

NON-KEY DECISION TAKEN BY A CABINET MEMBER

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

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

RPE CPZ - APOSTLES

2. Decision maker

Cabinet Member for Environmental Sustainability & Regeneration

3. Date of Decision

27th September 2011

4. Date report made available to decision maker

20th September 2011

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

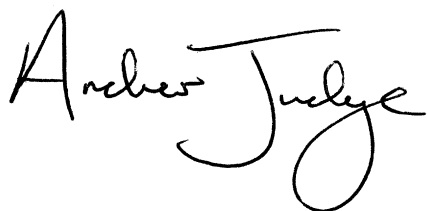
6. Decision

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

- A) Notes the result of the informal consultation carried out between 26 April and 27 May 2011 on the proposals to introduce a controlled parking zone (CPZ) to include Carlton Park Avenue, Vernon Avenue, Edna Road, Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road, Oxford Road, Chase Side Avenue, Rothesay Avenue and part of Kingston Road.
- B) Agrees to proceed with a statutory consultation to introduce Carlton Park Avenue, Vernon Avenue and Edna Road into the existing RPS CPZ, operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-02 sheet 1 in Appendix 1.
- C) Agrees to proceed with a statutory consultation to include Rothesay Avenue, and Chase Side Avenue into the existing 5F CPZ, operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-02 sheet 2 in Appendix 1.
- D) Agrees to proceed with a statutory consultation to introduce double yellow line waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow is impeded to include Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road and Oxford Road as shown in Drawing No. Z78-182-02 sheet 1 & 2 in Appendix 1.

7. Reason for decision

For the reasons given in the report and following the recommendations of SMAC



8. Alternative options considered and why rejected

- 8.1 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.
- 8.2 Not to introduce the proposed yellow line waiting restrictions would not address the obstructive parking and traffic congestion currently being experienced and will not improve access for the emergency services; refuse vehicles and the overall safety for all road users.
- 8.3 To include all those roads which have rejected the proposed CPZ. This would be against Council's current practice.

9. Documents relied on in addition to officer report

Statutory consultation documents, drawings and representations

10. Declarations of Interest

11. Publication of this decision and call in provision

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

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

Committee: Street Management Advisory

Date: 20th September 2011

Agenda item:

Wards: Dundonald & Merton Park

Subject: Proposed RPE CPZ (Apostles) – Informal 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

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

Recommendations:

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

- A) Notes the result of the informal consultation carried out between 26 April and 27 May 2011 on the proposals to introduce a controlled parking zone (CPZ) to include Carlton Park Avenue, Vernon Avenue, Edna Road, Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road, Oxford Road, Chase Side Avenue, Rothesay Avenue and part of Kingston Road.
- B) Agrees to proceed with a statutory consultation to introduce Carlton Park Avenue, Vernon Avenue and Edna Road into the existing RPS CPZ, operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-02 sheet 1 in Appendix 1.
- C) Agrees to proceed with a statutory consultation to include Rothesay Avenue, and Chase Side Avenue into the existing 5F CPZ, operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-02 sheet 2 in Appendix 1.
- D) Agrees to proceed with a statutory consultation to introduce double yellow line waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow is impeded to include Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road and Oxford Road as shown in Drawing No. Z78-182-02 sheet 1 & 2 in Appendix 1.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the result of the informal consultation carried out within the Apostles area to include Carlton Park Avenue, Vernon Avenue, Edna Road, Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road, Oxford Road, Chase Side Avenue, Rothesay Avenue and part of Kingston Road on the Councils' proposals to introduce a CPZ (RPE). This was as a result of petitions (PT498 & PT507) received from residents in the area.
- 1.2 It seeks approval to proceed with the undertaking of a statutory consultation on the Council's intention to include Carlton Park Avenue, Vernon Avenue and Edna Road into the existing RPS CPZ and to include Rothesay Avenue and Chase Side Avenue into the existing 5F CPZ both operational Mondays to Fridays between 8.30am to 6.30pm.

- 1.3 It seeks approval to proceed with the undertaking of a statutory consultation to introduce double yellow line waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow is impeded to include Dorian Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road and Oxford Road.

2. DETAILS

- 2.1 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.

- 2.2 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.

- 2.3 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.

- 2.4 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.

- 2.5 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.

- 2.6 Proposed measures

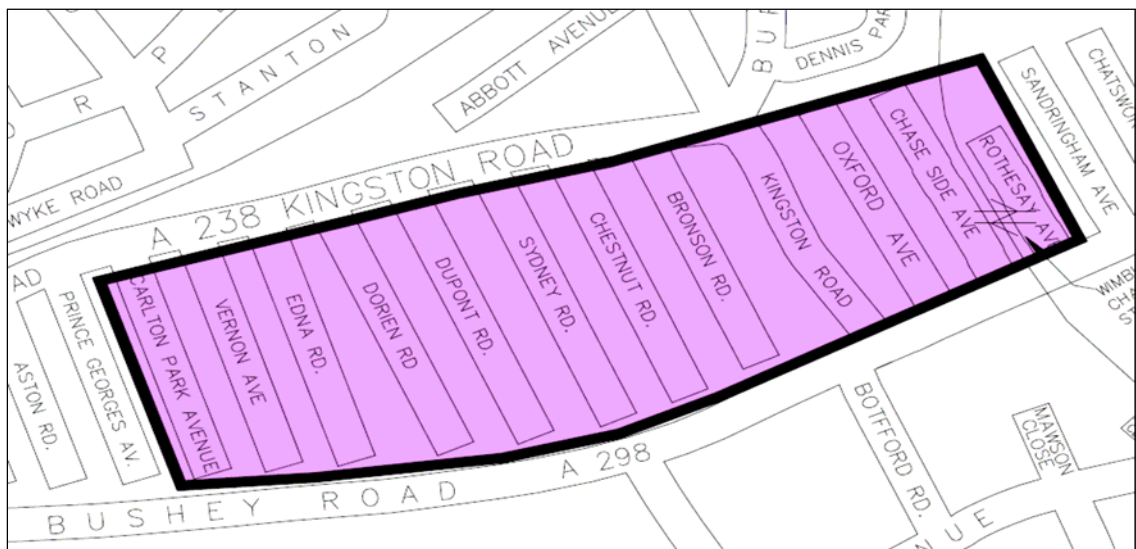
The CPZ design comprises mainly of permit holder bays to be used by residents, their visitors or business permit holders and a limited number of pay and display shared use bays, which are mainly located near businesses. The layout of the parking bays are arranged in a manner that provides the maximum

number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

- 2.7 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. INFORMAL CONSULTATION

- 3.1 The informal consultation for the proposals to introduce parking controls in the Apostles area commenced on 26th April and ended on 27th May 2011. 1398 premises were consulted with documents containing a newsletter detailing 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. An exhibition was held on 7th May 2011 at the Raynes Park Library allowing residents and businesses to discuss the proposed measures with officers.
- 3.2 The consultation resulted in a total of 481 questionnaires returned, representing a response rate of 34.4%, which is considered to be high for this type of consultation. See plan below showing the extent of the consultation.



