

Committee: Street Management Advisory

Date: 10th February 2011
Agenda item: 5
Wards: Colliers Wood
Subject: Proposed 'CW' CPZ Review and Extension – Results of informal Consultation
Lead officer: Chris Lee, Director of Environment & Regeneration
Lead member: Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration
Forward Plan reference number: N/A
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Recommendations:

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

1. Notes the results of the informal consultations carried out between 24th September and 15 October 2010, on the proposed and optional measures to improve the operation of the existing 'CW' Controlled Parking Zone (CPZ). For a summary of the results from the separate questionnaires see the tables in Appendices 2 and 3 respectively.
2. Agrees to proceed with a statutory consultation and publication of the relevant draft Traffic Management Orders (TMOs) on the Council's intention to introduce the following proposed amendments in the existing 'CW' CPZ, as shown on drawing no. Z78/181/01, (on display at meeting) in Appendix 1
 - I. Convert the existing single permit holder bay to Car Club bay on the flank wall of property no. 80 High Street Colliers Wood.
 - II. To introduce a Solo Motorcycle bay in College Road adjacent to the flank wall of property no. 80 High Street Colliers Wood.
 - III. To introduce an additional pay and display shared use bay in Acre Road outside property no. 3, with a maximum stay of two hours.
 - IV. To introduce double yellow lines restrictions at all key locations to ensure access and improved sightlines.
 - V. Agrees NOT to proceed with the following optional changes to the existing 'CW' CPZ, based on the majority view expressed by residents and businesses who responded to the consultation:
 - Changes to the operational days.
 - Changes to the operational hours.

CW CPZ Extension

- a. Agrees to proceed with a statutory consultation and publication of the relevant draft Traffic Management Orders (TMOs) on the Council's intention to extend the boundary of the existing CW CPZ to include following roads - Fortescue Road, Courtney Road, Clarendon Road, Colwood Road, Christchurch Close and Christchurch Road (even numbers only) which will entitle the residents of Nos. 40 to 74 to obtain parking permits for 'CW' CPZ. The zone will be operational, Mondays to Friday between 8.30am and 6.30pm, as shown on drawing no. Z78/180/01, (on display at meeting) in Appendix 1.
 - b. To introduce pay and display only parking bays on both side of Fortescue Road near its junction with Christchurch Road, with a maximum stay of two hours only.
 - c. To introduce a Car club bay in Fortescue Road near its junction with Christchurch Road.
 - d. To introduce pay and display shared-use parking bays on the north side of Fortescue Road outside Oasis Church, with a maximum stay of two hours only.
 - e. To include Colwood Gardens, Christchurch Close and Courtney Road as part of the extension (for details please see paragraph 4.15/6).
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1. THIS PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to bring to the Cabinet Member's and the Street Management Advisory Committee's attention, the Council's commitment to carrying out a full review of zone 'CW' and consideration of requests for parking controls from the local residents.
- 1.2 It details the results of the informal consultation carried out with the residents and businesses in zones CW on proposed and optional changes to the operation of the zone.
- 1.3 It also details the results of the informal consultation carried out with the residents and businesses in the surrounding area, regarding the Council's proposals to extend the zone to include Fortescue Road, Courtney Road, Clarendon Road, Colwood Road, and Christchurch Close and to entitle certain properties in Christchurch Road to parking permits.
- 1.4 It seeks approval to proceed with the undertaking of a statutory consultation on the proposed measures detailed in section 5 of this report.

2. DETAILS

- 2.1 The proposals considered in this report are in accordance with the objectives of the Mayor's Transport Strategy, which are reflected within the Council's Local Implementation Plan, submitted to TfL. This plan contains the policy framework for both parking and road safety and is summarised below.
- 2.2 Parking: Chapter 7 of the Parking and Enforcement Plan (the 'PEP'), which forms part of the LIP reiterates the Council's intentions to improve parking conditions in the borough. The overall aim of the PEP is to support a better and safer environment in the borough.

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.

2.3 Road Safety: chapter 6 of the LIP contains the Council's Road Safety Strategy, which details initiatives to make borough roads safer for all road users. The Council's UDP also contains strategic transport policies for the benefit of road safety. The key policies include:

- To tackle congestion by reducing the level and impact of traffic in town centres and residential areas.
- To make the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures.
- To manage better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
- To improve the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
- Encourage the use of more sustainable modes of transport.

2.4 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 lines waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:

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

Pay and display only bays: - for pay and display customer only (permit not valid)

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

2.5 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.

- 2.6 Within any proposed CPZ or review, the Council aims to reach a balance between the parking needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition, the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.
- 2.7 Zone CW was implemented in 2003 and since its introduction the Council has not had the opportunity to carry out a comprehensive review to address the needs / demands and parking concerns of the local community. The objective of the review is to identify any such alterations to improve road safety and the operation of the parking controls to benefit residents and businesses. Additionally to enable effective enforcement of the existing controls, it is necessary to ensure that all the restrictions comply with the Department for Transport's (DfT) regulations. This means that all designated on-street parking bays and yellow lines must be clearly and correctly marked and signed.
- 2.8 In 2004 a consultation was carried out in the Norfolk Road and Fortescue Road areas to determine residents' support for a CPZ. The results of the consultation, which was presented to the Street Management Advisory Committee in March 2004, showed that the overall majority of residents in the Norfolk Road area, who responded, supported the introduction of a CPZ whilst residents in the Fortescue Road area were against. However, detailed analysis of the results identified that a majority of respondents from Fortescue Road supported the introduction of parking controls in their road. The proposals for Fortescue Road area were subsequently abandoned until such time that the concerns expressed by the residents could be considered as part of the future review of zone 'CW' or until such time the Council receives a petition.
- 2.9 Since the last consultation the Council has received many requests from the residents of Fortescue Road requesting parking controls. In late 2008, officers had a meeting with Colliers Wood Ward Councillors where it was agreed to include this area as an extension to the existing CW CPZ as part of the planned review. It was felt that staff of the nearby businesses, commuters using the Colliers Wood underground station and those in the nearby existing CPZs who do not wish to purchase a permit are causing parking difficulties for residents as well as access difficulties for the emergency services and the Council's refuse vehicle.
- 2.10 It was agreed to proceed with the consultation on the following proposed measures with optional changes as part of the review of the existing zone and the extension of the zone. These are listed below:
- 2.10.1 Review of existing CW CPZ:
- Proposed changes:
- Convert the existing single permit holder bay in College Road outside the flank wall of property no. 80 High Street Colliers Wood to a Car Club bay.
 - To introduce a Solo Motorcycle Only bay in College Road adjacent to the flank wall of property no. 80 High Street Colliers Wood.
 - To introduce an additional pay and display shared use bay in Acre Road outside property no. 3, with a maximum stay of two hours.

- Convert existing single yellow line restrictions to double yellow line restrictions at all key locations to ensure access and improved sightlines.

2.10.2 Proposed optional changes

- To change the current operating hours of 8.30am to 6.30pm to either 10am to 4pm or 11am to 12 noon.
- To change the days of operation from Monday to Friday to Monday to Saturday.

2.10.3 Proposed CPZ extension

Proposed measures

- To include Fortescue Road, Courtney Road, Clarendon Road, Colwood Road, Christchurch Close and to entitle property nos. 40 to 74 Christchurch Road (even numbers only) to obtain parking permits for 'CW' CPZ.
- To introduce pay and display only parking bays on both side of Fortescue Road near its junction with Christchurch Road, with a maximum stay of two hours.
- To introduce a Car club bay on north side of Fortescue Road near its junction with Christchurch Road.
- To introduce pay and display shared-use parking bays on north side of Fortescue Road outside Oasis Church, with a maximum stay of two hours only.
- To introduce permit holders bays in Fortescue Road, Courtney Road, Clarendon Road, Colwood Road.
- To introduce Double yellow lines (At any times waiting restrictions) at key locations in Fortescue Road, Courtney Road, Clarendon Road, and Colwood Road.

3. **ALTERNATIVE OPTIONS**

- 3.1 Do nothing. This would not address the concerns raised during the informal consultation and the Council's duty to improve access and provide a safe environment for all road users.
- 3.2 Not to convert certain existing permit holder bays in College Road to a car club bay. This would adversely restrict the Car Club members particularly since the one currently in use in Kimble road has proven popular and an additional bay in the area is required.
- 3.3 To proceed with changes to the operational times in the existing 'CW' CPZ, would be against the majority view of all the respondents, who seem generally satisfied with the current operation of the restrictions.
- 3.4 Not to include the extension. This would not address the needs of the majority of those residents, and would be against the wishes of the overall majority of those who responded from the entire area.
- 3.5 Not to include Colwood Gardens, Courtney Road and parts of Christchurch Road, where the majority of respondents do not support inclusion in a CPZ. This would prevent residents from obtaining permits for the CPZ and consequently they would not be able to park in the surrounding roads.

- 3.6 Not to proceed with the proposed pay and display and shared use bays in Fortescue Road near the junction with Christchurch Road. This would not provide a flexibility for non residents, such as their visitors and tradesman to park in the area for a short period of time. It is considered that shared use bays offer a more flexible use of available space.

4. Informal Consultation

4.1 The joint informal consultations on the proposed and optional measures to improve the operation of the existing 'CW' controlled parking zone (CPZ) and the proposed extension to include parking controls in the Fortescue Road area, commenced on 24 September and ended on 15 October 2010. All feedback received after this date has also been included.

4.2 Separate consultation packs containing a newsletter detailing the proposals; an associated plan showing the proposed parking layout; a pre-paid questionnaire reply card and a sheet of frequently asked questions, as shown in Appendix 4 were posted to all premises within the areas shown on **the plan below**. Notification of the proposals along with online questionnaires (e-forms) were also available on the Council's website.

4.3 An exhibition where residents were invited to speak to officers about the proposals were held on 9 October 2010 at the Guardian Centre, 67 Clarendon Road, Colliers Wood SW19 2DX.

4.4 Review of existing CW CPZ:

The consultation for the review of the existing CPZ comprised of 1778 households/businesses and resulted in a total of 189 returns, representing a response rate of 10.6%. A summary of the responses to all the questions is shown in the tables in Appendix 2.

4.5 A majority of 57.7% of all respondents indicated that they are generally satisfied with the current operation of the parking controls in their roads and do not wish for the operating days or hours to be changed. See appendix 2 for full result.

4.6 During the past few years the Council has received many complaints from residents who live on the west of the High Street of Colliers Wood CPZ requesting for the days of operation of the zone to be increased to include Saturday whilst residents who live on the east wanted the hours of operation to be reduced. For this purpose it would be prudent to split the results accordingly (East and West) using High Street Colliers Wood as the boundary.

East of the High Street

4.7 According to the results, 82% majority of respondents do not want the days of operation to be increased to include Saturday; 46.6% want the operating hours changed compared to 45.5% who do not. 21.8% prefer operating hours of 10am – 4pm with 25.5% who prefer 11am – 12noon and a majority of 52.7% wanting status quo.

4.7.1 Table 1- East of the High Street

ROAD	Q3. Do you feel that the operating days need to be changed to Monday to Saturday?			Q4. Do you feel that the operating times need to be changed?			Q4.1. If yes to Q4. which of these times would you prefer?		
	% Yes	% No	% Unsure	% Yes	% No	% Unsure	10am-4pm	11am-12 noon	Status Quo
Birdhurst Road	0.0%	91.7%	8.3%	91.7%	0.0%	8.3%	50.0%	50.0%	0.0%

Cavendish Road	0.0%	92.3%	7.7%	57.7%	34.6%	7.7%	15.4%	42.3%	42.3%
Christchurch Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Clive Road	0.0%	100.0%	0.0%	61.5%	30.8%	7.7%	23.1%	38.5%	38.5%
Daniel Close	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Devonshire Road	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	18.8%	25.0%	56.3%
East Gardens	12.5%	81.3%	6.3%	37.5%	43.8%	18.8%	0.0%	0.0%	100.0%
Harewood Road	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	20.0%	40.0%	40.0%
High Street C. Wood	0.0%	100.0%	0.0%	60.0%	40.0%	0.0%	33.3%	0.0%	66.7%
Lyvenden Road	0.0%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	13.3%	53.3%
Marlborough Close	0.0%	100.0%	0.0%	40.0%	53.3%	6.7%	0.0%	0.0%	100.0%
Marlborough Road	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	11.8%	23.5%	64.7%
Norfolk Road	5.9%	88.2%	5.9%	41.2%	58.8%	0.0%	0.0%	25.0%	75.0%
North Garden	0.0%	100.0%	0.0%	25.0%	75.0%	0.0%	0.0%	0.0%	100.0%
Park Road	25.0%	75.0%	0.0%	0.0%	100.0%	0.0%	25.0%	10.0%	65.0%
Robinson Road	20.0%	70.0%	10.0%	35.0%	55.0%	10.0%	29.4%	29.4%	41.2%
Rutland Close	23.5%	70.6%	5.9%	52.9%	41.2%	5.9%	0.0%	0.0%	0.0%
Rutland Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
South Gardens	0.0%	100.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	100.0%
Valley Gardens	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	100.0%
Warren Road	0.0%	33.3%	66.7%	0.0%	100.0%	0.0%	25.0%	18.8%	56.3%
Watson Close	0.0%	43.8%	56.3%	56.3%	31.3%	12.5%	0.0%	0.0%	100.0%
West Gardens	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	25.0%	75.0%
Wilton Road	25.0%	75.0%	0.0%	25.0%	75.0%	0.0%	50.0%	25.0%	25.0%
Total	6.9%	82%	11.1%	46.6%	45.5%	7.9%	21.8%	25.5%	52.7%

4.8 West side of the High Street

According to the results, 80.7% majority of respondents do not want the days of operation to be increased to include Saturday; 32.1% wanted the operating hours changed compared to 61.5% who do not. On this side of the zone the majority want status quo.

