

Committee: Street Management Advisory

Date: 23rd January 2012

Agenda item: 5

Ward: Graveney

Subject: Proposed GC CPZ in Links Road Area

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

Recommendations:

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

1. Proposed extension

Notes the results of the informal consultation carried out between 16 September and 7 October 2011, on the proposals to extend GC Controlled Parking Zone (CPZ) in the Links Road area to include Deal Road, Eastbourne Road, Frinton Road, Gunton Road, Halsham Road, Jersey Road, Ipswich Road, Vectis Gardens, Vectis Road, parts of Links Road, and Seely Road. For details of the results see the table in Appendix 3a & 3b

- A) Agrees to proceed with a statutory consultation to introduce 'GC' CPZ extension to include Deal Road, Eastbourne Road, Frinton Road, Gunton Road, Halsham Road, parts of Links Road (between 62 & 170, 43 & 133) and Seely Road (between 61 & 157, 56 & 134), operational Monday to Friday, between 8.30am and 6.30pm, as shown in Drawing No. Z78/190/ 01A (on display) in Appendix 1
- 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 "At Any Time" waiting restrictions at key locations, such as junctions; bends; at the turning heads of culs-de-sac and other specific locations as shown in Drawing No. Z78/190/01 Revision A in Appendix 1:
- D) Agrees **not** to extend the CPZ into Jersey Road, Ipswich Road, Vectis Garden, Vectis Road parts of Links Road (between 172 & 280 and 137 & the Sub station) and Seely Road (between 159 & 335 and 136 & 232) until such time that the residents petition the Council for inclusion. Upon receiving such a petition, it is recommended that the Council proceeds with a statutory consultation for inclusion.

2. Existing GC CPZ

- A) Note the results of the consultation on the review of GC CPZ carried out between 16 September and 7 October 2011, on measures to improve the operation of the existing GC CPZ. For a summary of the results from the questionnaire see the tables in Appendix 5.

- b) In line with the results of the feedback received during the review, agrees **not** to make changes to the GC CPZ as detailed in section **3.14**.
-

PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the informal consultation carried out with the residents and businesses in the Graveney area, regarding the Councils' proposals to extend the existing GC CPZ to include the neighbouring uncontrolled roads. Please see plan in section 4.1 of this report for the consultation area.
- 1.2 It seeks approval to proceed with the undertaking of a statutory consultation to extend 'GC' CPZ to include Deal Road, Eastbourne Road, Frinton Road, Gunton Road, Halsham Road, parts of Links Road (between 62 & 170, 43 & 133) and Seely Road (between 61 & 157, 56 & 134), and the introduction of double yellow lines at various key locations, as set out on plan No. Z78/190/01A.
- 1.3 This report also details the result of the review consultation carried out on the existing GC zone and recommends that no changes are made to the CPZ.

2. DETAILS

- 2.1 The key objectives of parking management include:
- Tackling of congestion by reducing the level and impact of traffic in town centres and residential areas.
 - Making the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures.
 - Managing better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
 - Improving the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
 - Encouraging the use of more sustainable modes of transport.
- 2.2 Controlled parking zones, aim to provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space. It is a way of controlling the parking whilst improving and maintaining access and safety for all road users. A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:
- Permit holder bays: - For use by resident permit holders, business permit holders and those with visitor permits.
- Pay and display shared use/permit holder bays: - For use by pay and display customers and permit holders.
- 2.3 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.
- 2.4 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition the Council would also take into account the

impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.