- 3.3 As shown in table 1 below, a majority of 57.6% of all respondents feel that they have a parking problem, as opposed to 32.8% who feel that they do not have a problem in their road.

(Table 1 – summary of results to question 3)

ROAD NAME	Q3 DO YOU FEEL YOU HAVE A PARKING PROBLEM IN YOUR ROAD						
	No. Consulted	Yes	No	Unsure	% Yes	% No	% Unsure
Bronson Road	102	18	17	3	47.4%	44.7%	7.9%
Bushey Road	8	2	0	0	100.0%	0.0%	0.0%
Carlton Park Avenue	89	43	4	2	87.8%	8.2%	4.1%
Chase Side Avenue	49	14	4	1	73.7%	21.1%	5.3%
Chestnut Road	102	16	19	1	44.4%	52.8%	2.8%
Dorien Road	100	21	18	2	51.2%	43.9%	4.9%
Dupont Road	104	18	18	3	46.2%	46.2%	7.7%

Edna Road	99	28	10	8	60.9%	21.7%	17.4%
Kingston Road	365	33	30	7	47.1%	42.9%	10.0%
Oxford Avenue	108	21	12	3	58.3%	33.3%	8.3%
Rothsay Avenue	65	11	2	1	78.6%	14.3%	7.1%
Sydney Road	110	15	19	12	32.6%	41.3%	26.1%
Vernon Avenue	97	37	5	3	82.2%	11.1%	6.7%
Total	1398	277	158	46	57.6%	32.8%	9.6%

- 3.4 Of the 481 who responded, 38.7% support the concept of a CPZ compared to 53.6% who do not and 7.7% who are unsure.

(Table 2 – summary of results to questions 4)

ROAD NAME	Q4 DO YOU SUPPORT A CPZ IN YOUR ROAD						
	No. Consulted	Yes	No	Unsure	% Yes	% No	% Unsure
Bronson Road	102	6	31	1	15.8%	81.6%	2.6%
Bushey Road	8	2	0	0	100.0%	0.0%	0.0%
Carlton Park Avenue	89	37	11	1	75.5%	22.4%	2.0%
Chase Side Avenue	49	10	7	2	52.6%	36.8%	10.5%
Chestnut Road	102	8	24	4	22.2%	66.7%	11.1%
Dorien Road	100	15	24	2	36.6%	58.5%	4.9%
Dupont Road	104	8	28	3	20.5%	71.8%	7.7%
Edna Road	99	24	18	4	52.2%	39.1%	8.7%
Kingston Road	365	13	50	7	18.6%	71.4%	10.0%
Oxford Avenue	108	10	23	3	27.8%	63.9%	8.3%
Rothsay Avenue	65	8	5	1	57.1%	35.7%	7.1%
Sydney Road	110	12	29	5	26.1%	63.0%	10.9%
Vernon Avenue	97	33	8	4	73.3%	17.8%	8.9%
Total	1398	186	258	37	38.7%	53.6%	7.7%

- 3.5 Residents were also asked which days and hours of operation would they prefer should the CPZ be introduced in their road. Results showed that 59.9% of respondents are in favour of Monday-Friday, compared to 20% who are in favour of Monday-Saturday. 37% preferred the option of 8.30am-6.30pm, compared to 19.3% in favour of 10am-4pm and 22.9% opted for the one hour option. A complete road-by-road analysis of all questions is shown in Appendix 2.
- 3.6 Upon further analysis of the results on a road-by-road basis it has been realised that the majority of respondents who are in favour of the parking controls are those closest to the existing zones RPS and 5F, which are also in close proximity to the Wimbledon Chase and Raynes Park rail stations.
- 3.7 Officers believe that the ideal solution would be to extend the existing zones 5F and RPS to include the roads in favour of the controls to help alleviate the parking problems currently being experienced.

Ward Councillor Comments.

- 3.8 Councillor Peter Southgate :- The only road within the area subject to consultation that falls in Merton Park Ward is Rothesay Avenue. We have received no comments at all from residents about the CPZ proposals, either for or against. Therefore we are minded to accept the results of the informal consultation in the absence of any other evidence. That said, it is very disappointing that only 14 households responded out of the 65 consulted, since the low response undermines the credibility of the results. We accept the majority is in favour of coming into a CPZ and agree that joining 5F is the logical choice.
- 3.9 Cllr Chris Edge :- Has no objection to officers' recommendations.
- 3.10 Cllr David Dean :- 5F is already too big. It needs to be split.
- Officer's comment – To split the zone, it would be necessary to undertake a further consultation and in the absence of a demand from majority of the residents within the zone and lack of complaints, it is not considered appropriate to consider this request at this time.

4. RECOMMENDATIONS

- 4.1 It is recommended that the Cabinet Member considers the result of the informal consultation along with officer's recommendations and agrees:
- To proceed with a statutory consultation to include Carlton Park Avenue, Vernon Avenue and Edna Road into the existing RPS CPZ operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-02 sheet 1 in Appendix 1.
 - To proceed with a statutory consultation to introduce Rothesay Avenue, and Chase Side Avenue into the existing 5F CPZ operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-02 sheet 2 in Appendix 1.
 - To proceed with a statutory consultation to introduce double yellow line waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow is impeded to include Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road and Oxford Road as shown in Drawing No. Z78-182-02 sheets 1 & 2 in Appendix 1.
- 4.2 The recommendations are based on the support expressed by the majority of residents in the roads within the Apostles area who participated in the informal consultation. Based on the feedback received, it is recommended that Oxford Avenue be excluded from the proposed CPZ. Although officers do have concerns of the displaced impact the proposed CPZ would have, it has never been Council's practice to impose a CPZ in a road where the majority of residents reject the CPZ. The residents of this road and other roads to be excluded will be included within the statutory consultation (if approved) and should there be a change in opinion officers would take a further statutory consultation to include those excluded roads.
- 4.3 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.
- 4.4 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:

- 4.5 Both 'RPS' and '5F' CPZ's operate Monday to Friday between the hours of 8.30am and 6.30pm. The majority of respondents also favoured this option.

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 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:

- 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.

Pay & Display tickets:

- 4.9 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 per hour, with a maximum stay of up to 2 hours. Purchase of tickets will be available before 8.30am.

TIMETABLE

- 5.1 The statutory consultation will be carried out soon after a decision is made. The consultation 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 website. A newsletter will also be distributed to all consultees. It will detail the result of the informal consultation; Council's intentions and the undertaking of the statutory consultation on the proposed parking controls.

