

# Delegated Report

**Date:** 28<sup>th</sup> September 2012

**Agenda item:**

**Wards:** Raynes Park, Village

**Subject:** Proposed RP CPZ extension & Waiting Restrictions – 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:

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

- A) Notes the result of the statutory consultation carried out between 04 May and 25 May 2012 on the proposals to include Camberley Avenue, part of Coombe Lane (92-148 and Sub station-109), Richmond Road, Somerset Avenue, Spencer Road and Taunton Avenue into the existing RP CPZ, operational Monday to Friday between 8.30am and 6.30pm.
- B) Notes the result of the statutory consultation carried out between 04 May and 25 May 2012 on the proposals to introduce double yellow line (DYL) waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow would be impeded by parked vehicles to include; Cambridge Road at its junctions with Coombe Lane, Oakwood Road, Richmond Road, Laurel Lane, Cambridge Close, Lambton Road and Pepys Road; Cottenham Park Road at its junctions with Cramford Close, Hillview, Cottenham Drive, Durham Road, Pepys Road and Hampton Close; Cottenham Drive at its junction with Copse Hill; Melbury Gardens at its junctions with Oakwood Road, Laurel Road and Durham Road; Pepys Road at its junctions with Durrington Park Road and Hunter Road; Montana Road at its junction with Conway Road, the cul-de-sac ends of Panmuir Road and Orchard Lane and an extension of the existing double yellow lines on Durham Road south of its junction with Cambridge Road.
- C) Agrees to proceed with the making of the Traffic Management Orders (TMOs) for the implementation to include Camberley Avenue, part of Coombe Lane (92-148 and Sub station-109), Richmond Road, Somerset Avenue, Spencer Road and Taunton Avenue into the existing RP CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-188-01-1 Rev B CPZ RP Ext in Appendix 1.
- D) Agrees to proceed with the making of the Traffic Management Orders (TMOs) for the implementation to introduce double yellow lines (DYL) waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow would be impeded by parked vehicles to include; Cambridge Road at its junctions with Coombe Lane, Oakwood Road, Richmond Road, Laurel Lane, Cambridge Close, Lambton Road and Pepys Road; Cottenham Park Road at its junctions with Cramford Close, Hillview, Cottenham Drive, Durham Road, Pepys Road and Hampton Close; Cottenham Drive at its junction with Copse Hill; Melbury Gardens at its junctions with Oakwood Road, Laurel Road and Durham Road; Pepys Road at its junctions with Durrington Park Road and Hunter Road; Montana Road at its junction with Conway Road, the cul-de-sac ends of Panmuir Road and Orchard Lane and an

extension of the existing double yellow lines on Durham Road south of its junction with Cambridge Road as shown in Drawing No. Z78-188-01-3 Rev B, waiting restrictions 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 the Raynes Park Ward on proposals to extend RP CPZ, and recommends the introduction of the proposed measures as shown on in Drawing No. Z78-188-01-1 Rev B CPZ RP Ext in Appendix 1.
- 1.2 It seeks approval to proceed with the making of the Traffic Management Orders (TMOs) for the implementation to include Camberley Avenue, part of Coombe Lane (92-148 and Sub station-109), Richmond Road, Somerset Avenue, Spencer Road and Taunton Avenue into the existing RP CPZ, operational Monday to Friday between 8.30am and 6.30pm.
- 1.3 It also seeks approval to proceed with the making of the Traffic Management Orders (TMOs) for the implementation to introduce double yellow lines (DYL) waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow is impeded to include; Cambridge Road at its junctions with Coombe Lane, Oakwood Road, Richmond Road, Laurel Lane, Cambridge Close, Lambton Road and Pepys Road; Cottenham Park Road at its junctions with Cramford Close, Hillview, Cottenham Drive, Durham Road, Pepys Road and Hampton Close; Cottenham Drive at its junction with Copse Hill; Melbury Gardens at its junctions with Oakwood Road, Laurel Road and Durham Road; Pepys Road at its junctions with Durrington Park Road and Hunter Road; Montana Road at its junction with Conway Road, the cul-de-sac ends of Panmuir Road and Orchard Lane and an extension of the existing DYL on Durham Road south of its junction with Cambridge Road as shown on Drawing No. Z78-188-01-3 Rev B, waiting restrictions in Appendix 1.

## **2. DETAILS**

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

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

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

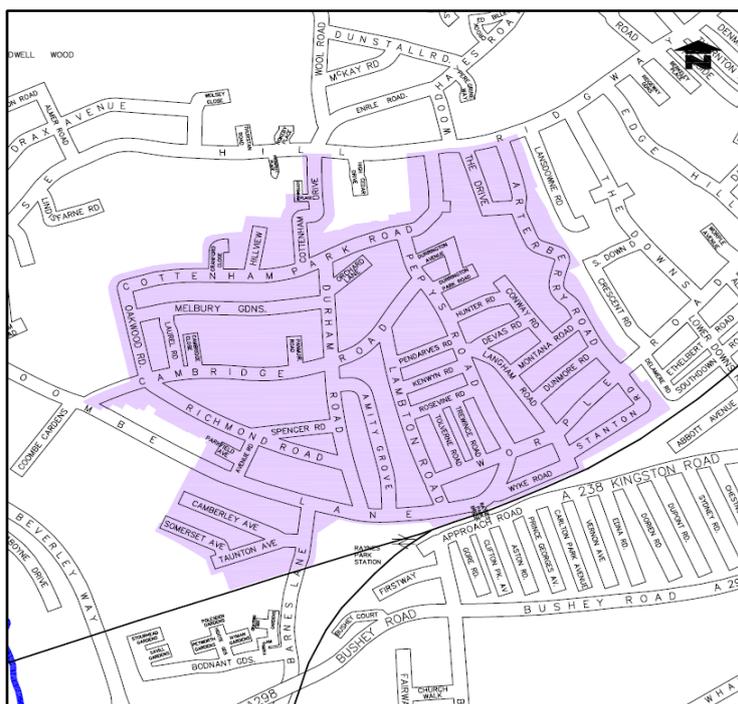
Pay and display only bays: - For use by pay and display customers only.

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

#### Statutory Consultation

- 3.1 The statutory consultation was carried out between 4 May and 25 May 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 as shown in Appendix 4 was also circulated to all those properties included within the original consultation area. See plan below showing the extent of the consultation.



- 3.2 The statutory consultation resulted in 39 representations relating to controlled parking zone proposals being received and 21 representations received in regards to the waiting restrictions proposals.
- 3.3 5 were in favour of the CPZ extension all within the proposed boundary. 20 were against the CPZ proposals, 3 of which reside outside the CPZ boundary. 14 provided comments to the scheme, of which 6 are outside the proposed CPZ boundary asking to be included in the controls, 2 from the Resident's Association and the remainder all reside within the CPZ boundary. All representations and officers' comments regarding the CPZ proposals are detailed in Appendix 2.
- 3.4 In regards to the proposed waiting restrictions 19 representations were received against the introduction of double yellow lines in Panmuir Road, with 1 representation received in favour of all waiting restriction proposals and 1 requesting additional restrictions. All representations and officers' regarding waiting restrictions comments are detailed in Appendix 3.

#### Ward Councillor Comments

- 3.5 No written comments were received at the time of writing this report. However, on 16 August 2012, officers met with two Raynes Park Ward Councillors and carried out a comprehensive analysis of the results, after which time an agreement was reached for the Cabinet Member to make a decision on the proposals to apply controls to those roads detailed in this report.

## **4. PROPOSED MEASURES**

- 4.1 To proceed with the making of the Traffic Management Orders (TMOs) for the implementation to include Camberley Avenue, part of Coombe Lane (92-148 and Sub station-109), Richmond Road, Somerset Avenue, Spencer Road and Taunton Avenue into the existing RP CPZ, operational Mondays to Fridays between 8.30am and 6.30pm as shown in Drawing No. Z78-188-01-1 Rev B CPZ RP Ext in Appendix 1.
- 4.2 To proceed with the making of the Traffic Management Orders (TMOs) for the implementation to introduce double yellow line (DYL) waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow would be impeded by a parked vehicle- to include; Cambridge Road at its junctions with Coombe Lane, Oakwood Road, Richmond Road, Laurel Lane, Cambridge Close, Lambton Road and Pepys Road; Cottenham Park Road at its junctions with Cramford Close, Hillview, Cottenham Drive, Durham Road, Pepys Road and Hampton Close; Cottenham Drive at its junction with Copse Hill; Melbury Gardens at its junctions with Oakwood Road, Laurel Road and Durham Road; Pepys Road at its junctions with Durrington Park Road and Hunter Road; Montana Road at its junction with Conway Road, the cul-de-sac ends of Panmuir Road and Orchard Lane and an extension of the existing double yellow lines on Durham Road south of its junction with Cambridge Road as shown in Drawing No. Z78-188-01-3 Rev B, waiting restrictions in Appendix 1.
- 4.3 Officers recommend that it would be reasonable to tackle the injudicious parking and respond to the needs/demands of the affected residents in the roads where there is majority support for introducing a CPZ and be mindful of those roads which opted against and the impact a CPZ in neighbouring roads would have if they were to be excluded.
- 4.4 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:

- 4.5 The proposed 'RP extension' CPZ will operate Monday to Friday between the hours of 8.30am and 6.30pm, this is the same as the existing RP CPZ it is being added to.

#### Permit Issue Criteria:

- 4.6 It is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones in Merton at the time of consultation. The cost of the first permit in each household is £65 per annum; the second permit is £110 and the third permit cost is £140. An annual Visitor permit cost is £140.

#### Visitors' permits:

- 4.7 All-day Visitor permits are £2.50 and half-day permits at £1.50. Half-day permits can be used between 8.30am & 2pm or 12pm & 6.30pm. The allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two.

#### Business permits:

- 4.8 It is proposed that the business permit system should be the same for zones elsewhere in the borough, maintaining the charges of £331.50 per 6 months, at the time of consultation, with a maximum of only two permits per business without off-street parking facilities.

#### Teachers Permits:

- 4.9 For schools located in CPZs the cost of the Permit will be £188 per annum and can only be purchased if spare capacity is available and criteria met.

#### Trades Permits:

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

#### Pay & Display tickets:

- 4.11 It is recommended that the charge for parking within the pay and display shared use/permit holder bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation. The cost will be £1.10 per hour. Purchase of tickets will not be available before 8.30am.

## **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. 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.

## **6. ALTERNATIVE OPTIONS**

- 6.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during consultation, as well as the Council's duty to provide a safe environment for all road users.
- 6.2 Not to introduce the proposed yellow line waiting restrictions would not address the obstructive parking currently being experienced and will not improve access for the emergency services; refuse vehicles and the overall safety for all road users.

## **7. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 7.1 The cost of implementing the proposed measures is estimated at £45k. This includes the publication of the made Traffic Management Orders, the road markings and the signs. This does not include consultation and staff costs.
- 7.2 The Environment and Regeneration capital budget for 2012/13 contains a provision of £200k for Parking Management schemes. The cost of this proposal can be met from this budget. It should be noted that £34k allocated from S106 secured from Waitrose development will be fully utilised to cover part of the Council's cost.
- 7.3 There will be additional Civil Enforcement Officer costs in terms of the need for an additional half of a post at the cost of approximately £16k. This will generate an estimated gross income of about £40k per annum. Legislation states that any 'surplus' revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.

## **8. LEGAL AND STATUTORY IMPLICATIONS**

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

## **9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS**

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

## **10. CRIME AND DISORDER IMPLICATION**

- 10.1 N/A

## **11. RISK MANAGEMENT IMPLICATIONS**

- 11.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents and the local business community.

11.2 The risk in not addressing the issues from the informal consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

## **12. ENVIRONMENTAL IMPLICATIONS**

12.1 Before reaching a decision to make the necessary Traffic Management Order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act (“RTRA”)1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

12.2 The Council’s powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

12.3 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.

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

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

## **13. APPENDICES**

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

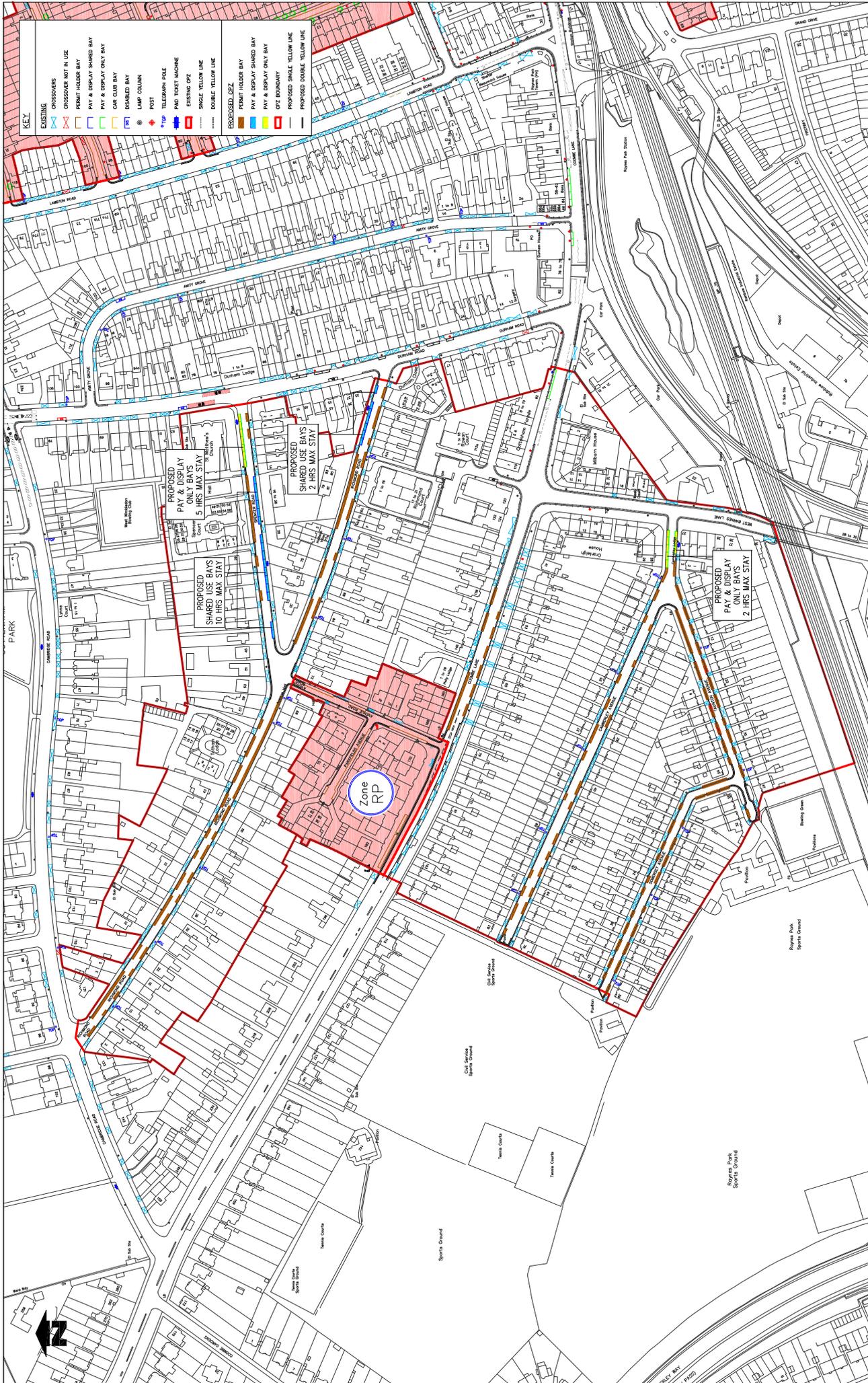
Appendix 1 – Plan of CPZ proposals, Drawing No. Z78-188-01-1 Rev B CPZ RP Ext

