

Committee: Cabinet Member Report

Date: 17 April 2023

Agenda item: N/A

Wards: various

Subject: Parklets – outcome of Experimental Order

Lead officer: Adrian Ash, Interim Director of Environment & Regeneration.

Lead member: Paul McGarry

Forward Plan reference number: N/A

Contact Officer: Mark Warren Mark.Warren@merton.gov.uk

Recommendations:

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

- A) Notes the outcome of the Experimental Traffic Order used to repurpose existing parking bays to facilitate the installation of parklet structures set out in table 1. Plans of each structure are attached as appendix 1.

Table 1

Parklet location	To be made permanent	Notes:
Kings Road, outside of The Old Frizzle	Yes	
Coombe Lane, outside Lime and Thyme	Yes	
Quicks Road, outside Bonjour Brioche and XO Chocolate	Yes	
The Rush, along Merton Parade	No	To be relocated using an Experimental Traffic Order at an alternative location
Merton High Street, outside Cedar (1 of 2)	Yes	
Merton High Street, outside Merton Café & Wine (2 of 2)	No	To be relocated using an Experimental Traffic Order at an alternative location
Abbotsbury Road, near London Road junction	Yes	

Kingston Road, south of Raynes Park Bridge underpass	n/a	Not on highway, no order required.

- B) Considers all the representations as set out in Appendix 2 and agrees to proceed with making the relevant Traffic Management Orders to permanently remove the previously revoked parking bays and to make the parklets permanent.
- C) Agrees to proceed with relocating the 2 of the parklets as set out in table 1.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report details the results of the Experimental Traffic Order used to introduce the necessary traffic management restrictions to suspend existing parking bays to facilitate the implementation of parklet structures at multiple locations across the borough (see table 1 and plans in appendix 1). The parklets were used to support some of the local businesses by providing additional outdoor seating as well as to improve the greening of parades and high streets.
- 1.2. It seeks approval to proceed with making the permanent Traffic Management Orders to remove the suspended parking bays and to retain the following listed parklets. The parklets identified below have received strong support from the relevant business owners.
 - Kings Road, outside of The Old Frizzle
 - Coombe Lane, outside Lime and Thyme
 - Quicks Road, outside Bonjour Brioche and XO Chocolate
 - Merton High Street, outside Cedar
 - Abbotsbury Road, near London Road junction
- 1.3. The parklet located on Kingston Road, south of Raynes Park Bridge underpass will also remain in place, however it does not require a Traffic Order as it is on the public footway.
- 1.4. The parklets listed below will be relocated to other suitable locations for the use of local businesses or schools that have shown interest in hosting a parklet.
 - The Rush, along Merton Parade
 - Merton High Street, outside Merton Café & Wine

2. DETAILS

- 2.1. Parklets are temporary structures and planters that typically occupy carriageway or footway space; they provide additional space for outside seating. To support the hospitality sector to recover from COVID-19 restrictions, Future Merton implemented eight parklets supported by Government grants; 5 of the parklets were directly associated with an existing local business with suitable sites that wished to extend seating areas onto the public highway.
- 2.2. Parklets are part of Merton's commitment in supporting economic recovery, and also contribute to improved air quality and biodiversity, vibrancy and sense of place as well as reducing vehicle dominance on the street.
- 2.3. The parklets were implemented using an Experimental Traffic Order which allowed each parklet to be installed and to assess the effects before making a final decision in terms of retention.
- 2.4. Overleaf are photos of the eight implemented parklets.



Kings Road



Coombe Lane



Quicks Road



The Rush



Merton High Street



Abbotsbury Road



Kingston Road

3. CONSULTATION

- 3.1. A statutory consultation was live for 18 months. The consultation included posting newsletters (see Appendix 1) to the neighbouring catchment area and the erection of street notices on lamp columns in the vicinity of the proposals; Council's intentions were published in the local papers and the London Gazette. Consultation documents were available on the Council's website.
- 3.2. The consultation resulted in 55 representations (see appendix 2). See below for a summary breakdown per location:
- Kings Road, outside of The Old Frizzle
5 representations. 3 supporting, 1 opposing, 1 unsure.
 - Coombe Lane, outside Lime and Thyme
32 representations. 14 supporting, 17 opposing, 1 unsure.
 - Quicks Road, outside Bonjour Brioche and XO Chocolate.
6 representations. 4 supporting, 2 opposing
 - Merton High Street, outside Cedar and Merton Café & Wine
3 representations. 1 supporting, 2 opposing
 - Abbotsbury Road, near London Road junction
7 representations. 4 supporting, 2 opposing
 - Kingston Road, south of Raynes Park Bridge
2 representations. 1 supporting, 1 opposing

