Committee: Street Management Advisory

Date: 13th January 2009

Agenda item:

Wards: Trinity

Subject: Proposed Poets Area ‘H2’ CPZ (Garfield Road) – Informal consultation results

Lead officer: Lyn Carpenter, Director of Environment & Regeneration

Lead member: Councillor William Brierly, Planning & Traffic Management

Forward Plan reference number: N/A

Contact Officer: Paul Atie, Tel: 020 8545 3214, email: paul.atie@merton.gov.uk

Recommendations:

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

A) Notes the result of the informal consultation carried out between September and October 2008 on the proposals to introduce a controlled parking zone (CPZ) in the Poets area to include Caxton Road, Comper Road, Dryden Road, Milton Road, Tennyson Road and Garfield Road. For a summary of the results see the table in Appendix 2.

B) Agrees that property nos. 167 to 317 Haydon’s Road (odd numbers only) to remain within the existing zones 3E and 3F as shown in Appendix 1.

C) Agrees to proceed with a statutory consultation to introduce H2 CPZ in the Poets area to include Caxton Road, Comper Road, Dryden Road, Milton Road, Tennyson Road and Garfield Road) operational Mondays to Saturday between 8.30am to 6.30pm as shown in Drawing No. Z78-154-01A (on display) in Appendix 1.

D) Agrees to proceed with a statutory consultation to convert permit bays on the east side of Haydon’s Road between property nos. 197 to 295 (odd number) to pay and display shared use bays operational Mondays to Saturday between 8.30am to 6.30pm as shown in Drawing No. Z78-154-01A (on display) in Appendix 1.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 This report presents the results of the informal consultation carried out within the Poets area (to include Caxton Road, Comper Road, Dryden Road, Milton Road, Tennyson Road and Garfield Road), on the Council’s proposals to introduce H2 CPZ. This was as a result of a petition received from residents of these roads.

1.2 It seeks approval to proceed with the undertaking of a statutory consultation on the Council’s intention to introduce H2 CPZ in the Poets area (to include Caxton Road, Comper Road, Dryden Road, Milton Road, Tennyson Road and Garfield Road), as shown on plan No. Z78-154-01A Appendix 1.
1.3 It seeks approval to proceed with the undertaking of a statutory consultation on the Council’s intention to convert permit holder bays on the east side of Haydons Road between Nos. 197 to 295 to pay and display shared use bays as shown on plan No. Z78-154-01A in Appendix 1.

2. DETAILS

2.1.1 The proposals considered in this report are in accordance with the objectives of the Mayor’s Transport Strategy, which are reflected within the Council’s Local Implementation Plan, submitted to TfL. This plan contains the policy framework for both parking and road safety and is summarised below.

2.1.2 Parking: Chapter 7 of the Parking and Enforcement Plan (the ‘PEP’), which forms part of the LIP reiterates the Council’s intentions to improve parking conditions in the borough. The overall aim of the PEP is to support a better and safer environment in the borough.

2.1.3 Key PEP policies include:
- The Council will assess the need for parking controls at junctions.
- The Council will allocate on-street kerb space in accordance with the Council’s defined hierarchy of parking need.
- The Council will monitor, manage and review on-street pay and display parking to help manage long-stay commuter parking and promote short stay and visitor parking.
- The Council will undertake a review of new CPZs 1 year after implementation.
- The Council will maximise road safety throughout the Borough through the fair and consistent enforcement of parking regulations.
- The Council recognises the need for a robust, systematic framework for future CPZ implementation in the Borough.

2.1.4 Road Safety: chapter 6 of the LIP contains the Council’s Road Safety Strategy, which details initiatives to make borough roads safer for all road users. The Council’s UDP also contains strategic transport policies for the benefit of road safety. The key policies include:
- To tackle congestion by reducing the level and impact of traffic in town centres and residential areas.
- To make the borough’s streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures.
- To manage better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
- To improve the attractiveness and amenity of the borough’s streets, particularly in town centres and residential areas.
- Encourage 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 only bays: - for pay and display customer only (permit not valid)
Pay and display shared use/permit holder bays: - For use by pay and display customers and permit holders.

2.3 Over the years the Council has received many requests from residents in the Poets area requesting parking controls. In January 2008, a petition (PT455) containing 130 signatures was received requesting the introduction of a residents’ only parking scheme. They felt that staff of the nearby businesses, commuters using the Haydons Road train station and those in the existing CPZs who do not wish to pay to park in their zone are causing the parking difficulties.