Plan of yellow line proposals, Drawing No. Z78-188-01-3 Rev B W&L

Appendix 2 – CPZ representations and officers’ comments

Appendix 3 – Waiting Restrictions representations and officers’ comments

Appendix 4 – Statutory Consultation Material



Drawing No. Z78-188-01-1  
 Revision B  
 Classification T.M.O.  
 Scale 1:1250  
 www.merton.gov.uk

**PROJECT**  
 Controlled Parking Zones (CPZs)  
 Raynes Park Area  
 Proposed CPZ RP extension

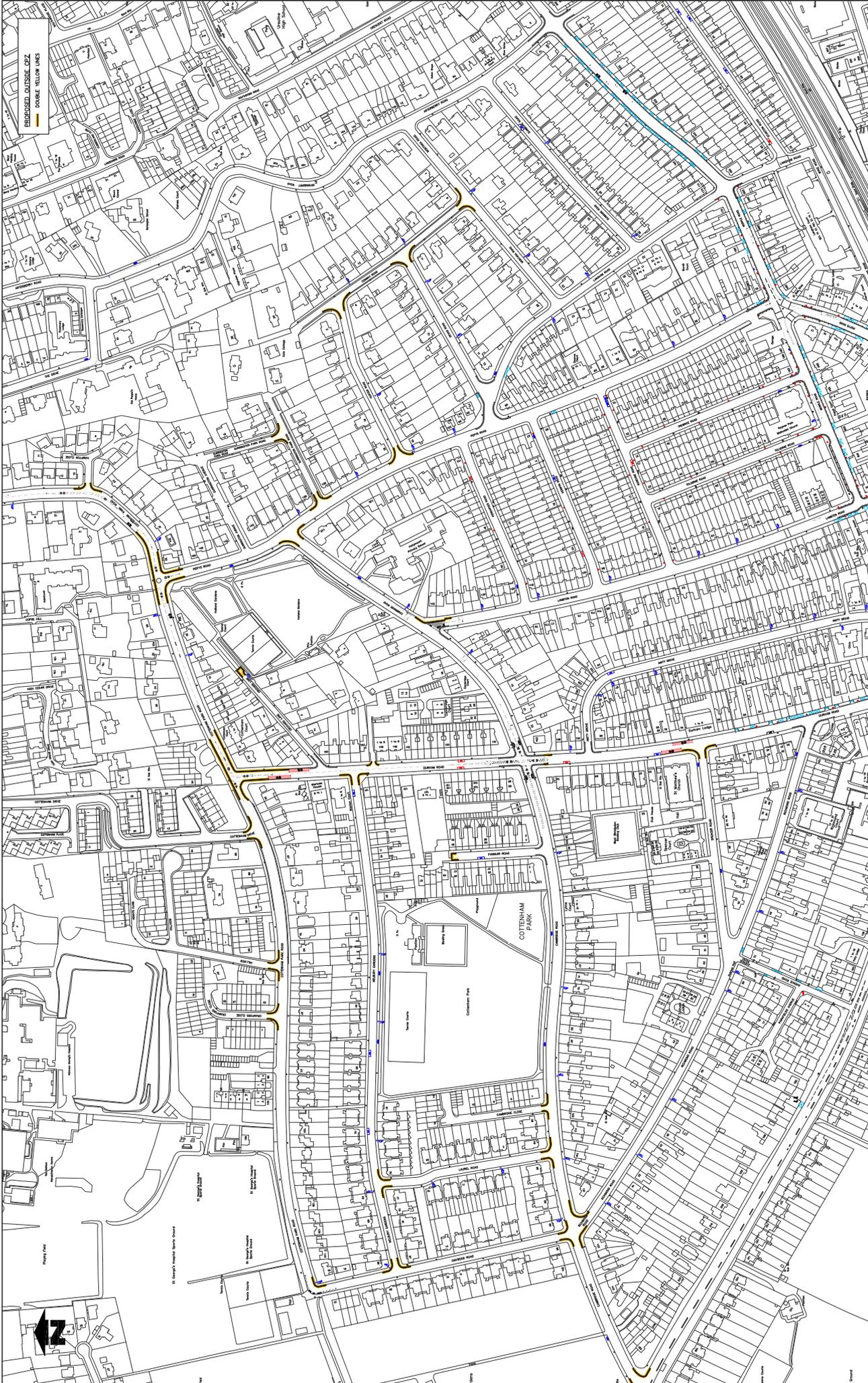
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Drawn By	Checked By	Drawn Date	Checked Date
LM	LM	2 Sep 2011	2 Sep 2011
		2 Sep 2011	2 Sep 2011

**Street Scene & Waste**  
 environment & regeneration  
**TRAFFIC & HIGHWAYS**

Notes  
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**Street Scene & Waste**  
 environment & regeneration  
**TRAFFIC & HIGHWAYS**

Drawn by: LM  
 Checked by: LM  
 Approved by: LM

No.	Date	By
1	2 Sep 2011	LM
2	2 Sep 2011	LM

PROJECT: **Waiting Restrictions**  
 TITLE: **Raynes Park Junction Protection**

Drawing No: Z78-188-01-3  
 Revision: B  
 Classification: T.M.O.  
 Status: N.T.S.

Merton Council  
 Merton Civic Centre  
 London Road  
 Raynes Park  
 Middlesex  
 HA4 5PX  
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NOTES:  
 Do not scale from this drawing

AT

**'RP' Extension - REPRESENTATIONS – IN FAVOUR****CAMBERLEY AVENUE****(12275985) Resident in zone**

I fully support the proposed inclusion of Camberley Avenue, part of Coombe Lane (west of West Barnes Lane), Richmond Road, Somerset Avenue, Spencer Road and Taunton Avenue into the existing RP CPZ. We live on Camberley Avenue and the parking situation is chronic. The off street parking has never been good on Camberley Avenue and Taunton Avenue with numerous commuters and taxi drivers parking their vehicles on these streets. The situation has been made untenable with the completion of the Waitrose development. We now have a large number of residents from the new 'car free' Waitrose development as well as Waitrose staff parking their cars on Camberley Avenue and Taunton Avenue. In addition to this we have members of the Korean Christian Church parking on Camberley Avenue and Taunton Avenue. The end result is there is now nowhere in the nearby vicinity for local council paying residents to park. Cars are now loitering around the Camberley Avenue / Taunton Avenue fork intersection waiting for parking, which is extremely dangerous. In spite of the recession the residents have already spoken through their votes in the informal consultation, which indicates how desperate the situation is. It is now time for the council to act and implement the CPZ before the situation deteriorates further or we end up having a nasty accident at the Camberley Avenue / Taunton Avenue intersection.

**RICHMOND ROAD****(12274873) Resident in zone**

Thank you for the information on the proposed extension of RP to include Richmond Road (where I live). I am in favour of it. The reasons for my support include: 1. It will improve road safety. There is a scrumage for scarce "free parking" often by commuters which leads to cars being parked so tightly together that there is frequently inadequate sight lines for emerging pedestrians or traffic from crossovers. Also there is dangerous parking close to street corners. (The double yellow lines on Richmond Rd and The Avenue are frequently ignored.) 2. The carbon emissions should also be reduced as a result of less inefficient and reduced total vehicle parking. 3. Public transport especially the train service from Raynes Park should be slightly less crowded by people from outside the area during the morning peak hours. 4. It should stop long stay parking - e.g. when people leave their cars and go on holiday leaving cars in these roads for 1 or 2 weeks. 5. It should deter part of the "black economy" whereby certain residents use their houses for business purposes but do not pay business rates. Their clients/ customers come and go using the "free parking" in Richmond Road. (I expect the many of those who will object may be in this category). 6. While the scheme must be self-funding (not a burden on the general council tax) it should also encourage businesses to register and pay their proper taxes. It should therefore increase total taxation and make for fairness amongst all businesses.

**(12274975) Resident in zone**

We are residents at XX Richmond Road SW20 0PE. We have received the proposal and are broadly in support subject only to what may be simply a mapping error. We have spoken with our direct neighbours beside and across from us. There is possibly a small oversight on the map of Richmond Road. Directly outside No XX (the numbering sequence in our road is out of phase, this really is our opposite neighbour) a double yellow line is marked. However we all felt that this space between the existing crossovers is perfectly wide enough to provide a further Permit Holder residents bay and hope that this can be amended. (Long vans often use it safely).

**(12275637) Resident in zone**

I am writing to express my strong **support** for the proposed extension to the Raynes Park controlled parking zone to include Richmond Road where I live. Put simply, I am fed up with people who do not live in Raynes Park, or even Merton, parking inconsiderately on Richmond Road and sometimes making it impossible to get my car in or out of my drive. I am also fed up with not being able to park anywhere near my house from Mon-Fri (or for my family/friends to do so). As for implementation, could I make one request? That you make the crossovers sufficiently large to allow cars to get in and out of their drives. It is **important to differentiate between single drives** (like mine) and crossovers where there are two drives from adjacent houses. The latter automatically gives sufficient space for people to enter their drives from at least one direction. However the crossover for a single drive needs to be proportionately larger to allow for inconsiderate parked cars who put their wheels up to the white line and then have their boots/bonnets sticking another metre or so into the crossover. Additionally, where the road is narrow and there are parked cars opposite - as is the case for me - this restricts manoeuvre space even further, which adds to the need to have a wider crossover. I would be happy to explain this further or demonstrate to your officers.

**Officers Comments:**

Controlled Parking Zones naturally offer more protection for crossovers. To assist with access there is a 1 metre gap between any parking bay and the top of a dropped kerb / crossover.

**(12274983) Resident in zone**

I am writing to express our strong support for the proposed CPZ covering Richmond Road, in which we live, currently the subject of statutory consultation. In recent years it has become increasingly difficult for residents and their visitors to find parking spaces in Richmond Road. The available spaces are being occupied by commuters using Raynes Park Station, and occasionally by shoppers. The solution favoured by a clear majority in the road, and in the RP ext Zone, is for a weekday CPZ, between 10am and 4pm. We hope the Council will proceed with this as soon as the statutory process is concluded. We have appreciated the clear way in which this consultation, both formal and statutory, has been carried out.

**Officers Comments:**

The Council can only make the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. The operational hours of the proposed 'RP' zone (area 1) showed the largest majority in favour of the 8.30am-6.30pm. The Council follows the views of its residents, we do have other Controlled Parking Zones in the borough that operate at other hours and varying days, they are all based on the views of the largest majorities. It is not feasible to allow a single road to adopt different hours of operation.

## 'RP' Extension - REPRESENTATIONS – AGAINST

### CAMBERLEY AVENUE

#### (12274871) Resident in zone

Further to the circular dated 4 May 2011 we are writing to express opposition to the proposed CPZ. We have been residents of No XX Camberley Avenue for over 20 years and do not consider there is a significant parking problem in our street. We note that of the respondents you state 46.6% supported a CPZ – that does not constitute a majority. Taking account of the non-respondents and undecided only 103 out of the 518 consulted supported a CPZ – less than 20%. This clearly does not represent a democratic mandate to introduce this measure. As stated in our original response to the consultation, there are primarily 2 parking problems in this area, both relating to West Barnes Lane. - There is inadequate policing of the yellow lines between the turning to Camberley Avenue and the railway bridge, on which large commercial vehicles are habitually parked, cutting the sight lines to oncoming traffic when turning out of Camberley Avenue. - On a Sunday, there is a huge influx of cars visiting the Full London Gospel Church, causing major congestion in the area. It is not reasonable to inflict this CPZ on the residents causing them to have to pay for parking their own cars and visitor parking based on the results of this consultation, and we strongly urge you to reject it.

#### Officers Comments:

The Council can not take account of or assume the preference of non-respondents or those who are undecided (either way). A decision is based on the number of responses received and includes the views expressed by the largest majority of respondents.

#### (12274876) Resident in zone

I am a resident at XX Spencer Road, London SW20 0QN and I vehemently oppose the proposal to introduce a Controlled parking zone in Spencer Road/Richmond Road. To begin with I really question the validity of your survey whereby the response rate was limited to ONLY 44.4% i.e. not even a majority of the residents in the area. I note that in my area (RP Extension) you received 221 responses - I am not clear as to what the response rate was here albeit I would not be surprised if the number is below 50%... Furthermore I understand 46.6% of the responses were in favour of the new controlled parking zone compared to 43.4% against. In this democratic age I can not understand how these numbers, which appear to be based on a rather low response rate, can be deemed to justify the introduction of the new proposed scheme. From a personal point of view I find the introduction of a controlled parking zone very inconvenient as it will make it more difficult to manage visits by friends/family and trades people. On a more "altruistic basis" I also find that in this time and age when public transportation is favoured it should clearly be possible for the public to get to the public transportation, in this case Raynes Park Station. Those residents in the area living far away from the railway station, how does the council propose they to get to the station? Bicycling? Not very realistic if you are an office person travelling in a suit... Simply put, the proposed CPZ scheme certainly offers credence to the view that it is simply a new way for the council to raise revenue. I strongly believe the current CPZ plans are seriously flawed and should be reconsidered.

#### Officers Comments:

For this type of consultation a response rate of 44.4% is considered to be high. The Council can only base its conclusions on the views of those who did participate in the consultation. Of those who did respond there was a clear larger majority in favour of controls. The Council can not take account of or assume the preference of non-respondents or those who are undecided (either way). A decision is based on the number of responses received and includes the views expressed by the largest majority of respondents.

**(12274930) Resident in zone**

We strongly object to the introduction of a CPZ on Camberley Ave, London SW20OBG. We have changed our front garden, so that it now has got a drive way and we paid for the pathway to be lowered. We do not want CPZ on Camberley Ave. At the point where Camberley Ave and Taunton Ave split, there is a semicircle area where cars have taken to parking lengthways jutting out on to the road, thereby obstructing the view of any body driving from Camberley Ave/Taunton Ave towards West Barnes Lane. This semi circle area I believe should have double yellow lines on it, so as to prevent an accident happening.