- 3.3. The main concern from those opposing the scheme was the loss of parking bays that were removed to accommodate the parklet. Although it is appreciated that loss of parking may be a priority for some visitors, the Council has a number of policies and initiatives to discourage use of private motorized vehicles and promote use of sustainable and active travel. It is also considered that the benefits of the parklet outweigh the loss of (on average) 2 parking spaces.
- 3.4. Some have queried the suitability of the location of some of the parklets particularly those on the main roads. Although it is appreciated that the location may not be ideal and considered as undesirable to some, according to some feedback received, there are those who enjoy using the facility that has been made available.

4. OFFICER RECOMMENDATION

- 4.1. When considering the outcome of the statutory consultation, consideration must be given to the nature and validity of the objections and the objectives of the scheme.
- 4.2. All comments have been reviewed individually alongside feedback provided by the relevant business owners to better understand the impact of the parklets.
- 4.3. Where there has been strong support from business owners, it is recommended that the Experimental Order is made permanent. The parklets have successfully fulfilled their objective by supporting local businesses and there is value in retaining them. These sites include:
- Kings Road, outside of The Old Frizzle
 - Coombe Lane, outside Lime and Thyme
 - Quicks Road, outside Bonjour Brioche and XO Chocolate
 - Merton High Street, outside Cedar
 - Abbotsbury Road, near London Road junction
- 4.4. The parklets are aligned with many borough priorities such as improving the appearance and experience of town centers, high streets and local parades; improving levels of biodiversity and air quality and assist the local business with their recovery. It is considered that the social and economic benefits the parklets outweigh the loss of a small number of parking spaces.
- 4.5. It is also recommended that the following two parklets are relocated for the following reasons:
- The Rush, along Merton Parade.

This parklet was not associated with any particular business and therefore lacked stewardship. Therefore, this parklet did not fulfil the project's objective of supporting the local businesses. It is proposed to relocate to another location yet to be determined.

- Merton High Street, outside Merton Café & Wine.

The business has since closed down and therefore there is no direct use and stewardship of the parklet. It is proposed to relocate to another location yet to be determined.

5. ALTERNATIVE OPTIONS

- 5.1. Remove the parklets. Although this may satisfy those who believe parking bays are a priority, it would be against the Council's objectives in supporting the local business and it would be against the wishes of the business that have benefited thus far. Local businesses would lose their additional outdoor seating and the street would lose the additional greenery provided by the parklet. Funding would need to be sought to remove and store the parklets which could be costly and does not provide any economic or social gain.

6. TIMETABLE

- 6.1. The permanent TMO to allow the parklets detailed above will be made soon after Cabinet Member decision is published.

7. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1. The cost of making this scheme permanent is estimated at £3k. This will be funded by the UK Shared Prosperity Funds.
- 7.2. The removal of the 2 parklets would cost £6k which will be covered by the UK Shared Prosperity Funds and the new business where the parklets would be allocated.

8. LEGAL AND STATUTORY IMPLICATIONS

- 8.1. The Traffic Management Orders would be made under Section 6 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 experimental 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. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.
- 8.3. 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.

9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1. The implementation of any scheme endeavors to meet the needs of all road users and in this case, it has a positive impact particularly on the local businesses and their patrons.

10. CRIME AND DISORDER IMPLICATIONS

- 10.1. Although such structures can be subject to vandalism, since their implementation there have been any reported incidences or complaints about their use.

11. ENVIRONMENTAL IMPLICATIONS

- 11.1. Making use of the parklet structures through either making them permanent or relocating them to another business aligns with circular economy principles. They provide a calming and greenery effect on the roadside environment.
- 11.2. The additional planting provided by the parklets improve levels of biodiversity and greening on these sites.

12. APPENDICES

- 12.1. The following documents are to be published with this report.
Appendix 1 – Newsletters and plans
Appendix 2 – Representations to statutory consultation

Newsletters

MERTON COUNCIL
FUTURE MERTON

Parklets

July 2021

Merton Council are working with local businesses to support our high streets recovery from Covid-19 restrictions. The council have been awarded a Central Government Grant to deliver 8 new parklets across the borough to support economic recovery as well as contribute to improved air quality, vibrancy and giving more space back for pedestrians.

