden shed and to pay for him to park on Kingston Road which was not convenient as he had to keep walking a long distance to his vehicle to fetch tools. I am also aware that friends are now reluctant to visit me as parking is now impossible. Again I would happily pay for a visitors permit, so that I could again actually have visitors. Since the CPZ has been extended to Carlton Park and Vernon Avenues the parking has got even worse. I would also point out that Vernon Avenue did not petition for inclusion in the CPZ and on the Council Survey about the same number of residents in Vernon were in favour as in Edna, but we were not included. I do hope that we are included this time and that the stridently expressed views of non car owning opponents are not given more weight than the more moderately expressed views of the supporters of a CPZ. I also note that this time Dorien Road residents have petitioned for a CPZ this time which they did not do last time. I think that fact speaks volumes as to the impact of the extension of the CPZ. It also undermines the argument that Merton Council is not being democratic. You are being democratic and deciding on a rational basis what to do. Please do not be swayed by the histrionics of some opponents of the CPZ who are trying to claim the moral high ground whilst sending you e-mails which must be most unpleasant to read imputing as they do your integrity. Finally I think we need a CPZ because the Council by trying to help residents of Edna Road has unintentionally created a problem. When it was decided to exclude Edna Road from the CPZ the Council decided to remove the existing yellow line parking controls which extended 4 or 5 car lengths into Edna from the Kingston Road. This has resulted in cars permanently parked on both sides of the road at the junction. Turning into Edna is now done almost blind as the view of the road is obstructed. Often on entering the road one has to reverse out onto the main road to allow cars to exit. Previously the yellow lines provided a space to pull to one side to allow the exit of other cars. Delivery vehicles now reverse out onto Kingston Road as the two side alleys which they used to use are often blocked by parked cars which did not happen when the yellow lines were in place. A young mother from Dorien Road told me recently that when walking along Kingston Road pushing a pram the only safe way to cross Edna Road is to leave the pram on the pavement and walk out into the middle of the road to check that there is no traffic before returning to the pavement to collect the pram. For the last two months a large builders van had been parked permanently on this corner blocking sight lines. I sometimes wonder why the builder doesn't just plonk a portakabin there and have done with it. Thank you for reading my submission and best wishes in your work.

12283377 Edna Road

I am just writing to say that I totally support the proposals for controlled parking in Edna Road. I am regularly unable to park in Edna Road and have to carry shopping, children etc. from sometimes 2 streets away.

12283333 Edna Road

This letter serves to confirm that my husband and I fully support the proposed CPZ RPS Extension in Edna Road. The current situation is untenable for residents as well as unsafe at the junction with Kingston Road. I look forward to the changes, as proposed, being implemented as soon as it is possible.

12283139 Dorien Road

I am writing with regards to the RPS CPZ proposals to include Dorien Road. I would like to show my full support for the scheme. I would however, question the amount of Pay & Display bays allocated to Dorien Road, this is far greater than any other roads. If planning permission is granted for the old glass factory to be converted to flats, more residents parking will be needed over pay & display. Either way, I am really hoping & excited that there will be soon resolving the parking issues on Dorien Road.

12282968 Edna Road

I live in Edna Rd and I would really like to be included in the parking controls. I would rather pay a yearly permit price than have to keep enduring the frustration of not being able to park in my own road while people who do not live there get a free ride. I have since had a parking ticket for £55 on the road for being just on the back yellow line. Had my front windscreen vandalised by the company on the corner "Connected Business Solutions" whereby one of their employees plaster a A4 sticker across the drivers side saying do not park here and I had to then wash it off with warm water and window cleaner. I was parked in line with the wall and they had full access to their side road if indeed it does belong to them. May I please also ask that when these parking controls come into place (and i hope it is soon) you line out the parking bays so the maximised space is utilised and all residents can then park with the knowledge that this is being done and all is fare! I hope the matter of Edna Road is taken seriously as this would be greatly appreciated.