6. ALTERNATIVE OPTIONS

- 6.1 Do nothing. This would not address the current parking demands for residents in respect of their views expressed during the informal 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 and traffic congestion currently being experienced and will not improve access for the emergency services; refuse vehicles and the overall safety for all road users.
- 6.3 To include all those roads which have rejected the proposed CPZ. This would be against Council's current practice.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposed measures is estimated at £20k. 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 2011/012 contains a provision of £380k for 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.

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 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.

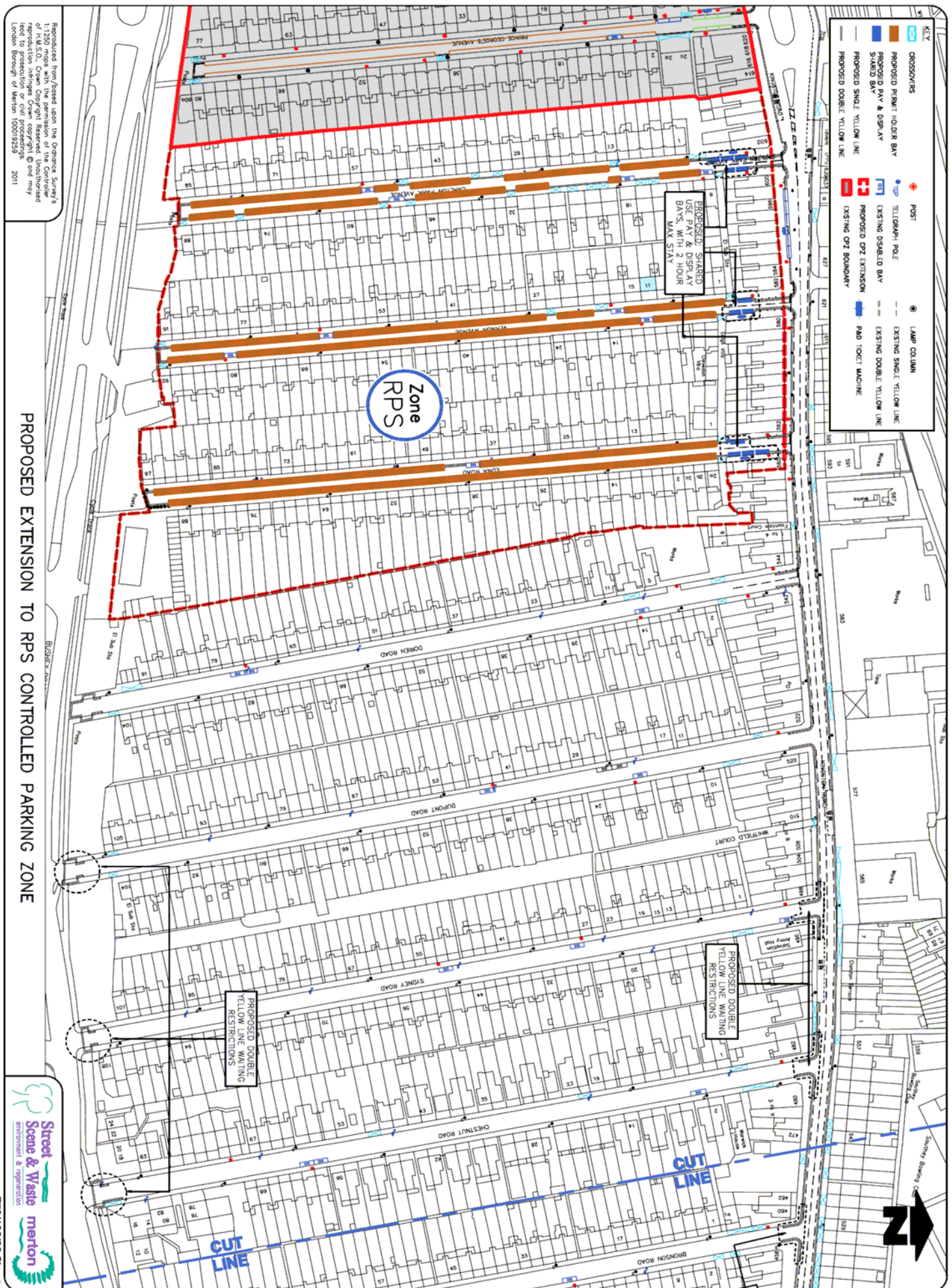
- 11.3 The risk in not addressing the issues from the informal consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures 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) 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 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.

