

Committee: Street Management Advisory

Date: 23rd January 2012

Agenda item:6

Wards: Dundonald & Merton Park

Subject: Proposed RPS & 5F CPZ extensions (Apostles) – Formal 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 considers the issues detailed in this report and recommends that the Cabinet Member for Environmental Sustainability and Regeneration:

- A. Notes the results of the statutory consultation carried out between 20 October and 11 November 2011 on the proposals 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, operational Mondays to Fridays between 8.30am to 6.30pm as shown in drawing No. Z78-182-02 sheets 1 & 2 in Appendix 4.
- B. Notes and considers the representations received in respect of the proposals as detailed in Appendix 3.
- C. Considers the objections against the proposed measures and the arguments for their implementation as detailed in Appendix 3.
- D. Agrees to proceed with the making of the Traffic Management Order (TMO) for the inclusion of Carlton Park Avenue and Vernon Avenue into the existing RPS CPZ, as shown in drawing No. Z78-182-03 sheet 1 in Appendix 1.
- E. Agrees to proceed with the making of the Traffic Management Order (TMO) for the inclusion of 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. Z78-182-03 sheets 2 in Appendix 1.
- F. Agrees to proceed with the making of the Traffic Management Order (TMO) for the implementation of double yellow line waiting restrictions at key locations such as junctions, bends, cul de sacs and locations where traffic flow is impeded on those roads to be excluded from the CPZ as shown in drawing No. Z78-182-03 sheets 1 & 2 in Appendix 1 and detailed in 3.6 of this report.
- G. Agrees to proceed with a statutory consultation to include Oxford Avenue into the existing 5F CPZ, operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-04 in Appendix 2.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report details the results of the statutory consultation carried out with the residents and businesses in October/November 2011 regarding the Council's proposals to introduce controlled parking and/or waiting restrictions in the Apostles Area.
- 1.2. It seeks approval to make the Traffic management Orders and introduce the measures set out above and as shown on plans attached in appendices 1 and 2.

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 road safety and is summarised below.

2.2 Road Safety: 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 Parking: Chapter 7 of the Parking and Enforcement Plan (the 'PEP'), 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.

2.4 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.

2.5 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.

2.6 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.

- 2.7 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.

Background Information

- 2.8 An informal consultation was carried out within the Apostles area to include Carlton Park Avenue, Vernon Avenue, Edna Road, Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road, Oxford Road, Chase Side Avenue, Rothesay Avenue and part of Kingston Road within a new CPZ (RPE). This was as a result of petitions (PT498 & PT507) received from some residents in the area.
- 2.9 The results of this consultation showed that those roads closest to the existing CPZs (RPS & 5F) which are also in close proximity to Wimbledon Chase and Raynes Park train stations are in favour of controlled parking. These roads include Rothesay Avenue, Chase Side Avenue, Carlton Park Avenue, Vernon Avenue and Edna Road.
- 2.10 An informal consultation was carried out to include these roads within the existing RPS and 5F CPZs.

2.11 Proposed Measures

The CPZ design comprises of mainly permit holder bays to be used by residents, businesses and their visitors with some shared use facilities made available for pay & display customers and permit holders. 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.

3 CONSULTATION UNDERTAKEN

- 3.1. The statutory consultation for the proposals to introduce parking controls in Rothesay Avenue, Chase Side Avenue, Carlton Park Avenue, Vernon Avenue and Edna Road commenced on 20th October and ended on 11th November 2011. A newsletter with a plan as shown in Appendix 4 was circulated to 1398 premises within the proposed area. The consultation also included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website.
- 3.2. The statutory consultation resulted in a total of 131 representations, 20 of which are in support of the proposals; 20 against the proposals from those within the CPZ boundary; 33 representations against from outside the CPZ boundary and 3 representations providing comments.
- 3.3. Included in the representations, 55 were received from Oxford Avenue with 44 in support of being included in the CPZ with 11 against the inclusion and the introduction of Chase Side Avenue and Rothesay Avenue as parking displacement would greatly affect them. These representations are detailed in Appendix 3.
- 3.4. Additionally a petition was also received from residents of Edna Road with 41 signatures showing 5 in favour of the controls and 36 against.
- 3.5. The main concerns from residents in the area are from those who opted out of the CPZ proposals during the informal stage, now objecting to the extension to the existing zones to cover those roads that are in favour, with the basis of the objections being the parking displacement onto the roads outside the CPZ.

- 3.6. Other concerns raised included the introduction of double yellow line waiting restrictions proposed at junctions and cul-de-sacs for safety reasons. Many have stated that they utilise these locations in the evenings for parking. This, however, forces drivers wishing to leave the road to reverse, in many cases the entire length, as the turning circle is obstructed with parked cars. To minimize the loss of parking it is proposed to reduce the proposed double yellow line restrictions to the absolute minimum at the cul-de-sacs and only 7 metres from the junctions of Kinston Road, thereby providing an additional 40 parking spaces throughout the day whilst still maintaining sightlines, clear passage for pedestrians, access for emergency and refuse vehicles and cul-de-sac turning circles at all times.
- 3.7. With regards to Oxford Avenue, officers believe an additional statutory consultation to include Oxford Avenue into the 5F CPZ should be carried out as soon as possible to ensure implementation takes place at the same time subject to the outcome of the consultation and Cabinet Member approval.
- 3.8. Given the strong objection from residents of Edna Road, it is recommended that Edna Road is removed from the RPS CPZ proposals; however, if the zone is implemented as sought in this report, it is recommended that in the event of receiving a petition from Edna Road residents requesting inclusion, a statutory consultation be carried out in order to introduce the controls as early as possible.

Ward Councillors

- 3.9. All Ward Members were contacted prior to the commencement of the consultation. No comments were received at the time of writing this report.

4 RECOMMENDATIONS

- 4.1 It is recommended that the Cabinet Member :
 - A. Notes the results of the statutory consultation carried out between 20 October and 11 November 2011 on the proposals 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, operational Mondays to Fridays between 8.30am to 6.30pm as shown in drawing No. Z78-182-02 sheets 1 & 2 in Appendix 4.
 - B. Notes and considers the representations received in respect of the proposals as detailed in Appendix 3.
 - C. Considers the objections against the proposed measures and the arguments for their implementation as detailed in Appendix 3.
 - D. Agrees to proceed with the making of the Traffic Management Order (TMO) for the inclusion of Carlton Park Avenue and Vernon Avenue into the existing RPS CPZ, as shown in drawing No. Z78-182-03 sheet 1 in Appendix 1.
 - E. Agrees to proceed with the making of the Traffic Management Order (TMO) for the inclusion of 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. Z78-182-03 sheet 2 in Appendix 1.
 - F. Agrees to proceed with the making of the Traffic Management Order (TMO) for the implementation of double yellow line waiting restrictions at key locations such as junctions, bends, cul de sacs and locations where traffic flow is impeded on those roads to be excluded from the CPZ as shown in drawing No. Z78-182-03 sheets 1 & 2 in Appendix 1.
 - G. Agrees to proceed with a statutory consultation to include Oxford Avenue into the existing 5F CPZ, operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-04 in Appendix 2.

- 4.2 The recommendations are based on the support expressed by the majority of residents in the roads identified within the proposed area, who participated in both the informal and statutory consultations.
- 4.3 The Council must consider whether or not the problems currently being experienced in these 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 address the injudicious parking and respond to the needs/demands of the affected residents in those roads where there is majority support per road for introducing a CPZ.

Hours of Operation:

- 4.5 Both RPS & 5F CPZs operate Mondays to Fridays between the hours of 8.30am and 6.30pm.

Permit Issue Criteria:

- 4.6 The Council periodically reviews the permit and pay and display parking costs. However, the price structure presented during the initial informal consultation stage will be unaffected for the first year, after which the borough wide charge will apply. It is, therefore, proposed that the residents' permit parking price structure should be as following - 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 It is recommended that the system and charges applied elsewhere in the Borough, at the time of consultation, for visitor permits should also be introduced. All-day Visitor permits will remain at £2.50 whilst half-day permits will be priced at £1.50. The allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two.

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 per 6 months (as was at the time of the consultation), with a maximum of only two permits per business without off- street parking facilities.

5. TIMETABLES

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

6. ALTERNATIVE OPTIONS

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

7 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposed measures is estimated at £20k. This includes the publication of the made TMOs, road markings and signage. This does not include consultation and staff costs.
- 7.2 The Environment and Regeneration capital budget for 2011/12 contains a provision of £380k for parking management schemes. The cost of these proposals can be met from this budget.

8 LEGAL AND STATUTORY IMPLICATIONS

- 8.1 The TMOs would be made under Section 6, 9, 10 and 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.

9 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 9.1 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 parking needs of the residents and visitors are given consideration but it is considered that maintaining safe access must take priority.
- 9.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 9.3 The implementation of waiting restrictions affects all sections of the community especially the young and the elderly and assists in improving safety for all road users as well as achieving the transport planning policies of the government, the Mayor for London and the borough.
- 9.4 Maintaining clear access points and visibility will thereby improve the safety at junctions; bends and along narrow sections of a road, subsequently reducing potential accidents.

10 CRIME AND DISORDER IMPLICATIONS

- 10.1 N/A

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

12 APPENDICES

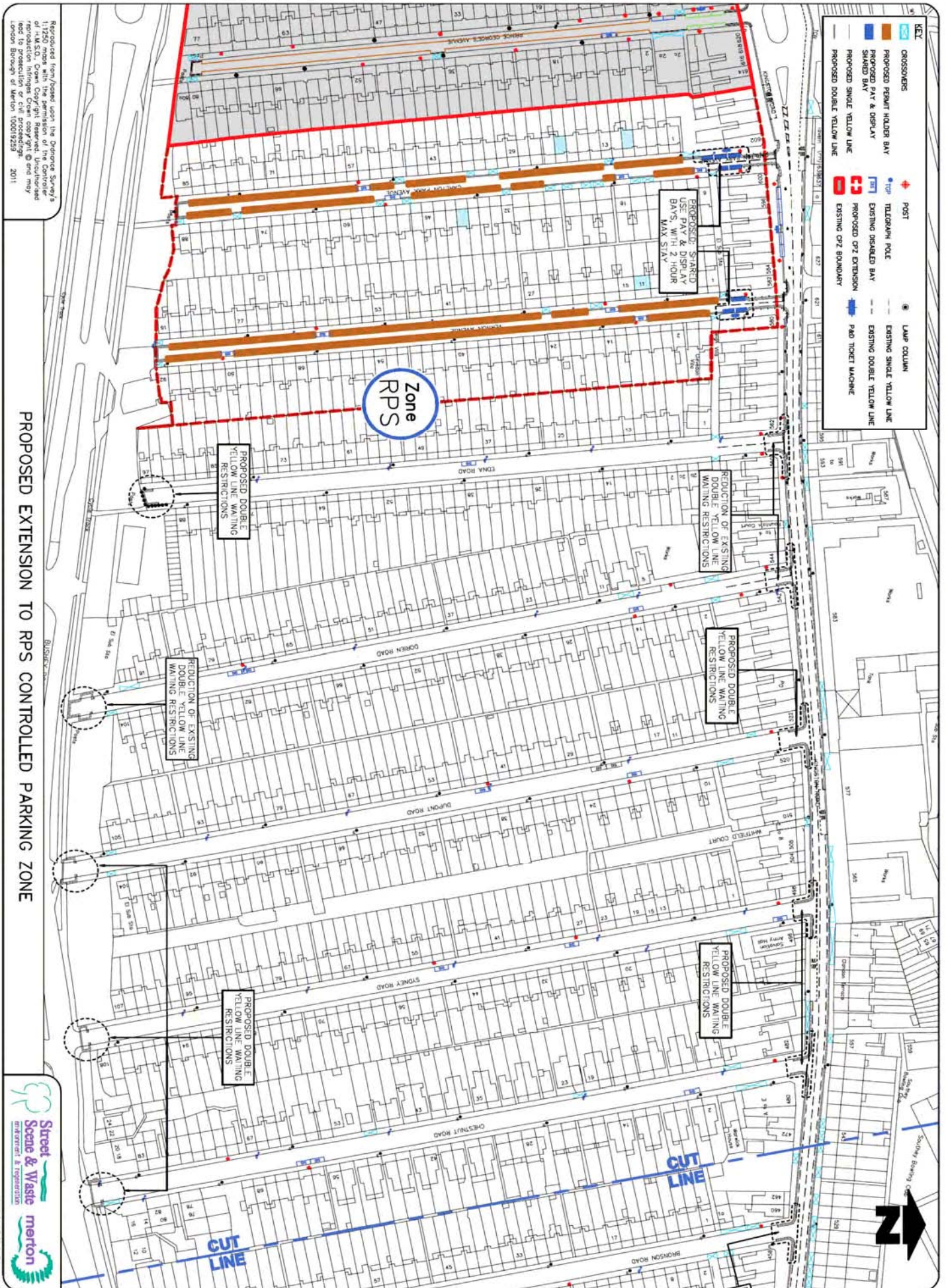
The following documents are to be published with this report and form part of the report.

Appendix 1 – Drawing No. Z78-182-02 sheets 1 & 2.

Appendix 2 – Drawing No. Z78-182-03 – Oxford Avenue 5F CPZ inclusion.

Appendix 3 – Representations and Officers' comments.

Appendix 4 – Statutory consultation documents.