12282967 Edna Road

I just wanted to voice our support for your decision to propose a CPZ in Edna Rd. I know this has been a contentious issue in the past, but since the introduction of the CPZ in neighbouring roads, the vast majority of residents are strongly in favour of the CPZ in Edna Road as the parking situation has got even worse. The only people I am aware of that are against the CPZ either don't own cars or have multiple cars. There are a few houses that have at least 3 or 4 cars each. Having spoken to friends living in other Apostle roads, the parking situation in all the roads that have had a CPZ introduced has improved dramatically. We are really hoping the CPZ in Edna Rd goes through so that we too are able to benefit. I know you are aware of all the reasons for the CPZ from previous correspondence from residents, so I will not list them all again. However, the situation is getting worse and is particularly bad for people who use their cars the most during weekdays or have people regularly visit them, ie families with young children and the elderly. Families are being forced to consider moving from Edna Rd as transporting kids by car is near impossible. In fact, we have considered doing so ourselves. The situation at the top of the road is also getting worse, and I have personally seen at least 3 incidents that could have easily resulted in an accident as vehicles have to reverse into Kingston Road. Thanks again for supporting our request for the CPZ and all your help in getting the scheme approved, as it will make living in this road bearable again.

12282745 Edna Road

I wish to notify you that my husband and I are strongly in favour of the proposals to include Edna Road in the RPS CPZ. As residents of Edna Road, we were disappointed that our road was not included in the original CPZ upgrades which have been carried out in other streets earlier this year, even though the required majority vote to implement CPZ in our street had been met. Since neighbouring streets have introduced CPZ, we have found it very difficult during the week to park in Edna Road as residents from streets where CPZ has been implemented have been parking their cars in our road to avoid paying for parking permits. Additionally, large vans and commercial vehicles from businesses on Kingston Road are constantly parked in Edna Road, leaving even less parking spaces for domestic vehicles owned by residents. I am currently 38 weeks pregnant and find it extremely inconvenient that I am not able to park near my front door. There are times when I have to carry my shopping from a neighbouring street because there is no parking available in my street. This will be increasingly challenging when I also have the baby with me. I hope that you will consider making Edna Road part of the CPZ in line with the current proposal as soon as possible.

12282743 Edna Road

With regard to the proposed installation of CPZ in Edna Road: The situation has worsened in the past year with the CPZ being installed in the adjacent roads. We are now badly affected day and night and need controlled parking to regain some quality of life for the residents. 1. The entrance to Edna Road is exceedingly dangerous with the current system and installation of adequate double yellow lines there is essential. There has to be space to wait at the side for an exiting vehicle to come up and out of Edna Road. If there are cars on the parking bays on each side of the road, it means there is only a single car width piece of road to wait on and we will still have to back into Kingston Road to allow the exiting car out, which is extremely hazardous. 2. The new double yellow lines at the bottom of the road are working well. I live at the bottom of the road and have noticed only turning difficulty by vans which are too big. Most vehicles make the turn without a problem. 3. Why do we need the proposed double yellow line passing place? This will eliminate at least two cars parking space. Most drivers wait at the top of the road if they see a vehicle wishing to exit the road. The residents need every space, particularly as businesses in Kingston Road often park 3 or 4 vans in the road at night.

12282046 Edna Road

With reference to the proposed CPZ for Edna Rd. I would like to voice that I am fully in favour of a Controlled Parking Zone in Edna Rd. It has become increasingly difficult to park anywhere near my house since Vernon Rd became a controlled Parking Zone, thus displacing Commuter Parking to Edna Rd.

12281599 Edna Road

With reference to the Parking consultation recently received, we at No 37 Edna Road, are 100% in favour of Edna road becoming a controlled parking zone as soon as possible. The current parking situation in the road is dire. It is impossible to find a parking during the week between 8am and 6pm. The road is becoming

unpleasant to live in as people are fed up with commuters parking in the road or people leaving their vehicles parked for a week or so whilst they're on holiday. There are also many young families in Edna Road. Parents are unable to find parking and as a result, they have to find parking 2 roads down and then carry shopping and kids to Edna Road. We realise we were consulted a few months back and regrettably voted against the controlled zone being implemented. The reason we voted against it was due to the door to door canvassing/advise being handed out by one of the residents of the road. He convinced us that the parking would become even worse as half of the road would be passing lanes and the other half would be mostly pay and display. What he failed to mention was his house hold has 3 cars. We were only told this after he had submitted our votes. When speaking to other residents it seems we were all fooled by this individual and desperately wanted to ensure this doesn't happen again.

12281566 Dorien Road

Thank you for the information with regards to the proposed extension of the CPZ into Edna and Dorien Roads. I am grateful this decision has been made as the current parking conditions on Dorien Road are both intolerable and unsafe. I would ask that the length of double yellow at the end of the road towards Kingston Road is extended to allow both safe entry and exit to the road but also safe pedestrian crossing. I am pleased to see the single yellow line replaced on the westerly side of the road which will indeed make the passing and access to the road a great deal safer.