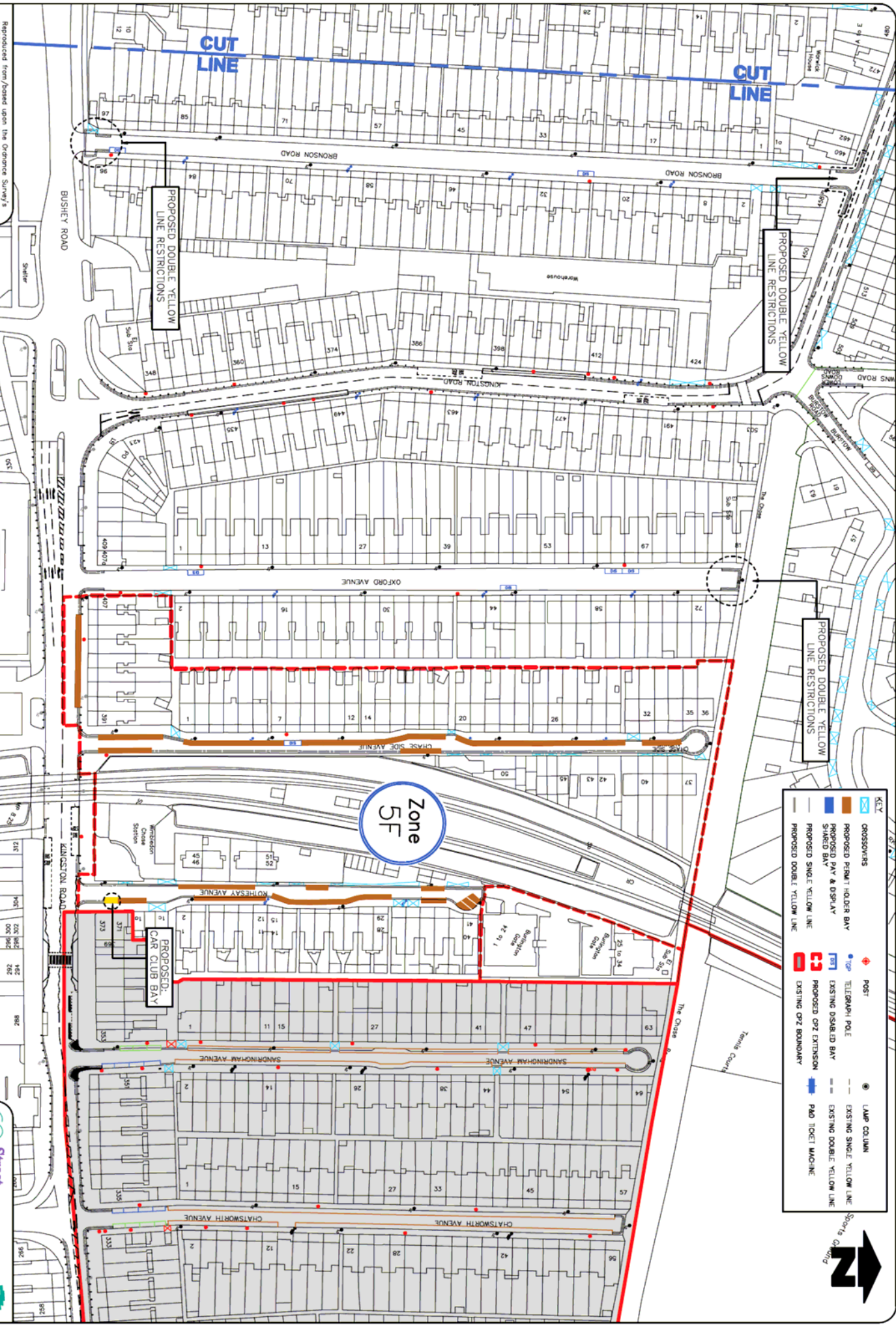
13. APPENDICIES

- 13.1 The following documents are to be published with this report and form part of the report.
- Appendix 1 – Drawing No. Z78-182-02 sheets 1 & 2
- Appendix 2 – Informal consultation results
- Appendix 3 – Informal consultation documents



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London Borough of Merton 100019253 2011

PROPOSED EXTENSION TO 5F CONTROLLED PARKING ZONE



KEY

	CROSSOVERS		POST		LAMP COLUMN
	PROPOSED PERMIT HOLDER BAY		TELEGRAPH POLE		EXISTING SINGLE YELLOW LINE
	PROPOSED PAY & DISPLAY SHARED BAY		EXISTING DISABLED BAY		EXISTING DOUBLE YELLOW LINE
	PROPOSED SINGLE YELLOW LINE		PROPOSED OPT EXTENSION		P&D TICKET MACHINE
	PROPOSED DOUBLE YELLOW LINE		EXISTING OPT BOUNDARY		



SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE APOSTLES ZONE RPE

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	No Response	Q2. NUMBER OF CARS	Q3. DO YOU CURRENTLY HAVE A PARKING PROBLEM IN YOUR ROAD?					
									YES	NO	UNSURE/No Response	% YES	% NO	% UNSURE
Bronson Road	102	38	37.3%	38	0	0	0	39	18	17	3	47.4%	44.7%	7.9%
Bushey Road	8	2	25.0%	2	0	0	0	2	2	0	0	100.0%	0.0%	0.0%
Carlton Park Avenue	89	49	55.1%	49	0	0	0	53	43	4	2	87.8%	8.2%	4.1%
Chase Side Avenue	49	19	38.8%	18	0	0	1	18	14	4	1	73.7%	21.1%	5.3%
Chestnut Road	102	36	35.3%	36	0	0	0	42	16	19	1	44.4%	52.8%	2.8%
Dorien Road	100	41	41.0%	39	1	0	1	43	21	18	2	51.2%	43.9%	4.9%
Dupont Road	104	39	37.5%	37	1	1	0	43	18	18	3	46.2%	46.2%	7.7%
Edna Road	99	46	46.5%	46	0	0	0	42	28	10	8	60.9%	21.7%	17.4%
Kingston Road	365	70	19.2%	50	14	4	2	90	33	30	7	47.1%	42.9%	10.0%
Oxford Avenue	108	36	33.3%	36	0	0	0	41	21	12	3	58.3%	33.3%	8.3%
Rothesay Avenue	65	14	21.5%	14	0	0	0	17	11	2	1	78.6%	14.3%	7.1%
Sydney Road	110	46	41.8%	45	0	1	0	49	15	19	12	32.6%	41.3%	26.1%
Vernon Avenue	97	45	46.4%	44	0	0	1	42	37	5	3	82.2%	11.1%	6.7%
	1398	481	34.4%	454	16	6	5	521	277	158	46	57.6%	32.8%	9.6%

ROAD	Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD						Q5. WOULD YOU SUPPORT A CPZ IF THE NEIGHBOURING ROADS WERE IN FAVOUR					
	YES	NO	UNSURE/No Response	% YES	% NO	% UNSURE	YES	NO	UNSURE/No Response	% YES	% NO	% UNSURE
Bronson Road	6	31	1	15.8%	81.6%	2.6%	7	26	5	18.4%	68.4%	13.2%
Bushey Road	2	0	0	100.0%	0.0%	0.0%	2	0	0	100.0%	0.0%	0.0%
Carlton Park Avenue	37	11	1	75.5%	22.4%	2.0%	38	8	3	77.6%	16.3%	6.1%
Chase Side Avenue	10	7	2	52.6%	36.8%	10.5%	8	8	3	42.1%	42.1%	15.8%
Chestnut Road	8	24	4	22.2%	66.7%	11.1%	12	19	5	33.3%	52.8%	13.9%
Dorien Road	15	24	2	36.6%	58.5%	4.9%	18	20	3	43.9%	48.8%	7.3%
Dupont Road	8	28	3	20.5%	71.8%	7.7%	15	22	2	38.5%	56.4%	5.1%
Edna Road	24	18	4	52.2%	39.1%	8.7%	29	16	1	63.0%	34.8%	2.2%
Kingston Road	13	50	7	18.6%	71.4%	10.0%	21	43	6	30.0%	61.4%	8.6%
Oxford Avenue	10	23	3	27.8%	63.9%	8.3%	12	21	3	33.3%	58.3%	8.3%
Rothsay Avenue	8	5	1	57.1%	35.7%	7.1%	10	4	0	71.4%	28.6%	0.0%
Sydney Road	12	29	5	26.1%	63.0%	10.9%	23	18	5	50.0%	39.1%	10.9%
Vernon Avenue	33	8	4	73.3%	17.8%	8.9%	32	8	5	71.1%	17.8%	11.1%
	186	258	37	38.7%	53.6%	7.7%	227	213	41	47.2%	44.3%	8.5%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE APOSTLES ZONE RPE