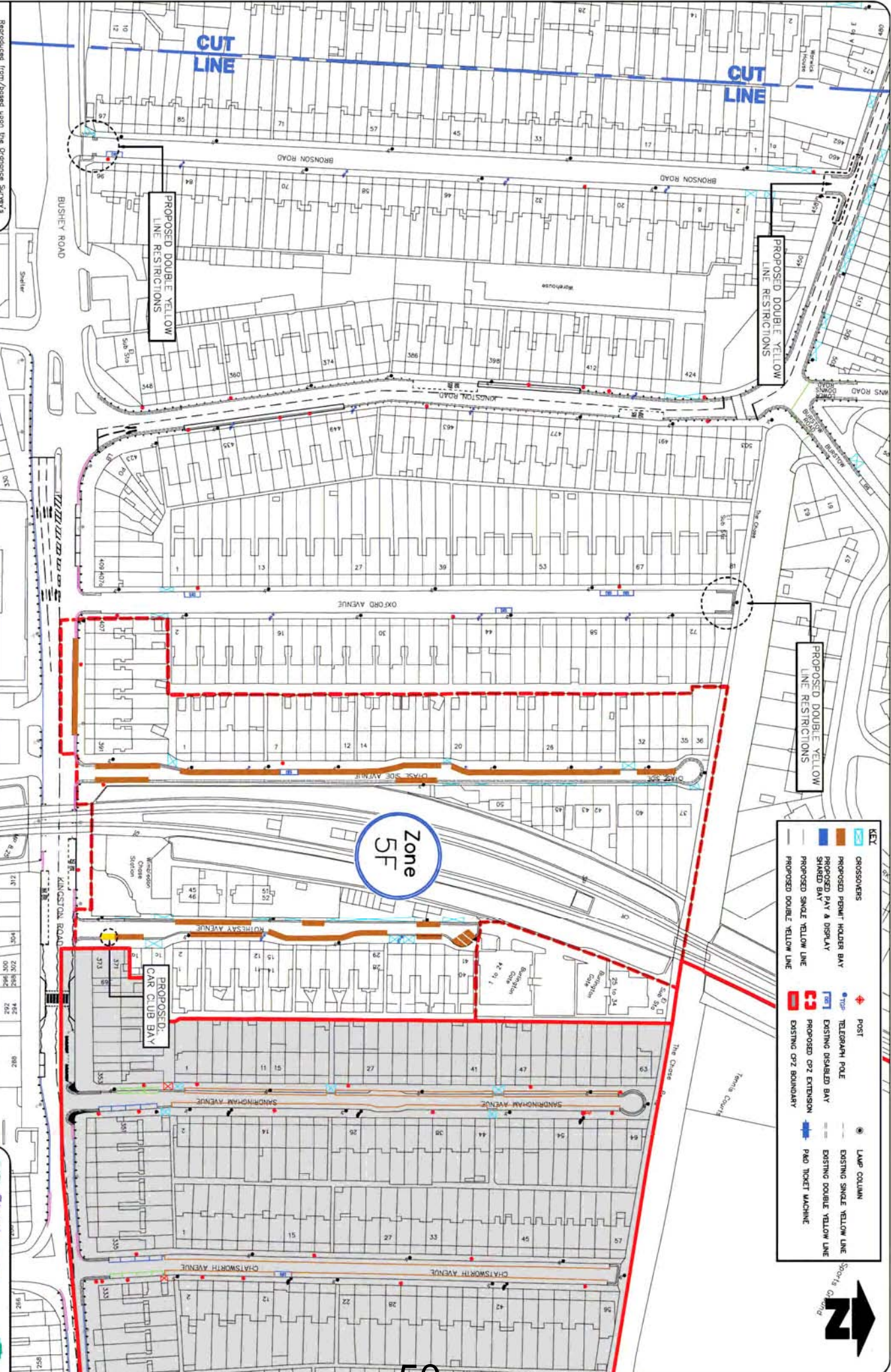
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PROPOSED EXTENSION TO RPS CONTROLLED PARKING ZONE



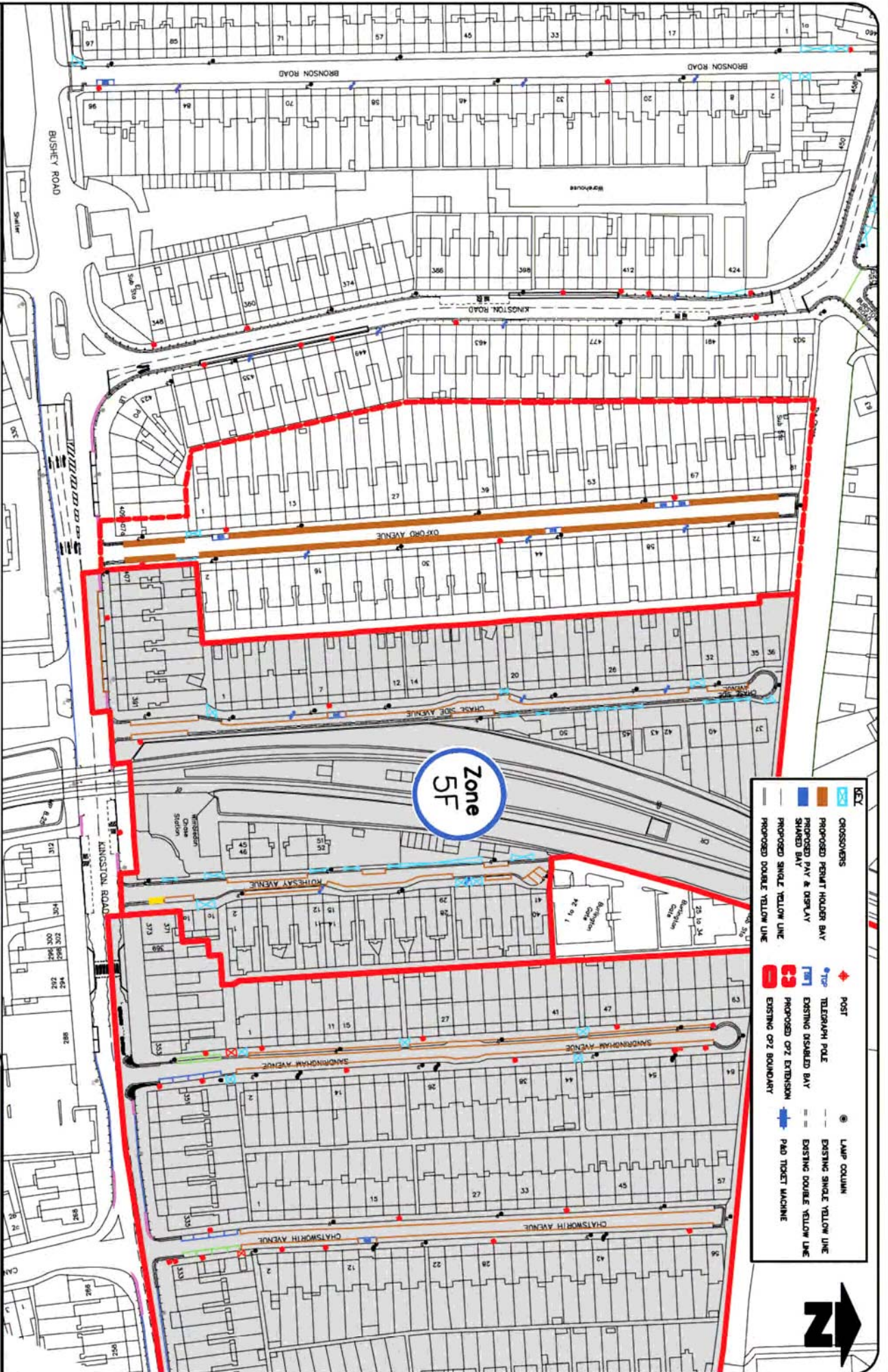
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PROPOSED EXTENSION TO 5F CONTROLLED PARKING ZONE



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 EXTENSION
	EXISTING CPZ BOUNDARY
	LAMP COLUMN
	EXISTING SINGLE YELLOW LINE
	EXISTING DOUBLE YELLOW LINE
	PAD TICKET MACHINE





	CROSSOVERS		POST		LAMP COLUMN
	PROPOSED PAINT HOLDER BAY		TELEPHONE POLE		EXISTING SINGLE YELLOW LINE
	PROPOSED PAY & DISPLAY SHARED BAY		EXISTING DISABLED BAY		EXISTING DOUBLE YELLOW LINE
	PROPOSED SINGLE YELLOW LINE		PROPOSED CPZ EXTENSION		PAD TICKET MACHINE
	PROPOSED DOUBLE YELLOW LINE		EXISTING CPZ BOUNDARY		

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PROPOSED EXTENSION TO 5F CONTROLLED PARKING ZONE - OXFORD AVENUE



Z78/182/04

Representations – In Support

<p>Carlton Park Avenue (12262407) – This is to confirm that we are in favour of the CPZ proposals for Carlton park Avenue.</p>
<p>Carlton Park Avenue (12263236) – I should like to record my complete agreement with your proposals regarding controlled parking in Carlton Park Avenue.</p>
<p>Carlton Park Avenue (12262422) – I am writing to you regarding the proposals outline in your document dated 20 October 2011 as statutory consultation for the proposed CPZ zone for Apostles. I should like to record my complete agreement with your proposals. I completely agree that controlled parking should be introduced to Carlton Park Avenue, operational Monday to Friday 8.30am-6.30pm. I completely agree that Carlton Park Avenue should be introduced into the existing RPS CPZ. I also think that you should not allow the construction of any more crossovers in Carlton Park Avenue – I shall be writing to you about this in a separate letter.</p>
<p>Carlton Park Avenue (12263557) – My husband and I are writing to express our strong support of the proposed extension to the CPZ in the Apostles. As residents of Carlton Park Avenue, we feel that the proposals will help alleviate some of the parking issues affecting our road. We would like you to note that there is no requirement for a passing place half way down the road or at the end, as there are several places along the road where passing & turning are possible, due to current restrictions outside driveways.</p>
<p>Carlton Park Avenue (12262689) – I am writing regarding the recommendations of statutory consultation concerning the Proposed Zone RPE – Apostles and to register my support for these. As a long term resident of Carlton Park Avenue I feel that should these recommendations be agreed, it would greatly ease the current parking problems. I have made representations about the parking situation previously (March 2012) and I am pleased that the Council are responding to the concerns of residents. There has always been commuter parking but this has noticeably increased since the introduction of the CPZ up to Carlton Park Avenue. Commuters use Carlton Park Avenue as their first parking area and cars are often left for continuous lengths, thus restricting the amount of parking available to residents. As a result of the on-going parking understandably many residents have taken the decision to convert their front gardens into hard standing for their cars. The number of drop down kerbs in Carlton Park Avenue is much greater than any of the other Apostle Roads. They are increasing at an alarming rate thus reducing the amount of space left for others to park in and create uneven lengths of space in between restricting the effective use of available parking space. I consider that the increasing number of drop down kerbs also have a detrimental effect on the aesthetic appearance of these turn of the century houses and the immediate environment. Initially I did not agree with resident permit parking for Carlton Park Avenue, but since the introduction of the CPZ up to this Carlton Park Avenue and the increasing use by commuters, I am now in support of the recommendations outlined by the Council. I strongly feel that this would alleviate the difficulties that many residents are currently experiencing</p>
<p>Carlton Park Avenue (12262708) – I am writing to confirm my support of a CPZ being implemented in Carlton Park Avenue. It has become increasingly difficult for residents to park in this road especially during the period from 7am – 6pm on weekdays. He introduction of a CPZ in the first 4 Apostles roads has had a considerable impact on Carlton Park Avenue which is the first of these roads with unrestricted parking, any available parking spaces are often taken early in the day and are then not available again until the evening resulting in a severe lack of accessibility for residents.</p>
<p>Vernon Avenue (12263523) – I would like to inform you I am in favour of implementing a controlled parking zone area in Vernon Avenue.</p>
<p>Vernon Avenue (12263521) – I would like to inform you I am in favour of implementing a controlled parking zone area in Vernon Avenue.</p>
<p>Vernon Avenue (12263576) – We write in relation to the above statutory consultation and in particular the 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. We would like to register our support for inclusion of the Vernon Avenue within the RPS CPZ as we have experienced parking problems during the week since we moved to the area. We would like to emphasise that we consider the controls are only necessary from Monday to Friday and consider the suggested hours are acceptable. We would be grateful if we could be kept updated on the results of the consultation and when they will be presented to the Street Management Advisory Committee and/or the Cabinet Member for Environmental and</p>

Regeneration.

Vernon Avenue (12263525) – Further to receipt of the results of the informal CPZ carried out in the Apostles area, I am writing to confirm that I am for the proposals put forward by Merton Council. The parking situation in our road is unacceptable, with many of the residents not being able to park in the road on a daily basis. I therefore would like to confirm that I vote for the new CPZ proposed for Carlton Park Avenue, Vernon Avenue and Edna Road, with controls operating between 08.30 and 18.30, Monday to Friday. I hope that this will soon be implemented so that us residents who live in the area can actually park in the area.

Vernon Avenue (12263250) – this letter serves to confirm that, as the home-owners and occupants of Vernon Avenue, we are IN FAVOUR of introducing a CPZ in Vernon Avenue.

Vernon Avenue (12262569) – Being a resident of Vernon Avenue I am in favour of introducing CPZ, as the parking on some days is non-existent. It would obviously be beneficial to prevent the people using our road in the morning so that they can get on the train at Rayne's Park, as when I'm leaving people are arriving to park in my space.

Vernon Avenue (12262572) – I am writing to make a representation regarding the statutory consultation to extend the RPS CPZ to cover Carlton Park Avenue, Vernon Avenue and Edna Road. Having been a resident of Vernon Avenue for several years now I am in total support of this proposal for the following reasons: 1. There is currently a major parking problem in Vernon Avenue whereby I regularly have to park in neighbouring roads (or further afield), particularly when trying to park late at night. Whilst this is an inconvenience for me, it can be much more intimidating and worrying for lone females and the elderly (of which there are many living in the area) and those with heavy bags. 2. The parking problem is exacerbated by some local businesses who park their private and work vehicles in the Apostles during the day, overnight and at weekends. Whilst the CPZ will not eliminate this problem as the businesses need somewhere to park, it will reduce the impact these vehicles make. 3. Having previously lived in a road that went from having a parking problem to having a CPZ implemented, and from having seen the improvement in parking conditions that those roads already in the RPS CPZ have achieved; I am convinced that this extension will be of huge benefit to the residents of all these roads. 4. The Apostles are seen as a prime parking area by commuters during the day as they can catch the train from Raynes Park or Wimbledon Chase stations at reduced cost. The CPZ should make this a less attractive option for these individuals. 5. Your own statistics show that 85.2% of those who responded felt there is a parking problem, and 73.3% were in favour of a CPZ. These figures would be higher in my opinion if the proposed plans did not include double yellow lines at the Bushey Road end of Vernon Avenue. These yellow lines are unnecessary and will ultimately reduce the benefit that a CPZ will bring by reducing the number of available parking spaces in the road. I furthermore wish to bring to your attention the Apostles Residents Association newsletter (dated November 2011) which whilst stating that it has "always remained neutral on the introduction of CPZs", then proceeds to list all the negative aspects of the proposed CPZ extension. This newsletter is clearly not "neutral", contains a number of inaccuracies and biased statements and is likely to affect the results of your consultation. I would very much like this representation to be considered by those involved in this consultation, however I kindly request that you do not publish this letter or otherwise make it available on the Internet without first contacting me to obtain my permission.