2.4 Additionally, the Traffic and Highway team have received representations from residents in other areas with similar concerns. The Council’s response to the petition and the representations received, in agreement with the Ward Councillors, was to investigate the problem with the possibility of considering parking controls.

2.5 Proposed measures

2.5.1 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 and some pay and display only bays. The layout of the parking bays are arranged in a manner to help provide the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

2.5.2 Pay and display only bays are proposed at Caxton Road, Drysden Road, Milton Road and Cooper Road near their junctions with Haydons Road. A maximum stay of up to 2 hours will enable quick turnover of the bays, which would help the local shops and short term visitors.

2.5.3 Pay and display-shared use bays are proposed on the eastern side of Garfield Road outside the park. A maximum stay of up to 8 hours is proposed to enable the bays to be fully utilised and to provide parking facilities for the teachers from Garfield Primary School and for their visitors.

2.5.4 Within the CPZ, waiting restrictions are proposed at key locations such as at junctions, bends and passing gaps. These restrictions will improve access for the emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams. The existing double yellow line at junctions will remain unchanged.

3. ALTERNATIVE OPTIONS

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

4.1 The informal consultation for the proposals to introduce parking controls in the Poet area commenced on 12th September and ended on 10th October 2008. 420 premises were consulted with documents containing a newsletter explaining the proposals; an associated plan showing the proposed parking layout; a pre-paid questionnaire reply card and a sheet of frequently asked questions. Copy is attached as Appendix 3. The consultation document was posted to all households and businesses within the area. Notification of the proposals, along with an online questionnaire (e-form) was also posted on the Council’s website. Exhibitions were held on three separate days at Wimbledon Community Hall, Haydon’s Road.

4.2 The consultation resulted in a total of 183 questionnaires returned, representing a response rate of 43.6%, which is considered to be high for this type of consultation. A summary of the responses is shown in the tables in Appendix 2.

4.2.1 As it can be seen from the results, 71.3% majority of all respondents feel that they have a parking problem, as opposed to 24.9% who feel that they do not have a problem in their road.

(Table 1 – summary of results to questions 3)

<table>
<thead>
<tr>
<th>ROAD NAME</th>
<th>No. Consulted</th>
<th>Yes</th>
<th>No</th>
<th>Unsure</th>
<th>% Yes</th>
<th>% No</th>
<th>% Unsure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caxton Road</td>
<td>54</td>
<td>25</td>
<td>1</td>
<td>0</td>
<td>96.2</td>
<td>3.8</td>
<td>0.0</td>
</tr>
<tr>
<td>Cowper Road</td>
<td>91</td>
<td>22</td>
<td>12</td>
<td>2</td>
<td>61.1</td>
<td>33.3</td>
<td>5.6</td>
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<tr>
<td>Dryden Road</td>
<td>70</td>
<td>23</td>
<td>6</td>
<td>2</td>
<td>74.2</td>
<td>19.4</td>
<td>6.5</td>
</tr>
<tr>
<td>Garfield Road</td>
<td>96</td>
<td>23</td>
<td>13</td>
<td>1</td>
<td>62.2</td>
<td>35.1</td>
<td>2.7</td>
</tr>
<tr>
<td>Milton Road</td>
<td>63</td>
<td>26</td>
<td>11</td>
<td>0</td>
<td>70.3</td>
<td>29.7</td>
<td>0.1</td>
</tr>
<tr>
<td>Tennyson Road</td>
<td>26</td>
<td>10</td>
<td>1</td>
<td>1</td>
<td>83.3</td>
<td>8.3</td>
<td>8.3</td>
</tr>
<tr>
<td>Wilfred Owen Close</td>
<td>20</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0.0</td>
<td>50.0</td>
<td>50.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>420</strong></td>
<td><strong>129</strong></td>
<td><strong>45</strong></td>
<td><strong>7</strong></td>
<td><strong>71.2</strong></td>
<td><strong>24.9</strong></td>
<td><strong>3.9</strong></td>
</tr>
</tbody>
</table>

4.2.2 Of the 183 who responded (61.2%) 112 support the proposed CPZ in their road. This is compared to (32.2%) 59 who are against and (6.6%) 12 who are unsure.