ROAD	Q6. WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE						Q7. IF A CPZ WAS INTRODUCED WHICH HOURS OF OPERATION WOULD YOU PREFER							
	MONDAY - FRIDAY	MONDAY - SATURDAY	UNSURE/NO Response	% MONDAY - FRIDAY	% MONDAY - SATURDAY	% NONE	8.30AM - 6.30PM	10am- 4pm	11AM - 12PM	UNSURE/NO Response	% 8.30AM - 6.30PM	% 10am-4pm	% 11AM - 12PM	% NONE
Bronson Road	16	6	16	42.1%	15.8%	42.1%	5	4	11	18	13.2%	10.5%	28.9%	47.4%
Bushey Road	0	2	0	0.0%	100.0%	0.0%	1	1	0	0	50.0%	50.0%	0.0%	0.0%
Carlton Park Avenue	30	16	3	61.2%	32.7%	6.1%	30	13	4	2	61.2%	26.5%	8.2%	4.1%
Chase Side Avenue	9	4	6	47.4%	21.1%	31.6%	8	2	4	5	42.1%	10.5%	21.1%	26.3%
Chestnut Road	20	7	9	55.6%	19.4%	25.0%	6	8	12	10	16.7%	22.2%	33.3%	27.8%
Dorien Road	31	8	2	75.6%	19.5%	4.9%	16	12	12	1	39.0%	29.3%	29.3%	2.4%
Dupont Road	20	6	13	51.3%	15.4%	33.3%	14	5	9	11	35.9%	12.8%	23.1%	28.2%
Edna Road	32	6	8	69.6%	13.0%	17.4%	15	14	9	8	32.6%	30.4%	19.6%	17.4%
Kingston Road	46	10	14	65.7%	14.3%	20.0%	18	12	22	18	25.7%	17.1%	31.4%	25.7%
Oxford Avenue	16	11	9	44.4%	30.6%	25.0%	12	4	10	10	33.3%	11.1%	27.8%	27.8%
Rotherhay Avenue	9	3	2	64.3%	21.4%	14.3%	11	1	0	2	78.6%	7.1%	0.0%	14.3%
Sydney Road	25	9	12	54.3%	19.6%	26.1%	15	7	11	13	32.6%	15.2%	23.9%	28.3%
Vernon Avenue	34	8	3	75.6%	17.8%	6.7%	27	10	6	2	60.0%	22.2%	13.3%	4.4%
	288	96	97	59.9%	20.0%	20.2%	178	93	110	100	37.0%	19.3%	22.9%	20.8%

EXHIBITION INVITE

You may wish to attend our public exhibition
to be held at:
Raynes Park Library, Approach Road, Raynes Park, London, SW20 8BA

at the following time:

Sat 07 May 2011 from 1pm to 5pm



DUNDONALD WARD COUNCILLORS

Cllr David Dean Tel - 020 8542 2434

Email: david.dean@merton.gov.uk

Cllr Chris Edge Tel - 020 8545 3396

Email: chris.edge@merton.gov.uk

Cllr Suzanne Grocott Tel - 0208 545 3396

Email: suzanne.grocott@merton.gov.uk

MERTON PARK WARD COUNCILLORS

Cllr Karin Forbes Tel - 020 8540 3314

Email: karin.forbes@merton.gov.uk

Cllr John Sargeant Tel - 020 8542 9361

Email: john.sargeant@merton.gov.uk

Cllr Peter Southgate Tel - 020 8542 2053

Email: peter.southgate@merton.gov.uk

CONTACT US

Project Engineer - Brett Cockin

Tel - 020 8545 4869

Email: trafficandhighways@merton.gov.uk

Request for document translation
PROPOSED CPZ RPE

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

☐ Albanian Nëse ju nevojitet kështuqësisht të kështu dokumentin e kështuqësisht në gjuhën tuaj, ju lutemi kontaktoni ne për mënyrë të kështuqësisht.

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

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Controlled Parking Zone (CPZ)
Proposed Zone RPE - Apostles

ISSUE DATE : 26 APRIL 2011

Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in Carlton Park Avenue, Vernon Avenue, Ethna Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road, Oxford Road, Chase Side Avenue, Rochesay Avenue and part of Kingston Road. This proposal is in response to representations and a petition received from local residents who are experiencing parking difficulties in their road(s). Generally, residents feel the problem is being caused by:

- Commuters who park and complete their journey by public transport or those working in nearby businesses.
- Surrounded by existing CPZ's displacing parking into the uncontrolled area.
- Residents and staff of nearby businesses within the neighbouring CPZs avoiding parking charges.

It has, therefore, been decided that the Council would carry out an informal consultation to seek your views on proposals to control parking in your road (see enclosed plans for the proposals).

WHAT IS A CONTROLLED PARKING ZONE OR CPZ?

A Controlled Parking Zone is an area where parking controls are introduced to protect the parking needs of residents and their visitors, as well as those of local businesses. Parking bays are marked on the carriageway to indicate to motorists where they can park. Yellow line restrictions are also introduced to improve safety and traffic flow by removing dangerous or obstructive parking. In a CPZ the operational times for the single yellow lines are indicated on signs as you enter the zone. In some cases there may be single yellow lines that may operate at different times and these will be signed separately. Double yellow line restrictions do not require signs. In the absence of loading restrictions you may stop on a yellow line to load or unload goods for a limited period of time. All parking places within a CPZ are individually signed to ensure that motorists are aware of the operational times and conditions. This ensures that the bays are fully enforceable. To minimise street furniture, every effort is made to ensure signs are placed on existing street furniture, such as lamp columns or signs are combined with other street signs. In a CPZ, residents, local businesses and their visitors are given priority to use the appropriate parking places by displaying a valid permit in respect of that zone. However, a parking permit does not give the holder the right to park outside a particular premise, and does not guarantee an available parking space.

Please see the frequently asked questions (FAQ's) sheet enclosed.

HOW WILL IT WORK?

All road space in a CPZ is managed by the introduction of parking controls. Parking is only permitted where safety, access and sight lines are not compromised. It is, therefore, normal practice to introduce double yellow lines at key locations such as at junctions, bends, turning heads and at specific locations along lengths of roads where parking would impede the passing of vehicles. It is also necessary to provide yellow lines (effective during the CPZ hours of operation or at any time) where the kerb is lowered, i.e. at crossovers for driveways.

The key objective of managing parking is to reduce and control non-essential parking and assist the residents, short-term visitors and the local businesses. 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. An incremental pricing structure for 2nd and subsequent permits also assists in minimising the number of permits issued to individual residents and help discourage multiple car ownerships. CPZs comprise of various types of parking bays such as permit holder bays (for use by resident or business permit holders and those with visitor permits); shared use bays (for permit holders and pay and display) and pay and display only bays (permits are not valid). Council appointed Civil Enforcement Officers will enforce the controls by issuing fines/Penalty Charge Notices (PCNs) to vehicles parked in contravention of the restrictions. Outside the controlled times the restrictions are not enforced.