Vernon Avenue (12262562) – I fully support the introduction of controlled parking in Vernon Avenue as I sometimes struggle to find a park anywhere near my house or sometimes in Vernon Avenue itself. Please let me know if you need any further information.

Vernon Avenue (12262770) – I am writing with regard to the consultation concerning a controlled parking zone in the Apostles neighbourhood. I am a resident of Vernon Avenue in the Apostles and would like to register my support (and that of my partner Richard Salt) for the introduction of a controlled parking zone in our road. We are very much in favour of this and voted in favour in the informal consultation earlier this year. We do suffer from parking problems in our road and there are clearly a large number of non-residents who use the road for parking. As part of the zone, we support pay and display bays at the top of the road and a turning zone at the end. We are in favour of a controlled zone in our road that would operate Monday to Friday from 8.30am to 6.30pm. I would also like to note that it is not at all clear from the paperwork that we received whether we were expected to respond or not. No questions were posed and it was not made clear whether our views were being actively sought and, if so, on what issues. Perhaps this could be improved in future formal consultations. It is for this reason – confusion about the consultation and whether we need to actively respond – that I have only just replied (I now understand from some advice that we should be making our views known). I hope that our views will nonetheless be taken into account. I look forward to hearing the outcome of the consultations.

Vernon Avenue (12262377) – We write in relation to the above statutory consultation and in particular the 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. We would like to register our support for inclusion of Vernon Avenue within the RPS CPZ as we have experienced parking problems during the week since we moved to the area. We would like to emphasise that we consider the controls are only necessary from Monday to Friday and consider the suggested hours are acceptable.

Edna Road (12262412) – I wish to register my support, as a resident of Edna Road, for the above to go through. I have been involved in the earlier part of this year obtaining some of the 50 signatures required as far as Edna Road is concerned. I have been a resident in Edna Road for over 20 years and must say that the road is unrecognisable from what it was when I first moved in during 1988. With the constant enlarging of the properties into roof area which has involved many, many different vehicles including skips, large articulated lorries, vans, etc. together with the many additional cars now parking in this road, it has often become impossible for the actual residents to park their own car. I very much hope and look forward to this receiving agreement to be implemented.

Edna Road (12264525) – My husband and I are residents of Edna Road, Thus far we have not returned surveys, or made representation regarding this as we have been unable to decide where we stand on the proposals. We are entirely in favour of a CPZ, but completely opposed to the double yellow lines proposed at the end of the road as part of the scheme. I understand that this would mean the loss of 8 parking spaces, and I understand that this is planned with the aim of creating a turning circle. I have also recently been told that the proposed double yellow lines may be implemented even if the CPZ is not. Please take note of my objections. Firstly, Edna Road simply will not be able to function adequately with a reduction of parking spaces. The road currently has room for 2 or 3 more cars than there are houses, which is already a shortage given that quite a few houses have more than 1 car and the road is also used for parking by businesses on Kingston Road. The road is absolutely full to capacity at night. Returning at around 9.30 in the evening we usually get the last space in the road, often a long way from our house. Anyone returning later would have to use an adjacent road (assuming there were even spaces there). With fewer spaces than now, the situation would be completely intolerable, and would mean fewer spaces than there are houses which is clearly absurd on a road of family houses. As we live at number 76, we object particularly strongly as the proposed loss of spaces is at our end of the road, meaning the those in higher numbered houses will be the most likely to have to park further away from their house. Secondly there is absolutely no need for a turning circle on Edna Road. There may be a need in other roads, but certainly not in Edna. Everyone who lives on the road quickly becomes very adept at reversing out, and it is also very easy to turn even a large car using the space you have just vacated even with cars parked on the opposite side. You do not need the full width of the road to turn. Trying to park in neighbouring roads, we have noticed that they are slightly, but noticeably narrower, making this more difficult. It may well be that turning circle would be a suitable option for these roads, but it certainly is not for Edna, given that it requires the sacrifice of absolutely essential parking space. I am aware that our objection comes after the deadline, but I request most urgently that you take our comments into consideration. Whatever happens, and regardless of whether the CPZ goes ahead or not, it is absolutely vital that no parking spaces are lost. For the record, we are very much in favour of the CPZ on its own. Rather than the double yellow lines, we would very much welcome outlines of parking spaces on the road as we believe a lot of space is wasted through inefficient parking. We would also welcome numbered bays outside each house (the frontage of Apostles houses is almost exactly the length of a parking space) as it seems to us a lot of the anxiety surrounding parking could be removed simply by everyone simply parking outside their own home. We also think that the permits for second vehicles and those belonging to business on Kingston Road should be made prohibitively expensive, not granted at all, or granted only under some kind of trading scheme between those with no cars and those with two. It is a small road of small houses which clearly cannot sustain more than one vehicle per house, and it is these people who create most of the problems (more so than commuters using the roads, who would be deterred by the CPZ).

Chase Side Avenue (12262335) – a) Chase Side Ave is probably one of the most congested roads I have ever been in. Not only do we have to put up with commuters parking their cars first thing in the morning and not returning to their vehicles until 6 pm we also have teachers from both Wimbledon Chase School and Dundonald Schools leaving their cars here all day until the end of school, not to mention visitors to all the local shops and also staff and visitors to the Nelson Hospital who refuse to pay the car parking fees. Vans and lorries parked in Chase Side while owners wonder off to the Cafe or hours on end. b) Proposed plans to expand the Nelson Hospital and the plans for the former Emma Hamilton. Yes there are plans to incorporate a car parking facility for both but there is no way any one is going to pay the car park fees if they can park in Chase Side Ave free. c) Expansion of Dundonald School. At the moment we have quite a number of the staff park in Chase Side Ave. There is no doubt that the over-spill will head to Chase Side Ave, Rothesay Ave of 54ford Ave. I note that Chase Side and Rothsay have

agreed but Oxford have said no. That if I may say, it is quite typical. The majority are professional people who travel by train so if they can find a space at Chase Side Ave on a Sunday lunchtime then they are sorted until next Sunday when they next move their cars! Yes there is a fee for CPZ. I have lived here for 25 years and during this time, I have seen a quiet residential road, albeit next to a train station, turn into a horribly congested road, something you would see in some place like perhaps Lambert or Hackney and not Merton. Parking in Chase Side Ave is at it's worst and if CPZ is not implemented we will have to carry on with this hell or move. We were even willing to pay for a have a dropped kerb but the Council will not agree plans for us to have a dropped kerb so we can convert to drives because it doesn't meet the space criteria. From my sums, £10-13 a month is probably one of the cheapest CPZ I know. It is very affordable and I have a family of 4 with only one average earner. £10 a month for peace of mind that when you go out in the mornings you will be guaranteed a space in your road upon your return! £10 to make our over congested road a safer road when our children comes home from school (having clear vision when crossing the roads) and the list goes on. No matter what the consultation's results are, the Council have got to look into this further. No way in London do you find a road next to shops, schools, hospital and a train station without CPZ.

Chase Side Avenue (12262188) – I would like to express support for the proposal to introduce a CPZ in Chase Side Avenue as I think it's really needed, and will be increasingly important as more flats are built in the area. The street is already used by commuters travelling from the station, and others, so getting a parking space anywhere near your home can be difficult - a problem for those of us with young children.

Comments received

Carlton Park Avenue (12264857) – I am writing to you in relation to the recent CPZ survey we (residents of Carlton Park Ave) completed recently, which highlighted issues around the trouble parking problem. I am a resident of CPA and speak for numerous others about the frustration of trying to park on our road, this is also hindered by the fact that one household with 5 vehicles monopolizes the road to keep their vehicles together outside their property. I have noticed a discrepancy with the results of the survey (summary of consultation results road by road for the apostles zone rpe) stating no business vehicles. Surely owning a double glazing company which is registered to Carlton Park Avenue and having 2 work vehicles permanently at the address would be under the title of business.

Officer's comments

The reasons for the results not showing a business in Carlton Park Avenue is due to no response being received for this property.

Dundonald Liberal Democrats (12262696) – A number of residents have contacted us with concerns about the proposals contained in the formal consultation on the extensions of CPZs RPS and 5F, as well as on the introduction of double yellow line waiting restrictions on a number of roads.

We note that the informal consultation was on the implementation of a CPZ across all the roads in the consulted area. By a majority of 53.6% to 38.7% this was rejected by respondents in the consulted area. We note that the statutory consultation proposes CPZ extensions on roads where there was, however, a majority of respondents in favour of a CPZ on that particular road. We feel that parking should be considered more widely, not on a road by road basis, as changes on one road can create and increase problems for others. Many of the responses to the informal consultation would have been made on the basis that all the roads in the area would be subject to CPZ, or alternatively that none of the roads would be subject to CPZ. It was not adequately explained that the result of the response to the informal consultation, was that CPZs would be proposed for a smaller number of roads within that area, which potentially increases problems for those roads which remain outside of the CPZs.

The Council's policy of carrying out informal consultations proposing CPZ across a wider area, and then bringing forward a formal consultation to implement them only on individual roads, is geared towards spreading CPZs incrementally. Whenever respondents from a single road back a CPZ it is likely that one will be implemented, despite the wider area rejecting one. As we have seen with the Apostles, the roads nearest the existing RPS CPZ showed the greatest support for extending the CPZ at the informal consultation stage. This is presumably because they suffer from people/commuters parking who cannot park in the existing CPZ area. In due course, the roads where there is currently no real support for CPZ will find that these proposals actually increase parking problems for them, and they too will wish to see a CPZ implemented on their road.

We support residents being able to seek effective redress for parking problems on their roads where there is demand for it. However, we are concerned that there is only limited support for proposals to extend CPZ 5F. Of 114 households on Chase Side and Rothesay Avenues, only 18 wanted a CPZ. 13 households did not. Whilst we are not going to argue that the Council can take no action unless a majority

of households reply, there is clearly not enough public backing for a CPZ on these roads – both for and against are broadly balanced.

Of specific concern is that the plans to reduce the number of available parking space on Oxford Avenue through the yellow line proposals, coupled with the CPZ restrictions on other nearby roads (Chase Side, Rothesay, part of Kingston Road), will massively amplify any existing problems there. Especially given the limited public support for CPZ on Rothesay or Chase Side, the extension of 5F seems a poor decision.

We are unsure of the need for some of the yellow line restrictions and fear that they could increase problems with parking on roads that wish to stay outside of the CPZ, as this reduces available space (when they are also going to be affected by being on the edge of a CPZ). We wonder if there has been a specific safety assessment that suggests these changes

Officer's comments

The Council can only make the appropriate recommendation and decision based on the results returned by residents / businesses in the area. The roads that have been included in the controls did have a reasonably high response rate for this type of consultation. Furthermore the roads that are to be included were the roads that petitioned for the controls as parking had become extremely difficult for many of the residents. The Council consulted a larger area on parking controls in order to notify those residents that could be affected by parking displacement and to allow them the opportunity to be air their views and opt to be included. As a rule the Council refrains from imposing a CPZ in a road where the majority of residents have opted against the controls but introduce a zone in a road with majority support. With regards to the double yellow line proposals, these have been reduce to 7 metres at all junctions and reduced significantly at the cul-de-sacs to allow more parking whilst allowing safer passage for pedestrians, maintaining access at all times and allowing vehicles to turn within the cul-de-sac removing the need for drivers to reverse the length of the road. A safety assessment is investigated by officers prior to the design process. The Councils requirements for safety override the need for parking.

Dupont Road (12262408) – I do not see any weighting factors to the earlier responses used in your documents; to allow for the number of short stay tenants who are unlikely to send in returns; or for Landlords who views risk of being under-represented. The fact is that by introducing CPZ in some of the Apostles Roads traffic has migrated into uncontrolled roads. Your plans will move traffic eastwards. Train commuters have not gone away and nor have vehicles from across Bushey Road over spilling from Merton Mansions. I would suggest that all Apostles Roads become under the CPZ Scheme operating Monday – Friday, 8.30AM – 6.30PM. I commend this.

Officer's comments

The Council will only look at implementing a road/ roads were the majority are in favour of the controls. The Council generally will refrain from introducing parking controls in a road showing a majority against.

Representations – Against (within CPZ boundary)

Vernon Avenue (12263505) – I do not wish for a CPZ outside my house. I have enough to pay for out of my pension, I also have income support as well.

Officer's comments

The Council appreciates financial concerns, however, CPZ must be self financing; also the majority of respondents from Vernon Avenue are in favour of the parking controls. Therefore it is recommended to proceed with the controlled parking zone (CPZ).

Vernon Avenue (12263512) – I write with one final appeal for the cancellation of the intention to implement parking restrictions in Vernon Avenue. I obviously voted against this misconceived plan. Why? Because the problem of parking is not during the day! There are plenty of tooings's and froing's during the day to ensure adequate parking for residents at all times between the stated restrictions ie 08.30 and 18.30. I know because I have lived here for over seven years. The problem is at night when residents return and take all the spaces before 21.00 resulting in my often having to find alternative space elsewhere in other roads. I get very annoyed at this misconception of balance in space availability in Vernon Avenue. I repeat the problem is NOT during the day but at night. I only assume this new policy to implement restrictions here is to raise funds for the council. It will NOT help residents, only penalise them by taxing them more, quite unnecessarily. I stand in the way of the democratic vote because the residents do not understand, for whatever reason, the dynamics of the

true situation here regarding parking. Please do not make our lives even more difficult by introducing this draconian tax on residents.

Officer's comments

The majority of residents for Vernon Avenue are in favour of controlled parking. There is likely to be a reduction in the number of vehicles in Vernon Avenue as not only commuters will be removed but those residents in the existing CPZ may have their second or third vehicles parked in uncontrolled roads to avoid permit charges. Additionally, multiple car owners may re-evaluate the necessity for their extra vehicle/s.

Clifton Park Avenue (12262427) – I have been prompted to write to you in relation to expanding the CPZ in the Apostles area of Raynes Park. As I live in Clifton Park Avenue, I am already in the CPZ. One thing I have noticed is that after 6.30pm when the CPZ ends, more cars are parking in my road. In the morning before 8.30am, they are gone. If I take my car out in the evening, it is very difficult to find a space to park on my return. This will not made any easier if more roads are included in the CPZ and it may prove difficult to park the car in any of the roads which will prove a big problem. I am therefore against expanding the CPZ.