Table 2 West side of the High Street

ROAD	Q3. Do you feel that the operating days need to be changed to Monday to Saturday?			Q4. Do you feel that the operating times need to be changed?			Q4.1. If yes to Q4. which of these times would you prefer?		
	% YES	% NO	% UNSURE	% YES	% NO	% UNSURE	% YES	% NO	STATUS QUO
Acre Road	0.0%	87.5%	12.5%	12.5%	75.0%	12.5%	12.5%	0.0%	87.5%
Baltic Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Boundary Road	13.3%	80.0%	6.7%	40.0%	46.7%	13.3%	20.0%	20.0%	60.0%

Boyd Road	11.1%	88.9%	0.0%	55.6%	44.4%	0.0%	11.1%	44.4%	44.4%
Briscoe Road	7.1%	92.9%	0.0%	50.0%	42.9%	7.1%	42.9%	7.1%	50.0%
Bygrove Road	22.2%	66.7%	11.1%	11.1%	77.8%	11.1%	11.1%	0.0%	88.9%
Carter Road	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%
Chesham Road	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
College Road	0.0%	80.0%	20.0%	40.0%	60.0%	0.0%	10.0%	30.0%	60.0%
Denison Road	17.6%	82.4%	0.0%	29.4%	64.7%	5.9%	17.6%	11.8%	70.6%
Dinton Road	0.0%	100.0%	0.0%	40.0%	60.0%	0.0%	20.0%	20.0%	60.0%
High Street C. Wood	0.0%	75.0%	25.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
Kimble Road	0.0%	100.0%	0.0%	33.3%	66.7%	0.0%	0.0%	33.3%	66.7%
Merton High St.	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Miller Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Norfolk Road	0.0%	100.0%	0.0%	25.0%	75.0%	0.0%	0.0%	25.0%	75.0%
University Road	0.0%	40.0%	60.0%	0.0%	80.0%	20.0%	0.0%	0.0%	100.0%
Walpole Road	0.0%	33.3%	66.7%	33.3%	66.7%	0.0%	33.3%	0.0%	66.7%
Waterfall Road	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
Waterfall Cottages	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	9.2%	80.7%	10.1%	32.1%	61.5%	6.4%	17.4%	14.7%	67.9%

4.9 As part of the consultation process, views and comments directly concerning the proposals were invited and noted by officers. The most frequent concern raised was that residents felt that the CPZ would operate more effectively if enforcement were increased.

4.10 Proposed CPZ extension:

The consultation for the proposed CPZ extension comprised of 486 households/businesses and resulted in a total of 152 returns, representing a response rate of 31.3%. A summary of the responses to all the questions is attached as Appendix 3.

4.11 A majority of 56.6% of all respondents indicated that they currently have parking problems in their roads compared to 40.1% who feel that they do not with the remaining 3.3% undecided. A majority of 48.7% support the concept of a CPZ, compared to 42% who do not.

(Table 1 – summary of results to questions 2, 3 and 4)

ROAD	Q2. Do you feel you have a parking problem in your road?			Q3. Do you support the concept of a CPZ				Q4. Do you support the proposed extension of the existing CW CPZ in your road		
	% YES	% NO	% UNSURE	% YES	% NO	% UNSURE	No Response	% YES	% NO	% UNSURE
Alpheia Close	62.5%	37.5%	0.0%	50.0%	25.0%	25.0%	0.0%	50.0%	37.5%	12.5%
Christchurch Close	66.7%	33.3%	0.0%	44.4%	38.9%	16.7%	0.0%	38.9%	50.0%	11.1%

Christchurch Road	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%
Clarendon Road	65.9%	31.7%	2.4%	62.5%	35.0%	2.5%	6.3%	51.2%	43.9%	4.9%
Colwood Gardens	23.8%	71.4%	4.8%	23.8%	61.9%	14.3%	0.0%	19.0%	66.7%	14.3%
Courtney Road	34.8%	60.9%	4.3%	30.4%	60.9%	8.7%	0.0%	17.4%	73.9%	8.7%
Devonshire Road	75.0%	25.0%	0.0%	50.0%	25.0%	25.0%	0.0%	50.0%	0.0%	50.0%
Fortescue Road	74.3%	20.0%	5.7%	64.7%	29.4%	5.9%	7.7%	60.0%	31.4%	8.6%
	56.6%	40.1%	3.3%	48.7%	42.0%	9.3%	2.5%	41.4%	48.7%	9.9%

4.12 Residents were asked if they would support the proposed extension of the existing CW CPZ in their road. 41.4% of all respondents indicated they would support the extension compared to 48.7% who are against as shown in table 1 above. Residents were also asked if they would support a CPZ if the neighbouring road(s) or part of their road were included in a CPZ. A majority of 48% of all respondents indicated that they would like to be included if their neighbouring roads or part of their road was in support of a CPZ and included as shown in table 2 below.

(Table 2 – summary of results to questions 4 and 5)

ROAD	Q5. Would you be in favour of a CPZ in your road if the neighbouring road(s) or part of your road, were included in a CPZ			Q6. Would you prefer to be in a new CPZ?		
	% YES	% NO	% UNSURE	% YES	% NO	% UNSURE
Alpheia Close	62.5%	25.0%	12.5%	50.0%	37.5%	12.5%
Christchurch Close	44.4%	50.0%	5.6%	27.8%	66.7%	5.6%
Christchurch Road	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%
Clarendon Road	56.1%	34.1%	9.8%	46.3%	46.3%	7.3%
Colwood Gardens	23.8%	66.7%	9.5%	14.3%	66.7%	19.0%
Courtney Road	30.4%	65.2%	4.3%	17.4%	65.2%	17.4%
Devonshire Road	50.0%	25.0%	25.0%	25.0%	50.0%	25.0%
Fortescue Road	65.7%	31.4%	2.9%	51.4%	28.6%	20.0%
	48.0%	44.7%	7.2%	35.5%	50.7%	13.8%

- 4.13 Although there are no proposed changes to the current parking restrictions in Christchurch Road (this is a Red Route), officers felt that it was appropriate for a number of adjoining properties to be included within the CPZ boundary, which would entitle residents and businesses within the zone to obtain the relevant parking permits. Excluding those properties would prevent residents and their visitors who do not have access to off-street parking facilities, to park in the side roads either side of Christchurch Road during the controlled times of the existing red route operation in Christchurch Road which is insufficient to meet their parking needs.
- 4.14 Given the fact that the current parking restrictions on Christchurch Road is to remain unchanged, it would be prudent to remove part of Christchurch Road from the overall results meaning that their exclusion from the results would mean a majority of 49.3% in favour of a CPZ compared to 41.2%. This is only suggested because the residents of Christchurch Road are not directly affected by the proposals other than the fact that they do park in the side roads adding to the parking stress in those roads. However, parking stress can be regulated through a CPZ even with adjacent properties being permitted permits by their inclusion.

Colwood Gardens and Courtney Road

- 4.15 The consultation also showed that Colwood Gardens and Courtney Road which are in the middle of the CPZ extension with Christchurch Road in the west and Devonshire Road in the east. During the informal consultation 62 and 75 leaflets were distributed to households in these two roads respectively. The response rate was 33.9% for Colwood Gardens of which 23.8% are in favour, 61.9% against and 14.3% unsure; and for Courtney Road the response rate was 30.7% of which 30.4% are in favour, 60.9% against and 8.7% unsure. During this informal and previous consultations, residents of these roads have consistently expressed opposition to the introduction of any scheme. If a scheme is introduced in Fortescue Road and Clarendon Road, there will be an immediate increased displacement of vehicles into these two roads. It is important to keep these two roads in the scheme as exclusion will make parking extremely difficult in these roads and will not serve the best interest of the residents. The Council has an obligation and responsibility to the residents and should act accordingly.

Christchurch Close

- 4.16 Christchurch Close could be excluded from the scheme as this road is a cul de sac and not directly connected to the other roads in the extension but if the scheme is extended to all the above roads, there will be an immediate increase in displacement into Christchurch Close. It is important to keep Christchurch Close in the scheme as exclusion would intensify the demand for parking space and exacerbate existing problems of competition for space, obstructive parking and will not serve the best interest of the residents.
- 4.17 Additionally, the most frequent comments received during the consultation are summarised in table 3 below:

(TABLE 3 – 5 MOST FREQUENT COMMENTS ON QUESTIONNAIRES)

NO.	COMMENTS/VIEWS	FREQUENCY
1	Parking problem is caused by commuters	7
2	The number of disabled bays need to reconsidered	4
3	There isn't enough road space for residents' vehicles	4
4	Do not want to pay for parking	3

5	Parking is affected by new developments	2
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- 4.18 The most frequent comment received and also expressed at the exhibition, was the impact caused by commuter parking, who are probably using the underground station or working in St Georges Hospital.
- 4.19 Concerns were raised about the current level of disabled parking bays and whether or not some are legitimately required, as they reduce available parking spaces for other residents.
- 4.20 Other frequent comments include the actual number of vehicles residents own, which cannot be accommodated within the available road space. This was followed by the associated costs for permits and some residents felt that this was just a way for the Council to generate extra revenue.

4.21 Local Ward Councillors

All the consultation documents were provided to the local Ward Members for comments prior to commencement of the consultation and no comments or suggestions were received.

Following the conclusion of the consultation, officers discussed the results and proposed measures agreed with the ward members at meeting of 24th November 2010 recommendations.

5. RECOMMENDATIONS

- 5.1 That the 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 informal consultations carried out between 24th September and 15 October 2010 on the proposed and optional measures to improve the operation of the existing 'CW' Controlled Parking Zone (CPZ). For a summary of the results from the separate questionnaires see the tables in Appendices 2 and 3 respectively.

B) Agrees to proceed with a statutory consultation and publication of the relevant draft Traffic Management Orders (TMOs) on the Council's intention to introduce the following proposed amendments in the existing 'CW' CPZ, as shown on drawing no. Z78/181/01 and Z78/180/01, (on display at meeting) in Appendix 1

i) Convert the existing single permit holder bay to a Car Club bay adjacent to the flank wall of property no. 80 High Street Colliers Wood.

ii) Introduce a solo motorcycle bay in College Road adjacent to the flank wall of property no. 80 High Street Colliers Wood.

iii) Introduce an additional pay and display shared use bay in Acre Road outside property no. 3, with a maximum stay of two hours.

iv) Introduce double yellow lines restrictions at all key locations to ensure access and improved sightlines.

v) Agrees NOT to proceed with the following optional changes to the existing CW CPZ, based on the majority view expressed by residents and businesses who responded to the consultation:

- Changes to the operational days.
- Changes to the operational times.

C. CW CPZ Extension

- i) Agrees to proceed with a statutory consultation and publication of the relevant draft Traffic Management Orders (TMOs) on the Council's intention to introduce a CPZ in the following roads - Fortescue Road, Courtney Road, Clarendon Road, Colwood Road, Christchurch Close and to include properties nos. 40 to 74 Christchurch Road (even numbers only) so that they can obtain parking permits for 'CW' CPZ. Hours of operational to be Mondays to Friday between 8.30am and 6.30pm, as shown on drawing no. Z78/180/01, (on display at meeting) in Appendix 1.
 - ii) To introduce pay and display only parking bays on both side of Fortescue Road near its junction with Christchurch Road, with a maximum stay of two hours only.
 - iii) To introduce a Car club bay in Fortescue Road near its junction with Christchurch Road.
 - iv) To introduce pay and display shared-use parking bays on the north side of Fortescue Road outside Oasis Church, with a maximum stay of two hours only.
 - v) To include Colwood Gardens, Christchurch Close and Courtney Road as part of the extension.
- 5.2 The proposed 'CW' CPZ extension operating hours would be in line with the current controlled times, Mondays to Friday, between 8.30 am and 6.30 pm.
- 5.3 It is proposed that the residents' permit parking provision should be identical to that offered in the existing zone and other controlled parking zones in Merton. The existing 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.
- 5.4 It is recommended that the system and charges applied elsewhere in the Borough for visitor permits should also be introduced. All-day and half day Visitor permits will be £2.50. Half-day permits can be used between 10am & 2pm or 12pm & 4pm. The allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two.
- 5.5 It is proposed that the business permit system should be the same for zones elsewhere in the borough, maintaining the current charges of £221 per 6 months with a maximum of only two permits per business without off- street parking facilities.
- 5.6 It is recommended that the charge for parking within the pay and display shared use/permit holder bays is applied according to the current charges in the borough. The cost will be £1 per hour. Purchase of tickets will be available before 8.30am.

6. **TIMETABLE**

- 6.1 The advertisement of the draft TMOs with the Council's intentions to introduce a CPZ with parking places and waiting restrictions in the said roads, will be published within 6 weeks should approval be given to proceed with officers' recommendations. This will include the erection of the notices on lamp columns in the vicinity of the proposed measures, the publication of Council's intentions in the Local Guardian and the London Gazette. The documents will also be available at the Link, Civic Centre.