12281564 Edna Road

I have been a resident of Edna Road since 1999. In that time I have seen the quality of life here deteriorate as this road has been treated more and more as a car park. With the introduction of controlled parking zones in the other "Apostle" roads closer to the station, pressure on spaces in Edna Road has increased. Now it is difficult to find room for a car at any time. This causes inconvenience to residents and, with the reduction in visibility, increases the risk to pedestrians. I welcome and support wholeheartedly the proposal to make Edna Road a Controlled Parking Zone. While I am aware of the negative aspects, the additional costs and the need for tickets for visitors, I do think that on balance, life will be better for residents. A few weeks ago, I witnessed an assault by one driver on another; a dispute which had started because of the congestion in the road had escalated into a very unpleasant incident. I do not think the police were involved, but I mention this as evidence of the level of feeling that can be generated by the inconvenience caused by traffic congestion of this type. When I walk around the area, and I see the level of parking in those Apostle roads that are part of the CPZ, they appear far more attractive places to live. On Estate Agents' specification for houses in the Raynes Park area, they are now listing "Within a CPZ" as a positive selling point. I have seen the proposed plan for Edna and Dorien Roads; while I support the proposed passing gap, I am far from convinced that the double yellow lines at the Bushey Road end need to be extended. It is possible to turn in the road now, though it may have to be a "five-point turn"; any difficulty is due to the concrete pillars and the height of the kerb. And it is no great imposition to reverse to the proposed passing gap and turn there.

12281563 Edna Road

We are writing to register our strong support for the proposal to include Edna Road and Dorien Road in the CPZ for the following reasons:

1. We have been home owners in Edna Road for two years during which time finding parking in our own street has always been difficult, the problem has now significantly increased since the introduction of Carlton Park Avenue and Vernon Avenue into the CPZ causing a large increase in vehicles parking in Edna Road. The increase is largely due to residents of nearby streets within the CPZ now parking their second and third vehicles in Edna Road and due to Edna Road now being the closest Apostle to Raynes Park Stat ion not in the CPZ we now regularly see rail commuters parking in Edna Road.
2. The reduction of double yellow lines has increased congestion at the Kingston Road end where vehicles turn around before exiting onto Kingston Road, the double yellow lines previously provided a waiting point while vehicles are exiting the street, however the cross avers used to turn around are now being used as waiting points and therefore without the turning room vehicles are often forced into the very dangerous and illegal practice of reversing onto Kingston Road. The proposed extension to the yellow lines at the Kingston Road end and also the passing gap in the centre of the street wilt greatly help to resolve this problem.
3. Due to the additional parking congestion the street is often completely full meaning vehicles often need to reverse the entire length, the extension to the double yellows at the end of the street will now provide an alternative turning point.
4. With the increase of parking in Edna Road vehicles are increasingly being forced to try to park in spaces that are too tight -our car has been hit by people parking a number of times, designated parks will resolve this problem.
5. We believe that previous consultations have not produced accurate results due t o the campaigning and petitioning by residents against the CPZ, they advise d that if we didn't object then we would be counted in support, therefore many residents who were undecided or do not own cars were registered as objecting. We are also aware that some of the objector's households have up to 4 cars.

12281369 Edna Road

In regard to your communication to implement CPZ restrictions in Edna Road, I wish to fully back this as a resident of Edna Road for the past 22 years. The road has become impossible to part in and, since the

beginning of this year, I have been unable to part in my road and have had to park in a road further down Kingston Road. The main problem appears to be the businesses in Kingston Road who are using our road to park their vehicles - something needs to be done about this - this is completely unfair especially as there is and has been ongoing building works in a number of houses within Edna Road which also makes the situation worse. I look forward to hearing further from LBM that CPZ measures will be enforced.

12281191 Edna Road

I am writing to express our strong support for the extension of the Apostles CPZ to include Edna Road. It has become often impossible to park on our own road since the CPZ was introduced in Vernon and Carlton Park. It is also dangerous as cars often park across the two driveways that people use to turn around, meaning that we have to reverse onto Kingston Road to leave the road. I understand that 60% or more of Edna Road residents signed a petition in support of the CPZ and think that the Council should act in favour of this majority.

12881601 Kingston Road

We are a business that has been established in the area for approx 15 years. Originally at Worple Road we moved to our current address to Kingston Road for a number of reasons:

1) Very large builders hoardings were erected at the Finanns building development which meant our shop could no longer be seen by passing traffic. We had no notice or say in this which i think is very poor form. Resulting in a significant loss of passing trade.