(Table 2 – summary of results to questions 4)

<table>
<thead>
<tr>
<th>ROAD NAME</th>
<th>No. Consulted</th>
<th>Yes</th>
<th>No</th>
<th>Unsure</th>
<th>% Yes</th>
<th>% No</th>
<th>% Unsure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caxton Road</td>
<td>54</td>
<td>22</td>
<td>2</td>
<td>2</td>
<td>84.6</td>
<td>7.7</td>
<td>7.7</td>
</tr>
<tr>
<td>Cowper Road</td>
<td>91</td>
<td>17</td>
<td>17</td>
<td>3</td>
<td>45.9</td>
<td>45.9</td>
<td>8.1</td>
</tr>
<tr>
<td>Dryden Road</td>
<td>70</td>
<td>22</td>
<td>8</td>
<td>2</td>
<td>68.8</td>
<td>25</td>
<td>6.3</td>
</tr>
<tr>
<td>Garfield Road</td>
<td>96</td>
<td>23</td>
<td>13</td>
<td>1</td>
<td>62.2</td>
<td>35.1</td>
<td>2.7</td>
</tr>
<tr>
<td>Milton Road</td>
<td>63</td>
<td>19</td>
<td>14</td>
<td>4</td>
<td>51.4</td>
<td>37.8</td>
<td>10.8</td>
</tr>
</tbody>
</table>
4.2.3 Residents were also asked if they would support a CPZ if the neighbouring road(s) or part of their road were included in a CPZ. Majority of all respondents, 64.1% would like to be included if their neighbouring roads or part of their road support a CPZ.

(Table 3 – summary of results to questions 5)

<table>
<thead>
<tr>
<th>ROAD NAME</th>
<th>Consulted</th>
<th>Yes</th>
<th>No</th>
<th>Unsure</th>
<th>% Yes</th>
<th>% No</th>
<th>% Unsure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caxton Road</td>
<td>54</td>
<td>21</td>
<td>2</td>
<td>3</td>
<td>80.8</td>
<td>7.7</td>
<td>11.5</td>
</tr>
<tr>
<td>Cowper Road</td>
<td>91</td>
<td>19</td>
<td>16</td>
<td>1</td>
<td>52.8</td>
<td>44.4</td>
<td>2.8</td>
</tr>
<tr>
<td>Dryden Road</td>
<td>70</td>
<td>23</td>
<td>6</td>
<td>2</td>
<td>74.2</td>
<td>19.4</td>
<td>6.5</td>
</tr>
<tr>
<td>Garfield Road</td>
<td>96</td>
<td>23</td>
<td>13</td>
<td>1</td>
<td>62.2</td>
<td>35.1</td>
<td>2.7</td>
</tr>
<tr>
<td>Milton Road</td>
<td>83</td>
<td>20</td>
<td>12</td>
<td>5</td>
<td>54.1</td>
<td>32.4</td>
<td>13.5</td>
</tr>
<tr>
<td>Tennyson Road</td>
<td>26</td>
<td>9</td>
<td>2</td>
<td>1</td>
<td>75</td>
<td>16.7</td>
<td>8.3</td>
</tr>
<tr>
<td>Wilfred Owen Close</td>
<td>20</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>50</td>
<td>50</td>
<td>0.0</td>
</tr>
<tr>
<td>Total</td>
<td>420</td>
<td>116</td>
<td>52</td>
<td>13</td>
<td>64.1</td>
<td>28.7</td>
<td>7.2</td>
</tr>
</tbody>
</table>

4.2.4 A further question was afforded to residents that if a CPZ was introduced, which hours of operation would they prefer. (36.6%) 67 would prefer Mon – Sat 8.30 am – 6.30pm, (23%) 42 Mon – Fri 8.30 am – 6.30pm. Mon – Fri 11am – 3pm and 1 hour option only had 8.7% support.