- 6.2 Additionally, a leaflet will be distributed to all the premises originally consulted as part of the CPZ proposal, informing them of the outcome of the previous informal consultations carried out and inviting any objections to the statutory consultation. Information will also be available on the Council's website.
- 6.3 Any objections to the proposals will be presented to the next available Street Management Advisory Committee / Cabinet Member for consideration. The recommendations are based on the support expressed by the majority of residents in the majority of roads who responded to the consultation.
- 6.4 The Council must consider whether or not the problems currently being experienced in the Fortescue Road area are of sufficient significance for parking controls to be introduced in proportion to the possible impact on the surrounding roads if they were introduced.

7. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the amendments and extension of the CPZ is approximately £85k. This includes the publication of the TMOs on the Council's intentions to introduce the proposals, publication of the made TMOs, should approval be given to implement the measures, ticket machines, road markings and the relevant signage. This does not include consultation material and staff costs.
- 7.2 The Environment and Regeneration capital budget for 2009/10 contains a provision of £380k for parking management schemes. The cost of this proposal can be met from the original allocation of £380k for the introduction of the CPZ.

8. LEGAL AND STATUTORY IMPLICATIONS

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

9. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS.

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

- 9.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London gazette.

10. CRIME AND DISORDER IMPLICATIONS

- 10.1 Not applicable

11. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 11.1 The risk of not introducing the proposed arrangements is that the existing parking difficulties for residents would continue and it would do nothing to assist the residents.
- 11.2 The risk in not addressing the issues raised from the informal consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented, but it is considered that the benefits of introducing the measures outweighs the risk of doing nothing.
- 11.3 The risk of introducing the parking controls in individual roads only would be a possible increase in demand for parking in the surrounding roads.
- 11.4 It is considered that the statutory consultation will provide a further opportunity for the local community and motorists to air their views.

12. APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT

- Appendix 1 - Proposed 'CW' Review and Extension layout Drg No. Z78-181-01 and Z78-180-01.
- Appendix 2 - Informal Consultation results table – Review Area.
- Appendix 3 - Informal Consultation results table – Extension Area
- Appendix 4 – Informal Consultation documents.

13. BACKGROUND PAPERS

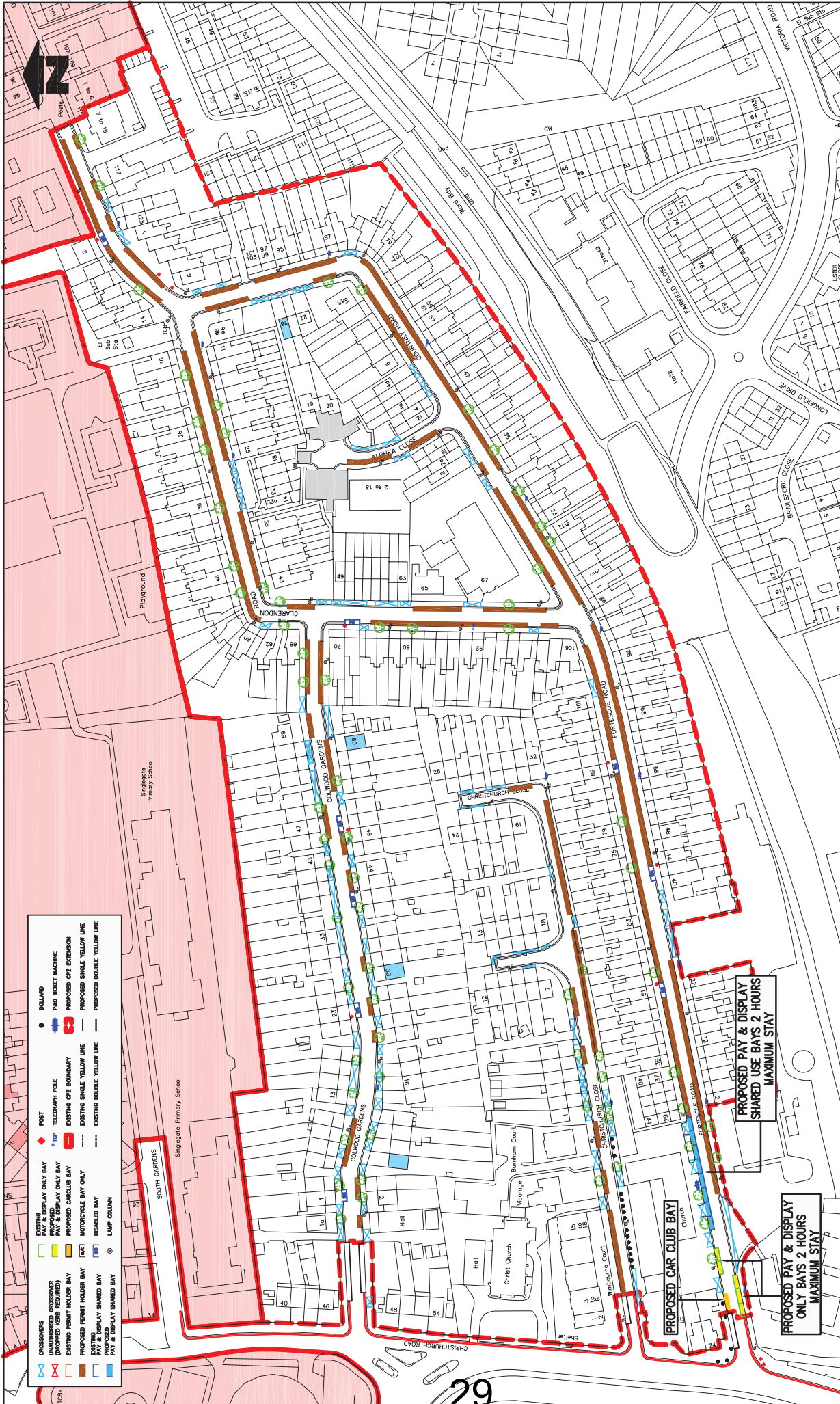
Useful links

Merton Council's web site: <http://www.merton.gov.uk>

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

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

This disclaimer also applies to any links provided here.



Merton Council
Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

<p>Proposed Controlled Parking Zone</p> <p>Fortescue Road Area</p>	<p>PROJECT Z78-180-01</p> <p>TITLE Proposed CW Extension layout</p> <p>Author [Name] Checker [Name] Approved by [Name]</p> <p>DATE Date: [Date] Rev: [Rev]</p> <p>Scale 1 : 1000</p>
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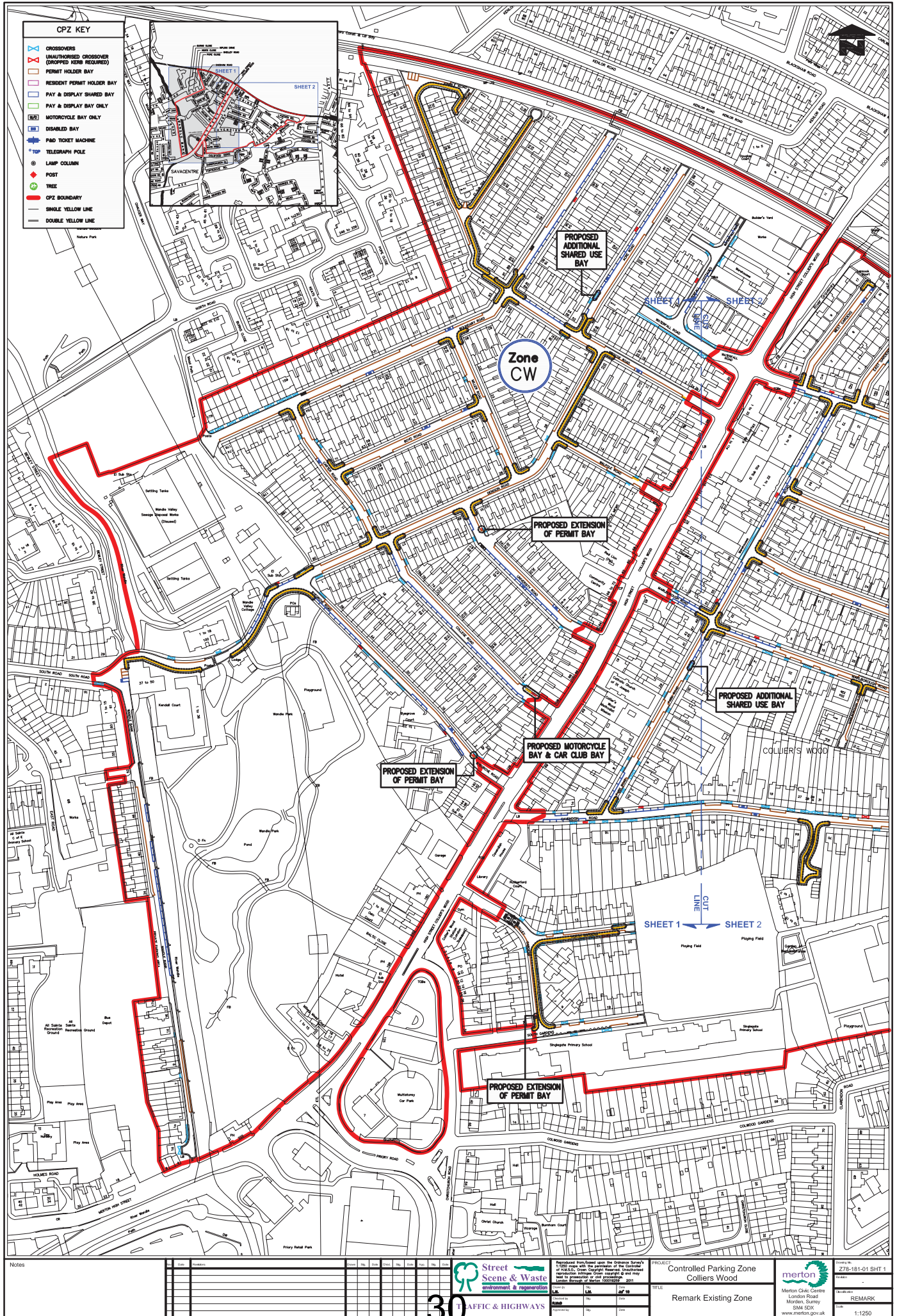
Street Scene & Waste
environment & regeneration

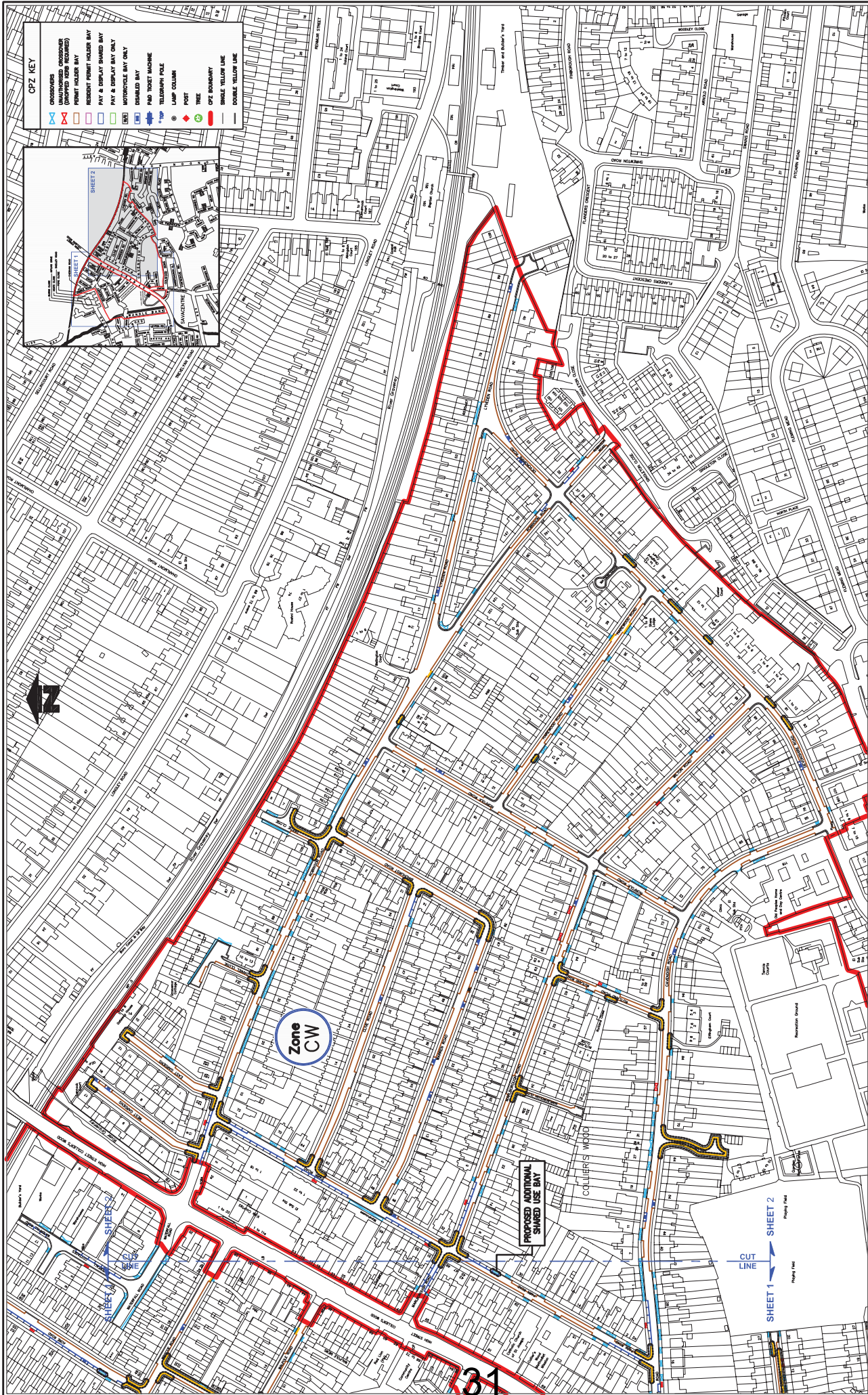
TRAFFIC & HIGHWAYS

Date	Revisions	
	By	Desc

Proposed CW Extension layout is shown in blue. All other parking bays are shown in red. This drawing is to be used in conjunction with the terms and conditions of the Controlled Parking Zone. It is the responsibility of the user to ensure that the proposed CW Extension layout is in accordance with the terms and conditions of the Controlled Parking Zone. The user agrees to indemnify and hold Merton Council harmless from all claims, damages, costs and expenses, including legal costs, which may be incurred by Merton Council in connection with the use of this drawing.