What is a parklet?

A parklet is a temporary structure that occupy parking bays. They positively transform streets by providing additional space, seating and planting, all of which contribute to the vibrancy of a street.

To facilitate the parklets, it is necessary to temporarily remove access to a small number of parking bays. This is being done under a new Experimental Traffic Order that will remain in place for no more than 18 months. See overleaf for more details.

The consultation will remain open for 6 months. To find out more about the 8 new parklets and provide feedback, please use the online service using the Council's website:

www.merton.gov.uk/parklets

The council are working with FM Conway and Meristem Design to design and deliver this exciting initiative across the borough.



The first parklet of 8 delivered on the High Street, Wimbledon

For more information on this project please visit
www.merton.gov.uk/parklets



MERTON COUNCIL
FUTURE MERTON

Kings Road Parklet [side of The Old Frizzle]

This parklet is one of eight parklets being delivered across the borough. It will suspend two parking bays outside the Old Frizzle pub on Kings Road in line with the approved seating license. Additionally, a section of the kerb will be repaired.

The order will come into effect on **Friday 9th July 2021** and remain in place for no more than 18 months. The consultation will be open for 6 months. Please use the online service to provide feedback on the Council's website below.



Location of parklet structure highlighted in red

Outline programme for all parklets



Early July

- Experimental Traffic Order issued for all remaining seven parklets
- Kings Road parklet delivered [side of the Old Frizzle Pub]
- Coombe Lane parklet delivered [outside Lime & Thyme]

Mid July

- Quicks Road parklet delivered [outside Bonjour Brioche and Chocoterie]
- The Rush parklet delivered [along Merton Park Parade]

End of July

- Merton High Street parklet delivered [outside Cedar restaurant and Merlon cafe & wine]
- Abbotsbury Road parklet delivered [at London Road junction]

After July

- Kingston Road parklet delivered [south side of Raynes Park Bridge underpass]
- Whilst our first phase of parklets are to support the hospitality sector, the Council will also be supporting community led parklets as a second phase of the project using Neighbourhood CIL - more details to follow.

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Coombe Lane Parklet [outside Lime and Thyme]

This parklet is one of eight parklets being delivered across the borough. It will suspend four parking bays outside Lime and Thyme on Coombe Lane in line with the approved seating license.

The order will come into effect on **Friday 9th July 2021** and remain in place for no more than 18 months. The consultation will be open for 6 months. Please use the online service to provide feedback on the Council's website below.



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Quicks Road Parklet [outside Bonjour Brioche and Chocolaterie]

This parklet is one of eight parklets being delivered across the borough. It will suspend five parking bays outside the Bonjour Brioche and Chocolaterie on Quicks Road in line with the approved seating license.

The order will come into effect on **Friday 9th July 2021** and remain in place for no more than 18 months. The consultation will be open for 6 months. Please use the online service to provide feedback on the Council's website below.



Location of parklet structure highlighted in red

Outline programme for all parklets



Early July

- Experimental Traffic Order issued for all remaining seven parklets
- Kings Road parklet delivered [side of the Old Fizzle Pub]
- Coombe Lane parklet delivered [outside Lime & Thyme]

Mid July

- Quicks Road parklet delivered [outside Bonjour Brioche and Chocolaterie]
- The Rush parklet delivered [along Merton Park Parade]

End of July

- Merton High Street parklet delivered [outside Cedar restaurant and Merton cafe & wine]
- Abbotsbury Road parklet delivered [at London Road junction]

After July

- Kingston Road parklet delivered [south side of Raynes Park Bridge underpass]
- Whilst our first phase of parklets are to support the hospitality sector, the Council will also be supporting community led parklets as a second phase of the project using Neighbourhood CL - more details to follow.

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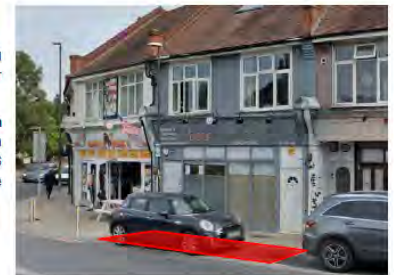
www.merton.gov.uk/parklets



The Rush Parklet [along Merton Park Parade]

This parklet is one of eight parklets being delivered across the borough. It will suspend four parking bays along Merton Park Parade.