(Table 4 – summary of results to questions 6)

<table>
<thead>
<tr>
<th>ROAD NAME</th>
<th>Mon-Sat 8.30am -6.30pm %</th>
<th>Mon-Fri 8.30am – 6.30pm %</th>
<th>Mon-Fri 11am – 3pm %</th>
<th>Mon-Sat 11am-12pm 1 hour option %</th>
<th>Unsure %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caxton Road</td>
<td>50% (13)</td>
<td>23.1% (6)</td>
<td>3.8% (1)</td>
<td>7.7% (2)</td>
<td>15.4% (4)</td>
</tr>
<tr>
<td>Cowper Road</td>
<td>35.1% (13)</td>
<td>16.2% (6)</td>
<td>8.1% (3)</td>
<td>10.8% (4)</td>
<td>29.7% (11)</td>
</tr>
<tr>
<td>Dryden Road</td>
<td>34.4% (11)</td>
<td>31.3% (10)</td>
<td>12.5% (4)</td>
<td>6.3% (2)</td>
<td>15.6% (5)</td>
</tr>
<tr>
<td>Garfield Road</td>
<td>18.9% (7)</td>
<td>35.1% (13)</td>
<td>2.7% (1)</td>
<td>8.1% (3)</td>
<td>35.1% (13)</td>
</tr>
<tr>
<td>Milton Road</td>
<td>37.8% (14)</td>
<td>16.2% (6)</td>
<td>10.8% (4)</td>
<td>8.1% (3)</td>
<td>27% (10)</td>
</tr>
<tr>
<td>Tennyson Road</td>
<td>66.7% (8)</td>
<td>8.3% (1)</td>
<td>8.3% (1)</td>
<td>8.3% (1)</td>
<td>8.3% (1)</td>
</tr>
<tr>
<td>Wilfred Owen Close</td>
<td>50% (1)</td>
<td>0.0% (0)</td>
<td>0.0% (0)</td>
<td>50% (1)</td>
<td>0.0% (0)</td>
</tr>
<tr>
<td>Total</td>
<td>36.6% (67)</td>
<td>23.0% (42)</td>
<td>7.7% (14)</td>
<td>8.7% (16)</td>
<td>24% (44)</td>
</tr>
</tbody>
</table>

4.3 The unsure column 24% is made up of respondents that either ticked more than one option or those who did not indicate which hours of operation they would like.

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The most frequent comment received and expressed at the exhibitions, which was attended by approximately 20 visitors, was the associated costs. Some residents felt that the cost for permits was exorbitant and that at least the first permit for residents should be reduced or even free. It was felt however residents would overwhelmingly welcome parking controls, if there was no cost to permit.

Haydons Road

The east side of Haydons Road between properties Nos. 166 – 317 is currently within the existing 3E and 3F CPZs. Residents and Businesses were consulted on whether or not they want this section of Haydon’s Road to be rezone to include them in the proposed H2 CPZ. The consultation resulted in a total of 9 returns out of 97 households, representing a response rate of 9.3%. A summary of the responses is shown in the tables below and in Appendix 3.

(Table 5 – summary of results to questions 4)

<table>
<thead>
<tr>
<th>ROAD NAME</th>
<th>Q3.1 DO YOU HAVE A PARKING PROBLEM IN YOUR STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No consulted</td>
</tr>
<tr>
<td>Haydons Road</td>
<td>97</td>
</tr>
</tbody>
</table>

A majority of 66.7% residents who responded feel that they do not want to be included into the proposed H2 CPZ, as opposed to 11% who want Haydons Road rezoned.

Within the H2 consultation, it was proposed to convert permit holder only bays on the east side of Haydons Road between property nos. 197 to 295 to pay & display shared use bays, to make efficient use of these bays by allowing visitors to businesses in Haydons Road to utilise these bays. Currently the permit holder only bays on this section remain empty all day as visitors to businesses are unable to use them. By converting the bays to pay and display shared use, all visitors to the area, including permit holders would be afforded the opportunity to make use of these bays.

In view of the informal consultation results, the local Ward Councillors, agreed with officers’ recommendations as set out below.

5. RECOMMENDATIONS

5.1 It is recommended that the Cabinet Member considers the result of the informal consultation and the proposal to rezone the eastside of Haydons Road along with officer’s recommendations and agrees:

- to proceed with a formal consultation to introduce H2 CPZ in the Poets area (to include Caxton Road, Comper Road Dryden Road Milton Road Tennyson Road and Garfield Road), operational Mondays to Saturday between 8.30 am to 6.30 pm as shown in Drawing No. Z78/154-01A (in Appendix 1 and on display).
- that a formal consultation is undertaken to convert permit bays on the east side of Haydon’s Road between property nos. 197 to 295 to pay & display shared use bays, to make efficient use of these bays by allowing visitors to businesses in Haydon’s Road to utilise these bays, as shown in Drawing No. Z78/135/01A in Appendix 1.
• Agrees that property Nos. 167 to 317 Haydon’s Road (odd numbers only) to remain within the existing zones 3E and 3F as shown in Appendix 1

5.2 The recommendations are based on the support expressed by the residents of all the roads within the Poets area during the informal consultation carried out during September/October 2008.