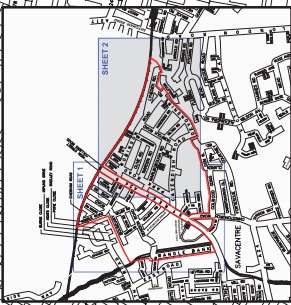
- EXISTING OVERLAP BAY
- EXISTING PRINT HOLDER BAY
- EXISTING PRINT HOLDER BAY ONLY
- EXISTING CARCLUB BAY
- EXISTING TELEGRAPH POLE
- EXISTING CYC BOUNDARY
- EXISTING SINGLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- EXISTING SIGN
- EXISTING TELEGRAPH POLE
- EXISTING CYC BOUNDARY
- EXISTING SINGLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- EXISTING SIGN
- PROPOSED OVERLAP BAY
- PROPOSED PRINT HOLDER BAY
- PROPOSED PRINT HOLDER BAY ONLY
- PROPOSED CARCLUB BAY
- PROPOSED TELEGRAPH POLE
- PROPOSED CYC BOUNDARY
- PROPOSED SINGLE YELLOW LINE
- PROPOSED DOUBLE YELLOW LINE
- PROPOSED SIGN
- PROPOSED OVERLAP BAY
- PROPOSED PRINT HOLDER BAY
- PROPOSED PRINT HOLDER BAY ONLY
- PROPOSED CARCLUB BAY
- PROPOSED TELEGRAPH POLE
- PROPOSED CYC BOUNDARY
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- PROPOSED DOUBLE YELLOW LINE
- PROPOSED SIGN
- PROPOSED OVERLAP BAY
- PROPOSED PRINT HOLDER BAY
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- PROPOSED CARCLUB BAY
- PROPOSED TELEGRAPH POLE
- PROPOSED CYC BOUNDARY
- PROPOSED SINGLE YELLOW LINE
- PROPOSED DOUBLE YELLOW LINE
- PROPOSED SIGN





CPZ KEY

	ROADWAYS
	UNAUTHORISED OVERCROSSING (DRAWN CASE RECORDED)
	PERMIT HOLDER BAY
	RESIDENT PERMIT HOLDER BAY
	PAY & DISPLAY BAY
	PAY & DISPLAY BAY ONLY
	MOTORCYCLE BAY ONLY
	DISABLED BAY
	PAY TICKET MACHINE
	TELEPHONE POLE
	LAMP COLUMN
	POST
	TREE
	CPZ BOUNDARY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE



<p>Merton Council London Road Merton, Surrey SM5 5GX www.merton.gov.uk</p>	
<p>PROJECT: Z78-181-01 SHT 2</p>	<p>TITLE: Controlled Parking Zone Colliers Wood</p>
<p>REGISTERED FROM/ISSUE WITH THE ORDINANCE SURVEY'S OF THE LONDON COUNTY COUNCIL RECORDS IN UNCORRECTED FORM TO PREVENT OR CAUSE ACCIDENTS AND MAY BE USED FOR THE PURPOSES OF THE ROAD TRAFFIC REGULATIONS ACT 1984</p>	<p>DATE: 10 JUN 2011</p>
<p>Checked by: RAM</p>	<p>Scale: 1:1250</p>
<p>TRAFFIC & HIGHWAYS</p>	<p>REMARK: Remark Existing Zone</p>

NOTES
Do not scale from this drawing

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR REVIEW OF CONTROLLED PARKING ZONE CW

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	OTHER	NO RESPONSE	Q2. Are you generally satisfied with the operation of CW CPZ?					% UNSURE
									YES	NO	UNDEC	% YES	% NO	
Acre Road	83	8	9.6%	7	0	0	0	1	7	0	1	87.5%	0.0%	12.5%
Baltic Road	67	0	0.0%	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
Birchurst Road	53	12	22.6%	12	0	0	0	0	3	9	0	25.0%	75.0%	0.0%
Boundary Road	219	15	6.8%	15	0	0	0	0	9	1	5	60.0%	6.7%	33.3%
Boyd Road	76	9	11.8%	9	0	0	0	0	5	1	3	55.6%	11.1%	33.3%
Briscoe Road	87	14	16.1%	14	0	0	0	0	9	4	1	64.3%	28.6%	7.1%
Bygrove Road	132	9	6.8%	9	0	0	0	0	8	1	0	88.9%	11.1%	0.0%
Carter Road	13	1	7.7%	1	0	0	0	0	0	1	0	0.0%	100.0%	0.0%
Cavendish Road	153	26	17.0%	25	1	0	0	0	9	12	5	34.6%	46.2%	19.2%
Chesham Road	10	1	10.0%	1	0	0	0	0	1	0	0	100.0%	0.0%	0.0%
Christchurch Road	17	0	0.0%	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
Clive Road	64	13	20.3%	12	0	0	1	0	7	4	2	53.8%	30.8%	15.4%
College Road	84	10	11.9%	10	0	0	0	0	7	2	1	70.0%	20.0%	10.0%
Daniel Close	13	0	0.0%	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
Defoe Road	8	1	12.5%	1	0	0	0	0	1	0	0	100.0%	0.0%	0.0%
Denison Road	102	17	16.7%	17	0	0	0	0	13	2	2	76.5%	11.8%	11.8%
Devonshire Road	172	16	9.3%	16	0	0	0	0	12	3	1	75.0%	18.8%	6.3%
Dinton Road	57	5	8.8%	5	0	0	0	0	3	2	0	60.0%	40.0%	0.0%
East Gardens	37	2	5.4%	2	0	0	0	0	2	0	0	100.0%	0.0%	0.0%
Harewood Road	65	5	7.7%	5	0	0	0	0	2	3	0	40.0%	60.0%	0.0%
High Street C. Wood	269	7	2.6%	4	0	1	1	1	4	2	1	57.1%	28.6%	14.3%
Kimble Road	83	3	3.6%	3	0	0	0	0	3	0	0	100.0%	0.0%	0.0%
Lyveden Road	113	15	13.3%	15	0	0	0	0	7	4	4	46.7%	26.7%	26.7%
Marlborough Close	18	2	11.1%	2	0	0	0	0	2	0	0	100.0%	0.0%	0.0%
Marlborough Road	104	17	16.3%	15	0	1	0	1	11	5	1	64.7%	29.4%	5.9%
Merton High St.	6	0	0.0%	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
Miller Road	30	0	0.0%	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
Norfolk Road	48	4	8.3%	3	0	0	1	0	3	1	0	75.0%	25.0%	0.0%
North Garden	25	4	16.0%	4	0	0	0	0	4	0	0	100.0%	0.0%	0.0%
Park Road	143	20	14.0%	20	0	0	0	0	15	4	1	75.0%	20.0%	5.0%
Robinson Road	249	17	6.8%	15	0	0	1	1	8	8	1	47.1%	47.1%	5.9%
Rutland Close	2	0	0.0%	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
Rutland Road	2	2	100.0%	2	0	0	0	0	1	1	0	50.0%	50.0%	0.0%
South Gardens	11	2	18.2%	2	0	0	0	0	2	0	0	100.0%	0.0%	0.0%
University Road	65	5	7.7%	5	0	0	0	0	2	1	2	40.0%	20.0%	40.0%
Valley Gardens	28	3	10.7%	3	0	0	0	0	3	0	0	100.0%	0.0%	0.0%
Walpole Road	37	3	8.1%	2	1	0	0	0	1	2	0	33.3%	66.7%	0.0%
Wandle Bank	40	4	10.0%	4	0	0	0	0	3	0	1	75.0%	0.0%	25.0%
Warren Road	82	16	19.5%	16	0	0	0	0	9	4	3	56.3%	25.0%	18.8%
Waterfall Road	16	1	6.3%	0	0	0	0	1	0	1	0	0.0%	100.0%	0.0%
Waterfall Cottages	10	0	0.0%	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
Watson Close	16	1	6.3%	1	0	0	0	0	1	0	0	100.0%	0.0%	0.0%
West Gardens	39	4	10.3%	4	0	0	0	0	2	0	2	50.0%	0.0%	50.0%
Wilton Road	47	4	8.5%	4	0	0	0	0	3	1	0	75.0%	25.0%	0.0%
Total	2995	298	9.9%	285	2	2	4	5	182	79	37	61.1%	26.5%	12.4%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR REVIEW OF CONTROLLED PARKING ZONE CW

ROAD	Q3. Do you feel that the operating days need to be changed to Monday to Saturday?					Q4. Do you feel that the operating times need to be changed?						
	YES	NO	UNSURE	% YES	% NO	% UNSURE	YES	NO	UNSURE	% YES	% NO	% UNSURE
Acre Road	0	7	1	0.0%	87.5%	12.5%	1	6	1	12.5%	75.0%	12.5%
Baltic Road	0	0	0	0.0%	0.0%	0.0%	0	0	0	0.0%	0.0%	0.0%
Birchurst Road	0	11	1	0.0%	8.3%	91.7%	11	0	1	91.7%	0.0%	8.3%
Boundary Road	2	12	1	13.3%	80.0%	6.7%	6	7	2	40.0%	46.7%	13.3%
Boyd Road	1	8	0	11.1%	88.9%	0.0%	5	4	0	55.6%	44.4%	0.0%
Briscoe Road	1	13	0	7.1%	92.9%	0.0%	7	6	1	50.0%	42.9%	7.1%
Bygrove Road	2	6	1	22.2%	66.7%	11.1%	1	7	1	11.1%	77.8%	11.1%
Carter Road	0	1	0	0.0%	100.0%	0.0%	1	0	0	100.0%	0.0%	0.0%
Cavendish Road	0	24	2	0.0%	92.3%	7.7%	15	9	2	57.7%	34.6%	7.7%
Chesham Road	0	1	0	0.0%	100.0%	0.0%	0	1	0	0.0%	100.0%	0.0%
Christchurch Road	0	0	0	0.0%	0.0%	0.0%	0	0	0	0.0%	0.0%	0.0%
Clive Road	0	13	0	0.0%	100.0%	0.0%	8	4	1	61.5%	30.8%	7.7%
College Road	0	8	2	0.0%	80.0%	20.0%	4	6	0	40.0%	60.0%	0.0%
Daniel Close	0	0	0	0.0%	0.0%	0.0%	0	0	0	0.0%	0.0%	0.0%
Debea Road	0	1	0	0.0%	100.0%	0.0%	0	1	0	0.0%	100.0%	0.0%
Denison Road	3	14	0	17.6%	82.4%	0.0%	5	11	1	29.4%	64.7%	5.9%
Devonshire Road	2	13	1	12.5%	81.3%	6.3%	6	7	3	37.5%	43.8%	18.8%
Dinton Road	0	5	0	0.0%	100.0%	0.0%	2	3	0	40.0%	60.0%	0.0%
East Gardens	0	2	0	0.0%	100.0%	0.0%	0	2	0	0.0%	100.0%	0.0%
Harewood Road	0	5	0	0.0%	100.0%	0.0%	3	2	0	60.0%	40.0%	0.0%
High Street C. Wood	0	5	2	0.0%	71.4%	28.6%	1	5	1	14.3%	71.4%	14.3%
Kibmie Road	0	3	0	0.0%	100.0%	0.0%	1	2	0	33.3%	66.7%	0.0%
Lyvenden Road	0	15	0	0.0%	100.0%	0.0%	6	8	1	40.0%	53.3%	6.7%
Mariborough Close	0	2	0	0.0%	100.0%	0.0%	0	2	0	0.0%	100.0%	0.0%
Mariborough Road	1	15	1	5.9%	88.2%	5.9%	7	10	0	41.2%	58.8%	0.0%
Merton High St.	0	0	0	0.0%	0.0%	0.0%	0	0	0	0.0%	0.0%	0.0%
Miller Road	0	0	0	0.0%	0.0%	0.0%	0	0	0	0.0%	0.0%	0.0%
Norfolk Road	0	4	0	0.0%	100.0%	0.0%	1	3	0	25.0%	75.0%	0.0%
North Garden	1	3	0	25.0%	75.0%	0.0%	0	4	0	0.0%	100.0%	0.0%
Park Road	4	14	2	20.0%	70.0%	10.0%	7	11	2	35.0%	55.0%	10.0%
Robinson Road	4	12	1	23.5%	70.6%	5.9%	9	7	1	52.9%	41.2%	5.9%
Ruiland Close	0	0	0	0.0%	0.0%	0.0%	0	0	0	0.0%	0.0%	0.0%
Ruiland Road	0	2	1	0.0%	100.0%	0.0%	1	1	0	50.0%	50.0%	0.0%
South Gardens	0	1	1	0.0%	50.0%	50.0%	0	1	1	0.0%	50.0%	50.0%
University Road	0	2	3	0.0%	40.0%	60.0%	0	4	1	0.0%	80.0%	20.0%
Valley Gardens	0	1	2	0.0%	33.3%	66.7%	0	3	0	0.0%	100.0%	0.0%
Walpole Road	0	1	2	0.0%	33.3%	66.7%	1	2	0	33.3%	66.7%	0.0%
Wandle Bank	0	4	0	0.0%	100.0%	0.0%	0	2	2	0.0%	50.0%	50.0%
Warren Road	0	7	9	0.0%	43.8%	56.3%	9	5	2	56.3%	31.3%	12.5%
Waterfall Road	1	0	0	100.0%	0.0%	0.0%	0	1	0	0.0%	100.0%	0.0%
Waterfall Cottages	0	0	0	0.0%	0.0%	0.0%	0	0	0	0.0%	0.0%	0.0%
Watson Close	0	1	0	0.0%	100.0%	0.0%	0	1	0	0.0%	100.0%	0.0%
West Gardens	1	3	0	25.0%	75.0%	0.0%	1	3	0	25.0%	75.0%	0.0%
Wilton Road	0	4	0	0.0%	100.0%	0.0%	3	1	0	75.0%	25.0%	0.0%
Total	23	243	32	7.7%	81.5%	10.7%	122	152	24	40.9%	51.0%	8.1%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR REVIEW OF CONTROLLED PARKING ZONE CW