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Location of parklet structure highlighted in red

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- Experimental Traffic Order issued for all remaining seven parklets
- Kings Road parklet delivered (side of the Old Frizzle Pub)
- Coombe Lane parklet delivered (outside Lime & Thyme)

Mid July

- Quicks Road parklet delivered (outside Bonjour Brioche and Chocolaterie)
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The first parklet of 8 delivered on the High Street, Wimbledon

Merton High Street [outside Cedar and Merton cafe & wine]

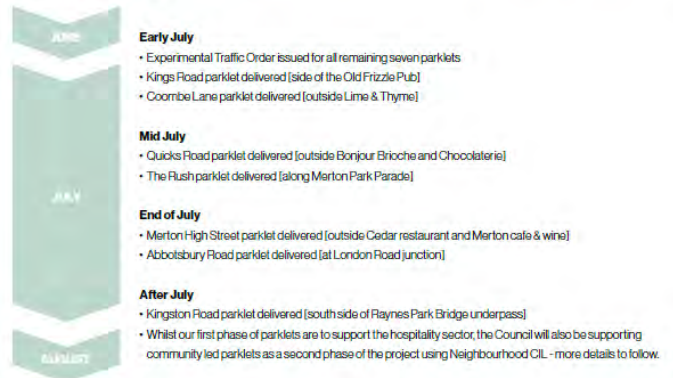
This parklet is one of eight parklets being delivered across the borough. It will suspend five parking bays outside the Cedar restaurant and Merton cafe & wine on Merton High Street in line with the approved seating license.

The order will come into effect on **Friday 9th July 2021** and remain in place for no more than 18 months. The consultation will be open for 6 months. Please use the online service to provide feedback on the Council's website below.



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The first parklet of 8 delivered on the High Street, Wimbledon

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Abbotsbury Road (near London Road Junction)

This parklet is one of eight parklets being delivered across the borough. It will suspend five parking bays near the London Road junction on Abbotsbury Road.

The order will come into effect on **Friday 9th July 2021** and remain in place for no more than 18 months. The consultation will be open for 6 months. Please use the online service to provide feedback on the Council's website below.



Location of parklet structure highlighted in red

Outline programme for all parklets



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Parklets

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A parklet is a temporary structure that can positively transform streets by providing additional space, seating and planting, all of which contribute to the vibrancy of a street.

The parklets will remain in place for no more than 18 months. See overleaf for more details.

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Kingston Road [south of Raynes Park Bridge underpass]

This parklet is one of eight parklets being delivered across the borough. It will be located on the existing turfed area and provide additional seating and planting.

This parklet does not require an Experimental Traffic Order. Please visit the council website to leave feedback www.merton.gov.uk/parklets



Location of parklet structure highlighted in red

Outline programme for all parklets



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Representations to statutory consultation.

Kings Road, outside of The Old Frizzle

Q. Do you support the introduction of the parklet?

Response	Number of Respondents	% of Respondents
Yes	3	60.0%
No	1	20.0%
Unsure	1	20.0%
Total	5	100.0%

Respondents' comments

(note: not all respondents provided comments)

Respondents' comments
I frequently walk past the parklet when carrying home my shopping on foot. The parklet has definitely allowed more guests to come to the pub, which I personally enjoy. I perceive the noise level to be absolutely acceptable. Was surprised to find that the Al Forno restaurant didn't also get their parklet as I knew they were running out of space, and temporarily had some tables set up across the street.
It's great — makes the place look more alive. Lovely to have a COVID-safe outdoor space in this busy restaurant. The loss of a few parking spaces is nothing compared to the gain of many more people - restaurant owner and staff, diners - as well as fewer idling engines in this pollution hot spot.
There is not enough parking in the area without taking them away for this stupid idea

Coombe Lane, outside Lime and Thyme

Q. Do you support the introduction of the parklet?

Response	Number of Respondents	% of Respondents
Yes	14	43.8%
No	17	53.1%
Unsure	1	3.1%
Total	32	100.0%

Respondents' comments

(note: not all respondents provided comments)