5.3 The Council must consider whether or not the problems currently being experienced in these two roads are of sufficient significance for change to go ahead; whether or not the change proposed is proportionate to the problems experienced and is acceptable in consideration of the possible impact.

5.4 Officers suggest that it would be reasonable to tackle the injudicious parking and respond to the needs/demands of the affected residents in all the roads where there is majority support for introducing a CPZ.

**Hours of Operation:**

5.5 The proposed H2 CPZ hours of operation would be Mondays to Saturdays, between 8.30 am and 6.30 pm.

**Permit Issue Criteria:**

5.6 It is proposed that the residents’ permit parking provision should be identical to that offered in other controlled parking zones in Merton. The existing cost of the first permit in each household is £60 per annum; the second permit is £95 and the third permit cost is £120. An annual Visitor permit cost is £120.

**Visitors’ permits:**

5.7 It is recommended that the system and charges applied elsewhere in the Borough for visitor permits should also be introduced. All-day Visitor permits will remain at £3 and half-day permits at £1.50. Half-day permits can be used between 10am & 2pm or 12pm & 4pm. 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:**

5.8 It is proposed that the business permit system should be the same for zones elsewhere in the borough, maintaining the current charges of £201 per 6 months with a maximum of only two permits per business without off-street parking facilities.

**Pay & Display tickets:**

5.9 It is recommended that the charge for parking within the pay and display shared use/permit holder bays is applied according to the current charges in the borough. The cost will be 80 pence per hour, with a maximum stay of up to 8 hours. Purchase of tickets will be available before 8.30am.

**6 TIMETABLE**

6.1 The making of the Traffic Management Orders to extend MP1 CPZ to include Poplar Road and Erridge Road will be published six weeks after a decision is made. This will include the erection of the Notices on lamp columns in the area, the publication of Council’s intentions in the Local Guardian and the London Gazette. The documents will also be available at the Link, Civic Centre. A newsletter will also be distributed to all the premises in the consulted area. The information will also be available on the Council’s website.
6.2 The advertisement of the Traffic Management Orders to extend MP1 CPZ to include Circle Gardens will be published as soon as a decision is made. This will include the erection of the Notices on lamp columns in the area, the publication of Council’s intentions in the Local Guardian and the London Gazette. The documents will also be available at the Link, Civic Centre and on the Council’s website. It will detail the results of the informal consultation; Council’s intentions and the undertaking of the formal consultation on the proposed extension of MP1 (CPZ) and will invite all to make representations. The result of this consultation will be reported to this Committee and the Cabinet Member.

7  FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

7.1 The cost of implementing the proposed measures is estimated at £40k. 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 2008/09 contains a provision of £380k Parking Management schemes. The cost of this proposal can be met from this budget.

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. This does not include consultation and staff costs.

8  LEGAL AND STATUTORY IMPLICATIONS

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

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

9  HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

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

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

9.3 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue/orange 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 arrangements is that the existing parking difficulties for residents would continue and it would do nothing to assist the residents.

11.2 The risk in not introducing the proposed waiting restrictions, outside the proposed CPZ would be the potential accidents and inconvenience as a direct result of obstruction, obscured sightlines, access difficulties and will affect all road users particularly vulnerable road users.

11.3 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 outweighs the risk of doing nothing.

11.4 The risk of introducing the proposed measures would be a possible increase in demand for parking within the immediate vicinity of the proposed zone. This, however, is considered to be minimal risk and the benefits of the proposals outweigh this risk.