**Officers Comments:**

The CPZ proposals include double yellow lines at the junction of Camberley Avenue and Taunton Avenue to improve sightlines.

**(12275080) Resident in zone**

I wish to reject the proposals for the extension to the Raynes Park, Controlled Parking Zone (CPZ) under your statutory consultation ES/SGE/ZONE RP AREA.

My reasons for so doing are as follows. 1. Insufficient weight / consideration has been placed on the wishes expressed by Camberley Avenue residents. 2. The proposal does not reflect the wishes of Camberley Avenue residents, and does not support local businesses and the community feel of Raynes Park. 3. Insufficient information has been provided to enable residents to make an informed decision. In detail - a. Question 2 from the survey does not tie the issue to a CPZ - rather people expressed a desire to report insufficient space to park. This is not necessarily as CPZ issue / solution, and at an mean result of 55% yes - is not a clear majority. b. Ref Q3 - Again there is not a clear majority either way for the introduction of a CPZ. c. Ref Q4 - It is not clear from the question as to how far the neighbouring roads extend. Therefore this too is a question that lacked detail to allow for an informed view. Taunton, Camberley and Somerset is a distinctly different area to the group as defined by your proposal. I do not see the need to tie Taunton, Camberley and Somerset with Spencer and Richmond Roads. I think that this grouping skews your findings. d. Ref Q6 - The majority of people in Camberley Avenue do not want an all day enforcement - Most preferring a reduced time in the day to specifically thwart the commuter parking whilst supporting local businesses and community. e. There is no information provided as to the cost of a residents permit, either first permit or discounted second for Camberley Avenue residents.

f. There is no information as to whether a vehicle can be parked over an existing driveway access with owners consent. f. There is no information as to how to enable family visitors, carers or trades to park in order to visit Camberley Avenue residents. g. No attempt was made to canvass the opinion of the small businesses in West Barnes Lane, adjacent to Camberley Avenue who rely on passing trade. Notably the Bridge Cafe, Londis, Launderette and Taxi Company - all of whom will be severely impacted by the introduction of this scheme and contribute to the community feel of Raynes Park. h. Lastly there is no information on the costs to the tax payer for the introduction and operating costs.

**Officers Comments:**

The informal consultation documents provided all the necessary information in order for residents to make an informed decision including the price of residents, business and visitors permits, it also provides information on carers and the disabled; enforcement (which states that yellow lines will be marked across dropped kerbs) which will not allow a vehicle to be parked whilst the CPZ is in operation. It also states that a CPZ must be self funding, therefore the need for permits is required to implement, enforce and maintain the zone. The questions asked in the informal consultation are straight forward and are questions that allow the Council to better understand the parking pressures in an individual road and surrounding roads. Furthermore the consultation leaflet gives officers contact details to enable residents or businesses to ask any additional questions that may help them in deciding what is best for them. Officers from the Council were also available to speak with at an exhibition held at the Raynes Park library, this is information also provided on the informal documentation. The parking needs of all businesses on West Barnes Lane and throughout the consultation area have been taken into consideration provided in the way of pay & display bays, allowing parking turnover for customers rather than allowing commuters to utilise any available space all day.

**(12275104) Resident in zone**

I strongly object to the introduction of a CPZ to Camberley Ave, London, SW20 0BG

**(12275107) Resident in zone**

I wish to object to the proposed CPZ for the RP ZONE. I do not think that the proposal put forward in the information supplied to residents, dated 04 May 2012, meets the needs of residents or takes the data from the informal consultation into consideration. The information provided also gives no detail of how a CPZ would operate; the costs involved, fines imposed etc. Consequently, this statutory consultation misjudged. From the informal consultation it is clear that the majority of residents would prefer a part-day parking restriction, if any. For example, the Camberley Avenue responses to Q6 show that 31.8% would opt for a 11am-12pm restriction and a further 22.7% would opt for 10am-4pm. Why then does the Cabinet Member deem it reasonable to try to impose the less favourable 8.30am-6.30pm restriction that the vast majority has already rejected? To make an informed choice about an issue, everyone needs a full disclosure of information. Some people voting in favour of a CPZ at the informal stage may not have done so if they realised that parking for their own cars on the roadside or parking for visitors would become a chargeable item. The first set of documents provided did not set out this information and still has not been sent to residents at the outset of this statutory consultation. I think this is an unfair way to treat residents and negates the whole consultation. Additionally no information has been communicated in the documentation provided about any fine system pertaining to the CPZ. At present, visitors to my home can park in front of my driveway's crossover without fear of penalty. I can only imagine that this will change under a CPZ, however, a friend parking over my crossover does not restrict anyone else from parking in the road, they are simply making best use of the space available (with my permission to do so). Under the CPZ would they be penalised and can that be called fair? Who would enforce any additional CPZ? Can the public purse afford to employ new staff in times of austerity? Any tax payers money going to its enforcement would be a waste of meagre resources and if it is not enforced it is redundant from the outset.

**Officers Comments:**

The informal consultation documents provided all the necessary information in order for residents to make an informed decision including the price of residents, business and visitors permits, it also provides information on carers and the disabled; enforcement (which states that yellow lines will be marked across dropped kerbs) which will not allow a vehicle to be parked whilst the CPZ is in operation. It also states that a CPZ must be self funding, therefore the need for permits is required to implement, enforce and maintain the zone. The questions asked in the informal consultation are straight forward and are questions that allow the Council to better understand the parking pressures in an individual road and surrounding roads. Furthermore the consultation leaflet gives officers contact details to enable residents or businesses to ask any additional questions that may help them in deciding what is best for them. Officers from the Council were also available to speak with at an exhibition held at the Raynes Park library, this is information also provided on the informal documentation.

**(12275489) Resident in zone**

I am totally against the introduction of a CPZ in my street because there is already a shortage of parking spaces and introducing restrictions will make the situation worse. We have 2 cars parked on our drive, as do many residents, and visitors are currently able to park in the street across the drive. Visitors include my disabled mother and workmen who need access to their equipment and heavy tools. Should a yellow line prevent day time parking here they are unlikely to be able to park anywhere near the house since most houses my end of the street have drives. Since it is illegal to park in front of a drive with a dropped kerb without the residents' permission, it is totally unnecessary to paint yellow lines here, but as we know it enables the council to make more money from parking fines and resident parking permits. I noticed that you had just 19 'Yes' replies opposed to 18 'No' replies to introducing a CPZ, out of 82 consulted. I am sure that if the 'Yes' replies factored in the loss of spaces due to yellow lines in front of drives they would change their vote. Also, few of the residents who responded voted on the preferred days/hours, like myself assuming the decision unnecessary at that point of the consultation. Even so, the majority of residents voted for 11-12pm, yet you have ignored this preference and proposed a full day restriction. A restriction of 1 hour per day would prevent commuter parking. The introduction of more painted lines on the road and parking signs will also spoil the appearance of the street and needs to be considered. If you intend to force the CPZ through in our street you need to follow residents' wishes regarding the times of operation or re-consult.

**Officers Comments:**

The informal consultation documents provided all the necessary information for residents to make an informed decision including the detailed plans showing all parking bays and yellow lines. The results of the informal consultation of the proposed 'RP' zone showed the largest majority favour operational hours of 8.30am-6.30pm. It is not feasible to allow a single road to adopt different hours of operation. Disabled drivers displaying a valid blue badge are allowed to park on a single yellow line across a vehicular crossover, with permission of the property owner.

**(12275559) Resident in zone**

We are totally against the introduction of a CPZ in our street because there is already a shortage of parking spaces and introducing restrictions will make the situation worse. We have parking space on our drive, as do many residents, and visitors are currently able to park in the street across the drive. Visitors include workmen who need access to their equipment and heavy tools. Should a yellow line prevent day time parking here they are unlikely to be able to park anywhere near the house since most houses my end of the street have drives. Since it is illegal to park in front of a drive with a dropped kerb without the residents' permission, it is totally unnecessary to paint yellow lines here, but as we know it enables the council to make more money from parking fines and resident parking permits. I noticed that you had just 19 'Yes' replies opposed to 18 'No' replies to introducing a CPZ, out of 82 consulted. I am sure that if the 'Yes' replies factored in the loss of spaces due to yellow lines in front of drives they would change their vote. Also, few of the residents who responded voted on the preferred days/hours, like myself assuming the decision unnecessary at that point of the consultation. Even so, the majority of residents voted for 11-12pm, yet you have ignored this preference and proposed a full day restriction. A restriction of 1 hour per day would prevent commuter parking. The introduction of more painted lines on the road and parking signs will also spoil the appearance of the street and needs to be considered. If you intend to force the CPZ through in our street you need to follow residents' wishes regarding the times of operation or re-consult.

**Officers Comments:**

The informal consultation documents provided all the necessary information in order for residents to make an informed decision including the a detailed plan showing all parking bays and yellow lines. The results of the informal consultation of the proposed 'RP' zone showed the largest majority favour operational hours of 8.30am-6.30pm. It is not feasible to allow a single road to adopt different hours of operation.

**(12275667) Resident in zone**

I am writing to you as I am firmly AGAINST the proposals to implement an RP Extension in Camberley Avenue. I do not understand why you are combining Camberley Avenue, Taunton Avenue & Somerset Avenue as an extension within the RP CPZ. These roads are very different – they are cul-de-sacs, not through roads and there are a significant amount of cross-overs so limited parking anyway. Re-analysing your stats in a different way presents a very different picture - which I don't feel you're are fairly representing or considering. By treating Camberley Avenue, Somerset Avenue and Taunton Avenue as a separate CPZ these are the results and is a more accurate representation of what the residents in our roads want: Analysis by Total number of residents who want a CPZ. Only 26% of the total residents said 'yes' to there being a parking problem (44 out of 169). Only 21% of the total residents said 'yes' to supporting a CPZ (36 out of 169). Only 25% of the total residents said 'yes' to be included if neighbouring roads have CPZ (42 out of 169). All the responses are 26% or less of the total residents in these three roads. Of the total number of 83 who did respond. 58% voted for days of operation to be Monday-Friday (48 out of 83). 31% voted for hours to be 8.30-6.30pm (26 out of 83), the remaining 69% voted for shorter hours than is proposed. On this basis, how can you include these roads in the same hours of operation to the rest of the RP CPZ (8.30am-6.30pm)? 11am-12pm is more than enough if a CPZ is being introduced to eliminate commuter parking - which I understood was the basis of the original proposal. Has this changed? I live at 67 Camberley Avenue, and looking at your map, after implementing a CPZ there would only be 25 parking spaces available for parking during CPZ hours. This is significantly less than we have available now as residents can currently park in front of their drives where they have cross-overs. Please advise how implementing a CPZ improves parking in my road? I am extremely disappointed about how this is being handled and feel that this is being pushed through in these roads where we don't have a major parking problem and with less than 50% of the residents wanting a CPZ. If we must have a CPZ then you should be listening to what the residents want, not presenting results in such a way as to justify why the Council should be implementing a CPZ with the maximum weekday hours in operation. I see this as just a way for the Council to get another income stream from local residents. If this is implemented, yet more local shops will suffer with locals being unable to park and shop. Please re-consider including these roads as the RP Extension and instead treat them separately and re-view the results again. Based on the feedback from residents represented in the stats above I don't believe the Council's proposal is justifiable and that residents in these roads do not support the CPZ.

**Officers Comments:**

The Council can only make the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. The results of the informal consultation of the proposed 'RP' zone showed the largest majority favour operational hours of 8.30am-6.30pm. The Council follows the views of its residents, we do have other Controlled Parking Zones in the borough that operate at other hours and varying days, they are all based on the views of the largest majorities. It is not feasible to allow a single road to adopt different hours of operation.

**(12275841) Resident in zone**

I wish to place on record the opposition of all residents at XX,Camberley Avenue SW20 to the proposed CPZ. There are 4 adults resident at this address. We have 1 car. We have lived at the address for 44 years and can only recall 2 occasions when we have not been able to park in Camberley Avenue. We do recognise the strain on parking places caused by commuters, minicab drivers, front gardens turned into parking places, residential development without parking spaces provided, and no public car park in Raynes Park. Despite the foregoing we do not feel that the situation is unmanageable. Furthermore, a CPZ will, so far as XX,Camberley Avenue is concerned, result in a cost to us without discernable gain. I understand why residents in Camberley Avenue near to the junctions with Somerset and Taunton Avenue and West Barnes Lane will have voted for a CPZ. But I do not feel the percentage [47%?] voting for the scheme will justify the imposition of a zone on those who dont want it and will not gain benefit. It appears to us to be like taking a sledgehammer to crack a nut. On a general point we observe that CPZs merely pass the buck elsewhere. Public Parking facilities for Raynes Park itself would provide the extra spaces needed and produce revenue for LBM too.

**Officers Comments:**

The Council can only make the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. There is enough support for parking controls in surrounding roads, which will only cause more parking difficulties for those roads not included in the zone. The statutory consultation allowed residents and businesses to further air their views and take into consideration the likelihood of parking displacement in to any uncontrolled roads.

**COOMBE LANE**

**(12275893) Resident in zone**

Further to the circular dated 4 May 2011 we are writing to express opposition to the proposed CPZ. We have been residents of No 144 Coombe Lane (close to the town centre) for over 15 years and do not consider there is a significant parking problem in our street. In my opinion the figures have been interpreted to suit the council's preferred outcome of having a CPZ for revenue generation. 1. Only 3 out of 6 of the streets in the proposed zone had more respondents wanting the zone than not in any event. 2. **Coombe lane** residents whether sub divided by those living close to Raynes Park (11 no /9 yes) or not (19 no /12 yes) are **opposed to the zone**. It should therefore not be included in the zone. Adding a few extra parking spaces on the south side of Coombe Lane should not be assumed to be the solution. Opinion should be sought rather than making assumptions. 3. Coombe Lane residents' opinion from the western end of the proposed zone to the intersection with Cambridge Road should also be included in the analysis (or at least as far in a westerly direction to 151 on the south and 236 on the north to be consistent with all Richmond Road being included in the proposed zone. This would further reduce numbers in support of the zone. 4. Only 103 out of 518 residents consulted support a CPZ - less than 20%. This is undemocratic. It is reasonable to conclude that the vast majority that have not responded do not require any change to current arrangements or they would have responded. 5. The drawings used were unclear and misleading and therefore the response received cannot be relied upon as representative. How could proposed single and double yellow lines within the zone be shown as thin black lines the same colour as street and house markings when those proposed yellow lines outside of the zone were shown clearly in bold yellow. 6. 53.4% (23.5+29.9) of residents responding said they wanted less hours than the currently suggested 8.30-6.30 that was requested by only 30.3% of respondents. The view of the majority has again been ignored. 6. If certain streets have a problem and are included in the zone then any 'knock on effect' should be experienced before deciding to go 'carte blanche' for all adjacent streets. The forms were not clear that this response would be binding rather than consultative. 7. I paid the council for a white line along my cross over and do not want a double yellow from 142-146. There is room for 2 parking spaces. 8. Whilst Coombe Lane residents have already concluded they do not have a parking problem, the situation could be further improved by removing the rarely used Coombe Lane cycle path and changing the wide southerly Coombe Lane foot path to shared use with pedestrian priority. As a resident and cyclist it is clear that most cyclists find the cycle path too narrow and the raised kerb stone dangerous and end up using the road. 9. The council said there was adequate on-site parking when approving Waitrose/Hurricane house.....oops. It does not cause me a problem but was poorly miscalculated. I therefore have little confidence in the current decision making. In my opinion the figures have been interpreted to suit the council's preferred outcome of having a CPZ for revenue generation.