2) We had suffered from over zealous parking attendants for as long as i had been there. One particular individual would hide from view and then put the ticket on customers vehicles. Other retailers in the area had also noticed this. When I complained i was informed this chap \Was a supervisor! What i found particularly hard to swallow was that the attendant's would park their own vehicle in the same bay as our customers. Then wait 5 minutes and issue a ticket. How can this be morally correct? Also i noticed this continues as it was reported in last weeks Guardian newspaper.

3) Despite bringing this up at several local business meetings nothing was ever done.

4) I felt like i was pushing water up hill. So i decided to give up the lease on 211 Worple Road and relocate to the 582 Kingston Road and integrate my Glazing business with my existing sign writing business. I also at that time owned the picture framing shop at 528 Kingston Road. I received a ticket on a Saturday afternoon from again the same warden whilst unloading goods from one shop to another. This happened to some of my customers and stops them coming back.

5) The road was re-surfaced at the time and then when complaints were made about various lack of parking etc it was re-done, no doubt at vast public expense. Who makes these decisions?

6) If CPZ are the only way to stop commuters parking in the residents streets, then surely a car park on the rainbow industrial estate is the answer.

12284225 Dorien Road

Thank you for the notice dated 20th July regarding the proposed extension of the CPZ to include Darien Road and Edna Road in Raynes Park. We strongly support extension of the CPZ but note the following concerns about the proposal in its current form as it relates to Dorien Road:

1. The re-introduction of a single yellow line at the North West end will result in the reduction of available parking spaces. It is a retrograde step in the effort to improve parking conditions. We request that this is removed from the proposal.

2. Also, the single yellow line will encourage large lorries to park at the end of the road, as they did before the line was removed. Such vehicles are not suited to a narrow cul-de-sac like Dorien Road. They will create conditions that are dangerous to pedestrians, cyclists and motorists due to congestion and poor visibility (as they did before). These risks can easily be remediated by moving the shared bays northwards to the area of the proposed single yellow line or distributing the pay and display bays equally across both sides of the road.

3. The number of shared use bays are disproportionately high. It is not clear why more are required on Dorien Road than Edna Road for example given they are in very close proximity.

4. The proposal should consider pay and display bays on Kingston Road on either side of Dorien Road. Formal parking bays like those between 584 and 596 Kingston Road would greatly benefit the shops that rely on business from drivers passing by. As I said above, we are strongly in favour of a CPZ that covers Dorien Road but believe that some small changes are required to the current proposal. The increased dangers that it represents are of most concern but it is also disappointing that Dorien Road appears to have been treated differently to others within the CPZ.

Representation Against

12283385 Edna Road

I am writing to express my objections to the proposed extension of the RPS CPZ to include Edna Road in its current form. A lack of parking for residents is one of the major issues that affects Raynes Park, and one which is constantly mentioned in some shape or form at resident associations meetings. Any change that results in a reduction in the number of parking spaces in residential roads therefore has to opposed

vociferously, especially when the arguments for space reduction in Edna Road are so spurious.

i) Increasing the length of double yellow lines at the Bushey Road end of Edna Road is unnecessary as a turning circle is not required - Edna Road is significantly wider than other Apostles roads and there is plenty enough room for any car to turn in its own space. If anything, these yellow lines (introduced without any reasonable way of objecting during the previous CPZ consultation) should be removed.

ii) The addition of a car's length of double yellow lines mid-way down the road as a passing space is similarly completely unnecessary. Has a significant number of Edna Road residents actually asked for this, or is this a seemingly random and unnecessary change?

iii) The increase in the length of double yellow lines at the Kingston Road end of Edna Road is unnecessary. They will currently be in accordance with the Highway Code and therefore do not need to be lengthened; there is no safety issue provided a driver is behaving sensibly and the existing double yellow lines along Kingston Road are actually enforced (it is traffic here, often illegally parked, that blocks clear access to Kingston Road and which should be addressed, and not by penalising residents).

iv) The addition of mixed pay and display bays is extremely hard to justify and again reduces the number of available spaces for residents when they are most needed (eg. before and after school runs). There is already parking outside the businesses along Kingston Road, and the majority of these are either ones which will predominantly serve local residents (eg. newsagents) or which will rarely have customers visiting (eg. solicitors), therefore little parking is actually required.

I hope that you will take heed of the above and accept that changes are being made on no good justifiable grounds, but are seemingly change for changes' sake.

12283225 Edna Road

I am writing to object to the proposed extension of the RPS CPZ to include Edna Road. I am, and always have been, entirely in favour of a CPZ for Edna Road, however the Council's insistence on packaging this up with other traffic management measures puts me in the regrettable position of having to object to it.