Officer's comments

Extending the RPS CPZ to include additional roads should not create any additional parking pressures in the existing CPZ, in fact it is likely to create more parking availability as a whole throughout the CPZ.

Edna Road (12263575) – I am writing to protest against the apparent decision to create a CPZ to include Edna Road. We have lived here for two years and, although it is a busy road in terms of parked vehicles, it is very rare for there to be a problem getting a space. I would suggest there is no need for a CPZ and resent the extra expense and trouble such a change would put us to.

Kingston Road (12262699) – We have read with interest and some concern your proposals to establish a CPZ in Carlton Park Avenue, Vernon Avenue and Edna Road. As a local business, we are very concerned that the proposed business parking charge is approximately ten times that of the proposed residential charge. We cannot help but wonder whether you wish to drive businesses away from the area, and would ask you to reconsider the business charges to make them fairer and more in line with the residential charges. Given that there is no clear majority in favour of establishing a CPZ in any one road, we are not at all clear why you are determined to impose it in the first place. We would like to place ourselves on record as against the imposition of a CPZ.

Officer's comments

The permit pricing structure is set so as to manage demand against available parking spaces. The needs of residents and visitors take priority. The Council is not removing the requirement of businesses vehicles for a particular company, only those who commute to their place of employment and park in residential roads.

Edna Road (12262705) – I had previously filled in my response to the questionnaire regarding the proposed extension to the CPZ as an individual that was undecided. I'd like to register that I am against the proposed CPZ to Carlton Park, Vernon and Edna Road.

Edna Road (12262646) – I am writing with regard to the above consultation to expand the Apostles Controlled Parking Zone to include Carlton park avenue, Vernon avenue and Edna Road. As residents of Edna Road we would like to express that we are both strongly against this proposal. As stated in the information you sent regarding the informal consultation, there was a very low response rate therefore the results are not adequate or robust enough to impose a CPZ when you cannot know whether the majority are in favour. From talking about this with other residents it would appear that the majority are definitely not in favour. This is definitely not a democratic process at all! From the documents it is not at all clear what exactly the proposals are and how much would be charged for a permit therefore we find it hard to understand how residents can even respond adequately when we have not been provided with all of the relevant information. As residents we have never had any problems finding a parking space outside our home therefore we do not feel this measure is at all necessary and will be to the detriment of our neighbourhood. We strongly object to having to pay for parking outside our own house particularly when we already pay such high council tax and road tax and the current economic climate means we are all under more financial pressure. We also disagree with our family and friends having to pay to park when they visit us or any other business person or service who may need to visit. The impact on local businesses should also be considered as many may be put under even more financial pressure due to the costs of parking. Extending the CPZ is no guarantee of a parking space anyway particularly as residents and businesses on Kingston Road will have a right to purchase permits to park in the CPZ. And obviously the CPZ will not prevent people from parking there outside of the controlled hours. We also

strongly disagree with the fact that there will be even less parking spaces due to the addition of pay and display bays and double yellow lines for passing places. We sincerely hope that you will take our views into account and the fact that the process has been far from democratic. The informal consultation has not provided adequate information on which to base these proposals and there is a severe lack of detailed clear information provided for this consultation.

Edna Road (12263579) – I am writing in response to the CPZ consultation carried out on Edna Road. I am forced to vote NO on the above because of the arbitrary decisions made by the Council: The 8.30 a.m.-6.30 p.m. hours are excessive in this context. The shortest timeslot of one hour is all that is necessary. We do not have 'commuter' problems, we do have problems with non-resident drivers leaving cars and vans in the road for long periods and 2-car owners from CPZ roads parking one of their cars in our road to avoid permit charges. The proposed passing space and Double Yellow Lines at the bottom of the road, both of which are not necessary, and the meter area at the top of the road would prevent at least 12 cars parking in the daytime and particularly AT NIGHT when parking is at a premium.

Edna Road (12263510) – I am writing to object to the proposed introduction of a CPZ in my road, Edna Road SW20 8BT. My reasons for objections are as follows:- As a result of the recent consultation a majority of 53.6% of residents DO NOT support the CPZ. How can it possibly go ahead if a majority object? The proposed CPZ will not alleviate parking problems. Vehicles from local businesses will be able to purchase permits and still park in Edna Road. The introduction of pay parking bays and double yellow line passing areas will both actually reduce the number of spaces available to residents. I strongly object to the principle of having to pay to park in the street in which I live. I have lived in Edna Road for the last 8 years and can count on the fingers of one hand the number of times that I have not been able to park close to my house. The idea that there is a significant parking problem in Edna Road is a myth perpetrated by a small vocal minority, as demonstrated by the fact that only 24 out of 99 households voted in favour. The proposed extension to the CPZ will just cause a knock on effect into the roads further up the Apostles ladder and it will be only a matter of time before you are proposing yet another extension to the zone. Where does it end? When every street in the country is in a CPZ?

Edna Road (12263028) – As a council tax payer in Edna road, I wish to register an objection to the planned CPZ in Edna road. The figures I've seen don't justify the assumption that a majority of residents in this road want a CPZ, and even if they did, the option of having a one hour a day CPZ was never properly on the table, as I understand, since the existing Apostles CPZ is a full day one, and the council refuses to countenance a mix of time zones in a CPZ.

Edna Road (12262332) – I am feeling that this CPZ is being forced upon us by the Council -we have had about three/four local votes on the issue and each time it has been defeated And now with the latest attempt it was defeated only 38% in favour 53% against and the council take this as the go ahead !!-by selectively using the figures I object to the proposals and question whether this is a method of raising money a tax for the council and is unnecessary I object also to this piecemeal picking off of roads thereby putting pressure on others.

Edna Road (12263518) – I am writing to say NO to the CPZ. The purpose of a CPZ was to facilitate the parking for residents in their own road. Your intention, how this will be handled, is very clearly outlined in the ABA Newsletter and offers us, the residents, a worse position than the parking at present. There is absolutely no necessity for a double line at the end of the road, which is a helpful space when coming home late at night and is kept free in the morning. To use several parking spaces in the middle of the road means more space is taking away, so are the other plans on the agenda. The privilege to be able to park in one's own road should not be made worse by new restrictions and more or less no improvement. Several old people live in this street and may be charged additionally for visitors. This is unbelievable, when a pass could be issued and handed back to the resident when the visitor is leaving. Most of my neighbours I spoke to are against CPZ and I hope you accept this.

Edna Road (12264525) – My husband and I are residents of Edna Road, Thus far we have not returned surveys, or made representation regarding this as we have been unable to decide where we stand on the proposals. We are entirely in favour of a CPZ, but completely opposed to the double yellow lines proposed at the end of the road as part of the scheme. I understand that this would mean the loss of 8 parking spaces, and I understand that this is planned with the aim of creating a turning circle. I have also recently been told that the proposed double yellow lines may be implemented even if the CPZ is not. Please take note of my objections. Firstly, Edna Road simply will not be able to function adequately with a reduction of parking spaces. The road currently has room for 2 or 3 more cars than there are houses, which is already a shortage given that quite a few houses have more than 1 car and the road is also used for parking by businesses on Kingston Road. The

road is absolutely full to capacity at night. Returning at around 9.30 in the evening we usually get the last space in the road, often a long way from our house. Anyone returning later would have to use an adjacent road (assuming there were even spaces there). With fewer spaces than now, the situation would be completely intolerable, and would mean fewer spaces than there are houses which is clearly absurd on a road of family houses. As we live at number 76, we object particularly strongly as the proposed loss of spaces is at our end of the road, meaning the those in higher numbered houses will be the most likely to have to park further away from their house. Secondly there is absolutely no need for a turning circle on Edna Road. There may be a need in other roads, but certainly not in Edna. Everyone who lives on the road quickly becomes very adept at reversing out, and it is also very easy to turn even a large car using the space you have just vacated even with cars parked on the opposite side. You do not need the full width of the road to turn. Trying to park in neighbouring roads, we have noticed that they are slightly, but noticeably narrower, making this more difficult. It may well be that turning circle would be a suitable option for these roads, but it certainly is not for Edna, given that it requires the sacrifice of absolutely essential parking space. I am aware that our objection comes after the deadline, but I request most urgently that you take our comments into consideration. Whatever happens, and regardless of whether the CPZ goes ahead or not, it is absolutely vital that no parking spaces are lost. For the record, we are very much in favour of the CPZ on its own. Rather than the double yellow lines, we would very much welcome outlines of parking spaces on the road as we believe a lot of space is wasted through inefficient parking. We would also welcome numbered bays outside each house (the frontage of Apostles houses is almost exactly the length of a parking space) as it seems to us a lot of the anxiety surrounding parking could be removed simply by everyone simply parking outside their own home. We also think that the permits for second vehicles and those belonging to business on Kingston Road should be made prohibitively expensive, not granted at all, or granted only under some kind of trading scheme between those with no cars and those with two. It is a small road of small houses which clearly cannot sustain more than one vehicle per house, and it is these people who create most of the problems (more so than commuters using the roads, who would be deterred by the CPZ).

Edna Road (12262424) – I am writing to object to the extension of the controlled parking zone in Raynes Park to Carlton Park Avenue, Vernon Avenue and Edna Road. My reasons for objection are: The all day restriction on parking is unreasonable. Those who require access for carers will need to use day parking permits. I am aware that help is available for those who have a recognised need. This does not cover more informal arrangements such as family visits. These visits may help people who would otherwise need care to be independent. Also those recovering from illness may need temporary assistance. This is a particular problem for people such as myself who live alone. We will need to provide anyone who needs access to our houses with day permits. This increases the cost of essential maintenance on aging houses and could be significant if long term works are required. 2. There will only be limited parking for local businesses. I note that Council policy is to encourage local employment and support local business. Extending controlled parking zones discourages local business. 3. The proposal will help some residents to park during the day. It will do nothing to solve parking problems outside the hours of operation of the zone. Those who do not own cars derive no benefit from a CPZ. However a cost is imposed on them as they will have to purchase day permits when parking is required near their homes. These costs could be considerable if extensive maintenance or long term informal care is required. I am aware that access is a problem now. We have evolved informal arrangements to deal with this problem and these arrangements may not survive the introduction of a CPZ. The results of your informal consultation produced only a narrow vote in favour of a CPZ in Edna Road. Only 46.5% of households responded. This does not represent a resounding vote in favour. In view of the costs of the scheme and the very limited benefits I ask that you reconsider.

Edna Road (12262380) – I am one of the residents of Edna road, Raynes park, swe20 8bs and would like to make the following representations in response to the leaflet issued on 20th October 2011: 1. I strongly object to the CPZ in this road and area. 2. it will make no difference whatsoever if the businesses in Kingston road are allowed permits to park their cars and vans in this road. There will still be a parking problem. 3. There is also no guarantee that the residents will be able to find a parking space in Edna road or indeed any of the other roads in the zone. What happens then? 4. Why should we pay a fee for a parking permit when we already pay council tax and road tax and especially as stated above, when we may not even be able to find a parking space anyway. We are just being penalised for living in this area. i am very dissatisfied with the whole set-up and do no support it in any way.

Edna Road (12262189) – We urgently do not wish to have the CPZ implemented in our road for the following reasons: As residents without a car (we use cycles & public transport), the space outside our home is continually occupied by the vehicles of immediate neighbours , one of whom possesses three

vehicles. The payment required for any visitors to our home would therefore still not ensure that they can park. We would only be interested in a CPZ if payment entitled us to use the space outside our home, and that residents were restricted to using the permit for one vehicle only, outside their own home.

Kingston Road (12263563) – I am writing in correspondence to the proposed Controlled Parking Zone (CPZ) that will affect Kingston Road which my business premises resides and the adjacent roads (Vernon rd and Edna Rd). The business I run is a successful catering business that has been operating for over 25 years providing buffet services to the local residential and business community. The trading hours of the business are Monday to Friday between 05:00 am and 15:00 hrs as well as weekends when business dictates. The company has a fleet of four vehicles which are used continuously during working hours. Outside working hours two vehicles are driven home by employees to reduce the impact of available local residential parking. As the business hours are between 0500 am & 15:00 hrs, I feel that the parking of my employee's vehicles in Edna & Vernon Roads does not impact on the local residents as a majority use their cars for work, when they return home my employees have already left the area. RE; the two business vehicles that are currently parked overnight I am currently investigating if these can be taken home by employees or if possible to park these vehicles within other local business premises where parking is available thus resulting in a reduced impact of available parking for local residents. Due to the early unsociable working hours for my employee's public transport is not an option, four of which travel daily to work via car and park in the local side roads during the working day. To enable efficient and effective running of the business loading and unloading is required outside the shops for suppliers as well as my business vehicles supplying buffets, catering equipment etc. I would like to suggest loading and unloading bays outside 568 Kingston Road that will allow my business to continue normally during the working day. The controlled parking zone which has been proposed will ultimately effect the continued operation of my business, as parking for employees as well as business vehicles will no longer be made available, and loading and unloading restrictions will make my business impossible to run effectively. The charges for permits / parking bays will not be viable from a business perspective as this would drastically reduce profitability and ultimately result in relocation of my business or at worse closure. If the CPZ goes forward this would impact on my business enormously both from a trade and employee perspective appeal to you in a global recession, where small businesses are essential, providing employment and services to the residential and business communities that this idea is quashed. Small businesses are the financial backbone of this country and we should be given the leeway to continue what we do best, being able to operate a business that provides employment, serves the local community and businesses, rather than being put under additional and unnecessary stress & strain, that if agreed, the CPZ will cause. I hope that my appeal has highlighted all the issues that the proposed CPZ will cause to my business and feel assured that the correct decision will be made and that the CPZ will not proceed.

Officer's comments

There are no loading restrictions on Kingston Road except for at the junctions of Carlton Park Ave, Vernon Ave & Edna Road. Therefore limited loading and unloading can be carried out on Kingston Road without the requirement of a Loading Bay.