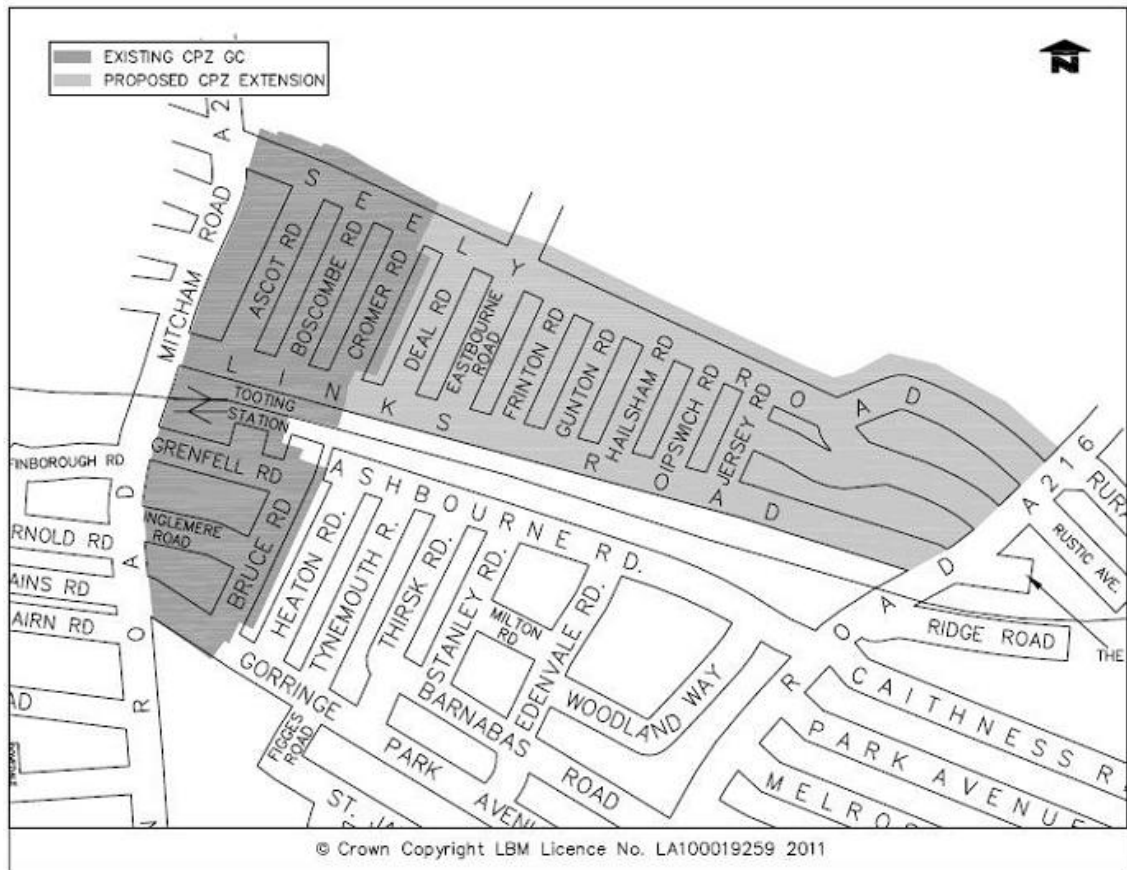
- 2.5 The CPZ design comprises mainly of permit holder bays to be used by residents, their visitors or business permit holders and a limited number of pay and display shared use bays, which are mainly located near businesses. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

BACKGROUND INFORMATION

- 2.6 After the implementation of the existing GC CPZ, the Council received numerous complaints regarding parking difficulties in roads and part of roads immediately outside the recently introduced CPZ. In April 2011, a petition was received from Deal Road, Eastbourne Road, Frinton Road, Gunton Road, part of Seely Road and Links Road requesting the introduction of priority parking for residents in their road. The concerns relate to commuters who park and complete their journey by public transport from Tooting Station; staff from the nearby businesses including the police station; the existence of the nearby Wandsworth CPZ and the residents of the new CPZ displacing parking into the surrounding uncontrolled road to avoid parking charges.
- 2.7 On 19 July 2011, the Graveney ward Councillors organised a meeting to discuss the parking situation. Most residents who attended the meeting were from the northern side of the railway and it was decided at the meeting that only the residents on the northern side of the railway should be consulted at that time. Council officers were also invited to assist with the meeting and answer residents' questions. Over 60 residents from various roads in the area attended the meeting. During the meeting residents of the roads within the proposed CPZ were asked by a show of hands on whether or not their consultation should go ahead. The show of hands was unanimous in favour of the consultation except for a couple of residents who abstained.

3. CONSULTATION UNDERTAKEN

- 3.1 The extended informal consultation for the proposals to introduce parking controls in Deal Road, Eastbourne Road, Frinton Road, Gunton Road, Halsham Road, Ipswich Road, Vectis Gardens, Vectis Road, parts of Links Road, and Seely Road was carried out between 16th September and 7th October 2011.
- 3.2 728 consultation documents containing a leaflet explaining 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 2 were posted to all premises within the area. See the plan below showing the extent of the consultations.
- 3.3 As part of the informal consultation officers held an exhibition on 1 October 2011. It was attended by 19 local residents.