My objections are as follows:

1) Proposed extension of double yellow lines at Bushey Road end

I objected to these double yellow lines when they were proposed in the previous consultation. They are unnecessary as Edna Road does not need a turning circle. Turning circles may be more useful in other Apostle roads, but they are all different and Edna Road is wide enough to easily turn a car using the space you have just exited. I speak from experience and my household drives a long estate car. In the much less common situation where a car has come down the road just to drop off and the road is entirely full, it is perfectly possible to reverse. Most people still do this even since the implementation of the turning circle. Moreover, any minor advantage gained by having a turning circle is vastly outweighed by the loss of parking spaces that it entails - a loss which is felt disproportionately by residents at the Bushey Road end of the road who now find it even harder to find a parking space within an acceptable distance of their house. I understand that the proposed extension to these yellow lines is based on some people arguing that the current lines do not provide an adequate turning circle, however they do support a 3 point turn with no difficulties. Moreover, given my points above, this argument is irrelevant in light of the obvious fact that the better solution for residents would be to remove them entirely. It is also worth noting that the bollards currently at the end of the road cause more of a problem for turning than anything else along the whole of Edna Road, they serve no discernable purpose, yet there is no plan to remove them.

2) Proposed double yellow line passing gap

Please see my arguments above, namely that turning and reversing are all perfectly practical options - and have in fact been the only options for many years, with no problems - and are all infinitely preferable to further loss of parking space. I am baffled as to why this absurd measure is now being proposed. If it is deemed so necessary, why was it not proposed during the first consultation?

3) Proposed extension of double yellow lines at Kingston Road end

As I argued in my representation to the first consultation, these lines were unnecessary in the first place and any extension is even more unnecessary. It was argued to me by the Council that they were needed to give people space to turn at the top of the road to avoid the danger of residents backing out dangerously into oncoming traffic on Kingston Road. This is simply not true. In 3 years of living on Edna Road I have never witnessed anyone backing out of Edna Road onto Kingston Road, because there has never been any need to. There are alleyways next to Nos 1 and 2a which cars can (and do) back into slightly in order to turn before exiting onto Kingston Road. This is in addition to the options I have already mentioned of turning using the parking space you are leaving, or a spare space when available. I am aware of a contingent of residents who are in favour of this extension, however I think they are misguided. Any danger to drivers at the junction of Edna Road and Kingston Road is caused by the yellow lines on Kingston Road being *too short, inactive at weekends, and frequently flouted*.

4) 3 Proposed Pay & Display bays & 3 Proposed Shared Use Pay & Display bays

It is ridiculous, in a road as crowded as Edna Road, to remove at best 3, and at worst 6 spaces from the use of residents. The justification for such measures given on the Merton website in the explanatory text relating to the April 2011 consultation is that "Shared Use Pay and Display bays are also proposed where it is necessary to allow non residents to pay for parking for a short period at specific locations such as near shops, schools, churches". This is flawed in many ways - no shop, school or church fronts onto Edna Road; they all front onto Kingston Road and, accordingly, any parking bays deemed necessary for their patrons should be provided on Kingston Road, NOT on residential side roads. Moreover the Council should not be encouraging driving to such places. The Apostles area is adjacent to - many would say part of - Raynes Park town centre and all the all shops/churches/schools etc in the area are only a few minutes walk away from multiple excellent rail and bus routes. There is also existing Pay Display parking provision on Kingston Road, and a large car park next to Waitrose. Moreover the business and amenities in the area are overwhelmingly used, on foot, by local residents. Except in the case of non-resident disabled users, I cannot see any need for anyone to drive to such business and if they nonetheless choose to do so, local residents should certainly not be inconvenienced to accommodate them. If we could have the CPZ without any of these measures, or even - as would be more preferable - with the revocation of the measures previously implemented, then I am entirely in favour of the CPZ. I have wanted a CPZ ever since I moved into Edna Road and it became apparent what a problem the road has with parking capacity. I simply do not understand why the Council won't make it as easy as possible for residents to vote yes or no on the single issue of a CPZ, rather than getting us into this almost Kafkaesque absurdity whereby every time we ask for a consultation, we find ourselves lumbered with - and confused by - a host of unnecessary and nightmarish other measures that we have no need of, and have not requested. The consultations have only ever occurred because of demand by residents and it is only right and proper that the process remains throughout driven by what has been requested by residents, not by what the Council wishes to impose on us. The Council's approach with these measures has been cynical, manipulative and undemocratic. After the previous consultation the current yellow line measures, despite being packaged up as part of the CPZ proposal were implemented even after the CPZ itself was rejected and with residents having had no opportunity to vote on these measures independently of the CPZ. And now with this consultation, the same thing is happening for a second time