Edna Road (12262820) – I would like to state my objection to establishing a CPZ within Edna Road. The residents have conducted a number of surveys within the last few years, four at least to my knowledge, and on each occasion it has been agreed that a CPZ was not wanted. On each occasion the percentage of response was greater than your survey. I fail to see how LB of Merton can implement a CPZ based on such meagre results. You are saying that a total of 24 residents in a road of 99 houses constitute a majority. This is incredibly undemocratic and dictatorial. In addition, should your proposal go through, we are to lose at least 5 parking spaces in the road for needless double yellow lines for turning and passing bays. This is defeating the objective of reducing the number of cars parked in the street and making life easier for the residents. The business premises along Kingston Road have the right to apply for permits but we are not being told if there is a cap on the number and if so what that will be. It is likely that the road will not be freer of cars with LB Merton being the only beneficiary in permit and ancillary charges. You are also planning on freeing up the area of single yellow line at the end of Edna Road and installing pay and display bays for shoppers on Kingston Road. This is scandalous. Why are we not given those additional spaces anyway? That would give Edna Road an additional 5 spaces, much more useful than a CPZ. Could it be a money-making exercise by LB Merton generating income by freeing up yellow lines for meter bays? Definitely. If this area can be used for meter bays it should be available to residents to park at the moment and would solve a lot of the current issues. To back up the general disgust at your proposal in our street I have conducted my own survey on whether a CPZ is required. I am not affiliated to either the Local Authority or the Apostles Residents Association and my survey is impartial. My results are astounding and a much better reflection on the opinion of Edna Road. I enclose the results table for you and please accept each form as written comment on your proposals over and above those you have received. This is not a partition but a survey of residents' views and it is imperative these opinions are

heard. Cont'd. I also enclose the covering letter sent with the form and a blank form for your records. The survey was initiated on Tuesday 8th November following a frustrating and ultimately pointless conversation with a representative of the Local Authority. The survey was in two parts, a session hand delivering forms to each household which could be returned to my home address on Tuesday afternoon and a further session calling on individual houses in the street that had not yet responded on Thursday night between 7-9pm. Some residents preferred to give an immediate verbal response and not return the form. The response rate is over 75 percent, significantly better than your own response rate and this is with only a limited period in which to obtain results. In addition I have declared on the survey form that failing to reply will constitute acceptance of your proposed scheme. All vacant properties have been included on the 'Yes' list. Even with this skewing of the statistics in favour of the CPZ there is a resounding 'No' from the residents of Edna Road to the proposed CPZ. Indeed, only 19 residents were in favour of your proposal with a massive 54 objecting, a ratio of nearly 1:3. This is far more in line with previous survey results and a true reflection of the situation. I wish to voice my objection in the highest terms. LB Merton cannot implement a scheme against the wishes of the vast majority of the residents. It is both bureaucratic and authoritarian.

Edna Road (12262692) – As we obliged to accept controls operating from 8.30am – 6.30pm if we opt for controlled parking in Edna Road, I no longer support controlled parking in Edna Road.

Officer's comments

The majority of respondents from Edna Road showed support for the option of 8.30am-6.30pm for the operational hours. However with majority against the CPZ it is recommended that Edna Road is excluded.

Edna Road (12262225) – I note from your survey statistics that in Edna Road you had a response rate of 46.5%, of which 60.9% said there was a parking problem this equates to only 28% of the total residents feeling there was a parking problem. I do not consider this gives an overwhelming mandate to the Council to introduce residents parking. Further, I have noticed in recent weeks that there is less of a problem. This is because there are less builders, vans/skips in the road and less business people using it to park presumably a sign of the recession. I do not believe that a residents parking zone should therefore be implemented surely with cuts in other funding the Council can ill afford to pay the up front capital costs of setting up/extending the scheme the money would be better spent elsewhere e.g. gritting icy pavements in winter to stop the elderly residents having accidents. It looks as though this is a cynical attempt to spread a money making scheme in the longer term by the Council. Having lived in Edna Road for 20 years + I can assure you that parking here today is easier than it has been for several years and the proposed scheme is totally unnecessary.

Officer's comments

Majority of Edna Road residents are against the proposed CPZ; it is, therefore, recommended that Edna Road is excluded.

Representations – Against (outside CPZ boundary)

Bronson Road (12263502) – I am writing to oppose the expansion of the existing Apostle CPZ to include Carlton Park Avenue, Vernon Avenue & Edna Road for the following reasons: - The respondents in those roads did not constitute a majority of households. – A CPZ in those roads would increase parking pressures in Bronson, Chestnut, Sydney, Dupont and Dorien roads who do not want a CPZ. – The proposed controls 8.30am-6.30pm M-F are unnecessarily long; to prevent commuter parking a one hour control would suffice. I object to being forced into a CPZ by the back door I believe it would have a detrimental effect on valuable local businesses & be an unnecessary expense especially for those on low incomes. It would not solve the problem of difficulty parking in the late evening. It would add to expense & bureaucracy and reduce freedom of movement. It would also increase costs of renovating properties at a time when many people are staying put and making improvements instead.

Kingston Road (12263668) – I am against any increase in CPZ in the Apostles SW20. I have just paid £134 for 6 months tax for my car. You are not working in our interests but those for the Council. We pay to drive on the roads and to park so I do not feel I or others should fill your Council coffers at Crown House.

Bronson Road (12262570) – Once again this CPZ business arises. I am a pensioner with a little car to get me about, but mainly for shopping. I find it difficult enough to pay out for everything without having to pay for the privilege at NOT being able to park. It's a complete rip off. Another way to line the almighties of this countries pocket. Why do I want to stop people parking their cars near station or bus route. It

amazes me how people are evil to stop people working. It's a public road. They've paid tax and insurance and have the right to be there. Buy yourself a big house with land if you don't want anyone outside your house. They usually go home early evening anyway. When I have visited friends in the evenings where there's a CPZ I've had to park 2/3 roads away. That's when we need our spaces. All it does is minimise the spaces we got anyway. Please leave the parking alone outside our shops and homes. You are only intimidating and threatening us all the time. No to CPZ.

Kingston Road (12263526) – I am against the current proposal (or any future proposal) to introduce CPZ in Carlton Park Avenue, Vernon Avenue & Edna Road.

Chestnut Road (12263531) – I do not support the extension of the CPZ in the Apostles. From the figures supplied it is obvious that only a small number of occupants (not a majority) have voted in favour of the extension in the proposed roads ie 37 of 89 properties in Carlton Park Avenue, 24 of 99 in Edna Road and 33 of 97 in Vernon Avenue. The percentages work out at 41%, 24% and 34% respectively when it is a matter of imposing substantial cost and inconvenience of fellow neighbours I believe that the Council should only accept a proposal that has a significant majority of occupants behind it. The Council has no policy to prevent the people in the roads with a CPZ from parking their 2nd and 3rd cars in the roads without CPZ restrictions even if there is space in their road, to avoid the additional fees. This probably explains why there was a high response in Carlton Park Avenue. If the Council goes ahead with this policy then it is obvious that a few years time problems will be created in the roads where no real problem has existed until now. Perhaps that is why you received only a minority response. Ever since the Council ignored the majority vote in favour of 'salami slicing' the roads there has been an inevitability that eventually these would be a CPZ covering the whole area. Finally I note that the Council did not conduct a review of the existing CPZ to help inform the debate, nor does it give a date when a review will be carried out. It ought to have a policy of set review dates and it ought to report to the Apostles Residents Association the annual income and expenditure of the scheme.

Chestnut Road (12262649) – We believe that the extension on the CPZ control into Carlton Park Avenue, Vernon Avenue and Edna Road between 8.30am and 6.30pm will do very little for the residents of the Apostles in Raynes Park. The main parking problem in the Apostle streets is after 6.30pm and before 8.30am, as that is when local residents with no parking available leave their cars in the Apostles. In five years I have never had a problem parking very close to my house in Chestnut Road during the day, but if I come home after 7pm, there is a strong likelihood that I will have to park in an adjacent road. The only way to resolve this would be to introduce a CPZ in the evening - however, we were not given this option in the consultation and I suspect the council will not consider it. The only beneficiary from this plan will be Merton Council. The local residents, who you are elected to represent will gain nothing and be expected to pay for the privilege.

Oxford Avenue (12263656) – I am writing to express a view on the proposed parking zone in the area. Firstly the proposal to put double yellow lines at the end of the avenue, to create a turning space. This is a useless idea. We live in a crowded space. This will reduce further the number of parking spaces available. If needed, people just need to engage reverse gear and back out of the avenue. In the 14 years I have lived here that has not presented itself as a problem. Creating CPZ in neighbouring streets such as Chase Side Avenue will put more pressure on streets such as Oxford Avenue. Patrolling the streets during the day time is another useless idea. If you take the time to visit the streets during the day time you will find there is not a parking problem. People depart for work and there are spaces available. In the evening there is a problem, but the proposal is not to regulate parking when it is needed. Finally, introducing further taxation on households in the current economic climate is another useless idea.

Oxford Avenue (12263714) – I am writing to you regarding your proposal to introduce Controlled parking to the roads adjacent to Oxford Avenue. In the original consultation, I stated that I was not in favour of having controlled parking because the times of restriction are not the times we have problems parking. During the day we do have some traffic for the train and local jobs but our biggest problem is parking after 6.30pm. Oxford Avenue does not have enough spaces to accommodate all the cars from residents of Oxford Avenue and the residents of Kingston Road. Kingston Road is made up of flats and one parking bay for every 7 households. They have no alternative but to park in adjacent roads as Merton Council have steadily reduced the number of spaces they can use through various schemes to improve the flow of traffic on Kingston Road. Merton Council has also steadily reduced the number of spaces on the Emma Hamilton section of Kingston Road. Your organisation has changed time restrictions and removed bays to relocate a bus stop and a site a very dangerous loading bay without consulting the local people. These bays used to provide us with spaces when no alternatives had been available. Added to the latest controlled proposal you are again reducing the number of spaces available by putting double yellow lines at the end of the road; a space where I frequently park. We are all very practiced at reversing and do not

want double yellow lines at this point. Due to the steady reduction of spaces available in Oxford Avenue, I am frequently faced with the situation of being unable to park in my road in the evening so am forced to park in Chase Side Avenue or Burstow Road. This situation won't change if they have controlled parking active but to park in whatever spaces are empty. What will change though is the need to move my car, as and when spaces free up in Oxford Avenue. This movement of vehicles before 8.30 AM means that your proposal will cause absolute chaos to an already heavily congested area. I understand that the consultation for the proposed CPZ RP Apostles extension ends on 11th November and strongly urge you to reconsider this proposal.

Oxford Avenue (12262631) – I am a resident of Oxford Avenue, Wimbledon Chase and I am writing to OBJECT to the CPZ 5F extension proposed for the neighbouring streets of Rothsay Ave and Chase Side Avenue. Parking is a significant issue on our road and that is clearly evidenced by the results of your consultation. I object to the proposed CPZ because I rely on being able to park in the adjacent streets when there are no spaces available on Oxford Ave - this option will be removed if you introduce CPZ to Rothsay and Chase Side Avenues. Also if Rothsay and Chase Side are included in the CPZ then the parking issues on Oxford Ave will be compounded with the parking overflow from those streets into Oxford Ave. Furthermore you are proposing to reduce the number of parking spaces available on Oxford Ave by making a turning space at the top of the road - I do not understand the rationale for this. Any vehicle driver with a licence should be able to reverse down the street - as is the current practice. Indeed the proposed turning point at the top of the street will not be large enough to enable heavy goods vehicles to turn - so that traffic would still have to reverse down the street. So I do not understand why you are planning to make this change and removing already precious parking spaces on Oxford Avenue.

Chestnut Road (12262704) – I wish to record my opposition to the proposed extension to the Apostles CPZ on a number of issues. The lack of space for visitors to houses and businesses, both currently in the existing area as well as the areas which would become part of the zone and the remaining streets in the Apostles area. The timing of the existing scheme is excessive to eliminate the parking of commuter cars so penalizes both residents and local trade's people carrying out work for the residents. This has led to residents parking in streets outside the area creating additional pressures in those streets and the extension of the area will generate further congestion in the remaining streets as those residents will just move further, rather than buying the resident's permit. Having a permit does not guarantee you a parking space in your road. Also I repeat my comment that the CPZ is a revenue generator for the council as I cannot see any other reason for why permits for additional vehicles at a residence need cost more than that for the first vehicle registered. Should the council go ahead with the proposal to extend the CPZ to include the 3 additional roads, will the council carry out a review to see how the effects of the extension have been felt by the residents both within the area as well as the surrounding street, and if so when?

Chestnut Road (12263565) – I object to the introduction of double yellow lines at both ends of Chestnut Road for the following reasons : You did not consult residents as part of the Controlled Parking informal consultation about the introduction of double yellow lines because you failed to include a question as to whether the residents wanted them or not. You therefore have no mandate for doing this. You have provided no evidence that this is necessary. Chestnut Road is wide enough to allow two cars to pass each other – traffic flow is not impeded by cars parked both sides of the road. You will deprive residents of at least six over night parking spaces.

Kingston Road (12262662) – I happen to live in a house in the Apostles area with an off-street parking space. There are others who are in a similar position, where the final decision on any expansion of the CPZ will not affect them personally. I therefore feel that it is inappropriate that I and others like me are given the opportunity to influence the outcome of the final decision on the expansion of the CPZ. This could be a factor in Carlton Park Avenue as well as in Sydney Road, Chestnut Road and my section of Kingston Road. Perhaps responses for or against the consultation proposals from households with off-street parking should be discounted from any final results. The proposed all day control time of 8.30am to 6.30pm is unfair on those who require carers visiting several times a day and those expecting tradesmen or family and friends to visit, as the visitor parking permit system is expensive and unwieldy. Neighbouring boroughs handle this situation far more effectively and fairly than Merton. As the recent Raynes Park Association survey of business parking in Raynes Park showed, a significant number of local businesses rely on their employees and customers being able to park nearby in Apostles roads. An expanded CPZ, with insufficient provision of pay and display parking bays, could well result in some businesses closing or moving out of the area to the detriment of local residents who use the services those businesses provide. Consideration should be given to more short term daytime parking on Kingston Road itself as has been carried out between Carlton Park Avenue and Vernon Avenue. Finally, I would point out that I believe that the statutory consultation is legally unsound. The sloppy wording of the consultation documents sent to residents is extremely misleading. The first page clearly states that the purpose of the 'leaflet' is 'to let you know the outcome of the informal consultation held in April/May 2011'.

It does not say that it constitutes the proposed statutory consultation described on page 1 of the leaflet. In fact under a heading 'Next Steps' the 'leaflet' explains that 'the Council. .. will [i.e. in the future] ... deliver newsletters to local residents ... ' with regard to the statutory consultation and nowhere is there an explanation that this 'leaflet' is in effect that 'newsletter'. This is not being pedantic. The leaflet itself says that the statutory consultation is the legal part of the process. Therefore it should not be misleading and I contend that the wording is misleading.