ROAD	Q4.1. If yes to Q4, which one of these times would you prefer?						STATUS QUO
	10am-4pm	11am-12 noon	STATUS QUO	% YES	% NO	STATUS QUO	
Acre Road	1	0	7	12.5%	0.0%	87.5%	
Baltic Road	0	0	0	0.0%	0.0%	0.0%	
Birdhurst Road	6	6	0	50.0%	50.0%	0.0%	
Boundary Road	3	3	9	20.0%	20.0%	60.0%	
Boyd Road	1	4	4	11.1%	44.4%	44.4%	
Briscoe Road	6	1	7	42.9%	7.1%	50.0%	
Bygrove Road	1	0	8	11.1%	0.0%	88.9%	
Carter Road	1	0	0	100.0%	0.0%	0.0%	
Cavendish Road	4	11	11	15.4%	42.3%	42.3%	
Chesham Road	0	0	1	0.0%	0.0%	100.0%	
Christchurch Road	0	0	0	0.0%	0.0%	0.0%	
Clive Road	3	5	5	23.1%	38.5%	38.5%	
College Road	1	3	6	10.0%	30.0%	60.0%	
Daniel Close	0	0	0	0.0%	0.0%	0.0%	
Defoe Road	0	0	1	0.0%	0.0%	100.0%	
Denison Road	3	2	12	17.6%	11.8%	70.6%	
Devonshire Road	3	4	9	18.8%	25.0%	56.3%	
Dinton Road	1	1	3	20.0%	20.0%	60.0%	
East Gardens	0	0	2	0.0%	0.0%	100.0%	
Harewood Road	1	2	2	20.0%	40.0%	40.0%	
High Street C. Wood	1	0	6	14.3%	0.0%	85.7%	
Kibmle Road	0	1	2	0.0%	33.3%	66.7%	
Lyveden Road	5	2	8	33.3%	13.3%	53.3%	
Marborough Close	0	0	2	0.0%	0.0%	100.0%	
Marborough Road	2	4	11	11.8%	23.5%	64.7%	
Merton High St.	0	0	0	0.0%	0.0%	0.0%	
Miller Road	0	0	0	0.0%	0.0%	0.0%	
Norfolk Road	0	1	3	0.0%	25.0%	75.0%	
North Garden	0	0	4	0.0%	0.0%	100.0%	
Park Road	5	2	13	25.0%	10.0%	65.0%	
Robinson Road	5	5	7	29.4%	29.4%	41.2%	
Rutland Close	0	0	0	0.0%	0.0%	0.0%	
Rutland Road	0	1	1	0.0%	50.0%	50.0%	
South Gardens	0	0	2	0.0%	0.0%	100.0%	
University Road	0	0	5	0.0%	0.0%	100.0%	
Valley Gardens	0	0	3	0.0%	0.0%	100.0%	
Walpole Road	1	0	2	33.3%	0.0%	66.7%	
Wandle Bank	0	0	4	0.0%	0.0%	100.0%	
Warren Road	4	3	9	25.0%	18.8%	56.3%	
Waterfall Road	0	0	1	0.0%	0.0%	100.0%	
Waterfall Cottages	0	0	0	0.0%	0.0%	0.0%	
Watson Close	0	0	1	0.0%	0.0%	100.0%	
West Gardens	0	1	3	0.0%	25.0%	75.0%	
Wilton Road	2	1	1	50.0%	20.1%	25.0%	
Total	60	63	175	20.1%	21.1%	58.7%	

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR REVIEW OF CONTROLLED PARKING ZONE CW

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	OTHER	NO RESPONSE	Q2. Are you generally satisfied with the operation of CW CPZ?					
									YES	NO	UNDEC	% YES	% NO	% UNSURE
Birdhurst Road	53	12	22.6%	12	0	0	0	0	3	9	0	25.0%	75.0%	0.0%
Cavendish Road	153	26	17.0%	25	1	0	0	0	9	12	5	34.6%	46.2%	19.2%
Christchurch Road	17	0	0.0%	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
Clive Road	64	13	20.3%	12	0	0	1	0	7	4	2	53.8%	30.8%	15.4%
Daniel Close	13	0	0.0%	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
Defoe Road	8	1	12.5%	1	0	0	0	0	1	0	0	100.0%	0.0%	0.0%
Devonshire Road	172	16	9.3%	16	0	0	0	0	12	3	1	75.0%	18.8%	6.3%
East Gardens	37	2	5.4%	2	0	0	0	0	2	0	0	100.0%	0.0%	0.0%
Harewood Road	65	5	7.7%	5	0	0	0	0	2	3	0	40.0%	60.0%	0.0%
High Street C. Wood	269	3	1.1%	1	0	1	0	1	2	0	1	66.7%	0.0%	33.3%
Lyveden Road	113	15	13.3%	15	0	0	0	0	7	4	4	46.7%	26.7%	26.7%
Marlborough Close	18	2	11.1%	2	0	0	0	0	2	0	0	100.0%	0.0%	0.0%
Marlborough Road	104	17	16.3%	15	0	1	0	1	11	5	1	64.7%	29.4%	5.9%
Norfolk Road	48	4	8.3%	3	0	0	1	0	3	1	0	75.0%	25.0%	0.0%
North Garden	25	4	16.0%	4	0	0	0	0	4	0	0	100.0%	0.0%	0.0%
Park Road	143	20	14.0%	20	0	0	0	0	15	4	1	75.0%	20.0%	5.0%
Robinson Road	249	17	6.8%	15	0	0	1	1	8	8	1	47.1%	47.1%	5.9%
Rutland Close	2	0	0.0%	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
Rutland Road	2	2	100.0%	2	0	0	0	0	1	1	0	50.0%	50.0%	0.0%
South Gardens	11	2	18.2%	2	0	0	0	0	2	0	0	100.0%	0.0%	0.0%
Valley Gardens	28	3	10.7%	3	0	0	0	0	3	0	0	100.0%	0.0%	0.0%
Warren Road	82	16	19.5%	16	0	0	0	0	9	4	3	56.3%	25.0%	18.8%
Watson Close	16	1	6.3%	1	0	0	0	0	1	0	0	100.0%	0.0%	0.0%
West Gardens	39	4	10.3%	4	0	0	0	0	2	0	2	50.0%	0.0%	50.0%
Wilton Road	47	4	8.5%	4	0	0	0	0	3	1	0	75.0%	25.0%	0.0%
Total	1778	189	10.6%	180	1	2	3	3	109	59	21	57.7%	31.2%	11.1%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR REVIEW OF CONTROLLED PARKING ZONE CW

ROAD	Q3. Do you feel that the operating days need to be changed to Monday to Saturday?				Q4. Do you feel that the operating times need to be changed?			
	YES	NO	UNSURE	% UNSURE	YES	NO	UNSURE	% UNSURE
Birdburst Road	0	11	1	8.3%	11	0	1	8.3%
Boundary Road	2	12	1	6.7%	6	7	2	13.3%
Cavendish Road	0	24	2	7.7%	15	9	2	7.7%
Christchurch Road	0	0	0	0.0%	0	0	0	0.0%
Clive Road	0	13	0	0.0%	8	4	1	7.7%
Daniel Close	0	0	0	0.0%	0	0	0	0.0%
Defoe Road	0	1	0	0.0%	0	1	0	0.0%
Devonshire Road	2	13	1	6.3%	6	7	3	18.8%
East Gardens	0	2	0	0.0%	0	2	0	0.0%
Harewood Road	0	5	0	0.0%	3	2	0	0.0%
High Street C. Wood	0	2	1	33.3%	1	1	1	33.3%
Lyvenden Road	0	15	0	0.0%	6	8	1	6.7%
Marlborough Close	0	2	0	0.0%	0	2	0	0.0%
Marlborough Road	1	15	1	5.9%	7	10	0	0.0%
Norfolk Road	0	4	0	0.0%	1	3	0	0.0%
North Gardens	1	3	0	0.0%	0	4	0	0.0%
Park Road	4	14	2	10.0%	7	11	2	10.0%
Robinson Road	4	12	1	5.9%	9	7	1	5.9%
Rutland Close	0	0	0	0.0%	0	0	0	0.0%
Rutland Road	0	2	0	0.0%	1	1	0	0.0%
South Gardens	0	1	1	50.0%	0	1	1	50.0%
Valley Gardens	0	1	2	66.7%	0	3	0	0.0%
Warren Road	0	7	9	56.3%	9	5	2	12.5%
Watson Close	0	1	0	0.0%	0	1	0	0.0%
West Gardens	1	3	0	0.0%	1	3	0	0.0%
Wilton Road	0	4	0	0.0%	3	1	0	0.0%
Total	15	167	22	10.8%	94	93	17	8.3%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR REVIEW OF CONTROLLED PARKING ZONE CW

ROAD	Q4.1. If yes to Q4, which one of these times would you prefer?						STATUS QUO	% YES	% NO	STATUS QUO
	10am-4pm	11am -12 noon	STATUS QUO	% YES	% NO	STATUS QUO				
Birdhurst Road	6	6	0	50.0%	50.0%	0	50.0%	50.0%	0.0%	
Boundary Road	3	3	9	20.0%	20.0%	9	20.0%	20.0%	60.0%	
Cavendish Road	4	11	11	15.4%	15.4%	11	42.3%	42.3%	42.3%	
Christchurch Road	0	0	0	0.0%	0.0%	0	0.0%	0.0%	0.0%	
Clive Road	3	5	5	23.1%	23.1%	5	38.5%	38.5%	38.5%	
Daniel Close	0	0	0	0.0%	0.0%	0	0.0%	0.0%	0.0%	
Devonshire Road	3	4	9	18.8%	18.8%	9	25.0%	25.0%	56.3%	
East Gardens	0	0	2	0.0%	0.0%	2	0.0%	0.0%	100.0%	
Harewood Road	1	2	2	20.0%	20.0%	2	40.0%	40.0%	40.0%	
High Street C. Wood	1	0	2	33.3%	33.3%	2	0.0%	0.0%	66.7%	
Lyvenden Road	5	2	8	33.3%	33.3%	8	13.3%	13.3%	53.3%	
Marlborough Close	0	0	2	0.0%	0.0%	2	0.0%	0.0%	100.0%	
Marlborough Road	2	4	11	11.8%	11.8%	11	23.5%	23.5%	64.7%	
Norfolk Road	0	1	3	0.0%	0.0%	3	25.0%	25.0%	75.0%	
North Garden	0	0	4	0.0%	0.0%	4	0.0%	0.0%	100.0%	
Park Road	5	2	13	25.0%	25.0%	13	10.0%	10.0%	65.0%	
Robinson Road	5	5	7	29.4%	29.4%	7	29.4%	29.4%	41.2%	
Rutland Close	0	0	0	0.0%	0.0%	0	0.0%	0.0%	0.0%	
Rutland Road	0	1	1	0.0%	0.0%	1	50.0%	50.0%	50.0%	
South Gardens	0	0	2	0.0%	0.0%	2	0.0%	0.0%	100.0%	
Valley Gardens	0	0	3	0.0%	0.0%	3	0.0%	0.0%	100.0%	
Warren Road	4	3	9	25.0%	25.0%	9	18.8%	18.8%	56.3%	
Watson Close	0	0	1	0.0%	0.0%	1	0.0%	0.0%	100.0%	
West Gardens	0	1	3	0.0%	0.0%	3	25.0%	25.0%	75.0%	
Wilton Road	2	1	1	50.0%	50.0%	1	25.0%	25.0%	25.0%	
Total	44	51	108	21.7%	21.7%	108	25.1%	25.1%	53.2%	