12282353 Edna Road

As residents of Edna Road, we wish to express deep concern at the recent notification (20.07.12) to conduct yet another CPZ statutory consultation, until 31st August, whilst many residents are absent, and only 5 months after receiving the results of the last one: 'due to the amount of objections received from residents of Edna Road as part of the statutory consultation it was recommended that this road be excluded from the CPZ.' Brett Cockin. 21.02.12. We are reluctantly forced to object, yet again, to your persistent proposals to implement a CPZ in Edna Road, for the following reasons:

The unreasonable frequency of such 'consultations' appear proof of an unfair bias in favour of a creeping piecemeal 'every road for itself' implementation, a cause of decreasing parking space, increasing parking displacement problems and much unnecessary distress for and between residents. We further note neither petitions nor consultations disclose the unfair contents of a policy where primacy appears to be given to cars & car owners, at the expense of residents who are not car owners or responsible for increasing congestion & pollution. Surely parking permit charges should be included and explained, as part of any consultation document, so residents are aware of all implications: not all residents use or have ready access to the internet.

We appreciate Merton councillors are trying hard to deliver a fair, environmentally sustainable, transport policy, by addressing equality issues, reducing rather than increasing the ever widening gap between rich & poor and discouraging car use through permit charges. Why, therefore, should a resident, commendably not a car owner, but who still occasionally requires a parking space for a visitor, be penalised rather than rewarded? A visitor's permit currently costs £165 per year, equal to the cost of a resident's 3rd vehicle permit!

Seeking advice from local councillors, Suzanne Grocott took the trouble to respond, 29.11.11, stating 'I agree that it is unfair that residents with no car are penalised for having visitors when a CPZ is introduced.' but justified the charge by stating that 'residents with more than 1 car would be likely to buy an annual single visitor's permit rather than paying for a second car resident permit if it was cheaper to do so'. We find this argument unacceptable & unjust, favouring ease of administration at the expense of equality issues. Is it fair to charge a resident, with no car, an annual visitor's permit for the occasional visitor, with no guarantee of a parking space, the same fee as for a resident's third vehicle (£140 +£ 25 set up), possibly permanently parked outside the first resident's home, with the sole argument of preventing an affluent multi-vehicle owner from evading charges, through purchasing a cheaper visitor's permit.

We request residents be treated & charged fairly and equally whether they choose to use a single space near their home for their own vehicle (annual: single vehicle £65+£25 set up or electric vehicle £32.50+£25), or instead for a single visitor. It must be possible to tier resident visitor permits in the same way as vehicle permits, ie a registered car owner would be further charged, in the next band, for use of a second space, either for a visitor or a second vehicle, and so forth.

The CPZ policy fails to address equality issues (blue badge holders aside), regarding more vulnerable residents, whether through age or affluence. The most likely residents at home during the day, requiring a visitor's permit, are pensioners, who survive on a limited income & are less likely to own a car. The minimum cost for one short visit per day is currently a punitive £1.50, (compared to £0.25 daily for a resident's vehicle permit). Other Boroughs offer concessionary permits. Myrtle Agutter, Chair of Merton Seniors Forum, 01.12.11, adds: 'I too am alarmed at the cost to limited income pensioners particularly those without cars, it would seem that the car driving lobby is listened to ahead of other groups.'

Weekday parking charges imposed from 08.30 – 18.30 mostly affect those same residents who are at home during the day. Would a charge, from say 12.00-14.00, not also be sufficient to deter commuter or displacement parking? Is the CPZ designed for the benefit of residents or for maximum council revenue?

Finally, the CPZ plans, sadly currently omit separate & safe cycle lanes on main routes ie Kingston Road, which would show a clear commitment to environmental issues & encourage more cycle use. At present cyclists are continually vulnerable to buses, & on Sundays to parked cars blocking the lanes. Other Boroughs additionally actively address environmental concerns by graduating parking charges re engine size & carbon emissions.

It is again kindly requested Merton addresses the need for comprehensive parking reform and reviews it's parking charges in relation to both environmental and equality issues, so that revenue is raised fairly, by targeting more directly those who are mainly responsible for congestion & pollution, and who are more affluent and able to pay. If this is planned then perhaps residents could be informed & reassured.