Bronson Road (12261549) – I am writing to you in response to the letter of 20 October about the proposed CPZ extension in the Apostles and neighbouring roads. I am writing to you asking you to consider not implementing such an extension. I draw your attention to the fact that 53.6% of the respondents in the roads consulted voted against a CPZ in their road. Whilst accepting there is a slender majority in favour of a CPZ in the streets proposed, the resultant non-CPZ area will be totally unviable. The knock-on effect of displacement will result in an impossible situation for our roads. The Council needs to consider that the only reasonable way forward is either to implement a CPZ in the whole area or not at all. On this basis I maintain there is no reasonable mandate for introducing a CPZ either in the area selected or in the area as whole. I therefore maintain that, in line with the overall majority wish, a CPZ should not be introduced at this time. The Council may wish to re-consult at some later date, but I submit that any re-consultation should be on the basis of including the whole area in a CPZ and not piecemeal in the way the current proposals are set out. Whilst writing, I have two comments on this stage of the consultation. The letter you sent me indicates that you 'will ... deliver newsletters to local residents.' It states that the newsletter 'will inform residents and businesses in the affected area of the proposed measures and how members of the public can submit written representations regarding the proposals.' Having read that, I decided to await this newsletter and then make my response. However, a neighbour of mine pointed out that the paragraph continues to state how to make a representation and that 11 November is the deadline. Am I therefore to assume that the newsletter referred to is the one I am actually reading? If this is the case, why the confusing reference in the future tense? My second comment is that I am surprised that in this day and age a submission cannot be made by email. I am nonetheless copying my letter to the email address on the 'Contact Us' section. However, there is no indication that this would be a valid way of making a representation. I am also copying in the 6 ward councillors mentioned in your leaflet and Cllr Andrew Judge.

Bronson Road (12261616) – Following the finding of your recent survey on the above proposed zone, I would like to challenge your proposals to introduce double yellow lines at the bottom and top end of Bronson Road. At present there is a turning circle which is observed by all residents and is rarely blocked by cars. I therefore would like know why you are considering introducing double yellow lines to this area. I oppose the introduction of double lines to this area. However, there is a parking problem in Bronson Road which is exacerbated by residents on Kingston Road which run parallel with Bronson Road, parking their cars on the street. This is also compounded by the fact that Merton Council allowed a number of houses on the street to be converted into ground and first floor flats thus bring additional cars /residents into the street. What I would like is some form of control to dissuade residents on Kingston Road from using Bronson Road for parking. It's wrong that as a father with young children that on many occasions I cannot park outside or near my house due to the lack of spaces and have to use Chestnut Road to park. The council should consider introducing additional parking space on Kingston Road for residents on this street which would ease the parking problem on Bronson Road.

Sydney Road (12261134) – Further to your recent newsletter regarding the results of the informal consultation, I would like to formally register my objection to introduce double yellow line waiting restrictions at the cul de sac of Sydney Road. I have lived at Sydney Road for eight months and have not experienced traffic flow being impeded due to the existing markings and therefore can see no positive contribution that this introduction would bring. Furthermore I believe that this introduction will only have a negative impact on the parking situation on Sydney Road. I believe that the residents of Sydney Road are able to use sound judgement when parking their vehicles to ensure that their fellow residents are able to turn safely at the cul de sac if necessary.

Oxford Avenue (12261315) – I wish to object to these proposals on the following grounds; Displacement The proposed CPZ would displace commuters who drive and park near Wimbledon Chase railway station (popular because it is Zone 3) into Oxford Avenue. Parking is already difficult in Oxford Avenue because of the station, but the CPZ would double this problem. The CPZ does nothing to address the lack of parking in Kingston Road (348 to 424), where car owners also park their cars in Oxford Avenue. More parking bays in Kingston Road would help with this. Lack of Parking Space in Oxford Avenue. Oxford Avenue is often full of cars, and to this the proposed CPZ we would lose 4 parking spaces with the introduction of a turning circle. The proposals do nothing to address this loss. At the very least, the yellow lines at the entrance to Oxford Avenue could be reduced to match their length in Chase Side Avenue. Also, including the Kingston Road(407 to 391) parking bays in the CPZ effectively excludes residents from Oxford Avenue using these bays, which is blatantly unfair.

Oxford Avenue (12261617) – I have seen the notice of the plans to introduce waiting time restrictions in Oxford Avenue, specifically at the end of the cul-de-sac adjacent to Wimbledon Chase. I object to the plans for the following reasons:- 1. Parking in Oxford is tricky at the best of times and by removing places to park, it will exacerbate the problem. 2. Having lived in Oxford for twenty years, I can say with confidence that I don't have any problems turning my car around in the road, even when there are no vacant parking spaces available. Although a three point turn is not always possible, it is still quite possible to achieve, even with a larger car, which I have. Please would you confirm that you have received this letter and provide me with a response to the specific objections I have raised?

Chestnut Road (12262690) – I am concerned about the forthcoming controlled parking scheme for the Apostles, Raynes Park. Earlier this year the residents were consulted on the proposed scheme, which has been approved for some roads in this area but not for others. However, my main concern is the introduction of the controlled parking scheme in some streets whilst not others and the introduction of further double yellow lines to the entrance and ends of roads. During the consultation process, it was not made clear that the introduction of double yellow lines would be introduced if the Controlled Parking Scheme was not adopted. This omission to inform residents of this intention by the council was unfair and undemocratic. The resulting impact on residents in non controlled parking streets will be unacceptably high. Those streets will see an increase of daytime and more importantly overnight parking as non-permit holding vehicles from controlled streets park in non controlled streets. In addition I estimate each street will lose a further 8-10 overnight parking places due to the introduction of the double yellow lines. Chestnut road will be especially hit hard since due to the road being wider it seems to attract a large number of commercial vehicles which park overnight (presumably due to easier manoeuvring of vans and light trucks). Parking on Kingston road overnight is a possibility however parking is only allowed on the road, rather than allowing two wheels on the very wide pavement, which is rigorously enforced by parking control officers. Parking on Kingston road overnight blocks the cycle lane and forces busses to pullout into the centre of the road to avoid parked cars. With the increase of the Controlled Parking Zone there will not be any other places to safely park. On Sundays the decision of the council to allow the Dundonald Church to locate to the area already puts unacceptable pressure on parking in the area as church goers park on Kingston road and in the Apostles streets, although the Church claims they do not. This has become an increasing problem in the area. With the introduction of double yellow lines on the entrances to more roads in the area this problem parking will become worse as more church goers park in residential streets. No impact assessment on the resident's quality of lives appears to have been carried out by the council. I can see that introduction of double yellow lines at the entrance to these streets to prevent parking overnight and on Sundays will have no effect on road safety or traffic flow whatsoever and indeed will force more cars to park on Kingston road in uncontrolled times which will be inherently more dangerous and restrictive of traffic flow. In fact the only benefit I can see will be to the council with a resulting increase in revenue by the issuing of parking fines on unfortunate residents, who will have nowhere else to park overnight and are forced to infringe these draconian regulations. I assume the council will no doubt rigorously enforce parking restrictions as soon as they are implemented. I urge the council to act on behalf of its residents and implement the following options; Abandon the extension of double yellow lines to the entrances on non controlled streets. Extend the controlled parking scheme to all the Apostle roads. Provide other areas to for residents to safely park (the waste ground opposite the junction of Lower Downs Road, Burstow Road and Kingston Road could be used for this purpose if the kerb was dropped to allow access) or relax restrictions on converting front gardens into parking spaces. Restrict the activities of Dundonald Church or cap the attendance numbers. I trust the council will act on behalf of the residents it claims to represent.

Dorien Road (12263249) – Thank you notifying us of the results of a recent survey on Controlled Parking Zones (CPZ) for the 'Apostles' Roads in Raynes Park, proposing a CPZ extension to Carlton Park Avenue, Vernon Avenue and Edna Road. The survey considered each road as an independent proposal and did not invite respondents to consider the consequential effects that changes to one road might have on others. When these effects are taken together, this CPZ extension has the potential to generate the following issues: Non CPZ streets will suffer increased parking i.e. just moving the problem Local traders will use non CPZ streets for parking Possible friction over the issue of residential versus local business permits Local businesses may close or move without available parking Impact on short duration visitors Additional administration burden for Apostle residents Therefore, I do not support any CPZ extension in the Apostles roads -the minimal reward does not warrant the risk of unforeseen negatives (and associated cost of implementation).

Sydney Road (12262701) – We are not in favour of the formal proposal to increase the Controlled Parking Zone to the roads listed above, from 0830 - 18:30 from Monday to Friday. This is for three reasons. Firstly, many people currently parking in Carlton / Vernon / Edna roads will instead park in our own road, which will not benefit from any protection. Secondly, the extensive time periods for which residential parking permits would be required would remove all opportunity for non-residents to park and use the local businesses and shops. This will make a number of businesses non-viable, forcing them to

leave. We believe local shops area crucial for the livelihood and growth of the area. We do not want a high-street filled with dormant premises and charity shops with temporary staff. Thirdly, it is important that Apostles residents are able to have regular visitors without paying for visitors parking permits. We have a young family and are dependent upon grandparents for helping our child care arrangements. We are also in sympathy with elderly and vulnerable people who we know live in our local area and require friends, family and local services to come to their house. We find it unacceptable to disadvantage vulnerable groups and families. We would invite the council to reconsider these formal proposals, to avoid causing disadvantages to local businesses, families and vulnerable residents.

Bushey Road (12262659) – Our property is based at the corner of Chestnut Road and Bushey Road. May I first thank the council for the very democratic consultation process undertaken for the CPZ in the Apostles Area to collect and collate views of residents. Chestnut Road doesn't have a parking problem during regular office hours (the working day) but parking is fully utilised overnight and at weekends. This is facilitated using the single yellow-line areas at each end of the road as overspill parking. This area has been used without any safety issues being caused. As I understand, the residents of Chestnut Road have indicated that that do not require to be included in the CPZ. There is, however, a major problem in that the council are now proposing to upgrade the single yellow lines to double yellow lines at each end of Chestnut Road. This radically changes the parking spaces available overnight and residents had not been made aware of this proposal. Had they been aware it is highly likely that residents view of the CPZ would have been very different. The question should be rephrased to indicate the proposal to effectively remove some 10 overnight car parking spaces from Chestnut Road by creating double-yellow lines. If the council proceeds with its, wholly unnecessary, plan to implement double-yellow lines it effectively undermines the whole consultation process. This will now be required to be undertaken again at considerable public expense. There are several local traffic safety issues which the council should deal with but implementing double yellow lines will do nothing to improve public safety.

Kingston Road (12263558) – Being the owner of the above premises I object most strongly to the proposal put forward. The catering business established over fifteen years operating in my premises would no longer able to function. The present owner of the business purchased the existing operation less than one year ago and could not find affordable equivalent premises in the area. I have found parking in the last two years to be easier in the roads adjacent to my premises easier than ever before and therefore consider the proposal unnecessary.

Dupont Road (12263528) – I am writing to protest against the proposed addition of double yellow lines at the north and south ends of Dupont Road. Currently there are single yellow lines in the proposed locations. These single yellow lines give extra parking options in the evening if all the standard parking locations on the street are taken up. Generally, there is little parking occurring on the single yellow lines, but there are occasions when the street is very full and I am concerned that when this happens in future there will be no where left to park if the double yellow lines are in place. I would be particularly disappointed if the double yellow lines were added at the south end of Dupont Road as this would reduce significantly the number of parking spaces in the road. It is my opinion that maximising the number of parking spaces for residents in the evening is more important than allowing a large turning circle at the road end. I do not remember the addition of yellow lines mentioned in your earlier consultation documents and it certainly wasn't something that I was able to vote for or against so I do not see how you are justified in adding them.

Dupont Road (12263560) – Having perused the Apostles CPZ Formal Consultation document I am writing to express my concerns. Does it not stand to reason if Apostles roads from Raynes Park station to Edna road have CPZ the roads from Edna onwards will become victim of commuter parking, as well as any one from roads with CPZ who will make every effort to park where it is free. I am opposed to the proposed double yellow lines at the cul-de-sac end of roads. As it is at present, one can when need arises which is most evenings park on the single yellow line between 18.30 and 08.00 and remove one's vehicle as parking spaces become available and before these are taken up by work men's white vans and commuter traffic. Certainly in Dupont road turning at the cul-de-sac end of the road when vehicles are parked on the single yellow line is not a problem.

Sydney Road (12263251) – With regard to the proposal to introduce CPZ in Carlton Park Avenue, Vernon Avenue, Edna Road, Rothesay Avenue and Chase Side Avenue. I am writing on behalf of myself and my partner, also of this address. We believe that the presence of a CPZ will not improve the parking for residents in any meaningful fashion since most parking problems occur outside of the operational times proposed for the CPZ, ie evening parking. We believe that the existence of a CPZ would have an adverse effect on local shops and businesses by deterring customers and creating problems for employees. We believe that the presence of commuters to Raynes Park Station increase the footfall experienced local shops, for example the new Waitrose supermarket, and consider it unwise to drive this extra business away from the area. We note that a number of residents of streets currently within the CPZ are reported to be parking their vehicles in neighbouring streets to avoid the charges. This is an emphatic rejection of the CPZ policy by these residents and an additional problem for their neighbours.

On balance we strongly oppose these proposals.

Sydney Road (12263514) – I would like to register my opposition to any controlled parking zones in Sydney Road and to any further CPZs in the Apostles area. I cannot see how restrictions up to 6.30pm would alleviate the parking issues I currently experience which are predominantly in the evenings and at night.

Kingston Road (12263838) – I wish to object to the proposed end to free parking in some of the roads next to my shop. My business depends mainly on customers being able to drop off and pick up pictures for and after framing using their cars. This needs to be an easy process or they will not bother coming. If you end free parking in the roads to either side of my shop, you will destroy my business and other businesses in this area.