**Officers Comments:**

The Council can only make the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. The results of the informal consultation of the proposed 'RP' zone showed the largest majority favour operational hours of 8.30am-6.30pm. It is not feasible to allow a single road to adopt different hours of operation. We do have other Controlled Parking Zones in the borough that operate at other hours and varying days, they are all based on the views of the largest majorities. The Council has no view or desire for the consultation results. There is enough support for parking controls in surrounding roads, which will only cause more parking difficulties for those roads not included in the zone. The statutory consultation allowed residents and businesses to further air their views and take into consideration the likelihood of parking displacement in to any uncontrolled roads.

**RICHMOND ROAD**

**(12275724) Resident in zone**

I write to oppose strongly the proposed extension of the CPZ to include Richmond Road, where I live and work. I note the detailed published responses to the scheme and see that only just over 50% responded (54.1%) and of these, only 27.9% agreed to restrictions on parking from 8.30 - 6.30. I cannot understand how this translates into a proposal for 8.30 - 6.30 restrictions. I believe that the Council is unduly influenced by the prospect of making money from permits, fines etc. The proposal would mean that I and many others will inevitably concrete over our green, environmentally important front gardens - This is already horribly prevalent and the Council should think seriously about their role in promoting the environmental damage that this is well documented in inflicting. In addition to this, our once lovely street will be graffitied with hideous street markings, signs and furniture. The real problems that Richmond Road has in parking is from the numbers of commuters who park all day. A minimal permit scheme (from say 12 - 2.00) would deal with this problem at a stroke without creating mayhem all day and every day. I supported this in the consultation process but I am furious that those of us who did respond have had their reluctant agreement to minimal CPZ turned into a control system all day long. There are a number of other specific reasons why I object to the proposal: 1) I have regular visits, by car from elderly relatives, who cannot manage walking any great distance. 2) I am self employed and work from home with regular appointments, who will be greatly inconvenienced by an inability to park and/or having to pay for the right to park locally. 3) The additional costs amount to a personal increase in taxation to which I strongly object: Annual Permit fees, visitors permit fees, and the capital cost of hard paving my front lawn area.

**Officers Comments:**

The results of the informal consultation of the proposed 'RP' zone showed the largest majority favour operational hours of 8.30am-6.30pm.

**SOMERSET AVENUE****(12274927) Resident in zone**

I am writing to state my strongest objections to the proposed Controlled Parking Zone (CPZ) in the RP extension area (area 1), as outlined in the recent correspondence sent to our address. I live in Somerset Avenue, whose residents voted overwhelmingly against the proposed zone. This is within the RP extension zone, in which less than half of all residents support the proposals. To me, this does not seem like a particularly democratic move on the part of Merton Council. My partner and I are both public sector workers (nurse and teacher), who are feeling financially squeezed from all directions. Our pay has been cut, our pension contributions have increased and our cost of living has increased dramatically. The introduction of a CPZ would be one further blow to push us closer to the decision to move away from Merton altogether. We are not the only public sector workers in the area to feel this way. Times are really tough and keyworkers in particular are feeling this. I also have some concerns around the proposed parking spaces outlined on the map provided. The number of parking spaces proposed on our street is less than the number of houses on our street. This would cause chaos and arguments amongst neighbours and would lead to residents being penalised for having to park outside of their zones. I would concede that parking is a problem at times, especially on a Sunday, when the sports ground on our road opens its gates, against the wishes of residents. However, the proposals do not acknowledge the problems related to our own street. We are a hardworking family, who only own one car and try to walk wherever possible. We do not feel able to pay for a parking permit, and to pay for those visiting our house to park. Please do not punish us as a way of generating income. Many thanks for taking the time to read my case.

**Officers Comments:**

Residents of Somerset Avenue were against the controls but were offered the opportunity to become part of the controls at the formal stage as they would be adversely affected by parking displacement. Since the Council would not be able to revisit the area again in a prompt fashion it is considered that in the absence of strong and majority objections from the residents that they are included within the proposed zone. This will address the current and inevitable parking difficulties.

**TUANTON AVENUE**

**(12275654) Resident in zone**

I am a resident of XX Taunton Avenue, SW20 0BH. I am e mailing to strongly object to the introduction of a CPZ in Taunton Avenue.

**WEST BARNES LANE****(12274982) Business in zone**

Thank you for the summary of consultations on the CPZ. I note that Merton is proceeding on formal CPZ procedures despite 62.3 % not supporting a CPZ. With the passing of the Localism Act in November which is empowering local communities what is the Council's mandate for proceeding on this issue when the majority do not support the proposal? This suggests that there is some commitment to a CPZ ( the leaflet states the Council's intentions to introduce the above measures ) despite clear evidence that it is against local people's wishes. Can we have assurances that the issue will not be pursued in the face of clearly expressed public opposition.

**Officers Comments:**

The Council can only make the appropriate recommendation and decision based on the results of the informal consultation as returned by residents / businesses in the area. The Council decided to consult a much larger area to notify residents and business in the area to the potential introduction of control parking due to petitions received, the new Waitrose development and a new CPZ being introduced in close proximity. There is enough support for parking controls in the roads formally consulted on, which will only cause more parking difficulties for those roads not included in the zone. The statutory consultation allows residents and businesses to further air their views and take into consideration the likelihood of parking displacement in to any uncontrolled roads.

**(12275870) Resident in zone**

I am writing to object to the proposed controlled parking zone in Raynes Park in Area 1. As a resident of West Barnes Lane, my opinions were sought, but not taken into consideration regarding the proposed parking restrictions involving Taunton Avenue, Somerset Avenue and Camberley Avenue; despite the huge impact the imposition of such restrictions would have on me. I do not own a car, preferring to utilise public transport. Therefore, I would not obtain a parking permit, which would severely disadvantage me when being visited by my friends who live considerable distances from me and need to drive. The restrictions would mean that such visitors would not be able to stay overnight. The restrictions would also mean that deliveries would be problematic, as would the occasions when I hire a car. On a personal level I am therefore deeply opposed to the restriction being enforced. There are insufficient car parking facilities in the locale to contend with the additional cars which would require parking spaces. If the objective is to discourage individuals from driving to Raynes Park and getting the train/bus etc the introduction of the restrictions would merely displace this problem, probably to elsewhere in the borough. In addition, I do not believe the methodology involved in this consultation is fair, and allows the truly representative views of all residents to be put forward. It is easy to respond to the initial consultation - checking boxes is not particularly taxing and is much easier than writing either letters or emails. It is also much easier for the council to disregard written replies as they are much more difficult to quantify the level of displeasure. However, looking at the statistical analysis of the initial consultation, the response rate was only 44%, and of those who replied over 60% did not support the proposal. On these grounds alone, the proposal should have been rejected. Examination of Area 1 results alone also shows that the majority of respondents are not in support of the restrictions. This suggests to me that the council is less concerned with responding to the desires of its residents, and more in income generation through the introduction of pay and display parking bays. Do not introduce the proposed parking restrictions. Difficulty parking is not high on the list of priorities of the residents, will cost the council money to implement and maintain, most residents do not want the restrictions and will be antagonised if they are introduced.

**Officers Comments:**

The Council can only make the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. There is enough support for parking controls in surrounding roads, which will only cause more parking difficulties for those roads not included in the zone. The statutory consultation allowed residents and businesses to further air their views and take into consideration the likelihood of parking displacement in to any uncontrolled roads. The informal consultation is a standard questionnaire asking residents to answer specific questions that allow the Council to better understand the parking issues being experienced. A statutory consultation is a legal requirement, asking affected parties to object to the scheme if necessary and state their reasons for doing so. The introduction of the pay & display only bays is to create greater turnover for the small businesses on West Barnes Lane. As a resident who resides within the CPZ boundary you are entitled to purchase visitors permits which will allow you to have visitors throughout the operation of the zone or attentively you can purchase an address permit which is transferable between vehicles, whether it be a visitor or hire car.

**(12275895) Resident in zone**

I am not in favour of the proposals for the RP extension controlled parking zone, as I suspect it will make it harder rather than easier for tradesmen to park close to my home when carrying out necessary work there. It might be better if the restrictions were only in force for one hour a day; that would at least allow for shorter visits, such as for having a boiler serviced, although still not for all-day work. If such a scheme is introduced, you need to make sure that it is easy and cheap to obtain a visitor permit at short notice. There should certainly be no pay-and-display only bays at the West Barnes Lane end of Camberley Avenue. These spaces would also be required for residents and their visitors. Others can use the Waitrose car park. (Of course, anybody needing to load or unload outside the shops near that corner would still be able to do so.) A couple of suggested improvements: 1. To encourage shoppers to park outside Waitrose, rather than anywhere else, why not arrange with the shop that they would refund an hour's parking fee for a purchase of £20 or more? 2. The pavement outside Cranleigh House is unusually wide, and I would be quite happy for a third of it to be replaced by additional visitors' parking bays.

**Officers Comments:**

Visitor permits either half day at £1.50 or full day at £2.50 are available for purchase in booklets of 10. The introduction of the pay & display only bays is to create greater turnover for the small businesses on West Barnes Lane. The Waitrose Car Park is for customers of Waitrose and is not owned by the Council.

**NOT IN ZONE****(12275315)**

I would like to inform you of my objections to the proposed parking restriction in Raynes Park. I am not in favour of controlled parking in my road or surrounding roads. I can barely afford to drive my old car as it is with petrol prices, road fund tax, insurance, it is never ending. I would have to stop driving if enforcement was put in place.

**(12275845)**

I am writing to object new parking regulations on Camberley Avenue in SW20. I am resident of Dowding House in 22 West Barnes Lane. Residents don't have a car park assigned to the development, where I could park my car. So Camberley Avenue is the street where it is most convenient to park for me, alongside with other 37 families of Dowding House. Unfortunately when we bought the property last year we were not fully aware about plans for new coming parking regulations in this particular street. There was never a problem to park the car near home, so lack of residents car park was never an issue. Now with introducing new parking regulations means that I simply have nowhere to park my car! I am a shift worker, and my shifts end late very often, later than the last train available to Raynes park, or any other station around. So is my wife. Having no car means that both of us have to travel by various buses at night and it will take way too long. I don't think it's safe or healthy, especially for my pregnant wife. And we can't afford to pay for a taxi for 2 people at least 3-4 times a week, it'll be extra £200 a week for our family! I think each and every average family will struggle with such a cost. Paying to park the car on "pay and display" basis is not an option for same reason, and also convenience, as every single morning I will have to go out at 8.30 am to pay my parking fee. And that's ridiculous, I think you'd agree. Having a car for our family is absolutely essential, as well as all other residents of Dowding House. I am a homeowner, and I live here permanently, so all the options above don't work at all. Therefore I would like to object new parking regulations on Camberley Avenue as it will bring unnecessary suffering for me, my family and other residents of Dowding House.

**Officers Comments:**

Unfortunately Dowding House is a permit free development and therefore are unable to allow it's residents to be part of the controlled parking zone or purchase resident permits.

**(12275923)**

I am writing to record objections to the proposed extension of the Restricted Parking Zone in the area of Raynes Park station. For my objections to be understood I need to explain some background.

**BACKGROUND.** I have lived in the Raynes Park area for over 30 years having moved into a shared house in Wimbledon Chase when I first found work and have essentially lived here ever since. I bought my first house in Sydney Road, one of the Apostle Roads. many years ago. Raynes

Park is my home and local community. I assume it is generally acknowledged that Raynes Park has been a commuter area for many a year it was one of the main attractions for buying my first house in the area, working as I do in the centre of London. This will undoubtedly apply to a large number of residents of the area, a fact supported by the number of people who get on and off the train at Raynes Park station. There is no shame in being a commuter community : indeed it should be applauded in allowing workers a quality of life whilst also being able to be employed (and pay taxes). As a commuter using the station. I have also been a consistent consumer supporting the local Business. I do mean local businesses. Throughout my years here I have used the local butchers, bakers, chemists. Co-op (which I properly consider a local shop in many ways) restaurants and bars. Although I do occasionally use the large supermarkets in the area I have resisted the temptation to take my custom to their wholesale. Invariably I use the local facilities either on my way to work or on my way home including doing my man shops during the week with car parked near the station. As a commuter. I (along with many other locals) have periodically had to drive my car to the station. To walk or take a bus is pleasant enough when possible but could easily add an uncertain time to the daily commute 30 minutes or more. The buses are not reliable and few of the local bus stops now have the electronic boards showing the times of the next bus. Parking used not to be a problem in the area. The main parking area for the station was lost when Waitrose took over the site next to the station. Free parking was available in the streets around the station. As a resident the Apostle Roads I was used to the spaces being used by commuters but there was plenty of space for all even if it was occasionally necessary to park down the road from your own house. With the station car park having been lost and the restricted parking now apparently being extended to every street around the station. it is virtually impossible to park in the area for the day. I am not one to object to local developments for purely personal convenience and as a resident in the area for many years. I am sympathetic to parking problems. I do however think that a local council should take into consideration all interests and wider issues. Against this background and as I have insufficient time to expand fully, I will try to summarise my objections.

**OBJECTIONS.** 1. A large number of residents in and around the Raynes Park area were attracted here because it provided convenient commuter services. As a longstanding and main commuter area it would be wrong having allowed the station car park to be redeveloped, to remove all day parking from so many of the surrounding streets without first providing alternative all day parking facilities to commuters and/or significantly improving the bus services that feed the station. 2. Local businesses will lose trade. Local commuters who currently use the local shops and restaurants on their way to and from work will be more likely to use other places with more convenient parking if they must first get home before accessing their cars. Why would you not go to the Tesco's once in your car at home or another restaurant further afield? 3. Putting commuters to one side there is inadequate parking in the high street and station area to serve all those residents and businesses who wish to support Raynes Park as a thriving community. 4. Parking permits will presumably not be made available to people other than those who (*some text missing here*) parking measures, provision should be made to enable members of the local community who do not qualify for permits in the surrounding roads to be able to purchase them. I would be grateful if you could acknowledge receipt of these objections and keep me informed of The consultation process and its outcome.