Respondent's comments
Great idea. Please introduce more of these.
I think it is great idea. There is ample parking available for cars in the streets around Coombe Lane as well as at Waitrose and being able to eat outside is a pleasure. I would be happy to see it there permanently.
I think it is great idea and would support making the scheme permanent. Covid is likely to be with us for a long time and I wish to encourage local businesses-and this is a great way to get local restaurants more customers.
I think it's a great idea because it allows a potentially otherwise struggling small business, due to the current economic climate, to increase capacity which it would otherwise be unable to utilise
I think schemes like this are a brilliant addition to our local area. They look so much nicer than a row of parked cars and will hopefully enable local restaurants like Lime and Thyme to continue serving our community whatever restrictions we may be faced with in the future. Despite what some people will inevitably say (without doing any research on the subject or considering the benefits to themselves and others of modifying their behaviour) discouraging people from driving to the local shops etc by taking away a few parking places will increase footfall and encourage more people to spend time and money in our local shops and eateries. Well done Merton!
I think this is great. It adds far more value to the quality of Raynes Park than a couple of car spaces (as there are plenty of other parking options). The spaces that it replaces are dangerous to use too given how busy the road is; I have seen countless cars pulling in or out without being aware of the cyclists and other users of the road.
I would like to see it continue as I feel it provides an additional community service and makes the area more socially vibrant
Parklet scheme should be extended. Nice idea
Wonderful wonderful wonderful is brilliant adds plants, space and supports a business that deserves and needs it
As this parklet is normally empty from patrons to the food outlet its seems not only a waste of time and reduces the amount of parking spaces my disabled wife use to use to shop in the other local shops. I assume that the food outlet that this structure is intended for is paid for by the outlets owners. also I suspect as there are other food outlets along that road it may be construed as giving an unfair advantage to other food outlets situated along that length of Coombe Lane. I would also think that this may be construed as restrictive practice by the council favouring one business over the others
Coombe Lane is a busy A road. Parklets reduce road space for cars and this particular Parklet is very close to a bus stop and crossing to Raynes Park station and has increased congestion in the area.
I support parklets in general but they need to be positioned sensibly This park let outside Lime & Thyme is not being used even in good weather it's too close to traffic lights and is on a v busy junction People

gravitate to tables outside close to cafe It has adversely affected parking and it is nigh impossible to get a space
1. Siting the parklet on a busy main road with constant traffic, often stationary or moving slowly just before the traffic lights by Raynes Park station, is in my view inappropriate and unhealthy for anybody using it as they will be inhaling fumes from the adjacent traffic. 2. I consider parklets are better suited to side roads without a large volume of traffic. 3. The parklet uses up two valuable parking spaces right outside the shops on Coombe Lane. 4. My impression during the warmer weather was that the parklet was not fully used on a regular basis by the patrons of Lime & Thyme. During the winter and in cooler weather in the Autumn it is not used at all. 5. Litter collects in the parklet. 6. There are several pubs and restaurants on Coombe Lane and the western end of Worple Road with outside seating for those patrons that want to use it. At least the outside seating in those establishments is set back from the main road not situated right in it like the parklet in question. 7. In my opinion the parklet should be removed forthwith.
It is the wrong location for seating on the road. The road is very busy and on the route of 3 very frequent bus services. The parklet hasn't been well used. It is simply not a nice place to sit and enjoy a drink or a meal.
It makes that area congested. There are several bus routes. It is not used much and is not fair on other restaurants which cannot have one as the road has crossings.
It takes parking space from other businesses & in particular the Post Office in Amity Grove
Parking is already extremely limited on Coombe Lane. The parklet reduces the number of needed parking bays and also makes it harder to park in the adjacent bay. It is an unattractive structure. It will be hardly used in the autumn and winter months. The health benefits of people eating outside on a main route is questionable and as we learn to live with covid in 2022 it is unnecessary.
The concept is good, the location is very bad
The parking facilities are very limited as they are and to take away more bays, will cause difficulties for residents who rely on these bays to conduct they business. If the parklets where in other roads, I would even support it. But if I need to travel to Raynes Park to do something for 20-30 minutes, the chances are that the parking bays are taken already, so to reduce their number even more in that location is not good.
The parklet is on a very busy road used by 3 bus routes and other heavy vehicles. The road is too busy and narrow to accommodate the parklet safely. Safety issues, air quality and noise make the location unsuitable.
There are too few parking spaces for shopping and dropping people off/collecting people from Raynes Park station. Reserving 4 parking spaces for just one shop is unfair and an abuse of council power.
There is a need for parking near the station for shopping and collecting people from the station who lack mobility. This scheme favours one outlet at a cost to all the other needs of the community.
We consider these ad hoc structures on the road unsafe and unhygienic dining spaces. Our observation is that they are often empty or near empty (who wants to sit out in the road to dine?), yet take up limited parking space for local residents and shoppers. A pavement terrace would be safer and preferable.
narrow the road and create more congestion
Not on a permanent basis.
I am very much in favour of parklets and of the intent behind them - to encourage walking/cycling, to reduce the dominance of cars and car parking in public areas, to provide additional resources for local businesses - and would like to see more across Merton. The Lime and Thyme scheme in particular perhaps needs careful consideration as it is on an incredibly busy road and so other means of reducing traffic, noise and pollution may be required to really help Raynes Park high street thrive.
I think it is nice to have additional outside eating areas, so long as they remain tidy and well kept. I wonder what the pollution levels are like as they are right next to vehicles passing and, in this position, idling at the traffic lights. I don't think I would sit in this one.