Dupont Road (12263520) – I object very strongly to CPZ being imposed in any area for the following reasons - The cost of permits is not fixed and can rise every year, and this permit offers no guarantee of parking in your street. Parking permits will raise enormous revenue for the council, but it is just another form of tax on residents and struggling local businesses. The cost of and having to apply for permits for friends, family and trade or services will deter visits from friends and relatives which will seriously undermine support for the elderly and sick residents. Controlled parking zones reduce the amount of parking available due to the fact that parking bays are at a fixed optimum size and this is further reduced with double yellow lines, motor cycle bays and pay and display areas. Single yellow lines at the ends of the road may be changed to double yellow lines, reducing parking in the evenings and weekends. The cost of having repairs carried out, or decorating your home is likely to be higher within the zone, as most firms charge a premium for having to pay for parking. If three separate people share the same rented accommodation how will it be decided who pays the 1st car cost, the higher 2nd car cost and even higher 3rd car cost? Having a permit for Raynes Park does not allow you to park in any other controlled parking zone in Merton (some Councils have borough wide permits), e.g. if there are no available spaces in your zone, your permit will not be valid in any neighbouring zones. A CPZ in Raynes Park will have a negative effect on community facilities e.g. Churches, library, doctors, dentists and the station. Visitors, churchgoers, trades, schools, shoppers and local workers etc all form part of our local social and economic structure. Conclusion - a CPZ results in fewer parking places, parking fines and restrictions, ugly street furniture and signage, front gardens converted to off-street parking, and More permits will be issued than available parking places, and all at huge cost to the residents of Raynes Park. Once a CPZ is implemented the decision will never be reversed. If the Council review the scheme it will only be to change parking times, yellow lines, pay and display bays etc and the cost of permits. I personally feel that the acceptance of CPZ simply enables Merton virtually to hold residents to ransom. The current pay and display cost in Wimbledon is £2.90 per hour. This makes it very expensive for anyone to take advantage of local shops or services. Most of the above objections were originally printed and supported by concerned residents, the Church and business representatives of Raynes Park some years ago when CPZ was first proposed. I believe they are still valid.

Bronson Road (12263247) – I object to the proposal to introduce waiting restrictions double yellow lines at the end of Bronson Road where it meets Kingston Road. The grounds for my objection are as follows: 1 This matter has already been the subject of a consultation to residents as part of the proposed RPE CPZ APOSTLES extension carried out between 26 April and 27 May 2011. Paragraph 2.4 of the Committee's report on the consultation states: *"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."* Since the 2 responses from Bronson Road indicate a majority opposed to a CPZ, and no separate question was asked about the introduction of double yellow line restrictions, the Council can only reasonably conclude that the majority of Bronson Road respondents are therefore opposed to the introduction of double yellow lines. 2 The report does not provide any evidence of support from respondents or residents in general for the introduction of double yellow lines. The only rationale that the Council offers is the anecdotal remarks in paragraphs 6.2 and 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."* and the suggestion in paragraph 2.7 that *"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."* The Council should reflect that the current single yellow line waiting restrictions are already in force from 8:00am to 6:30am. 3 Bronson Road already enjoys single yellow line waiting restrictions in the location that is proposed for the double yellow lines, which are in force from 8:00am to 6:30am, Monday to Saturday. These have proved adequate so far; certainly the Council has offered no evidence of specific issues other than the anecdotal remarks referred to earlier. 4 All of the Council consultations on CPZ hours in this area are always limited to the hours 8:00am to 6:30pm. The Council has not adequately addressed the question of why it cannot enforce a CPZ outside the hours 8:00am to 6:30pm but it can justify spending residents' money to extend

an existing small no waiting area, specifically to operate outside these same hours. 5. The introduction of double yellow lines would displace any vehicles currently needing to use those areas of the road between 6:30pm and 8:00am on to the main Kingston Road. This would have a detrimental effect on traffic flow during peak commuter hours. I trust you will be able to take these matters into account in your consideration of the responses to this consultation..

Kingston Road (12263992) – I am running a Kings Cafe in Kingston road and i am not agree with the permit permission in the side road near my business because my business will be affected of this decision. Finally i am not happy because it will reduce my business as well as my customers not happy. The people are also not happy with this decision whose living around this roads. Please can you sort it out this matter as soon as possible and also think about the business, who running in these areas.

Coombe Lane (12264097) – I am writing regarding my concern over the two proposed new CPZ zones (which I have only just found out about!) and also to object to both of them. The first being the "extension of the Raynes Park South" CP and the other being the introduction of the "W7" CPZ. I live between these two proposed CPZ's and they will have a detrimental knock on effect to me and the other residents who live nearby. My biggest concern is that I was not consulted or notified about either of these proposals and if I was not consulted then many other residents may have not been too which would make your consultation process inaccurate and incomplete. Which you acknowledge for the Raynes Park South extension on your website (see extract below). You have received very few requests for questionnaires because residents do not know about it. From the website: "A number of residents have contacted the Council concerned that those who did not receive the questionnaire would be unable to respond. It has proven impossible to ascertain the exact number of properties affected and so far we have received very few requests for questionnaires from those who did not originally receive them."

Raynes Park South CPZ

A lot of the same comments above apply to this area, the roads are densely populated and again many of the "little" houses have been converted into flats (with the Council's permission who should have thought about the parking issues before granting permission for these conversions) and there are simply too many residents' cars (without family, boyfriends/girlfriends and general friends) for each road. Also, there is no parking available (or very limited) for the houses and flats on Kingston Road and so they have to park in these side roads too. There is not so much of a commuter problem but a general problem and introducing a CPZ will not solve it. There are spaces during the day time but not at night when all of the residents come home and their family/friends arrive to visit. You also mention the Waitro development and the removal of the car park and so displacing commuter traffic to surrounding roads. Why take away a commuter car park and cause a problem? The Council have caused this problem and so why should the residents suffer. A majority of the residents who want CPZ's are normally affluent people who can afford the extra costs. There is no regard given to less well off residents/families and pensioners who are struggling with their finances now only to have this enforced on them. The pensioners tend to lose valuable friends coming around to visit them because of this. The Council say (taken from website) it is being introduced because, generally, residents feel the problem is being caused by: Commuters who park and complete their journey by public transport. Solution: If necessary, introduce it for 2 hours a day. Staff of nearby businesses. There has to be parking for businesses and staff otherwise the small businesses around the area will not be able to survive. Also, if public transport was not so expensive and more reliable people might use it more. Waitrose Development staff, residents and visitors along with displacement from the reduce capacity of the car park from the former Thames Water site. (The Council has received a request from Waitrose Supermarket to change the tariffs for Coombe Lane Car Park which serves the new Waitrose development and the Town centre to include Sunday. This means that those who currently use the car park on Sunday eg worshippers and commuters would be displaced into the surrounding roads. Therefore, the Council would like residents to consider part or all day Sunday parking controls as part of the proposals.) A definite "No" to Sunday parking restrictions. Just because the Council allowed the Waitrose development to be built and did not provide adequate parking why should the residents of Raynes Park and their families/friends be penalised and why should it cost them more money. Small businesses will also suffer. To summarise: I object to the proposed W7 CPZ I object to the extension of the Raynes Park South CPZ for the following reasons: Whilst I am not directly affected by the proposed new CPZ's they will both cause a detrimental knock on effect on where I can park. Residents from other roads will not buy the permits merely come and park where I park to avoid the charges. This will then cause us parking problems and mean that we will have to have a CPZ introduced which many of us do not want. I (and it seems many other residents living around me) were not consulted and so have not been able to express our opinions/objections. It will not solve any perceived problems as there are too many residents/family and friends' cars trying to get into limited spaces. Roads will have a number of empty spaces left vacant during the day which could be used by people visiting and using the local shops and services. As is the case where the CPZ is already in force. The Raynes Park CPZ extension will destroy the smaller businesses who are struggling in this economic market. There are already many empty shops along Kingston Road and by stopping parking businesses

will suffer even more as consumers will shop elsewhere. These businesses also need their staff to be able to park or they will lose them too. You have to allow some business parking. I can always find a space during the day, it is the evenings that I can have a problem parking and so the CPZ will not stop this problem. It will cause hardship to less well off residents who cannot afford it. For example: A pensioner friend of mine lives in Wimbledon in one of the roads that is covered until 11.00pm at night. She is a pensioner and finds it hard to afford the visitors permits and so has to ask friends and family to chip in for them. She has suffered over time by losing a lot of friends who now do not visit her anymore because of these restrictions. There are probably plenty more like her. suggestion -if the CPZ has to be implemented: If the proposed CPZ's are to limit commuter parking then, if the CPZ comes into force, it should be limited to two hours in the middle of the day, like so many other Boroughs. This would solve the perceived problem but allow friends/family to still visit and incur less cost to the residents and Council by having to enforce it. It will also allow small business/shops to continue to have customers.

Edna Road (12263717) – Thank you for your reply and for clarifying things over the telephone. Thank you also for confirming that this email will be included in the responses to the consultation. We are not satisfied that in addition to being given two permits per business which will take up a lot of spaces, businesses on Kingston Road will be able to use two additional spaces on our road, outside our house, for loading and unloading. Businesses seem to be getting preferential treatment over residents if this is the case. Perhaps the council could consider building a car park in the area for local businesses and their customers instead.

Officer's comments

The Council can only make the appropriate recommendation and decision based on the results returned by residents / businesses in the area. The roads that have been included in the controls did have a reasonably high response rate for this type of consultation. Furthermore the roads that are to be included are those that petitioned for the controls as parking has become extremely difficult for many of the residents. The Council consult a larger area on parking controls in order to notify those residents that could be affected by parking displacement and to allow them the opportunity air their view and be included. Residents are offered the opportunity to choose the hours of operational best suited to them – in this case the majority opted for the 8.30am-6.30pm option. Generally residents are against longer parking controls being introduced in their roads particularly after the hours of 6.30pm; however, as part of a review of the zone the Council can look at the possibility of extending the hours of operation subject to the appropriate consultation and Cabinet Member approval.

When considering road safety in this area. S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council "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" when exercising any of its functions under the 1984 Act. Road safety is therefore a matter that the Council should have proper regard to when considering whether to make an Order under S.6 of the 1984 Act.

The double yellow lines are risk assessment / danger reduction measures and not an accident remedial measure. That is being proactive and not reactive after the event. It would be irresponsible of the Council to ignore the manner of obstructive parking that is currently taking place. The Council has duty and care to ensure the safety of all road users and to maintain access at all times, particularly for the public service vehicles and the emergency services. The Highway Code stipulates that motorists should not park within 10 metres of a junction. Every effort is made to minimise the extent of such restrictions. Following the feedback received, the extent of the restrictions have been reduced to 7m at junctions and significantly at turning heads without compromising safety and access.

The aim of the proposed double yellow line waiting restrictions at junctions is to improve visibility and to provide clear access for all road users particularly vulnerable road users such as pedestrians, push chairs and wheelchair users who for example may wish to make proper use of the section of dropped kerb at junctions. In cul de sac the Council intends to safeguard turning heads so that drivers are not forced to reverse up to 240 metres into flow of traffic on Kingston Road. The Council appreciates the parking needs of residents; however, The Councils' requirements for safety override the necessity for parking.

With regards to the proposed double yellow line proposals, consultees are advised of the proposed yellow line restrictions in the informal consultation document that read: *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.*

The introduction of a Controlled Parking Scheme involves various set up costs for implementation e.g. road markings, signs, and pay and display machines, advertising the TMOs along with the cost of enforcing and maintaining the zone. Guidance for Controlled parking schemes recommends that they should be at least self-funding. Charging residents, visitors and businesses to park in return for a permit can fund this cost. As per the legislation any "surplus" revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.

An incremental pricing structure for 2nd and subsequent permits is in place to manage demand and to assist in minimising the number of permits issued to individual residents/businesses and possibly discourage multiple car ownerships. If a resident owns 3 or 4 vehicles and decides to purchase permits for these vehicles, the available parking in the road will be affected but can be mitigated elsewhere within the zone. A review of the parking controls is carried out between 12 and 18 months after implementation subject to available funding. The Council will not review the area outside the controls, but will react to requests from residents.

Only shared use and pay & display bays are individually marked; permit bays are created as one length of bay only terminating at crossovers to allow maximum parking provision.

Kingston Road is currently subject to waiting restrictions. Residents can park on Kingston Road after the restricted hours, however without being within a COZ they will not be able to purchase a permit and therefore will not be able to park within the controlled side roads. Inclusion will provide the residents with a choice.

Rothesay and Chase Side Avenue's support the controls and are therefore included as an extension to the existing 5F CPZ. Oxford Avenue was not in favour and therefore was excluded from the proposals. The Council has received a large number of representations from residents of Oxford Avenue asking to be included.

All properties within the consultation area are consulted and given the opportunity to air their views during the informal consultation. The circumstance of a resident is irrelevant that is to say even if residents have off street parking or may not own a car, parking controls will affect them such as visitors and tradesmen requiring permits; those who have off street parking may park their 2nd or 3rd car across their dropped kerb, which is not permitted during the hours of operation in a CPZ. Employee's of businesses are commuters to their place of work and are expected to find alternate means of transport. Raynes Park station is extremely close to the Apostles roads and is considered a viable option for those employees who work in the area rather than driving into the area.

Oxford Avenue representations – In favour of inclusion

(12264257, 12264522, 12264523, 12263953, 12263969, 12263957, 12263968, 12263961, 12263955, 12263967, 12263966, 12263909, 12263975, 12263948, 12263909, 12263974, 12263934, 12263962, 12263942, 12263937, 12263943, 12263971, 12263973, 12263976, 12263945, 12263950, 12263939, 12263946, 12263949, 12262664, 12263564, 12263562, 12263241, 12263129, 12263529, 12263125, 12262231, 12262226, 12262228, 12262229, 12262227) –

I am a resident on Oxford Avenue in Wimbledon Chase and I am writing to you to request that Oxford Avenue be included in the proposed CPZ along with Rothesay Avenue and Chase Side Avenue. Parking is already a significant problem on our road, mainly due to the number of residencies outnumbering the number of parking spaces available (without taking into account multiple cars within single residencies). I object to Oxford being excluded from the proposed CPZ 5F extension, if it is to go ahead, for the following reasons:

- 1) We rely on the turnover of parking spaces on adjacent streets to be able to park. If Rothesay & Chase Side become included in a CPZ and Oxford is not, we will no longer have this option available. (NB local research suggests that, in contrast to Oxford Avenue and Kingston Road, Rothesay & Chase Side benefit from sufficient number of parking places per residencies on their roads).
- 2) If Rothesay and Chase Side become included in a CPZ and Oxford is not, Oxford will be one of the few roads in the area which will not have controlled parking, so will have to contend with all the overflow parking that is no longer able to park in Rothesay and Chase Side. This will include Wimbledon Chase commuters, Kingston Road residents (where the number of dwellings per parking space is in the region of 7 to 1), local business workers, visitors and patrons and also anyone working on the Emma Hamilton re-

development, as and when that plot gets planning permission. I understand that the consultation for the proposed CPZ 5F extension closes on November 11th and I would appreciate my request for Oxford Avenue to be included in the CPZ being considered in a timely manner to ensure Oxford Avenue be included in the proposal.