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR REVIEW OF CONTROLLED PARKING ZONE CW

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	OTHER	NO RESPONSE	Q2. Are you generally satisfied with the operation of CW CPZ?					
									YES	NO	UNDEC	% YES	% NO	% UNSURE
Acre Road	83	8	9.6%	7	0	0	0	1	7	0	1	87.5%	0.0%	12.5%
Ballic Road	67	0	0.0%	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
Boundary Road	219	15	6.8%	15	0	0	0	0	9	1	5	60.0%	6.7%	33.3%
Boyd Road	76	9	11.8%	9	0	0	0	0	5	1	3	55.6%	11.1%	33.3%
Briscoe Road	87	14	16.1%	14	0	0	0	0	9	4	1	64.3%	28.6%	7.1%
Bygrove Road	132	9	6.8%	9	0	0	0	0	8	1	0	88.9%	11.1%	0.0%
Carter Road	13	1	7.7%	1	0	0	0	0	0	1	0	0.0%	100.0%	0.0%
Chesham Road	10	1	10.0%	1	0	0	0	0	1	0	0	100.0%	0.0%	0.0%
College Road	84	10	11.9%	10	0	0	0	0	7	2	1	70.0%	20.0%	10.0%
Denison Road	102	17	16.7%	17	0	0	0	0	13	2	2	76.5%	11.8%	11.8%
Dinton Road	57	5	8.8%	5	0	0	0	0	3	2	0	60.0%	40.0%	0.0%
High Street C. Wood	269	4	1.5%	3	0	0	1	0	2	2	0	50.0%	50.0%	0.0%
Kimble Road	83	3	3.6%	3	0	0	0	0	3	0	0	100.0%	0.0%	0.0%
Merton High St.	6	0	0.0%	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
Miller Road	30	0	0.0%	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
University Road	65	5	7.7%	5	0	0	0	0	2	1	2	40.0%	20.0%	40.0%
Waipole Road	37	3	8.1%	2	1	0	0	0	1	2	0	33.3%	66.7%	0.0%
Wandle Bank	40	4	10.0%	4	0	0	0	0	3	0	1	75.0%	0.0%	25.0%
Waterfall Road	16	1	6.3%	0	0	0	0	1	0	1	0	0.0%	100.0%	0.0%
Waterfall Cottages	10	0	0.0%	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
Total	1486	109	7.3%	105	1	0	1	2	73	20	16	67.0%	18.3%	14.7%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR REVIEW OF CONTROLLED PARKING ZONE CW

ROAD	Q3. Do you feel that the operating days need to be changed to Monday to Saturday?					Q4. Do you feel that the operating times need to be changed?						
	YES	NO	UNSURE	% YES	% NO	% UNSURE	YES	NO	UNSURE	% YES	% NO	% UNSURE
Acre Road	0	7	1	0.0%	87.5%	12.5%	1	6	1	12.5%	75.0%	12.5%
Baltic Road	0	0	0	0.0%	0.0%	0.0%	0	0	0	0.0%	0.0%	0.0%
Boundary Road	2	12	1	13.3%	80.0%	6.7%	6	7	2	40.0%	46.7%	13.3%
Boyd Road	1	8	0	11.1%	88.9%	0.0%	5	4	0	55.6%	44.4%	0.0%
Briscoe Road	1	13	0	7.1%	92.9%	0.0%	7	6	1	50.0%	42.9%	7.1%
Bygrove Road	2	6	1	22.2%	66.7%	11.1%	1	7	1	11.1%	77.8%	11.1%
Carter Road	0	1	0	0.0%	100.0%	0.0%	1	0	0	100.0%	0.0%	0.0%
Chesham Road	0	1	0	0.0%	100.0%	0.0%	0	1	0	0.0%	100.0%	0.0%
College Road	0	8	2	0.0%	80.0%	20.0%	4	6	0	40.0%	60.0%	0.0%
Denison Road	3	14	0	17.6%	82.4%	0.0%	5	11	1	29.4%	64.7%	5.9%
Dinton Road	0	5	0	0.0%	100.0%	0.0%	2	3	0	40.0%	60.0%	0.0%
High Street C. Wood	0	3	1	0.0%	75.0%	25.0%	0	4	0	0.0%	100.0%	0.0%
Kimble Road	0	3	0	0.0%	100.0%	0.0%	1	2	0	33.3%	66.7%	0.0%
Merton High St.	0	0	0	0.0%	0.0%	0.0%	0	0	0	0.0%	0.0%	0.0%
Miller Road	0	0	0	0.0%	0.0%	0.0%	0	0	0	0.0%	0.0%	0.0%
Norfolk Road	0	4	0	0.0%	100.0%	0.0%	1	3	0	25.0%	75.0%	0.0%
University Road	0	2	3	0.0%	40.0%	60.0%	0	4	1	0.0%	80.0%	20.0%
Waipole Road	0	1	2	0.0%	33.3%	66.7%	1	2	0	33.3%	66.7%	0.0%
Waterfall Road	1	0	0	100.0%	0.0%	0.0%	0	1	0	0.0%	100.0%	0.0%
Waterfall Cottages	0	0	0	0.0%	0.0%	0.0%	0	0	0	0.0%	0.0%	0.0%
Total	10	88	11	9.2%	80.7%	10.1%	35	67	7	32.1%	61.5%	6.4%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR REVIEW OF CONTROLLED PARKING ZONE CW

ROAD	Q4.1. If yes to Q4, which one of these times would you prefer?					
	10am-4pm	11am-12 noon	STATUS QUO	% YES	% NO	STATUS QUO
Acre Road	1	0	7	12.5%	0.0%	87.5%
Baltic Road	0	0	0	0.0%	0.0%	0.0%
Boundary Road	3	3	9	20.0%	20.0%	60.0%
Boyd Road	1	4	4	11.1%	44.4%	44.4%
Briscoe Road	6	1	7	42.9%	7.1%	50.0%
Bygrove Road	1	0	8	11.1%	0.0%	88.9%
Carter Road	1	0	0	100.0%	0.0%	0.0%
Chesham Road	0	0	1	0.0%	0.0%	100.0%
College Road	1	3	6	10.0%	30.0%	60.0%
Denison Road	3	2	12	17.6%	11.8%	70.6%
Dinton Road	1	1	3	20.0%	20.0%	60.0%
High Street C. Wood	0	0	4	0.0%	0.0%	100.0%
Kimble Road	0	1	2	0.0%	33.3%	66.7%
Merton High St.	0	0	0	0.0%	0.0%	0.0%
Miller Road	0	0	0	0.0%	0.0%	0.0%
Norfolk Road	0	1	3	0.0%	25.0%	75.0%
University Road	0	0	5	0.0%	0.0%	100.0%
Walpole Road	1	0	2	33.3%	0.0%	66.7%
Waterfall Road	0	0	1	0.0%	0.0%	100.0%
Waterfall Cottages	0	0	0	0.0%	0.0%	0.0%
Total	19	16	74	17.4%	14.7%	67.9%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR EXTENSION OF CONTROLLED PARKING ZONE CW

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	Q2. Do you feel you have a parking problem in your road?					
							YES	NO	UNDEC	% YES	% NO	% UNSURE
Alphea Close	21	8	38.1%	8	0	0	5	3	0	62.5%	37.5%	0.0%
Christchurch Close	61	18	29.5%	18	0	0	12	6	0	66.7%	33.3%	0.0%
Christchurch Road	14	2	14.3%	1	0	1	0	2	0	0.0%	100.0%	0.0%
Clarendon Road	129	41	31.8%	41	0	0	27	13	1	65.9%	31.7%	2.4%
Colwood Gardens	62	21	33.9%	20	1	0	5	15	1	23.8%	71.4%	4.8%
Courtney Road	75	23	30.7%	23	0	0	8	14	1	34.8%	60.9%	4.3%
Devonshire Road	15	4	26.7%	4	0	0	3	1	0	75.0%	25.0%	0.0%
Fortescue Road	109	35	32.1%	35	0	0	26	7	2	74.3%	20.0%	5.7%
TOTAL	486	152	31.3%	150	1	1	86	61	5	56.6%	40.1%	3.3%

ROAD	Q3. DO YOU SUPPORT THE CONCEPT OF A CPZ						Q4. DO YOU SUPPORT THE PROPOSED EXTENSION OF THE EXISTING CW CPZ IN YOUR ROAD							
	YES	NO	UNSURE	No Response	% YES	% NO	% UNSUR	No Response	YES	NO	UNSURE	% YES	% NO	% UNSURE
Alphea Close	4	2	2	0	50.0%	25.0%	25.0%	0.0%	4	3	1	50.0%	37.5%	12.5%
Christchurch Close	8	7	3	0	44.4%	38.9%	16.7%	0.0%	7	9	2	38.9%	50.0%	11.1%
Christchurch Road	0	2	0	0	0.0%	100.0%	0.0%	0.0%	0	2	0	0.0%	100.0%	0.0%
Clarendon Road	25	14	1	1	62.5%	35.0%	2.5%	6.3%	21	18	2	51.2%	43.9%	4.9%
Colwood Gardens	5	13	3	0	23.8%	61.9%	14.3%	0.0%	4	14	3	19.0%	66.7%	14.3%
Courtney Road	7	14	2	0	30.4%	60.9%	8.7%	0.0%	4	17	2	17.4%	73.9%	8.7%
Devonshire Road	2	1	1	0	50.0%	25.0%	25.0%	0.0%	2	0	2	50.0%	0.0%	50.0%
Fortescue Road	22	10	2	1	64.7%	29.4%	5.9%	7.7%	21	11	3	60.0%	31.4%	8.6%
TOTAL	73	63	14	2	48.7%	42.0%	9.3%	2.5%	63	74	15	41.4%	48.7%	9.9%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR EXTENSION OF CONTROLLED PARKING ZONE CW

ROAD	Q5. WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD, WERE INCLUDED IN A CPZ						Q6. Would you prefer to be in a new CPZ?					
	YES	NO	UNSURE	% YES	% NO	% UNSURE	YES	NO	UNSURE	% YES	% NO	% UNSURE
Alphea Close	5	2	1	62.5%	25.0%	12.5%	4	3	1	50.0%	37.5%	12.5%
Christchurch Close	8	9	1	44.4%	50.0%	5.6%	5	12	1	27.8%	66.7%	5.6%
Christchurch Road	0	2	0	0.0%	100.0%	0.0%	0	2	0	0.0%	100.0%	0.0%
Clarendon Road	23	14	4	56.1%	34.1%	9.8%	19	19	3	46.3%	46.3%	7.3%
Colwood Gardens	5	14	2	23.8%	66.7%	9.5%	3	14	4	14.3%	66.7%	19.0%
Courtney Road	7	15	1	30.4%	65.2%	4.3%	4	15	4	17.4%	65.2%	17.4%
Devonshire Road	2	1	1	50.0%	25.0%	25.0%	1	2	1	25.0%	50.0%	25.0%
Fortescue Road	23	11	1	65.7%	31.4%	2.9%	18	10	7	51.4%	28.6%	20.0%
TOTAL	73	68	11	48.0%	44.7%	7.2%	54	77	21	35.5%	50.7%	13.8%

NEWSLETTER
Controlled Parking Zone (CPZ)
Proposed Zone CW Review and Extension

ISSUE DATE: 24 SEPTEMBER 2010

Dear Resident / Business,

The purpose of this consultation document is to seek your views on proposals to review the existing Colliers Wood (CW) Controlled Parking Zone (CPZ). The review also includes proposals to extend the current parking controls to include Colwood Gardens, Christchurch Close, Fortescue Road, Courtney Road, Clarendon Road, Alpha Close and part of Devonshire Road.

Since the introduction of the CW Zone in 2003, the Council has not had the opportunity to carry out a significant review to address any requests and parking concerns the local community may have. The objective of the review is to identify any such alterations to improve road safety and the operation of the parking controls to benefit residents and businesses. This could involve alterations to the existing yellow lines waiting restrictions; changes to the CPZ hours of operation (currently Monday to Friday, 8.30am to 6.30pm); changes to the use of certain parking bays and provide additional bays where suitable. Also, it is necessary to ensure that all the restrictions comply with the Department for Transport's (DfT) regulations. This means that all designated on-street parking bays and yellow lines must be clearly and correctly marked and signed.

In addition, the Council has received requests for parking controls from residents in some of the roads west of Devonshire Road to be included in zone CW or to have a separate zone. In 2004, a consultation was carried out in the roads around the proposed Brown and Roots redevelopment to determine residents support for a CPZ. The results of the consultation showed that the majority of residents who responded (from roads around the station) supported the introduction of a CPZ. However, the majority of respondents from Colwood Gardens, Christchurch Close, Courtney Road, Clarendon Road, Alpha Close and part of Devonshire Road were against the introduction of the scheme except for Fortescue Road that was in support of introduction of parking controls.

It is proposed to extend the existing zone to the above mentioned roads, rather than the option to provide a separate zone. This option will offer more flexibility for residents and their visitors to have access to a wide area, reducing parking pressures in specific areas.