However, Civil Enforcement Officers will issue PCNs for any other parking contravention such as parking on double yellow lines, footways and parking across individual crossovers without the property owner's consent. The Council aims to reach a balance between the needs of the residents, businesses and the safety of all road users. In the event that the majority of those consulted do not support a CPZ in their road or area, and the Council agrees, officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access.

PROPOSALS

The proposals include a number of provisions which are detailed below

- **Operational Hours** - The choice of operational hours are explained below:

All Day Controls (8.30am - 6.30pm) - This will provide maximum protection to the residents by removing short and long-term parking. It will, however, be less flexible for residents and their visitors who will need to obtain a visitor's permit from the resident they are visiting in order to park in the permit holder bays.

Part Time Controls (10am - 4pm) - These operating times offer less restrictions on residents and their visitors than 'all day' controls. It is still effective in preventing long-term parkers. However, it may encourage short-term parking by non residents or businesses, such as shoppers outside the operating times. Residents returning from work later in the afternoon may find less available parking in their street due to this.

One-hour control (11am - 12 noon) - This minimum restriction offers more flexibility to residents and their visitors than the part time day controls, reducing the amount of visitors' permits they would normally obtain, and is still effective in restricting long-term parking. However, it may encourage other short term parking outside the restricted time, by non-residents such as shoppers and other residents from neighbouring CPZs. Non residents may also work their way around the one-hour by moving their vehicles and then returning to park for the rest of the day.

The proposed operational days include:

Monday to Friday - This will offer more flexibility to residents and visitors at weekends. However it may encourage non residents, especially shoppers, to park on Saturdays, therefore reducing available parking for your visitors.

Monday to Saturday - Provides maximum protection to the residents. However, it will be more restrictive on visitors who would require a visitor's permit to park during the controlled times.

The standard prices for annual parking permits apply to all operational times, whether all day, part time, or 1 hour controls.

Parking Provisions - The following are incorporated within the proposed measures :

- Double yellow lines at junctions, bends, ends of cul-de-sac and at strategic sections of the road to create passing gaps. (This will improve safety and access at all times by reducing obstructive parking that is currently taking place)
- Shared Use Pay and Display bays are also proposed where it is necessary to allow non residents to pay for parking for a short period at specific locations such as near shops, schools, churches and also in areas for longer term parking where residents are not directly affected, to allow effective use of the bays. (This will increase the use of parking provisions in the area by pay and display customers whilst still maintaining parking facilities for permit holders)

CAR CLUB PARKING

In partnership with Streetcar and TfL, Merton Council is seeking to expand car clubs throughout the Borough and it is proposed to implement bays in locations where local residents are members or have expressed an interest. Car Clubs are short-term car rental schemes, allowing its members quick access to a range of vehicles, whether you need a car for just one hour, or for several days. Cars can be booked through a pay and go system, and members are charged according to the mileage driven and the length of time the car is in use. Car Clubs offer the ultimate flexibility in car use without the hassle of owning one.

There is a range of social, financial, economical and environmental benefits of becoming a Car Club member. If you drive less than 6,000 miles a year you can make savings of up to £1,500 a year. The main advantage is that Car Club members enjoy the freedom of using the cars without the burden of owning one.

To become a member of Streetcar and for further information, visit the streetcar club website, www.streetcar.co.uk or phone 0845 644 8475 to register.

LET US KNOW YOUR VIEWS

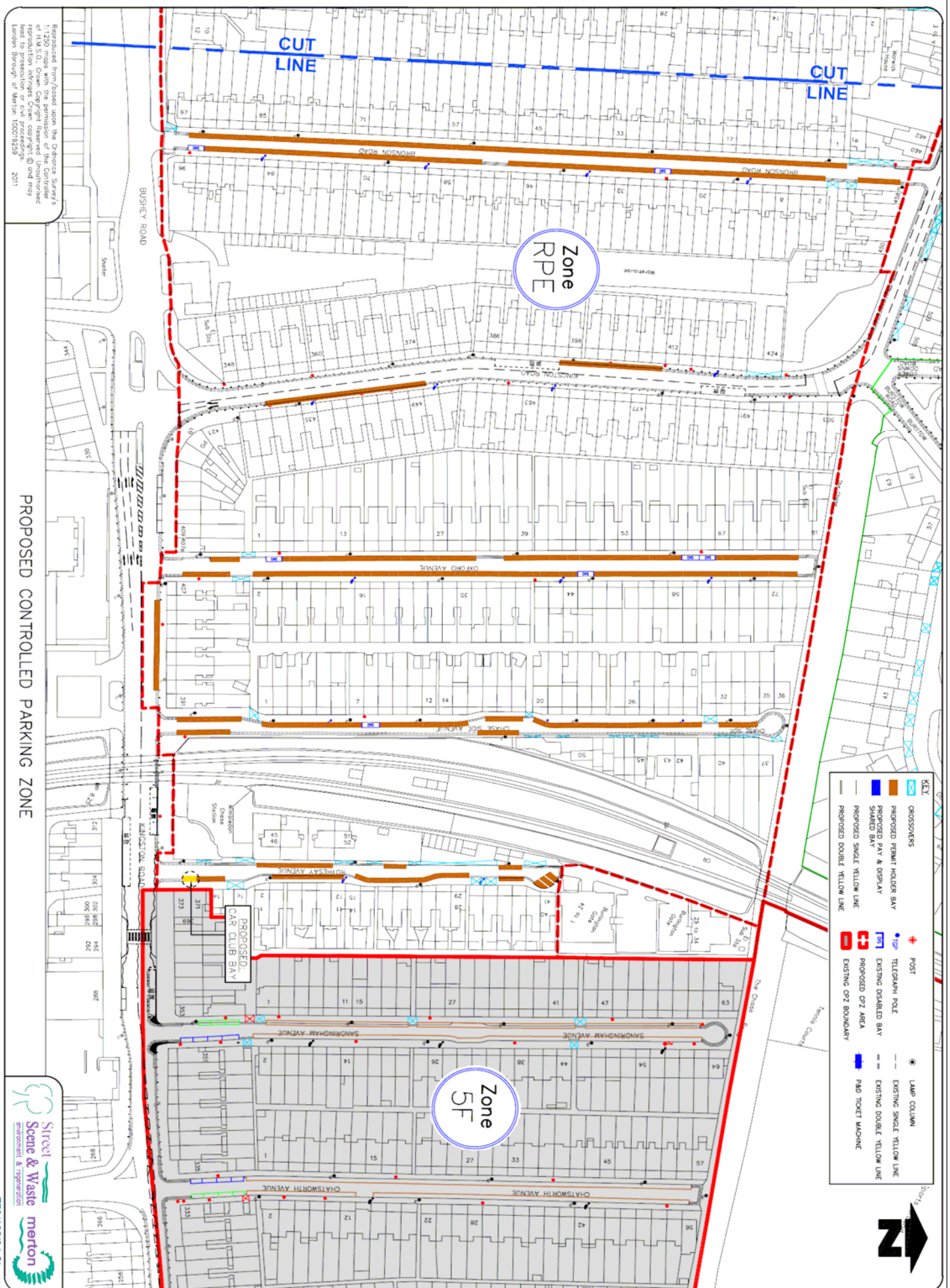
The decision on whether or not to proceed with the next step, which would involve a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask if you could submit your questionnaire online using the link provided www.merton.gov.uk/cpzapostles. The online system has been created to keep costs down and allow the Council to process your views more efficiently. Alternatively you can complete and return the enclosed prepaid questionnaire (no stamp required), with any comments or suggestions you may have by **27 MAY 2011**.