12281712 Edna Road

I would like to register my opposition to the CPZ extension in Edna Road. We are a 2 car household (Husband has a work van) and I have a car. I do not commute so for the majority of the week our car is parked outside our house not being used unless I work from home occasionally. This will make a direct increase to our household of £175.00 (£65 for 1st car and £110 for the second) for what we see as little or no benefit. My husband currently does not have a problem finding space to park his car down our road when he finishes work.

12281190 Edna Road

I write following receipt of a leaflet regarding the proposed introduction of controlled parking zones CPZs to Edna Road and Dorien Road and to confirm that I strongly object to its introduction on the grounds that it will be detrimental to us and to friends who will be visiting us. We already live on the main road and suffer with existing restrictions. We believe that further restrictions are not necessary.

12281164 Edna Road

I wish to protest at the outrageous proposal to force CPZ on our road! – you wrote to us after all consultations etc that Edna Road would not be included in CPZ –as your letter clearly stated this 16th March 2012 ref CPZ RPS and I believed you!! And now you state further petitions??? have been accepted despite that it had been settled – it feels liked CPZ is trying to be forced upon us yet again – what happened to democracy I would write more fully but am going away.

12281601 Kingston Road

Surrey Catering Company has been established for over 25 years and provides catering both for the local community and businesses in the raynes park area. I am absolutely flabbergasted and dismayed that Merton Council is looking again in allocating CPZ's in the remaining side roads off Kingston Rd. It seems my previous letter may not have even been read and was placed straight in Merton Council's filing system. In my previous letter I advised Merton Council that placing CPZ's on a few roads would severely impact parking on the remaining non CPZ roads within the area. This has been proved correct and has now compounded an already volatile situation. As we all know the free parking situation, not just in Merton but the whole of London is currently being severely impacted on household properties being turned into flats as well as the increase of vehicles year upon year the situation is only going to get worse. Providing CPZ's may be a short term view and a cash cow for councils looking to inject cash within their already slashed budgets I feel as many do that this is not the answer both from a resident, small business owner or employee perspective. Over the last 4 years the economic downturn has impacted on all of us, from a small business operating 7 days a week to keep the business in profit is like walking a tight rope. By introducing expensive CPZ's will undoubtedly cause small business like me to titter and fail. All vehicle owners pay road tax and should, by right, be able to park freely, be it for personal as well as business or be provided suitable and cost effective parking areas, this is what I believe we pay yearly for and this is what should be provided as part of the highway maintenance and building plan. Surrey Catering employ six staff not including myself, if you wish to provide additional burden on the unemployment job statistics, another failed business due to local councils commitment to reducing their budgetary constraints please feel free to proceed with a CPZ. This course of action will result in many businesses closing down or relocating away from Kingston road. I hope and feel sure that the right decision will be made in not proceeding with CPZ's and another option will enlighten all making available adequate parking for the residents as well as small businesses in and around Kingston

Road. Please see a few suggestions that Merton Council may consider. 1/ Providing affordable parking for small businesses and residents in areas of disused grounds in and around Kingston Road. This would provide Merton Council a project that ultimately provides a daily income and a long term & profitable solution for Merton Council and cost effective solution for businesses, Residents, Consumers and Travellers alike. 2/ Allocating parking permits to residents, small business employers and employees which would be free or at the worst at a minimal charge. I strongly urge you to reconsider extending the CPZ's and removing them altogether and providing an alternative solution going forward.

12284224 Kingston Road

We have received your communication of 20 July 2012. We had understood from your letter to us of 8 February 2012 that the CPZ was not going to be extended to Edna and Dorien Roads at this time, and are quite concerned at your proposal to do so. When is the proposed new vote to take place? While we understand the concerns of the residents of these roads, and, indeed, share them to some extent, surely this will just push the problem into Dupont and Sidney Roads? If you are going to extend the CPZ, maybe it should be extended to all the Apostles? We trust that you will not extend the zone any further than it is; quite apart from anything else, the business charge is approximately ten times that of the residential charge. This seems designed to drive local businesses away, particularly those who are reliant on cars or small vans to conduct their business efficiently. We would like to place ourselves on record, once again, as opposed to the CPZ. We are also concerned that the notice you sent me, dated 20 July, only refers to Edna and Darien Road, yet the notice placed on the lamp-posts in those roads refers also to roads north of the railway line, which are nowhere near the Apostles. Nor was the consultation date or address the same. What is going on here?

Officers' Comments

The decision to consult on the extension of the RPS CPZ to include Edna and Dorien Roads was based on the petitions received asking to be included in the zone. This was explained within the consultation material.