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) Regulations 1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

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

12.3 When determining what paying 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** – the following documents are to be published with this report and form part of the report

Appendix 1 – Drawing No. Z78-154-01A
Appendix 2 – informal consultation results
Appendix 3 – informal consultation document

13 **Background Papers** – the following documents have been relied on in drawing up this report but do not form part of the report: N/A

**Useful links**
Merton Council’s Web site: http://www.merton.gov.uk

Readers should note the terms of the legal information (disclaimer) regarding information on Merton Council’s and third party linked websites.

http://www.merton.gov.uk/legal.htm

This disclaimer also applies to any links provided here.
### Summary of Consultation Results by Road for H2 - September 2008

<table>
<thead>
<tr>
<th>Road</th>
<th>Number of Consulted</th>
<th>Number of Returns</th>
<th>% of Response Resident</th>
<th>% of Response Business</th>
<th>% of Response Both</th>
<th>Favourable</th>
<th>Would you support a car zoned parking scheme for your road?</th>
<th>Do you feel that you have a parking problem in your road?</th>
<th>Do you support a CPZ in your road?</th>
<th>Would you support a CPZ if the neighbouring roads were in favour</th>
<th>If a CPZ was introduced which hours would you prefer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caxton Road</td>
<td>136124</td>
<td>6416</td>
<td>50.0%</td>
<td>23.1%</td>
<td>3.8%</td>
<td>7.7%</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>8.30AM - 6.30PM</td>
</tr>
<tr>
<td>Cowper Road</td>
<td>1363411</td>
<td>6311</td>
<td>35.1%</td>
<td>16.2%</td>
<td>8.1%</td>
<td>10.8%</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>8.30AM - 6.30PM</td>
</tr>
<tr>
<td>Dryden Road</td>
<td>1110425</td>
<td>6311</td>
<td>34.4%</td>
<td>31.3%</td>
<td>12.5%</td>
<td>6.3%</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>11AM - 3PM</td>
</tr>
<tr>
<td>Garfield Road</td>
<td>1131313</td>
<td>7131</td>
<td>18.9%</td>
<td>35.1%</td>
<td>2.7%</td>
<td>8.1%</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>11AM - 12PM (1 hour option)</td>
</tr>
<tr>
<td>Milton Road</td>
<td>1464310</td>
<td>6311</td>
<td>37.8%</td>
<td>16.2%</td>
<td>10.8%</td>
<td>8.1%</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>8.30AM - 6.30PM</td>
</tr>
<tr>
<td>Tennyson Road</td>
<td>81111</td>
<td>8111</td>
<td>66.7%</td>
<td>8.3%</td>
<td>8.3%</td>
<td>8.3%</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>8.30AM - 6.30PM</td>
</tr>
<tr>
<td>Wilfred Owen Close</td>
<td>10010</td>
<td>10010</td>
<td>50.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>50.0%</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>8.30AM - 6.30PM</td>
</tr>
</tbody>
</table>

---

**SUMMARY OF CONSULTATION RESULTS BY ROAD FOR H2 - SEPTEMBER 2008**

<table>
<thead>
<tr>
<th>Road</th>
<th>YES</th>
<th>NO</th>
<th>UNSURE</th>
<th>% YES</th>
<th>% NO</th>
<th>% UNSURE</th>
<th>% YES</th>
<th>% NO</th>
<th>% UNSURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caxton Road</td>
<td>48.1%</td>
<td>2600</td>
<td>10</td>
<td>96.2%</td>
<td>3.8%</td>
<td>0.0%</td>
<td>48.1%</td>
<td>2600</td>
<td>10</td>
</tr>
<tr>
<td>Cowper Road</td>
<td>40.7%</td>
<td>3700</td>
<td>3322</td>
<td>61.1%</td>
<td>33.3%</td>
<td>5.6%</td>
<td>40.7%</td>
<td>3700</td>
<td>3322</td>
</tr>
<tr>
<td>Dryden Road</td>
<td>45.7%</td>
<td>3200</td>
<td>2723</td>
<td>74.2%</td>
<td>19.4%</td>
<td>6.5%</td>
<td>45.7%</td>
<td>3200</td>
<td>2723</td>
</tr>
<tr>
<td>Garfield Road</td>
<td>38.5%</td>
<td>3700</td>
<td>4123</td>
<td>62.2%</td>
<td>35.1%</td>
<td>2.7%</td>
<td>38.5%</td>
<td>3700</td>
<td>4123</td>
</tr>
<tr>
<td>Milton Road</td>
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<td>3826</td>
<td>70.3%</td>
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<td>58.7%</td>
<td>3700</td>
<td>3826</td>
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<tr>
<td>Tennyson Road</td>
<td>46.2%</td>
<td>1200</td>
<td>1410</td>
<td>83.3%</td>
<td>8.3%</td>
<td>8.3%</td>
<td>46.2%</td>
<td>1200</td>
<td>1410</td>
</tr>
<tr>
<td>Wilfred Owen Close</td>
<td>10.0%</td>
<td>200</td>
<td>3</td>
<td>0.0%</td>
<td>50.0%</td>
<td>50.0%</td>
<td>10.0%</td>
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### Summary of Consultation Results by Road for H2 Haydon's Road - September 2008