(12262779) – Originally I had indicated that I was not in favour of a CPZ on Oxford Avenue and whilst I still think a CPZ on Oxford Avenue is not necessarily, I would be very concerned about the implications for parking on my road if the CPZ proposals were introduced on the other roads. I therefore think that the Oxford Avenue should be included in the CPZ scheme if it goes ahead. At times we have to park on other roads when Oxford Avenue is full, where would we park when all the other occasional traffic from the other roads suddenly parks on Oxford Avenue? On Bronson Road? That is quite some distance from my home and not an acceptable long term solution particularly if we cannot park on Kingston Road and a turning circle further reducing the parking availability.

(12263684) – Many thanks for your e-mail below. You will have seen, through the many letters sent in, that we've been working on Oxford Avenue to make it clear that we're overwhelmingly in favour of Oxford Avenue getting CPZ in the instant that it is enforced upon Rothesay and Chase Side. Could you please confirm what the next step of the process will now be? We're anxious that the CPZ not go ahead for Rothesay/Chase Side without Oxford Avenue included as it was, we believe, exasperate an already very difficult parking problem for the street.

(12263652) – As a resident of a purpose built maisonette in Oxford Avenue, SW20, who due to being away convalescing after an operation when the original consultation took place therefore did not make a **yes please** comment to the proposal, I am now horrified to find that the Avenue is to be excluded from the proposed CPZ. This is terrible as we will be the only road within 25 yards of Wimbledon Chase Station that will not have one. I have always supported these proposals as parking in the area is dire due mainly to no off-street parking, the conversion of houses into two or more flats, and the plethora of two or more car households in the streets currently without a CPZ and those who do not wanting to pay for an extra permit(s). In addition as the station is in Zone 3, unlike Merton South and Raynes Park both in Z4, it attracts drivers from further afield. I seem to have been a very small voice always saying yes to CPZs whenever they are brought up. I have to admit that the lack of parking is one reason why I no longer have my own car but I do hire cars for a week at a time when on annual leave from work (this is much cheaper than a Street Car) so have plenty of experience trying to find a parking space after 7 pm. I hope I am not the only the only resident to register a belated yes vote to the CPZ.

(12263660) – I am writing to you to express my huge concerns regarding the proposed new controlled Parking Zones in the Wimbledon Chase area. My partner and I welcomed the review of the parking situation; we were pleased it was finally recognised there was a problem in the area! As a resident of Oxford Avenue, we get a number of the commercial units using our road (The Gas company particularly) as well as large number of commuters, limiting the parking spaces available for its residents. It has always been very difficult to park in our road many times impossible! We responded to the original consultation in favour of all the roads having controlled parking zones implemented. I am very disappointed in the action the council has taken and feel that no thought has been given to the effects on Oxford Avenue. Whilst the parking problem might ease for the roads that accepted the controlled parking zone, Oxford Avenue is going to be subject to a dramatic rise in parkers, in a road that already has a very large problem!!! I would have thought it would be an 'all or nothing' approach as surely you can see that Oxford Avenue will gain the overspill from the roads that will now have a controlled parking zone? I appreciate the questionnaire results but I think you have to question if the residents would answer the same if they knew the impacts the changes would have on our road? I'm sure you can appreciate that this will cause us even more of a problem and I therefore strongly urge you to reconsider. Please not I have signed the petition against the changes you have written to me about.

Oxford Avenue representations – Against inclusion

(12263995, 12264008, 12264007, 12264005, 12264004, 12264003, 12263994, 12264010, 12264011, 12264016, 12263507) – I am a resident on Oxford Avenue in Wimbledon Chase and I am writing to you to object to the CPZ 5F extension proposed for the neighbouring streets of Rothesay Avenue and Chase Side Avenue. Parking is already a significant problem on our road, mainly due to the number of residencies outnumbering the number of parking spaces available (without taking into account multiple cars within single residencies). I object to the proposed CPZ for the following reasons:

1) We rely on being able to park in adjacent streets when there are no spaces available on Oxford Avenue. If Rothesay & Chase Side become included in a CPZ and Oxford is not, we will no longer have this option available. (NB local research suggests that, in contrast to Oxford, Rothesay & Chase Side benefit from sufficient number of parking places per residencies on their roads).

2) If Rothesay and Chase Side become included in a CPZ and Oxford is not, Oxford will be one of the few roads in the area which will not have controlled parking, so will have to contend with all the overflow parking that is no longer able to park in Rothesay and Chase Side. This will include Wimbledon Chase commuters, workers and visitors to local business, Kingston Road residents (where the number of dwellings per parking space is in the region of 7 to 1), and also anyone working on the Emma Hamilton re-development, as and when that plot gets planning permission. I understand that the consultation for the proposed CPZ 5F extension ends on November 11th and I hope my objection to this proposal will be recorded in a timely manner.

Controlled Parking Zone (CPZ) Proposed Zone RPE - Apostles



ISSUE DATE : 20 OCTOBER 2011

Dear Resident/Business

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out in April / May 2011, on the proposal to introduce a controlled parking zone (CPZ) in your roads.

The consultation resulted in a total of 481 questionnaires returned, representing a response rate of 34.4%. As it can be seen from the table, 57.6% of respondents indicated that they currently have parking problems in their roads compared to 32.8% who feel that they do not.

A majority of 53.6% do not support the concept of a CPZ, compared to 38.7% who do, with 7.7% undecided. In response to the preferred days of operation, 59.8% support Monday to Friday compared to 20% who prefer Monday to Saturday. The remaining 20.2% have no preference or do not support a CPZ. With regards to the preferred hours of operation, 37% support 8.30am – 6.30pm; 19.3% prefer 10am – 4pm, whilst 22.9% support 11am – 12pm. The remaining 20.8% had no preference or do not support a CPZ.

Results are summarised in table below.

QUESTIONS		YES	NO	UNSURE
3	Do you feel you have a parking problem in your road?	57.6%	32.8%	9.6%
4	Do you support a CPZ in your road?	38.7%	53.6%	7.7%
5	Would you support a CPZ if the neighbouring road(s) or part of their road were included in a CPZ?	47.2%	44.3%	8.5%
6	If a CPZ was introduced which days would you like the controls to operate?	Mon-Fri	Mon-Sat	None
		59.8%	20%	20.2%
7	Which hours of operation would you prefer?	8.30am-6.30pm	10am-4pm	11am-12pm
		37%	19.3%	22.9%

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

The results of the consultation along with your views and officers' recommendations were presented in a report to the Street Management Advisory Committee and the Cabinet Member on the 20 September 2011. After careful consideration, a decision was made to carry out:

- 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.
- 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.
- 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.
- a statutory consultation to introduce a Car Club bay in Rothesay Avenue.

WHAT HAPPENS NEXT

Statutory consultation is required prior to any decision to proceed to implementation. This is the legal part of the process and requires the introduction of Traffic Management Order (TMO), which will enable the council to change and enforce traffic or parking regulations.

The statutory Notice will be published in the London Gazette and one local newspaper circulated in the area. In addition to this, the Council will post Notices in the affected streets and deliver newsletters to local residents and traders. The Notice informs residents and businesses in the affected area of the proposed measures and how members of the public can submit written representations regarding the proposals. Representation must be made in writing to: Head of Street Scene and Waste, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX by no later than **11 November 2011**, quoting reference **ES/SGE/ZONE APOSTLES**.

The Council will consider all representations prior to proceeding further.

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

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

DUNDONALD WARD COUNCILLORS

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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.

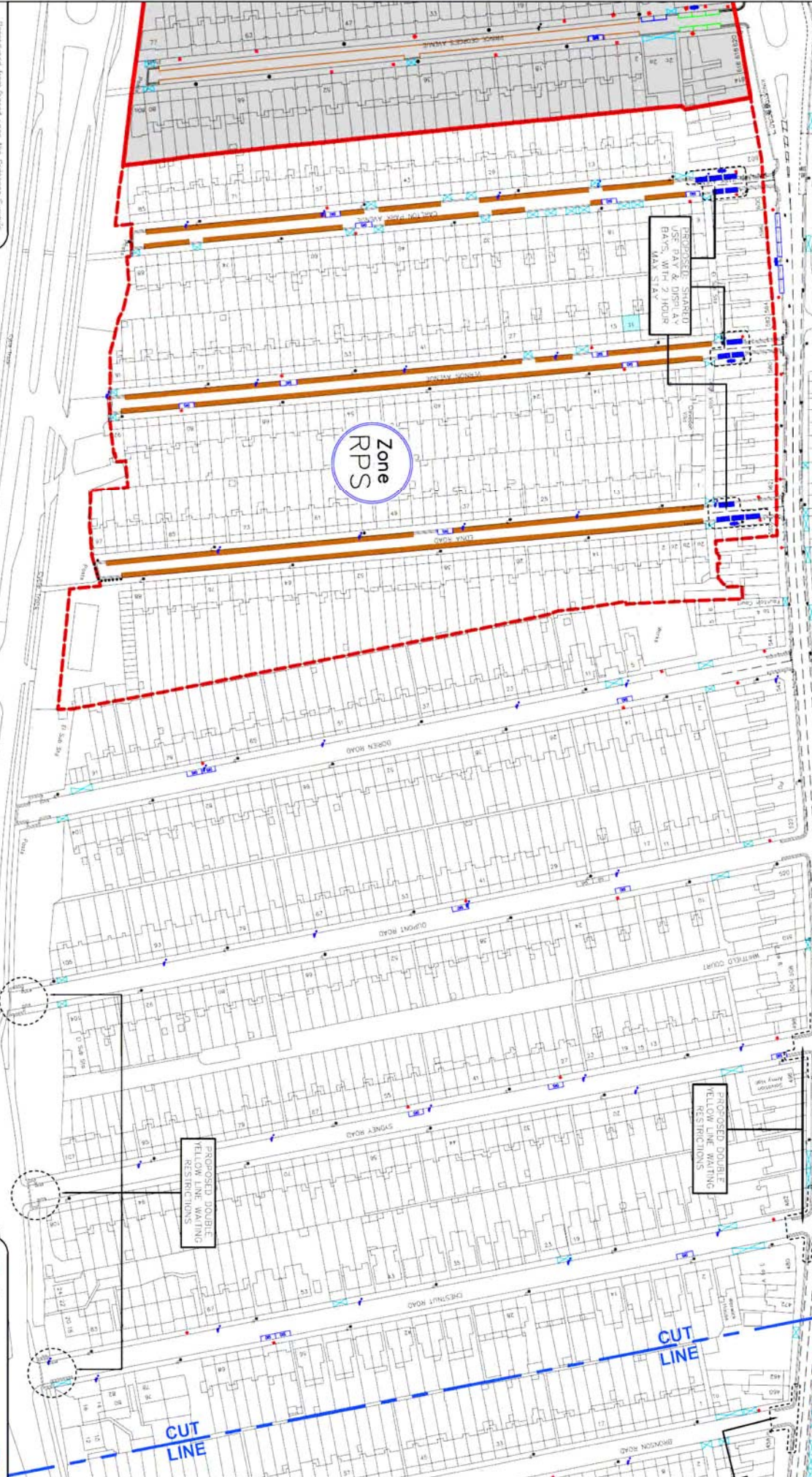
- Albanian Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shenjojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
 - Bengali এই যথেষ্ট কোনো অংশ ব্যাখ্যার দরকার হলে, দয়া করে ব্যক্তিগত (বা) টিক টিক দিন এবং টিকি দিনে বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিচে যোগাযোগের বিবরণ দেওয়া হয়েছে।
 - French Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.
 - Korean 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명받아야 할 경우라면, 상자속에 표시를 하고 우리에게 전화나 서신으로 연락하십시오.
 - Polish Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.
 - Portuguese Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadrícula respectiva e contactar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.
 - Somali Haddii aad u baahan tahay in qayb dukumeentigan ka mid ah laguugu sharxo lugaddaada, fadlan sax ku calaamadee sanduuga oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkaan hoose ku yaalla.
 - Spanish Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.
 - Tamil கீழ்க்கண்ட ஆவணத்தின் எந்த ஒரு பகுதியின் விவரம் தெரிந்துகொள்ள வேண்டுமானால், கருத்து தெரிவிக்கவும் அல்லது எங்கள் மூலமாக தொடர்பு கொள்ளவும். கீழ்க்கண்ட விவரம் குறிப்பிட்டு எங்கள் மூலமாக தொடர்பு கொள்ளவும்.
 - Urdu اگر آپ کو اس دستاویز کے کسی حصے کی وضاحت کی ضرورت ہے تو براہ کرم اس جگہ پر نشان لگائیں اور ہمیں لکری یا فون پر رابطہ کر کے اس کی وضاحت کیجئے۔
- Large print Braille Audiotape

Your contact:

Name.....
Address.....
.....
Telephone.....

Brett Cockin, Merton Civic Centre, London Road, Morden, SM4 5DX

KEY	
	CROSSOVERS
	PROPOSED PERMIT HOLDER BAY
	PROPOSED PAY & DISPLAY
	PROPOSED PAY & DISPLAY
	PROPOSED SINGLE YELLOW LINE
	PROPOSED DOUBLE YELLOW LINE
	POST
	TOP TELEGRAPH POLE
	EXISTING DISABLED BAY
	PROPOSED CPZ EXTENSION
	EXISTING CPZ BOUNDARY
	LAMP COLUMN
	EXISTING SINGLE YELLOW LINE
	EXISTING DOUBLE YELLOW LINE
	PAD TICKET MACHINE



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PROPOSED EXTENSION TO RPS CONTROLLED PARKING ZONE



SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE APOSTLES ZONE RPE

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	Q2. NUMBER OF CARS		Q3. DO YOU CURRENTLY HAVE A PARKING PROBLEM IN YOUR ROAD?					
							No Response	Q2. NUMBER OF CARS	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%
Bushy 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%
Bushy 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%
Rothesay 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%
Dorrien 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%
Rothesay 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%