#### **Officers Comments:**

Parking controls are introduced to protect the parking needs of residents and their visitors, as well as those of local businesses. The key objective of managing parking is to reduce and control non-essential parking. Within any CPZ, only those within the zone are entitled to permits. This means that long-term parkers will not be able to park within the permit bays during the operational times.

There are existing free bays available in Worple Road, Langham Road and Durham Road, whilst the other bays in and around the High Street (Coombe Lane) are regulated to allow greater customer turnover and these were requested by the businesses in the area.

Not all roads are in favour of parking controls still allowing some free space for commuters who visit the area, although this may change in the future as many residents in the area, in particular those who reside closest to the station are experiencing parking difficulties due to the commuters driving into Raynes Park and using the train to commute into London. As Raynes Park has very good public transport links, it would seem reasonable for those who work in the area to use public transport rather than using a vehicle.

Furthermore the new Waitrose development was built on the old Thames Water site (not the station car park), although the Council granted planning permission it does not own the land.

## 'RP' Extension - REPRESENTATIONS – COMMENTS

### CAMBERLEY AVENUE

#### (12275570) Resident in zone

I am writing to find out why, when the majority of residents in the area have voted for a restriction of 1 hour per day to prevent commuters from parking, you have decided to impose a full day restriction in the area??! The residents I have spoken to in the street agree that there is a commuter parking issue, but agree that it is completely unnecessary to impose costs on residents and our visitors parking in our own street. Many people have had, and are having, good home improvements done lately to attempt to improve their living standards, and the ambiance of the area, maintaining a good spirit for everyone in this economically tough time. To do this there are many workmen and vehicles which at the moment happily park in front of relevant properties with drives, **with the owners permission**, whether working there or fellow neighbours houses without drives. Think about the lifting of many heavy items or tools in these circumstances. This will be illegal if your proposals are brought into action re: yellow lines and give residents more headaches and problems to deal with on top of everything else in this current climate. I would hope the above will be taken into consideration for a rethink of the ultimate plan.

#### Officers Comments:

The results of the informal consultation of the proposed 'RP' zone showed the largest majority favour operational hours of 8.30am-6.30pm. It is not feasible to allow a single road to adopt different hours of operation. We do have other Controlled Parking Zones (CPZ's) in the borough that operate at other hours and varying days, they are all based on the views of the largest majorities. Loading and unloading is allowed to take place on yellow lines where there are no loading restrictions in place.

### CAMBRIDGE ROAD (REQUESTING TO BE INCLUDED)

#### (12275572) Not in zone

We think that there is a good case for extending the proposed RP Zone to include the western end of Cambridge Road. Your "Summary of Consultation Results by road" shows that almost half the responding residents of Cambridge Road supported the idea of a CPZ if neighbouring roads were to be included. The western end of Cambridge Road [Nos. 98,100,102 and 133 to 155] is separated from the rest of Cambridge Road by the Richmond Road/Oakwood Road crossroads, and is effectively a different road. It could easily be incorporated in Zone RP by extending the proposed boundary from adjacent Richmond Road. If it is not included in Zone RP, our end of Cambridge Road will inevitably become even more congested with commuter cars displaced from Richmond Road. This will not only add to the existing nuisance of white van all-day parking, but also reduce the space for Cottenham Park allotment holders (numbering more than 150, most of them not living close to the site) to park their vehicles close to the allotments; they will be forced to park at some distance from the site. This is a response to your circular of 4 May 2012. We are not sure what is intended by the sentence in it which states "Objections must relate only to the elements of the Scheme that are subject to this statutory consultation"; but in any case this is not an objection - it is a constructive proposal aimed at improving your plans for Zone RP. So - please consider incorporating this end of Cambridge Road into the RP Zone. With minimal parking restrictions (ideally Mon.-Fri. 11a.m. - noon only) life could be made much easier for both residents and allotment holders.

#### Officers Comments:

As a whole the results of Cambridge Road show almost half in support of the 'neighbouring roads' question. However, in breaking down the results to find out which of those properties answered question 3 & 4 in favour, it shows the majority to reside to the east of Durham Road. The results for the respondents west side of Richmond Road however, shows 63% against the CPZ and 54% against neighbouring roads. Therefore we will not be adding this area to the CPZ boundary.

**(12275578) Not in zone**

Further to my original appeal I would ask that the Response Returns for Cambridge Road be separately analyzed for the section between Durham Road & Pepys Road ie. Numbers 1 – 25. I believe this stretch suffers from parking problems quite differently to the section between Durham Road & Coombe Lane which is mainly residential on one side with the Cottenham Park & Allotment side providing many more parking spaces for non residents. With the advent of Spencer & Richmond Roads being granted CPZ status plus the ever expanding School traffic /parking our stretch of Cambridge Road will become even more saturated by visiting, inconsiderate car parking. I look forward to receiving your consideration in this matter.

**Officers Comments:**

Further analysis of the informal consultation results do show a majority in favour of parking controls on Cambridge Road between Pepys Road and Durham Road. However, the Council do not introduce controlled parking in a single road or part of a single road. CPZ's work on an area wide basis allowing residents to utilise space in a nearby road if by chance insufficient space is available on their road.

**(12275653) Not in zone**

Cambridge Road, SW20, has been omitted from the proposed Controlled Parking Zone based on the percentage of residents' returns.

**Observation:** Cambridge Road falls into three very definite sections: 1. The section between the junction with Pepys Road and the junction with Durham Road

2. The section between the junction with Durham Road and the junction with Richmond Road

3. The section between Richmond Road and Coombe Lane.

The section of Cambridge Road that lies between Richmond Road and Coombe Lane (nr.3) is already heavily congested. This is due to commuter parked cars, and due to the road being used as a depot for van/lorry rental companies to park, pick-up, drop-off and carry out servicing and maintenance of its vehicles. This situation will only deteriorate if the surrounding roads are to become part of the CPZ.

**Proposal:** The section of Cambridge Road, between Richmond Road and Coombe Lane should be classed as an independent section. This section form part of the CPZ, and be turned into "Residents Only Parking" within certain hours. · 10pm -8am (overnight); · 12noon – 1pm each (Mon-Fri). These time restrictions will deter day long commuter parking, and the parking of commercial vehicles overnight and during the day, yet they will still allow those visiting the allotments. We would appreciate your consideration being given to the observations, proposals and reasons.

**Officers Comments:**

Further analysis of the Informal Consultation results to find out which section of the Cambridge Road were in favour of controls, shows a 63% majority of respondents west side of Richmond Road were against the CPZ and 54% against neighbouring roads. Therefore we will not be adding Cambridge Road to the CPZ boundary.

**(12275735) Not in zone**

Regarding the parking in Cambridge Road between Richmond Road/Oakwood Road and Coombe Lane, I would be grateful if you would consider parking restrictions for one hour in the middle of the day. This will deter commuter parking and also put a stop to the parking of commercial vehicles. This would ease the congestion for both residents and allotment holders alike.

**Officers Comments:**

Further analysis of the informal consultation results do show a majority in favour of parking controls on Cambridge Road between Pepys Road and Durham Road. However, the Council do not introduce controlled parking in a single road or part of a single road. CPZ's work on an area wide basis allowing residents to utilise space in a nearby road if by chance insufficient space is available on their road.

**DURHAM ROAD (REQUESTING TO BE INCLUDED)**

**(12275846) Not in zone**

In relation to the proposed extension to the Raynes Park Controlled Parking Zone, we have great concerns on the impact this will have on our ability to park anywhere near our homes. We are also concerned about the impact this proposal will have on the value of our properties given this new, amplified parking problem. We are residents/owners of properties between 33 and 51 Durham Road and currently find parking on Durham Road extremely difficult. As such, we are forced to park either Spencer Road or Richmond Road if the few spaces on Durham Road are unavailable. The current proposals seems inexplicably to dogleg around our properties to exclude us from the extended CPZ. This, I have been informed, means that we would be ineligible for a resident's parking permit and would mean that on most occasions we would be forced to park in Cambridge Rd (outside Cottenham Park). This is at least a 300m walk from our properties and is clearly unacceptable. We consider it essential for our properties (33 - 51 Durham Rd) to be included within the extended Controlled Parking Zone (CPZ). As you can see with the signatories below, there is support from most of the residents in the area of Durham Rd. Should our properties not be included in the Controlled Parking Zone, the impact on our lives and property values would be so great that we would be forced to explore further options. I look forward to hearing from you in the hope that this minor amendment to the extended CPZ will be made to avoid a state of affair which is in effect discriminatory in terms of our right to park our cars near our homes.

**Officers Comments:**

The CPZ boundary depicts who is entitled to purchase a permit. As your property resides on Durham Road with the majority of residents against the CPZ proposals, Durham Road will therefore not be included in the CPZ boundary. A petition is required from residents of Durham Road showing a majority in favour of inclusion in order for the Council to re-consult on adding Durham Road in to the CPZ.

**(12275922) Not in zone**

We have sent a letter earlier today to Mr XXXXXXXX, signed by residents affected by your proposed changes; please find a copy of the letter attached. Having spoken on the phone to Mr YYYYYY and, subsequently, to Mr XXXXXXXX last week, I went to see Mr YYYYYY this morning along with ZZZZZZ ZZZ of XX Durham Rd. He advised us that we can represent our position at the next meeting of your committee to take place in September 2012. He also said though, that it is within your powers to implement the CPZ earlier, should affected residents request for the zoning to come into force sooner. We have had real difficulties parking near our homes as the area-for decades-has been used as a free car park by people coming to work in Central London from Surrey and Hampshire who leave their cars here in the morning and collect them in the evening. We were delighted that a CPZ was at last being introduced but have found to our great dismay that a small enclave where our homes are has been excluded. We talked to Mr XXXXXXXX on the phone who was sympathetic to our concerns about the consequences of being excluded from the CPZ: having potentially to park our cars 15-20 minutes away from our properties. Both of us completely depend on our cars for our work. Neither the phone conversation nor the meeting earlier today with Mr XXXX was especially satisfactory Mr XXXX told us that he would be making representations in order for our petition to be rejected, that we are in the 'same shoes' as everybody else in Durham Road and Amity Grove, that we knew that parking could be difficult when we bought our properties in the first place, that the few properties affected would certainly not be allowed to have permission to pay for parking within the CPZ (as it is envisaged at the present time) and that no precedents would be set for our sake. We would be very grateful for your help and understanding and thank you very much in advance for considering these matters.

**Officers Comments:**

The CPZ boundary depicts who is entitled to purchase a permit. As your property resides on Durham Road with the majority of residents against the CPZ proposals, Durham Road will therefore not be included in the CPZ boundary. A petition is required from residents of Durham Road showing a majority in favour of inclusion in order for the Council to re-consult on adding Durham Road in to the CPZ.

**RESIDENTS ASSOCIATION**

**(12275221)**

Our Association continues to advocate that CPZs should not be introduced into areas where the majority of those consulted have expressed their rejection of the proposal. We would, however, make the following proposals that we believe will mitigate against some of the problems likely to arise if the present proposal is put into effect. Halls, which are available to organisations / individuals for community activities such as classes and playgroups, should be taken into account when designing any CPZ. This means consideration for short-term parking for users who need to come or be brought by car e.g. older people, disabled people, young children. Also parking should be available for a slightly longer period for those running the activities who frequently need to fetch & carry equipment for their classes. A maximum of 2 or 3 hours should cover these needs. In this Zone there are two such halls (one in Spencer Road and one on the corner of Richmond Road & Avenue Road). The bays proposed in Spencer Road are predominately for a maximum of 10 hours - we believe that these would be much more helpful if the time was reduced to 2 hours maximum. We would further suggest that some of the underused Permit Holder bays in Avenue Road be changed to P&D max. 2 hours - those alongside the West Wimbledon Society Hall would be most helpful and appropriate. We are aware that Raynes Park Library suffers from lack of nearby short-term parking and seek to avoid similar problems here and elsewhere in the future. We have grave concerns about the proposed 10 hour maximum bays. A regular turn-over of kerbside parking is the best way of utilising this valuable facility. Whilst the cost of all day parking on such metered bays may deter some out of town commuters (rail users in particular), the cost of £11 per day would still be less than the cost of taxis to and from the station. There may be some local businesses whose staff would want such a facility, but most of these already have off-street parking and the smaller business users could not afford the cost. If it is thought that there is a genuine LOCAL need for 10 hour maximum parking, surely 1 or 2 bays would meet this need, the remainder could be 2, 3 or 5 hour maximums. Our comments are an attempt to make the best use of limited parking for the benefit of the local community (residents and business) and to discourage long-stay parking in residential roads.

**Officers Comments:**

The 10 hour bays allow more flexibility in specific occasions and there are other bays nearby that have lesser hours. These bays are also shared use bays allowing residents to utilise them all day. So there is a chance that the amount of available bays for pay & display customers are reduced. The Council will monitor these bays and will shorten the hours if abuse of the bays becomes an issue.

**(12275874)**

Our committee is very concerned that, despite the majority of people consulted expressing the view that this area does not want a CPZ (with only a tiny majority in two or three roads in favour) it now seems inevitable that zones will be imposed that will divide the area and that Amity Grove residents will experience even greater competition for the inadequate number of kerbside parking places available to us. Whilst we would prefer things to remain as they are, as a CPZ Zone nearby seems inevitable, we would like to ensure that the pressures on this street are as minimal as possible. We feel that this would be best achieved if parking by visitors to the neighbourhood were encouraged to park for a short limited period, thus allowing a rapid turnover of vehicles in the available spaces for shoppers, visitors to doctors, banks etc, rather than giving carte blanche to those who can afford it to park all day. To this end we would request that there be a major reduction in the 10 hour maximum spaces you recommend. The vast majority of shared or P&D bays should have a time limit of 2 hours and some of these should be in Avenue Road which at present has an excessive number of generally unused Permit Holder bays. Placing such bays further away from Raynes Park Centre might mean that those using the local halls will be encouraged to seek kerbside parking further away rather than more centrally.

**Officers Comments:**

The 10 hour bays allow more flexibility in specific occasions and there are other bays nearby that have lesser hours. These bays are also shared use bays allowing residents to utilise them all day. So there is a chance that the amount of available bays for pay & display customers are reduced. The Council will monitor these bays and will shorten the hours if abuse of the bays becomes an issue.