We regret that due to the number of responses received during a public consultation of this size it will not be possible to individually reply to each respondent. We welcome your comments on this proposal, which will be noted and included within the proposed measures where appropriate. You are also invited to speak to officers at the public meeting on **07 MAY 2011** as detailed overleaf. It should be noted that subject to the responses received, a recommendation may be made to only include those roads where there is a majority in support of the proposals.

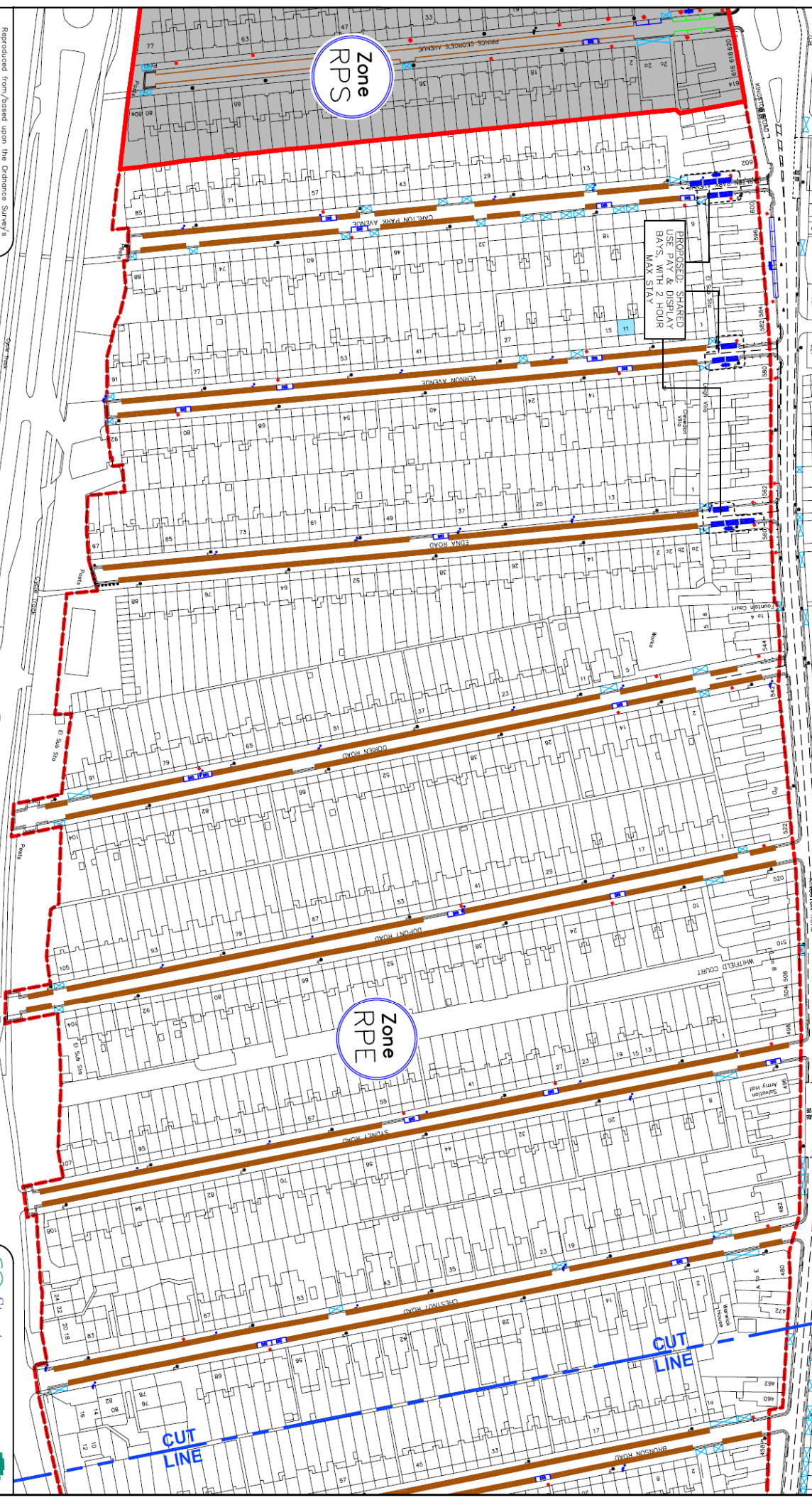
WHAT HAPPENS NEXT

It is envisaged that the results of the consultation along with officers' recommendations will be presented in a report to the Street Management Advisory Committee and/or the Cabinet Member for Environmental Sustainability and regeneration. Once a decision is made you will be informed accordingly.

You can visit our website using the following link www.merton.gov.uk/cpzapostles. You may also view the plans in Merton Link at Merton Civic Centre, Morden during our working hours, Monday to Friday between 9am and 5pm or Raynes Park Library.



KEY	
	CROSSOVERS
	PROPOSED PERMIT HOLDER BAY
	PROPOSED PAY & DISPLAY
	SHARED BAY
	PROPOSED SINGLE YELLOW LINE
	PROPOSED DOUBLE YELLOW LINE
	POST
	TELEGRAPH POLE
	EXISTING DISABLED BAY
	PROPOSED CPZ AREA
	EXISTING CPZ BOUNDARY
	LAMP COLUMN
	EXISTING SINGLE YELLOW LINE
	EXISTING DOUBLE YELLOW LINE
	P&D TICKET MACHINE



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PROPOSED CONTROLLED PARKING ZONE



Zone RPE

Zone RPS

CUT LINE

CUT LINE

Frequently Asked Questions



Merton - putting you first

Where may I park in a CPZ?

Vehicles may only be parked in marked parking bays. These bays are located where it is safe to park and unlikely to cause a physical or visual obstruction. Each bay may be restricted by charge, length of stay or permit requirement. Permit holder bays will be undivided to ensure greater parking efficiency. 'Pay & display' bays and shared use bays will be marked individually.

What is a permit holder bay?

This is a bay in which only vehicles displaying a valid resident, business or visitor permit may be parked.