Quicks Road, outside Bonjour Brioche and XO Chocolate.

Q. Do you support the introduction of the parklet?

Response	Number of Respondents	% of Respondents
Yes	4	66.7%
No	2	33.3%
Unsure	0	0.0%
Total	6	100.0%

Respondents' comments

(note: not all respondents provided comments)

Respondent's comments
A fantastic initiative that allows our local cafes an excellent opportunity to provide more seating space in a safe way for local residents and guests to enjoy. I am very supportive of implementing the scheme longer term on my road. It adds to the community and isn't disruptive.
Really good space and allows the successful businesses to accommodate all of their customers at busy times. Bonjour Brioche and XO are solid additions to the local area and really support the idea of regenerating the local high street area around South Wimbledon and should be encouraged. This scheme helps ensure their success and viability going forward and has my 100% support.
Such a wonderful idea to support small businesses and the community. Hopefully this will also mean less traffic and more pedestrians/cyclists which overall is better for the environment. Hope we will see many more of these in Wimbledon.
The fact that we don't have to stare at cars now when enjoying an espresso is fantastic. It makes for a more harmonious and human-scale experience of the neighbourhood. The visual and physical separation from the road with the walls + plants really make the space feel not like a parking spot and are necessary. Prior to the parklet there often wasn't space to sit down either, but the additional space helps.
This is an accident waiting to happen. Cars turning right out of Wycliffe Road are unable to see the cars coming along Quicks Road and need to reverse back to let cars through. This is already a busy junction with cars now only able to drive along in single file, making it even busier. There are also lots of children around heading to the local parks. Reversing cars are not going to be looking for children crossing the road. Why could more of the pavement not be used rather than blocking the road? I hope this parklet is removed before the end of the consultation!

Merton High Street, outside Cedar and Merton Café & Wine

Q. Do you support the introduction of the parklet?

Response	Number of Respondents	% of Respondents
Yes	1	33.3%
No	2	66.7%
Unsure	0	0.0%
Total	3	100.0%

Respondents' comments

(note: not all respondents provided comments)

Consultation response
Really nice to have COVID safe outdoor dining space - good fit business too. Just need to reduce air pollution along this busy road tho.
This is not the correct place to do this, this type of parklet needs to be on busier locations such as Wimbledon town centre. Having parklet is not really going to work blocking up parking spaces for existing businesses. You cant just support one type of business and not other which is wrong.

Abbotsbury Road, near London Road junction

Q. Do you support the introduction of the parklet?

Response	Number of Respondents	% of Respondents
Yes	4	57.1%
No	2	28.6%
Unsure	1	14.3%
Total	7	100.0%

Respondents' comments

(note: not all respondents provided comments)

Respondent's comments
Very welcome - I would like it to be bigger.
The more of these parklets the better
The loss of 5 parking bays will seriously affect the businesses operating in that part of Abbotsbury Road. Also, I do not support the use of fake grass. I would prefer planters with wild flowers to attract bees and butterflies.
There is hardly enough parking in the area without taking it up with this stupid idea

Kingston Road, south of Raynes Park Bridge

Q. Do you support the introduction of the parklet?

Yes	1	50.0%
No	1	50.0%
Unsure	0	0.0%
Total	2	100.0%

Respondents' comments

(note: not all respondents provided comments)

Respondent's comments
no written responses