**RICHMOND ROAD**

**(12274926) Resident in zone**

We voted in favour of some restrictions as we often struggle to get into our own driveway thanks to commuter parking. However we feel that the restrictions should be minimal for the following reasons :- 8.30 to 6.30 restrictions. These are unnecessarily heavy-handed . Anyone wanting to shop or eat in Raynes Park will be forced into a road beyond the restrictions, along with all day commuters, thus simply pushing the problems into adjacent roads. The few 2-hour parking meters may well not be enough or allow enough parking time. 11.00 to 12.00 restriction. This will stop all-day commuters, but will allow local people who live further from Raynes Park station to park for the morning or afternoon . It will also allow people to park and use everything the now flourishing Raynes Park has to offer without clogging up adjacent roads. It will also allow people living in Richmond Road the freedom to have guests who can park nearby and for more than the 2 hours allowed by the few meters which may of course be a long way away. We have said all this before and goodness knows whether any attention is paid to it. In Richmond Road, of those in favour of some restrictions, apparently 25 wanted 8.30 to 6.30, and 25 were in favour of the one hour. Surely it would be better to try the least restrictive option first. In many areas of Wandsworth this system seems to work. We wonder if feedback has been sought from there.

**Officers Comments:**

The Council can only make the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. The hours of operation is based on the consultation results. Residents had three options and the largest majority for your area chose Monday to Friday, 8.30am to 6.30pm. The Council has no preference or view of the results. Wandsworth Council consult residents on a 1 hour experimental zone in order for implementation to take place immediately after consultation. They do not send residents a copy of the planned proposals, residents are unaware of where the bays & yellow lines will be located. The Merton Council allow much more transparency in their consultation approach and believe it is a more democratic process.

**(12275658) Resident in zone**

I wish to make the following representation about the RP extension as it relates to Richmond Road: The vast majority of residents (100) voted for limited hours of operation - either 10am to 4pm or 11am to 12pm. Only 24 voted for all day operation. I strongly argue that only a short period of operation is necessary or desired because the parking problem in Richmond Road is only caused by commuters who park their cars in our road in order to catch the train from Raynes Park. They are out all day at work and return in the evening. A simple 1 hour restriction during the day would stop these commuters so there is no need to have extended hours of operation.

**Officers Comments:**

Results show a majority in favour of 8.30am to 6.30pm, Monday to Friday operational times. We do have other Controlled Parking Zones in the borough that operate at other hours and varying days, they are all based on the views of the largest majorities. The Council has no view or desire for the consultation results. And do not engineer the results by adding different options together to get a desired result.

**(12275111) Resident in zone**

As residents of Richmond Road (number XX), we would respectfully like to submit the following comments regarding the above proposals: - First and foremost, we would seek confirmation that when considering the proposals, the Committee and the Cabinet Member gave exclusive interest to the needs and concerns of the affected residents and not to the income generating potential of the different options. With the continuing outcry about the decision to reintroduce the bus lane at Hartfield Road in Wimbledon against the wishes of councillors and residents, you will appreciate our need for this confirmation. - The perceived need for the introduction of a CPZ in Richmond Road (only narrowly supported by those in favour, with a significant percentage undecided) is to address the issue of lack of parking space for residents during week days as a direct result of the number of commuters who park in the street. It is generally accepted that the residents are tolerant of the needs for occasional users to park in the street for purposes of attending the local church and the local dance school. With that in mind, we see no justification for the recommended option of imposing CPZ restrictions from 8.30 am to 6.30pm , since a restriction of 11am to 12pm, or at the very most 10am to 4pm would comfortably serve the purpose of preventing parking by commuters. - By restricting the CPZ to 11am to 12pm, you would (a) be providing far more flexibility for the residents, for instance, to park across their own driveways (instead of facing the bizarre consequences of being fined for doing so), and (b) allow far more flexibility for bona fide visitors to the street. Given that we have managed without CPZ for the 23 years that we have lived here with very few real problems, one would have to suggest that the simple elimination of the "commuter issue" would make a sufficient difference to the availability of parking spaces in the street for everyone to be happy. - We naturally understand that the recommended option of 8.30am to 6.30pm provides potentially the most significant revenue opportunity for Merton Council, but would defer to the initial point made above. - An issue that has relevance to our house is that the space between our house and number xx Richmond Road where we have parked our car for the last 23 years is apparently now going to be designated a non parking bay under the proposed scheme - since it has never been an issue for us or our neighbours, we fail to understand this idea at all. In conclusion, we are strongly opposed to the proposed CPZ as recommended and would hope that the above, genuinely expressed views of long time local residents will be taken into consideration.

**Officers Comments:**

Results show a majority in favour of 8.30am to 6.30pm, Monday to Friday operational times. We do have other Controlled Parking Zones in the borough that operate at other hours and varying days, they are all based on the views of the largest majorities. The Council has no view or desire for the consultation results.

**(12275676) Resident in zone**

We are writing to you in response to your further consultation on the proposal to introduce a Controlled Parking Zone (CPZ) in the Raynes Park Area, specifically in our road, Spencer Road. From reading through the latest information, including the results from the initial consultation, it would appear as though a CPZ is likely to be introduced to our road, Monday to Friday between 8:30am-6:30pm. This is because 46.6% of local residents overall apparently supported a CPZ whereas 43.4% did not. However, looking at the results for Spencer Road itself, there is no real clear support for a CPZ for the whole day, with 44.8% of people saying they supported a CPZ, but also 44.8% of people saying that they didn't, as well as an additional 10.3% of people who were undecided. The initial consultation asked about different levels of CPZ's which could be implemented and I believe that we initially said that we did not want a CPZ, but that if one had to be implemented, that it should only be for a portion of the day (11:00am-12:00pm), rather than for the whole day. There can sometimes be a problem with parking in the road however, this is mainly caused by commuters parking their cars in our road and those nearby so that they can then take the train further into London. The road can also be busy first thing in the morning, when parents are dropping off their children at the nursery in Spencer Road and then late afternoon/early evening when they come to collect them. If a CPZ were introduced for only part of the day, I believe that this would alleviate the parking problem but not penalise the local residents by making us have to pay to park in our own road.

**Officers Comments:**

Results show a majority in favour of 8.30am to 6.30pm, Monday to Friday operational times. We do have other Controlled Parking Zones in the borough that operate at other hours and varying days, they are all based on the views of the largest majorities. The Council has no view or desire for the consultation results. Furthermore permits are still required for a 1 hour zone and remain at the same price.

**WEST BARNES LANE****(12275911) Resident in zone**

My concerns with the scheme are whether too much residents parking space has been lost on the junction of West Barnes Lane and Camberley through to the junction with Taunton Avenue. I live in Flat 22, Cranleigh House, West Barnes Lane and I wonder if there will be enough space to park my car if the bays outside Cranleigh House are changed to Pay & Display and the corner of Camberley Avenue & Taunton Avenue is converted to double yellow lines (ref. dwg Z78/188/01 Rev A CPZ RPA Sheet 1 of 2). Can the Pay & Display be changed to Shared Use Bays (i.e. Pay & Display & Resident Permit)? May be the double yellows on the corner of Camberley Avenue & Taunton Avenue can be changed to residents permits only?

**Officers Comments:**

The pay & display bays in question have been proposed to allow customers to visit the shops on West Barnes Lane. There should be adequate space available in the permit only bays, however, the Council will monitor this location and if the pay & display bays are under utilised we can look at having the bays change to shared use.

**RP Waiting Restrictions - REPRESENTATIONS – IN FAVOUR****RICHMOND ROAD****(12275225) Resident in zone**

As a resident of xx Richmond Road I write to register my support for the above proposal. The recent increase in properties at the Waitrose site and other local developments e.g. Holly Mount School and the Teddies Nursery have added to the already congested roads in this area. The Council parking wardens do not patrol the road routinely and as a result it is not unusual to find oneself "boxed in" because of commuters and residents parking across our cross-over. This could be alleviated by well-defined parking spaces. As an example, I have found myself unable to leave my property by car to attend a much-needed hospital appointment on several occasions because of parking over the cross-over outside our home. Since Merton Council does not have tow-away trucks/wheel clamps the only sanction has been a ticket placed on the offenders wind-screen, resulting in the driver banging on my house door and abusing me. In addition, the use of yellow lines to stop parking across busy and blind junctions and drop-down kerbs would be a beneficial addition in this area - e.g the junction Richmond and Durham Roads and the junction of Spencer Road with Richmond Road. Also, Richmond Road seems to be a popular place for people visiting the local sports grounds, allotments and for the dumping of out-of-date road taxed cars. This latter may be picked up by wardens patrolling the streets and generate income at a time when we are all being exhorted to contribute to the "big society".

**RP Waiting Restrictions - REPRESENTATIONS – COMMENTS****CAMBRIDGE ROAD**

#### **2275574) Not in zone**

Thank you for your notification dated 4 May 2012 regarding the results of the recent consultation on the introduction of further Controlled Parking Zones in the Raynes Park area. We note that controlled parking in the form of permit holder or pay and display bays is not proposed to be introduced in Cambridge Road. However, there are currently double yellow lines on both sides of the road for part of the section of Cambridge Road between Lambton Road and Pepys Road, outside Hollymount School. These double yellow lines were shown on the map sent with the September 2011 consultation as being retained (see attached Map 1), but do not appear to be shown on the map that we have received with the latest proposals (Map 2). We wrote in response to the previous consultation proposing that double yellow lines should be retained along this stretch of Cambridge Road for safety reasons outside the school. Visibility and safety have improved considerably since the double yellow lines have been in place, making it much easier for children and parents to cross the road safely. With the school doubling in size to approximately 450 children, it will be even more important to retain maximum visibility and sight lines along this busy section of road. In most countries, and certainly in continental Europe, no parking whatsoever is allowed outside a school, on either side of the road and across the entire school frontage, in the interests of pedestrian safety. We also asked in our previous letter for the double yellow lines to be extended by one car parking space immediately to the right of our property (when exiting), as cars parked in that position completely obscure the sight lines when we are exiting from our drive. We would like to reiterate that request now, as children are constantly passing in front of our drive or crossing the road in front of our house, and any obstruction makes it more difficult for us to drive in or out safely. I would be grateful if you would confirm that the double yellow lines which are currently in place along the section of Cambridge Road outside Hollymount School, between Lambton and Pepys Roads, will be retained in the interests of clear visibility and pedestrian safety outside the school, regardless of the fact that other parking restrictions are not currently proposed to be introduced in Cambridge Road.

#### **Officers' Comments:**

The existing double yellow line restrictions outside and opposite the school were introduced as temporary restrictions whilst the school development works are being carried out. The restrictions on the north side will be removed once the development works are complete. However, your request to keep the double yellow line restrictions on the south side from the school keep clear to cover your crossover has been deemed feasible and will remain in place.

### **RP Waiting Restrictions - REPRESENTATIONS – AGAINST**

#### **PANMUIR ROAD**

#### **(12275090) Resident in zone**

As an owner and resident of 40 Panmuir Road for 13 years, we would like to submit our objection to the proposed yellow lines outside no 45 and 48 for the following reasons: We see no additional benefits to the current turning arrangements (51 and 57) and cannot see how it can be justified except to cause the following 'pain' on the residents of Panmuir Rd - We assume these yellow lines are being implemented because you class Panmuir Rd as a 'cul de sac', but why for example is this street also not targeted for yellow lines eg Cambridge Close. - Panmuir Rd currently has insufficient space for all the residents to park their cars, losing up to 2-4 spaces due to these yellow lines would result in more cars needing to park in Cambridge Rd, - Cars larger than a normal vehicle would have difficult turning in the space allocated. - Larger vehicles (delivery vans, refuse van) would have no choice but to reverse down the road, this is unsafe and poses risks to the residents of Panmuir Rd - many who have small children. We also have many more young children crossing the bottom of our road with the improvements made to the park in Cambridge Rd. - All turning cars at night would result in the residents of no 45 and 48 having bright lights directed into their front rooms (this is not a problem if we use the current area to turn around - No 51 and 57). - And finally....your traffic management rules state '*Careful consideration is required to make sure that the removal/amendment of the yellow lines or parking bay does not create a road safety or congestion problem*' we strongly believe that the implementation of yellow lines **WILL** create road safety and congestion problem (vans reversing down the street, cars taking longer to turn around in a short space, drivers taking unnecessary risk to turn around). I now hope that you will take into consideration these issues raised above and those of the other residents who have resided peacefully (with no car issues) in Panmuir Rd for many years and hope to in the future.

**(12275092) Resident in zone**

I have been a resident of Panmuir Road for 39 years and a car owner for over 30 years. I have always turned my car in the turning area so I am very concerned about the proposal to put double yellow lines at the closed end of the cul-de-sac. I cannot understand why this has suddenly become an issue when it wasn't for 30 years! - A sign at the end of Panmuir Road says "Turning of vehicles allowed". This sign was put up by the owners of the land (residents of nos. 51 to 57 Panmuir Road) and they have said that they have no objection to cars turning there. · Panmuir Road is in a Conservation Area. The Council's website states that "Panmuir Road houses are considered to make a positive contribution to the character and appearance of the Conservation Area". The introduction of further yellow lines will not help the appearance of the road. · There are already insufficient parking spaces for all the residents of Panmuir Road. Spaces have already been lost by the introduction of yellow lines at the junction of Cambridge Road and the installation of a Disabled Parking Bay. I appreciate the necessity of the latter but not the introduction of further yellow lines that will make the parking situation worse. · Any vehicle larger than a standard car will be unable to turn in the proposed new turning area and would have to reverse down Panmuir Road (around 110 metres) and back out into Cambridge Road which would be highly dangerous. · Even if residents knew they were to turn in the yellow lines area, it is unlikely that other vehicles such as delivery vans and lorries would turn in such a tight space when there is clearly a much easier opportunity visible just metres away. · If a turning area was introduced and used, the impact on the occupants of numbers 47 and 48 would be considerable with vehicles turning just a few feet from their living room windows; this would be far worse at night because of cars' headlights. · The sale of the flats in Durham Road is in progress. Vehicle access to the flats is available from a gate in the current turning area. Until the outcome of the sale is known and planning consent been given for redevelopment (which will most likely include an impact on the northern end of Panmuir Road), we do not feel that it is appropriate to introduce double yellow line parking restrictions.

**(12275106) Resident in zone**

I am the owner of no. XX Panmuir Rd and am writing to oppose the above on the grounds that I believe the majority of residents in the street simply do not want to see yellow lines reducing even further their chances of finding a parking space.