What is a 'pay & display' bay?

These are bays designed for short or long-term parking. Any vehicle parked in these bays must display a valid 'pay & display' ticket that may be purchased from a nearby ticket machine. Each of these bays will allow non-permit holders' vehicles to park for a 'maximum stay'. Parking will be free in these bays until they become operational. However, it will not be possible to purchase a ticket until the bays become operational. The operational times of the bays will be shown on parking signs.

What is a shared use bay?

These are bays designed for use by either permit holders (without additional charge) or by non-permit holders who must purchase a 'pay & display' ticket. These bays have a 'maximum stay' that only 'pay & display' users must adhere to.

How much will 'pay & display' cost?

Tariffs vary across the Borough from £1.00 per hour to £2.50 per hour.

Where may 'blue badge' holders park?

Disabled parking bays are available for use to all Blue Badge holders. Badge holders may park free of charge and without time limit at pay&display only and shared-use bays. Blue Badge holders may not park on resident parking bays. Check with the local authority's Highways Department. However, in Merton, Blue Badge holders may park free of charge for an unlimited period on permit holder parking bays. Residents of Merton who possess a Blue Badge may apply for a resident permit free of charge. Resident visitor permit are charged at the current rate. All other national guidelines on the use of Blue Badges apply throughout the borough.

Where may motorcyclists park?

Solo motorcycles may be parked in permit holder bays and motorcycle bays free of charge.

Where can't I park?

Yellow lines indicate where vehicles should not be parked. Single yellow lines operate only during the controlled hours of a zone unless signs indicate otherwise. Double yellow lines are operational at all times.

Can a CPZ be reviewed after implementation?

Newly implemented CPZs will be monitored and maybe reviewed within 12 to 18 months after implementation. If necessary earlier action maybe taken to improve the parking arrangements.

How much do resident and business permits cost?

Resident

1 st Permit in household	£ 65.00 per annum
2 nd Permit in household	£ 110.00 per annum
3 rd & subsequent Permits in household	£ 140.00 per annum

Address Permit

£ 65.00 per annum (For residents who regularly change vehicles, ie. company vehicles)

Address Permit

FREE (For household/registered disabled residents who require daily care)

Business Permit

£331.50 per 6 months (All zones except W1, W2, W3, W4 & W5)

Central Wimbledon Business Permit

£376.50 per 6 months (Zones W1, W2, W3, W4 & W5)

A permit will not be issued for a vehicle greater than 2.28 metres in height or more than 5.25 metres in length. Business permits are provided for vehicles used to assist in the operations of a business rather than providing reduced rate commuter parking. No more than two business permits will usually be issued per business except in exceptional circumstances.

How much do resident visitor permits cost?

Half day (08.30 - 14.00 / 12.00 - 18.30)	£ 1.50
Full day	£ 2.50
Annual permit	£140.00

Residents are entitled to 100 half-day visitor permits per annum and 50 full day permits per annum. Vehicles displaying these permits may be parked in either permit bays or shared use bays within the zone.

Why must I pay to park in my street?

In order to meet the costs of installation, maintenance, enforcement and review of the zone, we must charge residents/businesses and their visitors. Controlled parking is not a core service of the Council and government advice states that it should be financially self-sufficient. By law, any revenue generated from parking must be spent on transport related schemes.

What if I have special care needs?

If you are housebound and require regular care or nursing attendance, you may apply for a free discretionary permit.

How are regulations enforced?

Uniformed parking attendants will regularly patrol the zone and issue a penalty charge notice (PCN) to any vehicle that is illegally parked.

What is the cost of a PCN?

As of the 1st July 2007 differential parking penalty charges have been introduced with some of the cost for offences reducing to £60 and some increasing to £100, all Bus Lane charges will increase to £120, for a more detailed summary of the changes please go to the London Councils web site on <http://www.londoncouncils.gov.uk/doc.asp?doc=20090&cat=937>

How will I know when the regulations are in force?

Zone entry signs show the hours of operation of zones. Any restrictions within a zone that do not operate for these times are signed independently.

Public Consultation Proposed Controlled Parking Zone RPE - Apostles

We would like to know your views.

Please tick the appropriate boxes and return this card by 27 May 2011

Alternatively, you can submit the online form at www.merton.gov.uk/cpzrpe

Please write in BLOCK capitals

Name: Signature:

Road: Property No./Name:

Email: Post Code:

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

1. Are you a resident or business? ☐ Res. ☐ Bus. ☐ 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 days would you like the controls to operate? ☐ Mon-Fri ☐ Mon-Sat
7. Which hours of operation would you prefer? ☐ 8.30am - 6.30pm (Day time)
☐ 10am - 4pm (Part time)
☐ 11am - 12pm (One hour)

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)

- | | | | | | | |
|--------------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|-------------------------------------|
| <input type="checkbox"/> 15 or under | <input type="checkbox"/> 20 - 24 | <input type="checkbox"/> 30 - 34 | <input type="checkbox"/> 40 - 44 | <input type="checkbox"/> 50 - 54 | <input type="checkbox"/> 60 - 64 | <input type="checkbox"/> 70 - 74 |
| <input type="checkbox"/> 16 - 19 | <input type="checkbox"/> 25 - 29 | <input type="checkbox"/> 35 - 39 | <input type="checkbox"/> 45 - 49 | <input type="checkbox"/> 55 - 59 | <input type="checkbox"/> 65 - 69 | <input type="checkbox"/> 75 or over |

Ethnic Origin (please tick one box)

- | | | | |
|---|---|---|--|
| <u>White</u>
<input type="checkbox"/> White - English
<input type="checkbox"/> White - Scottish
<input type="checkbox"/> White - Welsh
<input type="checkbox"/> White - Irish
<input type="checkbox"/> Gypsy / Roma / Traveller
<input type="checkbox"/> Other (please specify)
<input type="text"/> | <u>Mixed Ethnicity</u>
<input type="checkbox"/> White & Black Caribbean
<input type="checkbox"/> White & Black African
<input type="checkbox"/> White & Asian
<input type="checkbox"/> Other (please specify)
<input type="text"/> | <u>Asian or Asian British</u>
<input type="checkbox"/> Indian
<input type="checkbox"/> Pakistani
<input type="checkbox"/> Bangladeshi
<input type="checkbox"/> Tamil
<input type="checkbox"/> Other (please specify)
<input type="text"/> | <u>Black or Black British</u>
<input type="checkbox"/> Caribbean
<input type="checkbox"/> African
<input type="checkbox"/> Other (please specify)
<input type="text"/> |
| <u>Chinese & Other Ethnic Groups</u>
<input type="checkbox"/> Chinese
<input type="checkbox"/> Korean
<input type="checkbox"/> Other (please specify)
<input type="text"/> | | | |

ISSUE DATE: 26 APRIL 2011