The Council's legal obligation with regards to a statutory consultation is to erect street notices in the affected area and allow a 21 day objection period. However, this was extended a further 3 weeks due to the school holidays and the Olympics.

Edna & Dorien Roads will be an extension to an existing CPZ, therefore the same hours of operation must be adopted. Different hours of operation would require another consultation and these 2 roads would be a sit alone zone. Based on the low number of request regarding shorter hours, it would not be feasible to undertake another consultation.

The proposed layout of the scheme regarding parking near the junction of Kingston Road was discussed on site with ward councillors and businesses. Other aspects of the scheme e.g. additional double yellow lines, were at the request of some residents. Pay & display only bays are introduced to allow parking for visitors to the businesses on Kingston Road. Within any parking management, the Council gives priority to maintaining access and safety at all times and not just during specific times. Parking can only be permitted where it does not impede on access.

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

Controlled Parking Zone (CPZ) CPZ RPS Extension



ISSUE DATE : 20 JULY 2012

Dear Resident/Business

The purpose of this leaflet is to allow residents of Edna Road and Dorien Road further opportunity to air their views on proposals to include your road in the RPS CPZ. This is due to petitions (PT531) and (PT533) received from residents of Edna Road and Dorien Road asking to be included in the parking controls.

What Happens Next

Statutory consultation is required prior to any decision to proceed to implementation. This is the legal part of the process and requires the introduction of Traffic Management Order (TMO), which will enable the council to change and enforce traffic or parking regulations. The statutory notice will be published in the London Gazette and one local newspaper circulated in the area. In addition to this, the council will post Notices in the affected streets and deliver newsletters to local residents and traders. The Notice informs residents and businesses in the affected area of the proposed measures and how members of the public can submit written representations regarding the proposals. Representation must be made in writing to: **Head of Street Scene and Waste, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** by no later than **31 August 2102** quoting reference **ES/SGE/CPZAPOSTLES**.

The Council will then be required to consider all representations prior to proceeding further.

A copy of the proposed TMO, a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at the Merton Link, Merton Civic Centre, London Road, Morden, Surrey, during the Council's normal office hours Monday to Friday, 9am to 5pm. Alternatively, this information can be viewed on our website using the following link www.merton.gov.uk/cpzapostles.

The result of the consultation along with officers' recommendations will be presented in a report to Street Management Advisory Committee and/or the Cabinet Member for Environmental Sustainability and Regeneration. Once a decision is made you will be informed accordingly. Please note that responses to any representations received will not be made until a final decision is made. If you require further information, you may contact Brett Cockin directly on 020 8545 4869 or email trafficandhighways@merton.gov.uk.

DUNDONALD WARD COUNCILLORS

Cllr David Dean Tel - 020 8542 2434
Email: david.dean@merton.gov.uk

Cllr Chris Edge Tel - 020 8545 3396
Email: chris.edge@merton.gov.uk

Cllr Suzanne Grocott Tel - 0208 545 3396
Email: suzanne.grocott@merton.gov.uk

Request for document translation

CPZ RPS EXTENSION

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

- Albanian Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shënojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
 - Bengali এই অক্ষরে কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, দয়া করে বাছুরিক (বক্স) টিক করে দিন এবং ডিউ পিসে বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিচে যোগাযোগের বিবরণ দেওয়া হয়েছে।
 - French Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.
 - Korean 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명받아야 필요하다면, 상자속에 표시를하고 우리에게 전화나 서신으로 연락하십시오.
 - Polish Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.
 - Portuguese Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadricula respectiva e contatar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.
 - Somali Haddii aad u baahan tahay in qayb dukaumentigan ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduuga oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkaan hoose ku yaalla.
 - Spanish Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.
 - Tamil கீழ்க்கண்ட ஆவணத்தின் எந்த ஒரு பகுதியும் உங்களுக்குத் தெரியாதேயானால், அல்லது உங்களுக்குத் தெரியாதேயானால், அதற்கான விவரம் தெரிவிப்பதற்காக கீழ்க்கண்ட விவரம் குறிப்பிடுக.
 - Urdu اگر آپ کو اس دستاویز کے کسی حصے کو سمجھنا یا پڑھنا مشکل ہے تو اسے اپنی زبان میں سمجھانے کے لیے براہ کرم درج ذیل پتے پر درخواست لکھ کر بھیجیں۔
- Large print Braille Audiotape

Your contact: Name..... Address..... Telephone.....	Brett Cockin, Merton Civic Centre, London Road, Morden, SM4 5DX
--	---