<table>
<thead>
<tr>
<th>Road</th>
<th>Number of Consul</th>
<th>Number of Returns</th>
<th>% of Resident</th>
<th>% of Business</th>
<th>% of Both</th>
<th>% Unsure</th>
<th>% Yes</th>
<th>% No</th>
<th>% Unsure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haydon's Road</td>
<td>979</td>
<td>900</td>
<td>9.3%</td>
<td>11.1%</td>
<td>66.7%</td>
<td>22.2%</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Number</td>
<td>Mon-Sat</td>
<td>Mon-Fri</td>
<td>% of Response</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.30am-6.30pm</td>
<td>8.30am-3pm</td>
<td>11am-1pm</td>
<td>8.30am-6.30pm</td>
<td>8.30am-3pm</td>
<td>11am-1pm</td>
<td>11am-3pm</td>
<td>6.30am-6.30pm</td>
<td>8.30am-3pm</td>
<td>11am-1pm</td>
</tr>
<tr>
<td>HAYDON'S ROAD</td>
<td>10008</td>
<td>11.1%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>88.9%</td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

If a CPZ was introduced which hours would you prefer?
Appendix 3

Sat 27 September 2008 from 10am to 4pm

To be held at:

You may wish to attend one of our public exhibitions at:

You can email your comments/questions to: paul.atie@merton.gov.uk

Please complete and return the enclosed prepaid questionnaire (no stamp required), with any further comments/

The key objective of any parking management proposal is to reduce and control non-essential parking and assist

In a CPZ all road space is managed by the introduction of restrictions. Parking can only be permitted where safety,

The Council is considering three options relating to the operational times of the proposed parking measures in

the residents, local businesses and their visitors are given priority to use the appropriate parking places

In addition to the measures for the proposed H2 zone, it is proposed:

In a CPZ, the residents, local businesses and their visitors are given priority to use the appropriate parking places

In a CPZ, all road space is managed by the introduction of restrictions. Parking can only be permitted where safety,

Appendix 3

Informal Consultation Document

Proposals for the introduction of Controlled Parking Zones in Merton

The Council is considering three options relating to the operational times of the proposed parking measures in

The key objective of any parking management proposal is to reduce and control non-essential parking and assist

In a CPZ all road space is managed by the introduction of restrictions. Parking can only be permitted where safety,

The Council is considering three options relating to the operational times of the proposed parking measures in

the residents, local businesses and their visitors are given priority to use the appropriate parking places

In a CPZ all road space is managed by the introduction of restrictions. Parking can only be permitted where safety,

The key objective of any parking management proposal is to reduce and control non-essential parking and assist

In a CPZ all road space is managed by the introduction of restrictions. Parking can only be permitted where safety,
Informal Consultation Document

Appendix 3

Councillors for Trinity Ward

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

Cllr Krystal Miller            Tel: 0208 543 3786
Email: krystal.miller@merton.gov.uk

Cllr Simon Withey              Tel: 020 8543 3871
Email: simon.withey@merton.gov.uk

Paul Atie, Merton Civic Centre,
London Road, Morden, SM4 5DX
Informal Consultation Document

Public Consultation

Proposed Controlled Parking Zone H2

We would like to know your views.

Please tick the appropriate boxes and return this card by 10 October 2008

Please write in BLOCK capitals

Name: ............................................................................................................................ Signatures: ............................................................................................................................

Address: ............................................................................................................................ Postcode: ............................................................................................................................

Please tick if you would like the above information to be confidential. □

1. Are you a resident or business? □ Resident □ Business □ Other - Specify

2. How many vehicles do you have in your household/business? □

3. Do you feel you have a parking problem in your road? □ Yes □ No □ Undecided

4. Do you support a proposed CPZ in your road? □ Yes □ No □ Undecided

5. Would you be in favour of a CPZ in your road, IF the neighbouring road(s) or part of your road, were included in a CPZ.
   □ Yes □ No □ Undecided

6. If a CPZ was introduced which hours of operation would you prefer?
   □ Mon - Sat : 8.30am - 6.30pm
   □ Mon - Fri: 8.30am - 6.30pm
   □ Mon - Fri: 11am - 3pm
   □ Mon - Fri: 11am - 12pm (1hour)

Do you have any additional comments regarding the proposals? (Please write in BLOCK capitals)
............................................................................................................................
............................................................................................................................
............................................................................................................................
............................................................................................................................