**(12275109) Resident in zone**

I understand that Merton Council intend to put double yellow lines at the 'top' end of Panmuir Road, outside numbers 45 to 48. Whereas I would be the first to admit that I'm not a 'highways' expert, I cannot possibly see the slightest benefit that this would make to the area, the residents or any users of Panmuir Road. These are my objections to this proposal: 1. I feel that putting down double yellow lines would have a detrimental effect on any road users and this action is totally superfluous. After all, there is already a sign at the very end of Panmuir Road which says that "Turning of vehicles allowed". This sign was put up by the owners of the land (residents of nos. 51 to 57 Panmuir Road) and they have said that they have no objection to cars turning there – as residents have been doing for some 50 years or so. 2. Furthermore, any vehicle larger than a standard car will be unable to turn in the proposed new turning area and would have to reverse down Panmuir Road (around 110 metres) and back out into Cambridge Road, which is clearly not advisable and may also be considered quite dangerous. 3. The double yellow lines are also superfluous because, even if local residents knew they were supposed to turn in the yellow lines area (which would be a very tight fit indeed!), it is unlikely that other vehicles belonging to non-residents, such as delivery vans and lorries, would be able to turn in such a tight space... especially as there is clearly a much easier option visible just metres away. 4. I'm sure that engineers / planners have visited Panmuir Road to review the location, however I can't understand how they would have recommended this course of action as, if a turning area were introduced and used, the impact on the occupants of numbers 47 and 48 would be considerable, with vehicles turning just a few feet from their living room windows; this would be far worse at night because of cars' headlights. 5. The negative impact upon residents in Panmuir Road would also be considerable as there are already insufficient parking spaces for all the residents of Panmuir Road. The introduction of yellow lines would reduce it further. With large areas of Raynes Park now becoming Controlled Parking Zones, we are experiencing the overspill of visitor parkers as more and more vehicles (non-resident) are now being parked in Panmuir Road and along the adjacent Cambridge Road. Sometimes I have to park my car up to 4 minutes' walk away from my home, as there are no spaces available any nearer. Reducing the parking spaces available would only make the situation worse. 6. Panmuir Road is in a Conservation Area. The Council's website states that "Panmuir Road houses are considered to make a positive contribution to the character and appearance of the Conservation Area". Double yellow lines at the northern end of the road would spoil the appearance of the road. 7. The sale of the flats in Durham Road (with rear access in Panmuir Road) is in progress. Vehicle access to the flats is available from a gate in the current turning area in Panmuir Road. Until the outcome of the sale is known and planning consent been given for redevelopment (which will most likely include an impact on the northern end of Panmuir Road), we do not feel that it is appropriate to introduce double yellow line parking restrictions.

**(12275109) Resident in zone**

As a resident of Panmuir Road I'm writing to express my concern about the proposal to put double yellow lines at the northern end of the cul de sac. - Parking is at a premium as we are maisonettes - thus 4 dwellings with use of only 2 spaces in front of properties. - With the introduction of CPZ in Richmond/Spencer Roads parking will be pushed further back to Cambridge and Panmuir Roads. - There is no problem with turning in front of houses 51 – 57 – a practise which has gone on happily for 50 years! There is a problem with cars driving up the road not realising that we are a cul de sac . Clear signage at the entrance to the Panmuir Road would ameliorate this situation – the current sign is faded and old and certainly not in keeping with our conservation status. I hope you will reconsider this decision.

**(12275256) Resident in zone**

We would like oppose the proposal for the double yellow lines to be put at the end of Pamuir Road. The reasons for our objections are as listed below: We already have a turning which has been in existence for over 50 years. he double yellow lines will take away much needed parking spaces for residents (at least 3 spaces). Possibly there is an alternative to the solution that would suit the residents and public better, we feel that the proposed idea will cause disturbance and inconvenience to many residents. An option maybe allocated residents parking i.e diagonal parking on the right hand side as you enter the road, we feel that this should allow every resident to have one space.

**(12275490) Resident in zone**

We act for the freeholders of 1 - 48 Panmuir Road London SW20 0PZ. Although the properties are subject to long leases some of these are now short term and our clients therefore hold considerable reversionary values herein. We note you propose introducing double yellow lines to the end of Panmuir Road where it joins the private road containing 5 terraced houses with separate garages. We estimate this will result in a net loss of approximately 4 car parking spaces to Panmuir Road. We see no necessity for these restrictions whatsoever. The private road displays signs saying "turning is acceptable" and all the residents, so far as we are aware, are happy with the existing arrangement. Loss of any parking will reduce our client's value. Would you please therefore note our objection and confirm that in writing to us.

**(12275569) Resident in zone**

As the owner and resident of XX Panmuir Road since 1991 I wish to submit my strong objections to the proposed double yellow lines outside my property on the ground floor and outside number 45 and 47 opposite for the following reasons: 1. To turn it into a turning area for residents, visitors and deliveries etc. It is not suitable for this purpose as the trees and bushes above and beside there are too low and too prominent for an average vehicle let alone a van to turn in. It would impact on our flats especially at night with headlights beaming into our sitting rooms. The value of my property would be reduced. 2. I understand it is technically the end of a highway, surely not in the 21st century! 3. An important point is that there is a sign at the end of the road where the houses 49-57 are which states "Turning of Vehicles Allowed". Residents and the public have been turning here for over 50 years and will continue to do so regardless of the yellow lines. 4. The property 127 Durham Road is on the market and they have access to the rear of the property through the double gates at the end of Panmuir Road. 5. We already have a massive problem parking in the road with more and more commuters parking and it will get worse with the CPZ so we need every parking space available to us. 6. We are in a conservation area and double yellow lines in a pretty street would be an eyesore, especially those which will run across the middle of the road. 7. I understand that a few years ago when double yellow lines were last proposed, the Cabinet Member turned it down. What has changed since then? 8. Safety is a great concern. 8a. The Cambridge Road end of Panmuir Road has become a turning circle with pedestrians, prams and children trying to cross our road. 8b. There will be vehicles which are too large to turn round in the new turning area backing down Panmuir Road out into Cambridge Road which is dangerous and against the highway code. 8c. Residents of 127 Durham Road and 49-57 Panmuir Road accessing their properties will be crossing other vehicles using the new turning area. Potential chaos. 9. I agree with your traffic management rules that state "careful consideration is required to make sure that the removal/amendment of the yellow lines or parking bay does not create road safety or congestion problems". I strongly believe the introduction of double yellow lines WILL create road safety and congestion problems. I hope you will take into consideration the points I and other residents have raised and reconsider the implementation of double yellow lines in Panmuir Road.

**(12275576) Resident in zone**

I would like to object to the proposal to paint yellow lines on the north end of Panmuir Road outside numbers 45-48. I can't see any need at all for these. It is already tricky to park.

**(12275638) Resident in zone**

Please find listed below my objections to the proposed double yellow lines outside numbers 45 to 48 Panmuir Road. 1. Panmuir Road is a quite unique road as it is not strictly a cul de sac as there are houses at the end of the road where turning for all vehicles is possible. Therefore, the yellow lines for turning would be put three quarters of the way up the road and not at the end of the road. 2. If yellow lines were put at the end of the maisonettes then turning would be dangerous as there are houses and car at the end of the road. 3. The sale of the flats in Durham Road and the subsequent access possibilities are uncertain, (there is a gate to the grounds of the Durham Rd flats at the end of Panmuir Rd). Given the above three points I feel the yellow lines are unnecessary and possibly may increase the risk of accidents.

**(12275647) Resident in zone**

I am the owner of number X Panmuir Road and I'm writing to object to the proposed double yellow lines for the end of the road outside numbers 45 to 48. - The current system of turning outside numbers 51 to 57 works extremely well. It provides minimum intrusion to the residents, a larger area for turning than the one proposed and means that the limited parking space there is available is kept to the maximum. - Many residents have small children and the inability to park close to their flats will impact them greatly and will also mean that the children themselves will be more vulnerable to crossing roads and getting into cars at some distance from their homes. - Delivery vans will also find it nigh on impossible to turn within the proposed space outside numbers 45 and 48 and will therefore result in them backing down a cramped, child-busy road. Hardly ideal. - Also, the impact of turning vehicles on the residents of those end flats would be extremely intrusive and noisy. Where turning currently takes place, the houses are further away and there is less noise and visual intrusion.

**(12275671) Resident in zone**

I wish to object to the proposal to install double yellow lines to create a turning area outside the properties numbers 45 to 48 Panmuir Rd, London SW20 OPZ. The area concerned is not appropriate as the space is too limited to facilitate turning for vehicles and the impact on the residents in these properties would be too intrusive. The impact from headlights even more intrusive on all properties in this area. There is already an area for turning which was agreed by the residents of No 51 to 57 Panmuir Rd and this has been the case for 50 years or so. Why is another turning area needed. The impact of the cars turning in this area is less as headlights are not flashing in the windows of the residents while cars are being turned. Delivery vans, lorries will not be able to turn in the area outside 45 to 48 as is too restricted and will need to reverse on to a main road, this in terms of safety is exactly the opposite of what drivers are advised to do in the Highway code. Cars are less likely to turn in such a tight space when a few metres away it is easier to do so. The introduction of double yellow lines to Panmuir Road would spoil the appearance of the road which is in a Conservation Area and reduce the already number of limited parking spaces for residents. The Flats in Durham Road have recently been put up for sale. There is a gate giving access to these flats in the current turning area. No doubt the outcome of this sale and subsequent planning will have an impact on the properties at the northern end of this road we do not need the addition of double yellow lines to add to this. Our streets are littered with lines of every shape and colour please can we endeavour to keep certain areas of our surroundings free of extra embellishments especially as the proposal in this case is not needed as turning facilities already exist.

**(12275675) Resident in zone**

I live at number 35 Panmuir Road, which is quite near the end of the road where you propose to put double yellow lines. I strongly object to these as parking is generally a problem in our road, I bought my house because I like to be able to park close to it particularly late at night when I come home from work and when the car is loaded with shopping. There doesn't appear to be any problems with the neighbours regarding the parking so I fail to see why you try to cause some. It would appear the neighbours are at one on this matter and I hope you can put a stop to the plans. As you push more cars out of our road, with all the cars using the parking, we will find it increasingly difficult to park near the house.

**(12275843) Resident in zone**

I am writing an objection to the proposal of further parking restrictions in Panmuir Road by way of double yellow lines. In the course of the last year. 1. Double yellow lines have been put on the corners with Cambridge Road. 2. A disabled parking area has been inserted (which incidentally is far too large for the lady's car). 3. Parking restrictions have been declined. It is becoming harder and harder to find a parking space. These proposals will restrict this further. The idea of creating a small turning circle is preposterous. There is not enough space. Furthermore there already is a turning circle. Please take this email as a serious objection to these changes.

**(12275872) Resident in zone**

I wish to register my strong objections to the introduction of double yellow lines in Panmuir Road for the following reasons: 1. Panmuir Road is a pretty road in a conservation area. Merton Council website states that "Panmuir Road houses are considered to make a positive contribution to the character and appearance of the Conservation Area". Double yellow lines along and across the northern end of the road would spoil the appearance of the road. 2. Parking is a big problem for us with room for no more than one vehicle outside every two properties. We cannot afford to lose more parking spaces. 3. There is a perfectly good spacious turning area at the end of Panmuir Road opposite nos. 49 to 57. A sign there says "Turning of vehicles allowed". The residents of those houses have no objection to us using this area (as has been the case for at least fifty years) even though they own the land. If this situation was to change, there would be a need for a new turning area. 4. The road is too narrow for all except standard cars to do a three point turn. There are a surprisingly large number of delivery vehicles every day e.g. supermarkets, parcel vans etc. Are these single-person operated vehicles with limited rear vision expected to reverse down the road and out onto the busy Cambridge Road? When they are reversing, anyone coming into Panmuir Road will also have to reverse out. A large number of children cross the end of Panmuir Road on their way to the very popular Cottenham Park playground and will be at risk of being knocked down. 5. The residents of the ground floor maisonettes 47 and 48 will suffer from people turning very close to their living rooms windows. At night they will have headlights beaming into their homes. It is very likely their fences will get damaged during people's attempts to turn their vehicles. The houses where vehicles currently turn do not have this problem as the area is much bigger and their living rooms are at the back of their properties. 6. Safety is a major concern. You are intending to introduce double yellow lines across the middle of the road outside 47 to 48 as well as along the kerbs. This may be where Merton Council's technical responsibility for the highway ends but it is not the end of Panmuir Road. There are five houses beyond this point and a gate giving access to the parking area for the flats at 127 Durham Road. These flats are currently being sold to developers and we understand the most likely outcome is either for more flats or a row of houses to be built adjacent to number 48. Whichever outcome, the amount of traffic needing to cross the double yellow lines will increase. You are expecting us to turn our vehicles in what is – in practical terms – the middle of a through road. If that wasn't bad enough, the trees that go half way across the road obscure the view of people coming from the north end. This is inherently NOT safe. The present situation works well. We understand that yellow lines have been considered in the past and rejected by the Cabinet. Nothing has changed to require the lines to be introduced now. The proposed lines will introduce dangers that do not currently exist. I hope you will once more reject the proposal.

**(12275897) Resident in zone**

I am writing to you to strongly object to the proposal : ES/SGE/ZONE RP AREA  
You are considering putting double yellow lines on the street, directly outside my property. I am a resident / owner on Panmuir Road , my young family and neighbours will be directly affected by this proposal. There are already insufficient parking spaces for all the residents of Panmuir Road. The introduction of yellow lines would reduce it even further and make it impossible for me to park outside my own front door at any time day or night. If a turning area was introduced , the impact would be considerable and potentially dangerous to a number of us who have young families. We walk through the area on our way to and from Primary school every day. Large vehicles attempting to turn in a congested area or reversing down the street over 100 yards will lead to accidents and again possible danger to those on foot. Every day, Vans, trucks and numerous cars use the road. With Double Yellow lines installed They will use the pavement directly outside our property to attempt a full circle turn. If just one of them is trying to turn and another comes up the street, there is gridlock for all, your proposal will increase that every day problem. The sale of the flats in Durham Road is currently in progress. Until the outcome of the sale is known and planning consent been given for redevelopment (which will definitely include an impact on our northern end of Panmuir Road), It is short sighted and foolish to introduce double yellow line parking restrictions. We are already having to cope with excess traffic due to the extra people now visiting due to the play ground extensions on Cottenham Park. The councils proposal; ES/SGE/ZONE RP AREA should be abandoned. I work for Merton council within the secondary school system, assisting vulnerable children with learning difficulties. If this proposal goes ahead, I will have to re-consider moving my family away from our street and area. I would also have to consider leaving my current employment and that would mean no longer working with my students. The negative 'knock on' effects of your proposal to my neighbours and myself are real. Again, please re-consider and abandon this proposal.