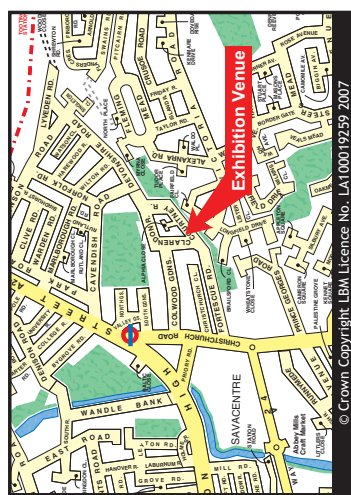
EXISTING ZONE REVIEW PROPOSED CHANGES

- The following changes are proposed and are shown on the enclosed drawing No. Z78-181-01 CPZ CW Review.
- Extend the existing zone boundary to include Colwood Gardens, Christchurch Close, Fortescue Road, Courtney Road, Clarendon Road, Alpha Close and part of Devonshire Road subject to support from those residents.
 - Convert an existing permit holder bay to Car Club bay (CC) and introduce a Motorcycle bay along the flank wall of No. 108 High Street, in College Road just before the beginning of the Red Route restrictions. This will give members of the CC in Colliers Wood more flexibility in the form of an additional car in the area in addition to the existing CC car in Kimble Road. The Motorcycle bay will be for solo motorcycles only and would remove the current conflict of both motorcycles and cars competing for available parking spaces.
 - Provide additional spaces or extend parking bays, where appropriate, without compromising safety and access.

CPZs that have been operating for a number of years generally operate Mondays to Saturdays in Town Centres. These controlled times are more suitable for a number of reasons, i.e. parking pressure generated by shoppers, businesses and local employees, especially on Saturdays.

Away from Town Centres the controlled days may differ, however, these areas may also be closer to train stations, attracting commuter parking. We recognise that these areas may require different operating hours, therefore, there is a case to consider alternative controlled times in areas away from Town Centres.

CONTACT US
 If you require further information please contact Mr Paul Atie on 020 8545 3214, email paul.atie@merton.gov.uk or Robert McDonnough on 020 8545 3042, email robert.mcdonnough@meton.gov.uk Alternatively you can visit our website using the following link www.merton.gov.uk/cpzcwrev-ext.



EXHIBITION INVITE

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

**The Guardian Centre, 67 Clarendon Road,
 Colliers Wood, SW19 2DX**

at the following times:

Saturday, 09 October 2010 from 1pm to 4.30pm

Request for document translation
 PROPOSED ZONE CW REV & EXT

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.

Néze jü nevojíte nudožít písař a kláči dokument e aňglickuř aňglickuř nř ghuřin
 අනෙකුත් භාෂා පිටපත් ලබාදීමට අදාළව ප්‍රශ්න කිරීම.

Français
 ඉංග්‍රීසි භාෂාවෙන් ලියන ලද ලේඛනයක් ඔබගේ භාෂාවට පරිවර්තනය කිරීමට අදාළව ප්‍රශ්න කිරීම.

Polish
 Dokument w języku polskim. Proszę zaznaczyć, czy potrzebuje tłumaczenia i skontaktować się z nami drogą piśmenną lub telefonicznie pod poniższym adresem.

Korean
 이 문서를 귀하의 언어로 설명해 주십시오. 이 문서를 설명해 주십시오. 이 문서를 설명해 주십시오.

Chinese
 如有需要，請用任何語言解釋此文件，請在以下表格中打勾，並請用書面或電話方式與我們聯絡。

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 por teléfono usando el número de contacto que figura a continuación.

Urdu
 اگر آپ کو اس دستاویز کے کسی حصے کی وضاحت یا اس کا ترجمہ کرنے کی ضرورت ہے تو براہ کرم نیچے دیے گئے پتے پر لکھیے یا فون پر رابطہ کریں۔

Large print Braille Audiocassette

Your contact:
 Name.....
 Address.....
 Telephone.....

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

Colliers Wood Ward Councillors

Councillor Laxmi Attawar
 Tel - 020 8545 3424
 Email: laxmi.attawar@merton.gov.uk

Councillor Nick Draper
 Tel - 020 8545 3424
 Email: nick.draper@merton.gov.uk

Councillor Gam Gurung
 Tel - 020 8545 3424
 Email: gam.gurung@merton.gov.uk



would impede the passing of vehicles. It would also be necessary to lay yellow lines (effective during the hours of operation or at any time) across where the kerb is lowered. i.e. crossovers.

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.

Council appointed Civil Enforcement Officers (CEOs) will enforce the controls by issuing fines to vehicles parked in contravention. These fines are called Penalty Charge Notices (PCNs).

Outside the controlled times the restrictions are not enforced. However, CEOs will issue PCNs for any other parking contravention such as parking on double yellow lines, on footways and parking across individual crossovers without the property owner's consent. Please see plan overleaf for further details of proposals.

PROPOSALS (See enclosed questionnaire for residents in the proposed zone extension ONLY)

- Extension of the existing zone boundary to include Colwood Gardens, Christchurch Close, Fortescue Road, Courtney Road, Clarendon Road, Alpha Close and part of Devonshire Road subject to support from those residents.
- Hours of operation would depend on the outcome of the review of exiting zone and would be determined by the residents within the existing zone. Existing hours of operation are Monday – Friday between 8.30am & 6.30pm. Alternative option would be for the proposed extension to become a different zone with different hours of operation to be determined by the residents within the new zone.
- To provide Pay and Display shared use bays in Fortescue Road near its junction with Christchurch Road (This will provide parking provision in the area for use by pay and display customers as well as permit holders)
- To provide pay and display only bays in Fortescue Road near its junction with Christchurch Road but not shared with residents.
- To provide permit holder bays for use by to permit holders and their visitors.
- To provide a Car Club bay for the use of members.

TfL and Merton Council is seeking to expand car clubs throughout the Borough and it is proposed to implement bays in locations where local residents are members or have expressed an interest. Car Clubs are short-term car rental schemes, allowing its members quick access to a range of vehicles, whether you need a car for just one hour, or for several days. Cars can be booked through a pay and go system, and members are charged according to the mileage driven and the length of time the car is in use.

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

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

LET US KNOW YOUR VIEWS

The decision on any changes to the scheme will be subject to the responses received during this consultation. Please complete and return the enclosed prepaid questionnaire (no stamp required) with any further comments and suggestions you may have by **15 October 2010**.

We regret that due to the large number of responses received during a public consultation it will not be possible to individually reply to each respondent. We welcome your comments on this proposal, which will be noted and included within the proposed measures where appropriate.

WHAT HAPPENS NEXT

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

OPTIONAL CHANGES (See enclosed review questionnaire for existing zone residents ONLY)

The following optional changes will be considered where there is general support to change the operational hours:

- **Part Day Controls (10am - 4pm)**

These operating times offer less restrictions on residents and their visitors than the current 'all day' controls. It is still effective in preventing commuters and other long stay parking. However, it may encourage short term parking outside the operating times by non residents or businesses. Residents returning from work later in the afternoon may find less available parking in their street. Motorists unable to park in nearby zones with longer operating times may also take advantage of the available parking outside the controlled times. The standard annual parking permit charges will still apply regardless of the hours the zone operates.

- **One-hour control (11am - 12 noon)**

This minimum restriction will offer more flexibility for residents and their visitors than the part day controls, reducing the amount of visitors' permits they would normally obtain. This option is still effective in restricting commuters and other long stay parking. However, it may encourage other short-term parking by non-residents or businesses. Non residents may also work their way around the one-hour by moving their vehicles and then returning to park for the rest of the day. Full enforcement of an entire zone within a one-hour period may put extra pressure on Civil Enforcement Officers (CEO), making the parking controls less effective. The standard annual parking permit charges will still apply regardless of the hours the zone operates.

- **Days of operation - Monday to Saturday**

Reducing the existing restrictions to Monday to Friday will offer more flexibility for residents visitors on weekends. However it may encourage non residents to park on Saturdays, which is currently restricted. The standard annual parking permit charges will still apply regardless of the days the zone operates.

CPZ EXTENSION

What is a Controlled Parking Zone or CPZ?

A CPZ is an area where parking bays and yellow line restrictions are marked on the carriageway to indicate to motorists where it is safe/unsafe to park. In a CPZ the operational times for the single yellow lines are indicated on the zone entry signs. There may be single yellow lines that operate at different times and these would be signed separately. Double yellow line restrictions at key locations indicate no parking at any time and do not require a sign. However, in the absence of loading restrictions you may stop on a yellow line to load or unload goods for a limited period of time. All parking places are individually signed to inform drivers of the time that the parking controls operate.

Every effort is made to reduce the number of new posts required, by attaching sign onto existing street furniture, such as lamp columns.

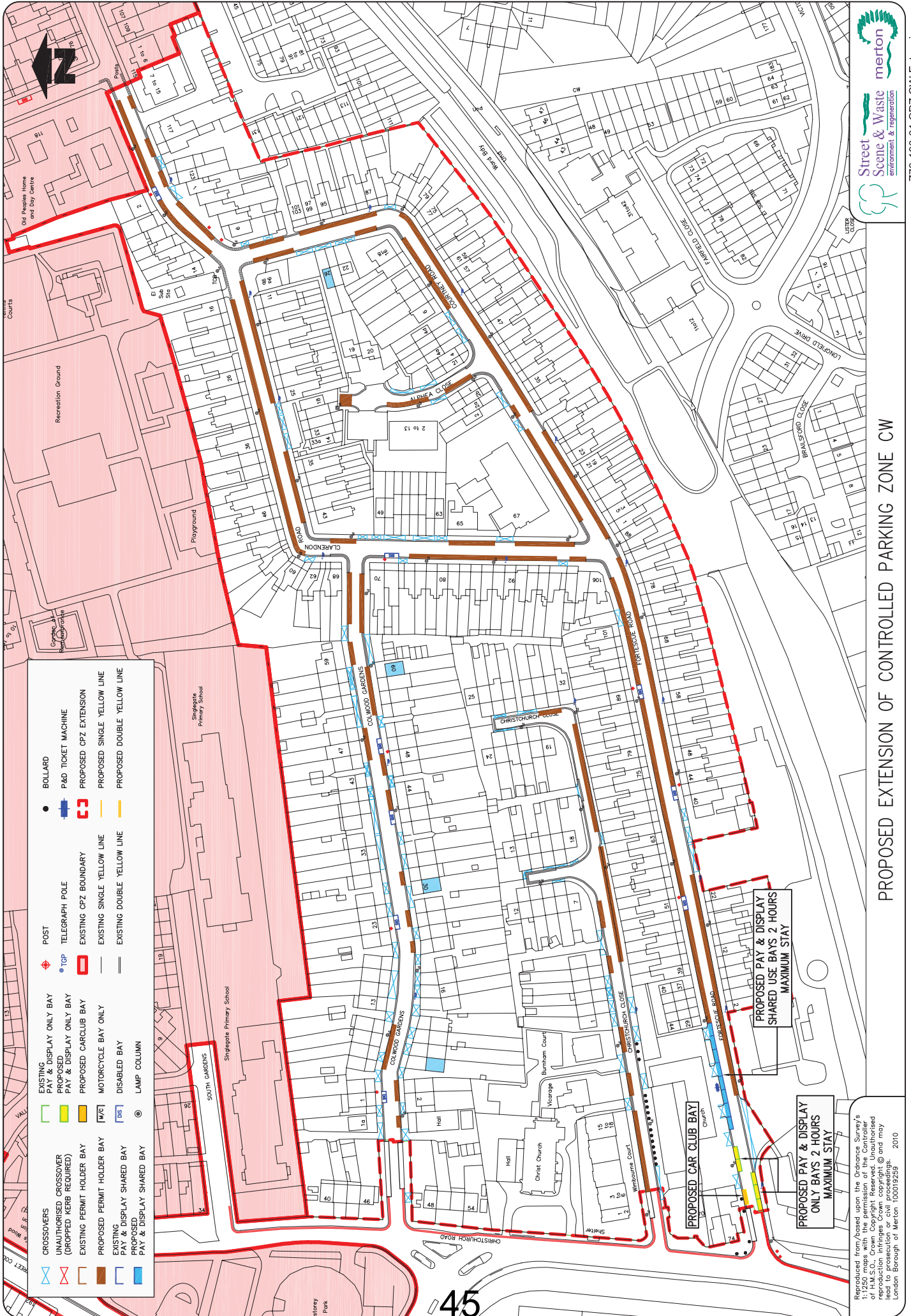
In a CPZ, the residents, local businesses and their visitors are given priority to use appropriate parking places by displaying a valid permit in respect of that zone. A permit does not give the holder the right to park outside a particular property, and does not guarantee a parking space.

How will it work?

The objectives of a CPZ are to protect the parking needs of local residents and businesses by controlling parking by non-permit holders, which may help to improve the environment by reducing the number of parked vehicles. CPZ's also improve road safety by removing dangerous and obstructive parking.

A CPZ comprise of various types of parking bays such as permit holder bays (for use by resident or business permit holders and those with visitor permit); shared use bays (for permit holders and pay and display) and pay and display only bays. Within any proposed CPZ the Council will aim to reach a sensible balance between the residents/businesses need access and the safety of all road users.