Please Note: In view of the large number of responses received during a public consultation it will not be possible to reply individually to each respondent.

It will be appreciated if you would complete the monitoring information requested below.

Equal Opportunity Monitoring Information

This information is requested so as to enable the Council to develop its understanding of the response rate from the different sections of the community and hence to test whether or not the channels of communication which we are currently using are effective.

Gender □ Male □ Female

Do you consider yourself to have a disability? □ Yes □ No

Age Group (please tick one box)
□ 15 or under □ 20 - 24 □ 30 - 34 □ 40 - 44 □ 50 - 54 □ 60 - 64 □ 70 - 74
□ 16 - 19 □ 25 - 29 □ 35 - 39 □ 45 - 49 □ 55 - 59 □ 65 - 69 □ 75 or over

Ethnic Origin (please tick one box)

White □ White - English □ White & Black Caribbean □ Indian
□ White - Scottish □ White & Black African □ Pakistani
□ White - Welsh □ White & Asian □ Bangladeshi □ Tamil
□ White - Irish □ Other (please specify) □ Other (please specify)
□ Gypsy / Roma / Traveller
□ Mixed Ethnicity
□ Other (please specify)
□ Asian or Asian British
□ Chinese & Other Ethnic Groups
□ Other (please specify)

Issued: 12 September 2008
Informal Consultation Document                                                                  Appendix 3

Public Consultation
Proposed Controlled Parking Zone H2 - Haydons Road

We would like to know your views.
Please tick the appropriate boxes and return this card by 10 October 2008

Please write in BLOCK capitals

Name: ......................................................................................................................
Signature: .....................................................................................................................
Address: ......................................................................................................................Postcode: ................................

Please tick if you would like the above information to be confidential. ☐

1. Are you a resident or business? ☐ Resident ☐ Business ☐ Other - Specify

2. How many vehicles do you have in your household/business? ..............................................

You are currently in Zone 3E.

3.1 Do you want to be transferred to the proposed H2 CPZ? ☐ Yes ☐ No ☐ Undecided

3.2 If yes which hours of operation would you prefer?
☐ Mon - Sat : 8.30am - 6.30pm
☐ Mon - Fri : 8.30am - 6.30pm
☐ Mon - Fri : 11am - 3pm
☐ Mon - Fri : 11am - 12pm (1hour)

Do you have any additional comments regarding the proposals? (Please write in BLOCK capitals)
..................................................................................................................................................
..................................................................................................................................................
..................................................................................................................................................
..................................................................................................................................................

Please Note: In view of the large number of responses received during a public consultation it will not be possible to reply
individually to each respondent.

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Equal Opportunity Monitoring Information

This information is requested so as to enable the Council to develop its understanding of the response rate from the different sections
of the community and hence to test whether or not the channels of communication which we are currently using are effective

Gender ☐ Male ☐ Female Do you consider yourself to have a disability? ☐ Yes ☐ No

Age Group (please tick one box)
☐ 15 or under ☐ 20 - 24 ☐ 30 - 34 ☐ 40 - 44 ☐ 50 - 54 ☐ 60 - 64 ☐ 70 - 74
☐ 16 - 19 ☐ 25 - 29 ☐ 35 - 39 ☐ 45 - 49 ☐ 55 - 59 ☐ 65 - 69 ☐ 75 or over

Ethnic Origin (please tick one box)

White
☐ White - English
☐ White - Scottish
☐ White - Welsh
☐ White - Irish
☐ Gypsy / Roma / Traveller
☐ Other (please specify)
Mixed Ethnicity
☐ White & Black Caribbean
☐ White & Black African
☐ White & Asian
☐ Other (please specify)
Asian or Asian British
☐ Indian
☐ Pakistani
☐ Bangladeshi
☐ Tamil
☐ Other (please specify)
Black or Black British
☐ Caribbean
☐ African
☐ Other (please specify)
Chinese & Other Ethnic Groups
☐ Chinese
☐ Korean
☐ Other (please specify)

Issued : 12 September 2008