**(12275914) Resident in zone**

We are writing in objection to the proposal to introduce double yellow lines in Panmuir Road. A turning area is not required as there is a much bigger area just beyond the end of the road where people *do and will continue* to turn their cars and vans. Parking has become a real problem in Panmuir Road for several reasons; number of residents with cars, commuters, park users and now several non resident vans are using the road to park in. This year the introduction of a very large disabled bay has reduced the parking by several metres more than it needed to and the introduction of double yellows at the junction of Cambridge road and further reduced the parking available. Your recent survey found that the majority of residents are in favour of a CPZ if neighbouring roads introduce a CPZ. Unfortunately for us the residents of Cambridge Road, who mostly have off street parking were narrowly (4 households) were against the proposal which means Panmuir Road can not have a CPZ. However this shows the majority of residents of Panmuir Road acknowledge parking is a problem and would therefore not want their parking further reduced by unnecessary double yellow lines.

**(12275915) Resident in zone**

I am writing to object to the proposal to install double yellow lines at the top of Panmuir Rd. I could give you many reasons but it is just not necessary. You do not solve a parking problem by taking away parking space.

**(12275984) Resident in zone**

I do not understand that without consultation with people who live by the street - Panmuir Road The Council is planning to introduce more restriction along Panmuir Road. It is very much local cul de sac road which is use by people who live in houses along this street. Already we seen some improvements which were done to Cambridge road. The Council decided to introduce double dash line with hatched area between them. It was no ground for doing it. After such so called improvement no car can take single lane which become to narrow. All cars are crossing dash lines in both direction. The introduction of new traffic control lines does not work and costs public money. Anyone can see that all cars are not able to travel along road without driving on hatched areas. Furthermore painting traffic lines center of Cambridge Road was damaged by paint washer and a few holes still remain until today. Please come and see them. Double dash lines and hatched areas are not needed. Single dash line which was separating the flow of traffic was totally sufficient. It was wrong to send money such way. Recently The Council introduce double yellow line on bends leading from Cambridge Road to Panmuir Road. 100 years it was functioning properly and well. Traffic regulations do not allow park vehicles on bends anyway. Nobody was consulting people of Panmuir Road concerning necessary introduction of such traffic restriction in this place. It is duty of the Council to consult people who live nearby before undertaking any decision concerning parking and traffic restriction. It seems for me that it is very specific approach towards get extra money from people via fines channel - parking at double yellow line. Now we have next so called improvement. The Council is planning to make double yellow line by 45-48 Panmuir Road. Another tax money will go to the dustbin. I do not want any more restriction along Panmuir Road. 100 years without with full freedom on public road and now new idea more and more restriction. The Council is going wrong way to nowhere. Public money should be send more effective way with full acceptance of local people and for their satisfaction. I do not understand why The Council wants to introduce fully controlled zone in Cambridge and Panmuir Road area. It will be sufficient to stop commuters to use these roads for whole day parking. For example restriction should be only between certain hours e.g. 9.00 am until 10.00 am and 5.00PM until 6.00PM. It will allowed mothers to enjoy parks by Cambridge road parking their cars nearby free from charges. Summary: 1. No for more double yellow lines at Panmuir Road. 2. No for fully controlled zone in Cambridge Road area.

**Officers' Comments to Panmuir Road:**

The Council is aware of the parking situation on Panmuir Road. Although parking difficulties and level of demand is appreciated and every effort is made to maximise the number of parking spaces, the Council must give safety and access priority within any parking management measure. Given that this road is a cul-de-sac a turning facility is a necessity as to prevent vehicles having to reverse out of the road. Additionally, as this road accommodates maisonettes and given the size of the road it simply is not possible to cater for the high level of demands.

The proposal only removes 5 metres of parking space adjacent to property no's 46/48 Panmuir Road. The space adjacent to property no's 45/47 must be kept clear to allow access to property no's 49 to 57. Although it is noted that there is an informal agreement in terms of using a section of private land for turning, such agreements are not guaranteed and are often subject to change and /or disputes.

# Controlled Parking Zone (CPZ) Raynes Park Area, Proposed Zone RPext & RPE



ISSUE DATE : 04 MAY 2012

Dear Resident/Business

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out in September / October 2011, on the proposal to introduce a Controlled Parking Zone (CPZ) in your road.

The consultation resulted in a total of 1340 questionnaires returned, representing a response rate of 44.4%. As it can be seen from the enclosed table, 62.3% do not support a CPZ, compared to 28.7% who do and 7.6% who are unsure. Further analysis of the results on a road-by-road basis revealed that there are two separate areas that are in favour of parking controls and were recommended for inclusion.

## RP extension

Area 1 - to be known as RP extension to include Camberley Avenue, part of Coombe Lane (41-109 & 92-158), Richmond Road, Somerset Avenue, Spencer Road, Taunton Avenue and part of West Barnes Lane (from Coombe Lane to the railway bridge) into the existing RP CPZ. Of the 221 responses received from this area, 46.6% supported a CPZ, compared to 43.4% who did not and 8.1% who were unsure.

## 'RPE' (Raynes Park East)

Area 2 - to form a new zone to be known as 'RPE' to include Arterberry Road, Dunmore Road, Langham Road, Stanton Road, The Drive, part of Worple Road (between Pepys Road and Arterberry Road) and Wyke Road.

- Of the 249 residents within this area who responded, 51.4% opposed a CPZ in their road, compared to 38.2% who were in favour and 10.4% undecided.
- During the consultation, residents were asked if they would support a CPZ if the neighbouring road/s or part of their roads were included in a CPZ. 52.6% indicated that they would support a CPZ if the neighbouring road/s or part of their road were included in a CPZ, compared to 36.5% who would not, with 7.6% undecided.

The consultation results show that Arterberry Road residents do not support the proposed parking controls in their road, but would support the controls if their neighbouring road/s is in a CPZ. The roads neighbouring Arterberry Road are Lansdowne Road, The Downs and Crescent Road, which are now in 'W7' CPZ operational Monday to Friday between the hours of 8.30am and 6.30pm. Due to the displacement of 'W7' CPZ it is considered reasonable to include these roads in 'RPE' (Area 2) within this statutory consultation so that residents have a further opportunity to give their views (opt in or out) whilst considering the impact of W7.

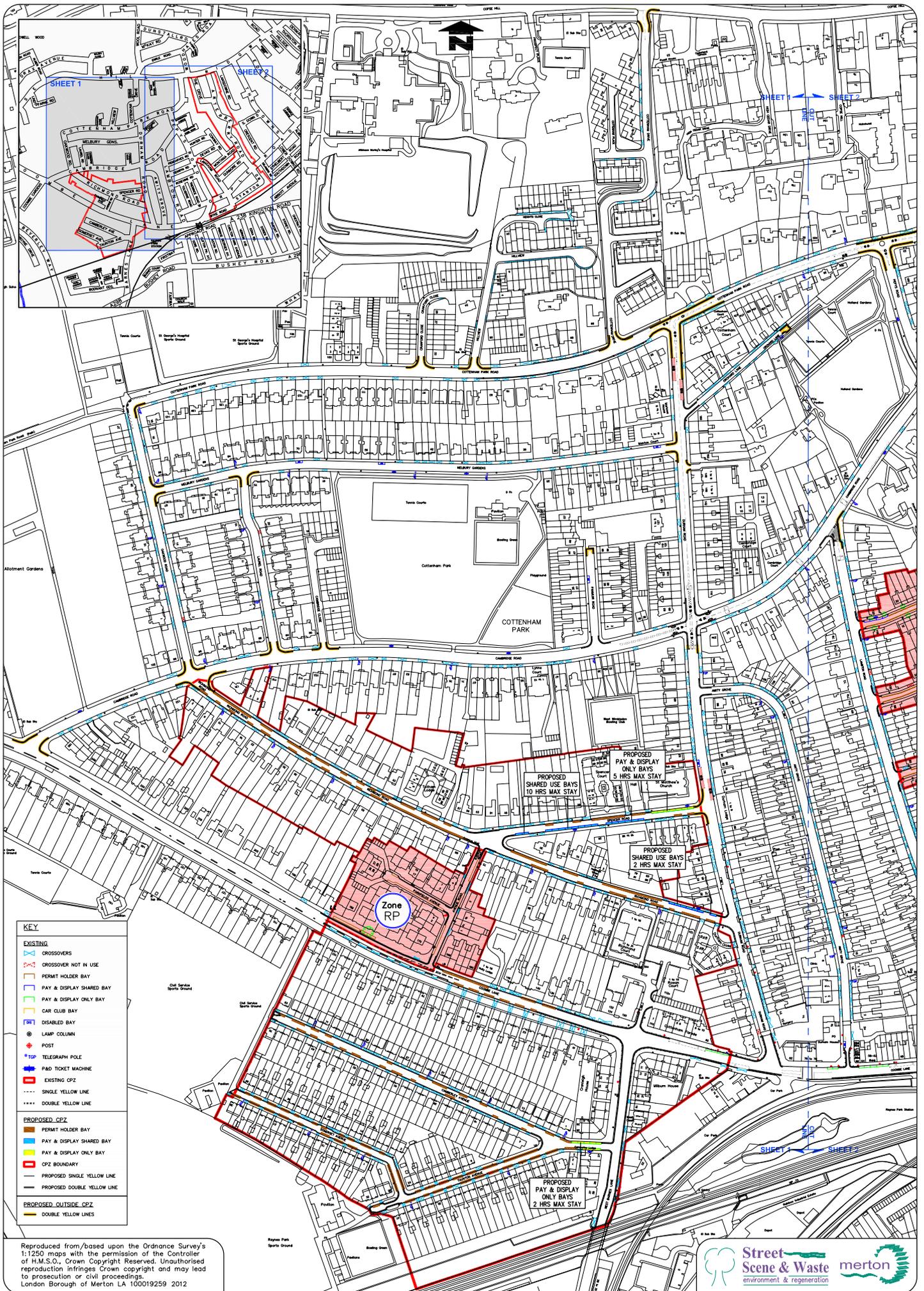
For a complete breakdown on a road by road basis please refer to the enclosed consultation results.

The results of the consultation along with your views and officers' recommendations were presented in a report to the Street Management Advisory Committee and the Cabinet Member on the 23 January 2012, which is available on the Council website, [www.merton.gov.uk/cpzrpa](http://www.merton.gov.uk/cpzrpa).

After careful consideration, the Cabinet Member agreed:

- To proceed with a statutory consultation to include Camberley Avenue, part of Coombe Lane (west of West Barnes Lane), Richmond Road, Somerset Avenue, Spencer Road and Taunton Avenue into the existing **RP CPZ**, operational Monday to Friday between 8.30am and 6.30pm.
- To proceed with a statutory consultation to include Arterberry Road, Dunmore Road, Langham Road, Stanton Road, The Drive, part of Worple Road (between Pepys Road and Arterberry Road) and Wyke Road into **RPE CPZ**, operational Monday to Friday between 8.30am and 6.30pm.
- To proceed with a statutory consultation to introduce double yellow lines (DYL) waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow would be impeded by parked vehicles. Double yellow line restrictions will also be applied to those areas that are now excluded from the proposed CPZs but were part of the original consultation area.





**KEY**

**EXISTING**

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

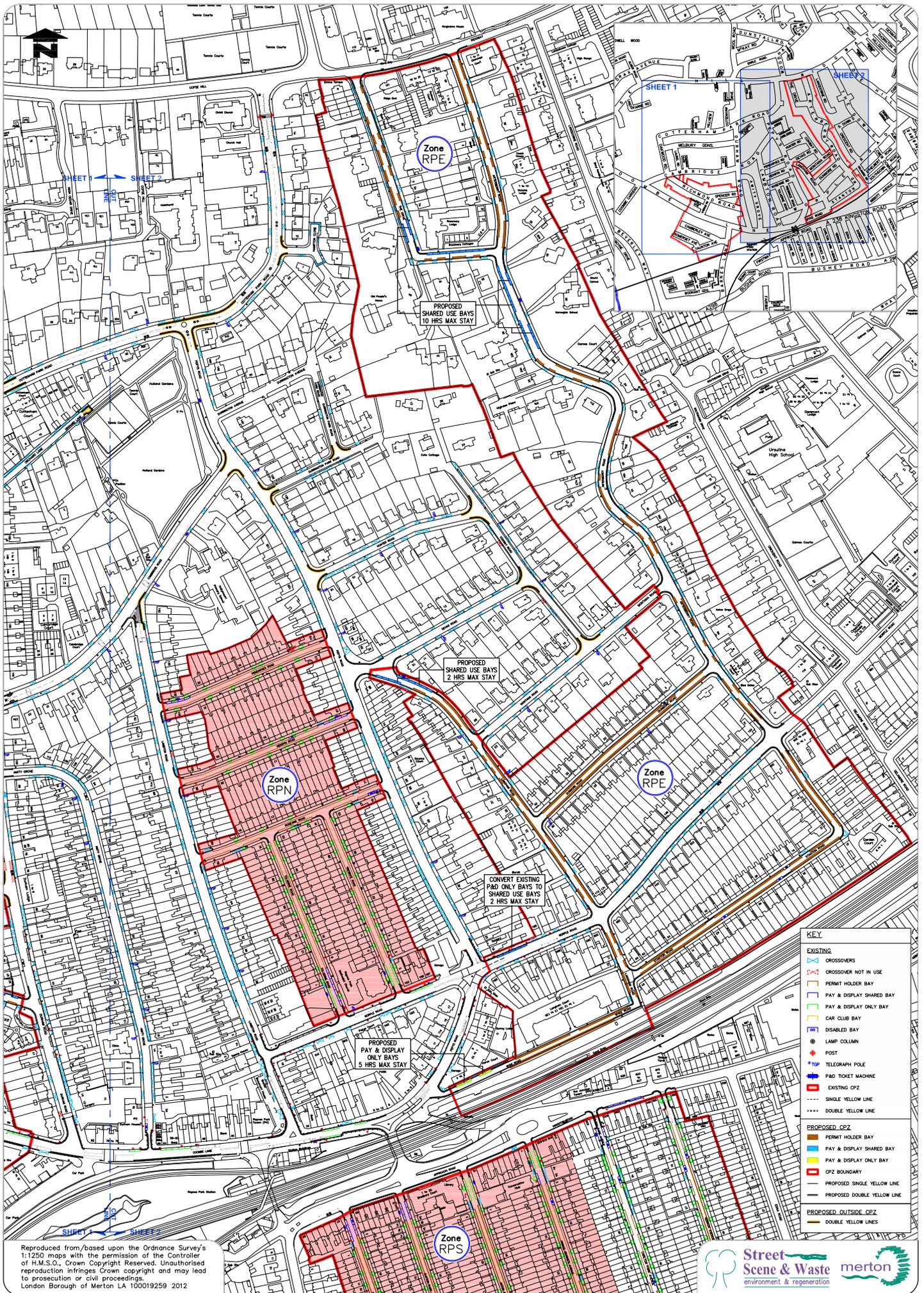
**PROPOSED CPZ**

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

**PROPOSED OUTSIDE CPZ**

- DOUBLE YELLOW LINES

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