In a CPZ all road space is managed by the introduction of restrictions. Parking can only be permitted where safety, access and sightlines are not compromised. It is, therefore, normal practice to introduce double yellow lines at key locations such as at junctions, bends, turning heads and at specific locations along lengths of roads where parking



- X CROSSEOVERS
- X UNAUTHORISED CROSSEOVER (DROPPED KERB REQUIRED)
- X EXISTING PERMIT HOLDER BAY
- X PROPOSED PERMIT HOLDER BAY
- X EXISTING PAY & DISPLAY SHARED BAY
- X PROPOSED PAY & DISPLAY SHARED BAY
- X EXISTING PAY & DISPLAY ONLY BAY
- X PROPOSED PAY & DISPLAY ONLY BAY
- X EXISTING CARCLUB BAY
- X PROPOSED CARCLUB BAY
- X EXISTING MOTORCYCLE BAY ONLY
- X PROPOSED MOTORCYCLE BAY ONLY
- X EXISTING DISABLED BAY
- X PROPOSED DISABLED BAY
- X EXISTING LAMP COLUMN
- X PROPOSED LAMP COLUMN
- POST
- TOP TELEGRAPH POLE
- BOLLARD
- P&D TICKET MACHINE
- EXISTING CPZ BOUNDARY
- PROPOSED CPZ EXTENSION
- EXISTING SINGLE YELLOW LINE
- PROPOSED SINGLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- PROPOSED DOUBLE YELLOW LINE

PROPOSED PAY & DISPLAY SHARED USE BAYS 2 HOURS MAXIMUM STAY

PROPOSED CAR CLUB BAY

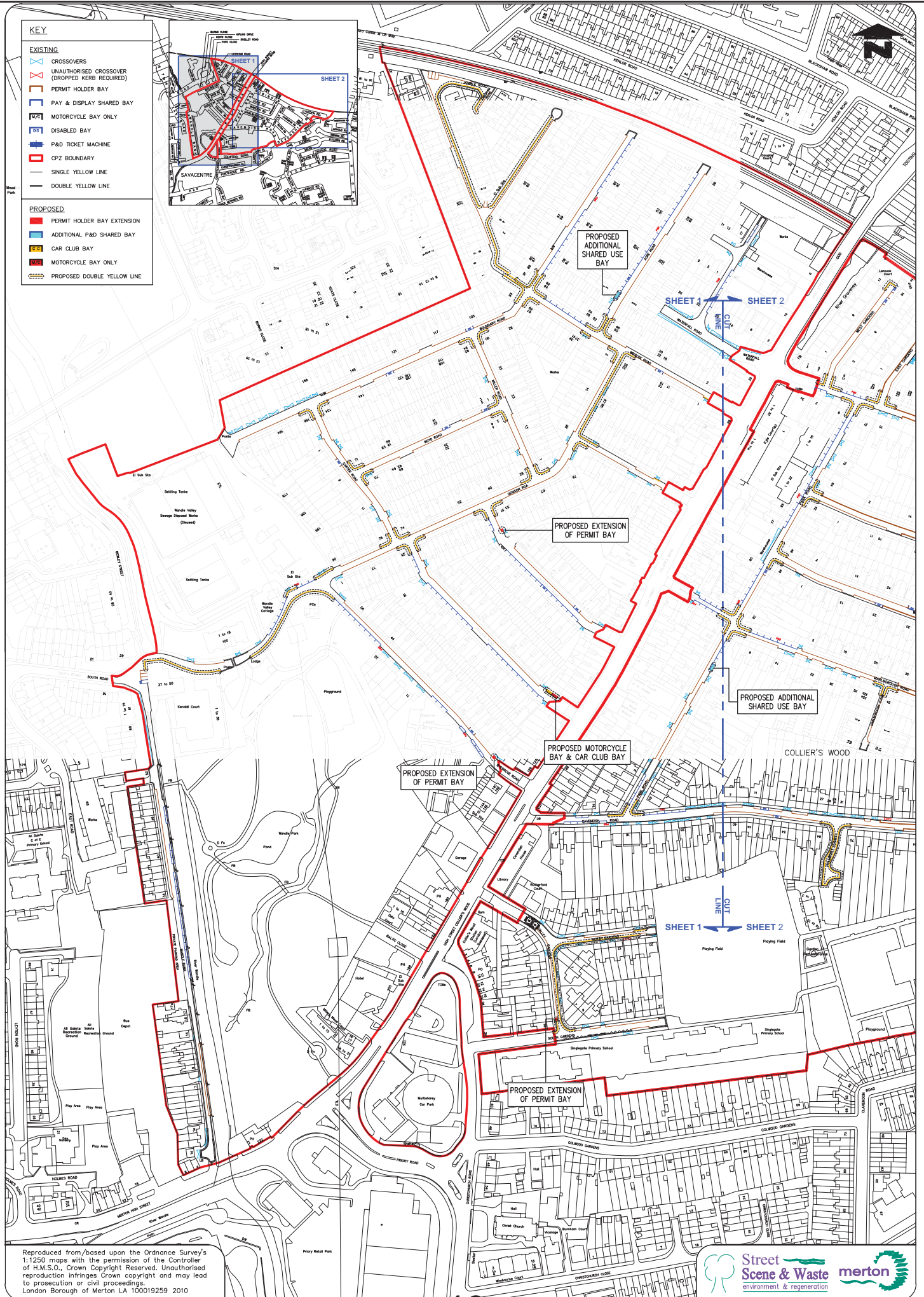
PROPOSED PAY & DISPLAY ONLY BAYS 2 HOURS MAXIMUM STAY

PROPOSED EXTENSION OF CONTROLLED PARKING ZONE CW



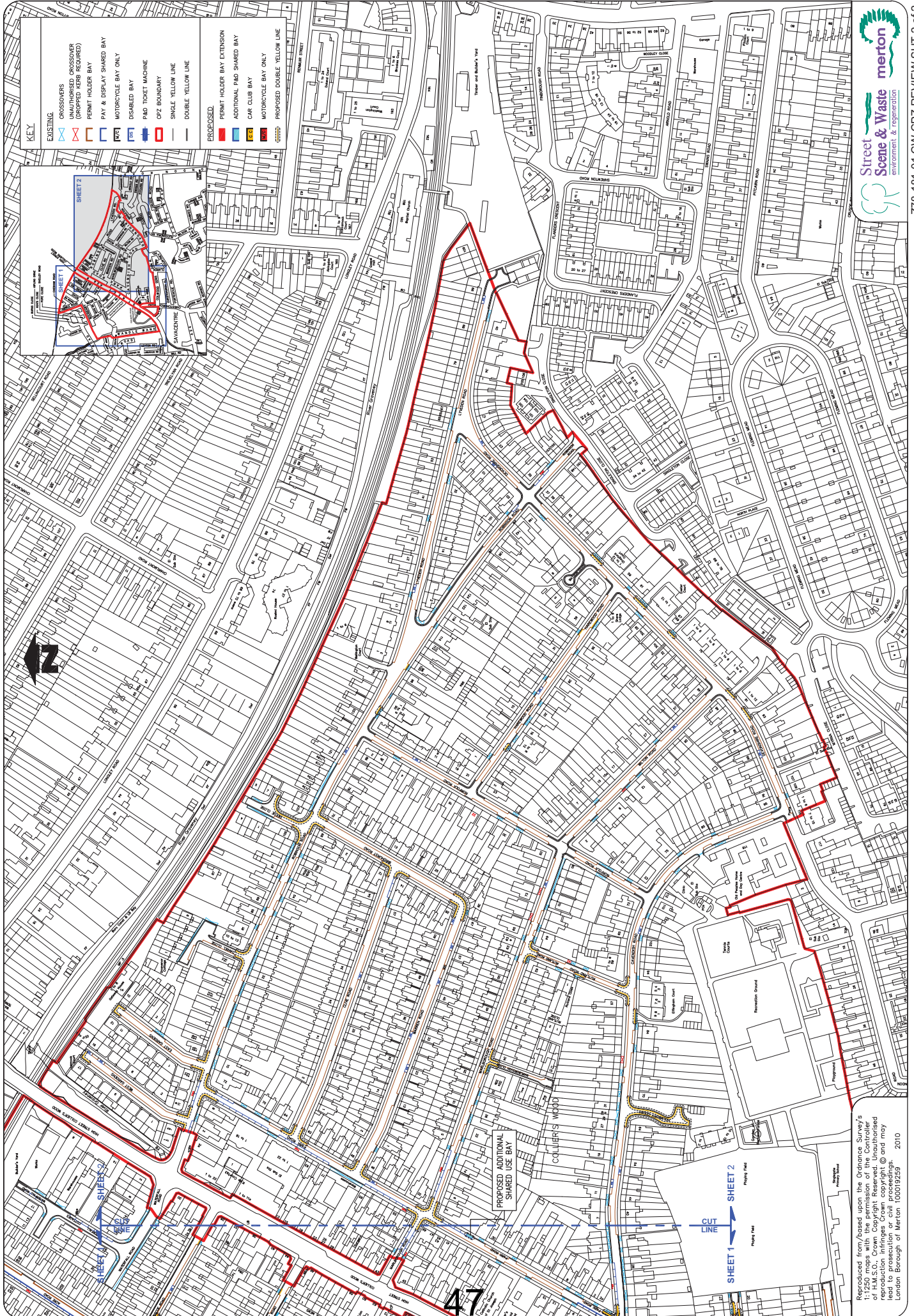
Z78-180-01 CPZ CW Extension

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- KEY**
- EXISTING**
- CROSSOVERS
 - UNAUTHORISED CROSSOVER (ORRIPPED KEYS REQUIRED)
 - PERMIT HOLDER BAY
 - PAY & DISPLAY SHARED BAY
 - MOTORCYCLE BAY ONLY
 - DISABLED BAY
 - P&D TICKET MACHINE
 - CPZ BOUNDARY
 - SINGLE YELLOW LINE
 - DOUBLE YELLOW LINE
- PROPOSED**
- PERMIT HOLDER BAY EXTENSION
 - ADDITIONAL P&D SHARED BAY
 - CAR CLUB BAY
 - MOTORCYCLE BAY ONLY
 - PROPOSED DOUBLE YELLOW LINE

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Frequently Asked Questions



Merton - putting you first

Where may I park in a CPZ?

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

What is a permit holder bay?

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

What is a 'pay & display' bay?

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

What is a shared use bay?

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

How much will 'pay & display' cost?

Tariffs vary across the Borough from £0.80 per hour to £2.50 per hour.

Where may 'blue badge' holders park?

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

Where may motorcyclists park?

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

Where can't I park?

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

Can a CPZ be reviewed after implementation?

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

How much do resident and business permits cost?

Resident

1 st Permit in household	£ 65.00 per annum
2 nd Permit in household	£ 110.00 per annum
3 rd & subsequent Permits in household	£ 140.00 per annum
Address Permit	£ 65.00 per annum (For residents who regularly change vehicles, ie. company vehicles)
Address Permit	FREE (For housebound/registered disabled residents who require daily care)

Business Permit £221.00 per 6 months (All zones except W1, W2, W3, W4 & W5)

Central Wimbledon Business Permit £251.00 per 6 months (Zones W1, W2, W3, W4 & W5)

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

How much do resident visitor permits cost?

Half day (08.30 - 14.00 / 12.00 - 18.30) £ 2.50

Full day £ 2.50

Annual permit £140.00

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

Why must I pay to park in my street?

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

What if I have special care needs?

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

How are regulations enforced?

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

What is the cost of a PCN?

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

How will I know when the regulations are in force?

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

Public Consultation

Extension of Controlled Parking Zone CW

We would like to know your views (For residents in the extension area ONLY)
Please tick the appropriate boxes and return this card by 15 October 2010

Please write in BLOCK capitals

Name: Signature:
 Road: Property No./Name:
 Email: Post Code:

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

- 1. Are you a resident or business? Resident Business
 - 2. Do you feel you have a parking problem in your road? Yes No Undecided
 - 3. Do you support the concept of a CPZ? Yes No Undecided
 - 4. Do you support the proposed extension of the existing CW CPZ in to your road? Yes No Undecided
- (Note: the current operational times are Mondays to Fridays, between 8.30am to 6.30pm. This may change following the outcome of the review consultation with residents and businesses within the existing CW zone)*
- 5. Would you be in favour of a CPZ in your road, IF the neighbouring road(s) or part of your road, were included in a CPZ? Yes No Undecided
 - 6. Would you prefer to be in a new CPZ? Yes No Undecided

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

.....

.....

.....

Please Note: In view of the large number of responses received during a public consultation it will not be possible to reply individually to each respondent.
It will be appreciated if you would complete the monitoring information requested below.

Equal Opportunity Monitoring Information

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

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

Age Group (please tick one box)

15 or under 20 - 24 30 - 34 40 - 44 50 - 54 60 - 64 70 - 74

16 - 19 25 - 29 35 - 39 45 - 49 55 - 59 65 - 69 75 or over

Ethnic Origin (please tick one box)

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

Review of Controlled Parking Zone CW

We would like to know your views (For residents in existing zone ONLY)
Please tick the appropriate boxes and return this card by 15 October 2010

Please write in BLOCK capitals

Name: Signature:
Road: Property No./Name:
Email: Post Code:

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

- 1. Are you a resident or business? Resident Business Other-Specify
- 2. Are you generally satisfied with the operation of CW CPZ? Yes No Undecided
- 3. Do you feel that the operating days need to be changed to Monday to Saturday? Yes No Undecided
- 4. Do you feel that the operating times need to be changed? Yes No Undecided
- 4.1. If yes to Q4, which one of these times would you prefer? 10am-4pm 11am-12noon

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

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

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

Equal Opportunity Monitoring Information

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

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

Age Group (please tick one box)

15 or under 20 - 24 30 - 34 40 - 44 50 - 54 60 - 64 70 - 74

16 - 19 25 - 29 35 - 39 45 - 49 55 - 59 65 - 69 75 or over

Ethnic Origin (please tick one box)

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

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