3.4 Notification of the proposals, along with an online questionnaire (e-form) was also posted on the Council's website showing the parking controls within the zone including the following:

- 'At any time' double yellow lines at key locations such as at junctions, bends, and ends of culs de sac.
- Single yellow lines (mainly between parking bays and across dropped kerbs);
- Permit holder bays for use by residents, businesses and their visitor;
- Pay and display shared use bays in Links Road and Seely Road with a maximum stay of 2 hours;
- Pay and display shared use bays in Vectis Road with Maxmum stay of 10 hours.

3.5 The consultation resulted in a total of 186 returns, representing a response rate of 25.5%. A summary of the responses to all the questions are shown in the tables in Appendix 3A & 3B.

3.6 A majority of 58.6% of all respondents indicated that they currently have parking problems in their roads compared to 40.3% who feel that they do not. Further analysis show that residents in roads closest to the CPZ feel they have parking problems while those roads and part of roads towards Streatham Road feel that they do not have parking problems. This was evident during the site surveys carried out prior to preparing the design. Results are summerised in table 1 below:

(Table 1 – summary of results to questions 2)

ROAD NAME	Q2. do you feel you have a parking problem in your road?					
	Yes	No	Unsure	%Yes	%No	% Unsure
Deal Road	22	2	0	91.7	8.3	0
Estbourne Road	12	4	0	75	25	0
Frinton Road	6	0	0	100	0	0
Gunton Road	5	0	0	100	0	0
Hailsham Road	4	1	0	80	20	0
Ipswich Road	3	3	0	50	50	0
Jersey Road	3	5	0	37.5	62.5	0
Links Road	28	20	2	56	40	0
Seely Road	25	24	0	51	49	4
Vectis Gardens	0	1	0	0	100	0
Vectis Road	1	16	0	5.9	94.1	0
Total	109	75	2	58.6	40.3	1.1

3.7 A majority of 49.5% support the concept of a CPZ, compared to 42.5% who do not. A summary is shown in table 2 below. Upon further analysis of the results it has been concluded that there is a clear division for and against based on the geographical locations of the roads. Those roads with majority in favour form a natural extension to the existing zone as shown on plan attached as appendix 1.

(Table 2 – summary of results to questions 3)

ROAD NAME	Q3. do you support the concept of a CPZ in your road?					
	Yes	No	Unsure	% Yes	% No	% Unsure
Deal Road	20	3	1	83.3	12.5	4.2
Estbourne Road	10	4	2	62.5	25	12.5
Frinton Road	6	0	0	100	0	0
Gunton Road	4	1	0	80	20	0
Hailsham Road	3	2	0	60	40	0
Ipswich Road	1	3	2	16	50	33.3
Jersey Road	1	5	1	12.5	62.5	25
Links Road	27	19	4	54	38	8
Seely Road	18	29	2	36.7	59.2	4.1
Vectis Gardens	0	1	0	0	100	0
Vectis Road	2	13	2	11.8	76.5	11.8
Total	92	81	15	49.5	42.5	8.1

3.8 Residents were asked if they would support the proposed GC CPZ extension in their road/s. This resulted in 46.9% in support and 47.3% against.

(Table 3 – summary of results to questions 4)

ROAD NAME	Q4, Do you support the proposed extension of the GC CPZ in your road?					
	Yes	No	Unsure	% Yes	% No	% Unsure
Deal Road	20	3	1	83.3	12.5	4.2
Estbourne Road	11	5	0	68.8	31.3	0
Frinton Road	5	1	0	83.3	16.7	0
Gunton Road	2	3	0	40	60	0
Hailsham Road	3	2	0	60	40	0
Ipswich Road	1	4	1	16.7	66.7	16.7
Jersey Road	1	5	2	12.5	62.5	25
Links Road	25	21	4	50	42	8
Seely Road	18	28	3	36.7	57.1	6.1
Vectis Gardens	0	1	0	0	100	0
Vectis Road	1	16	0	5.9	94.1	0
Total	87	89	11	46.3	47.9	5.8

3.9 Residents were 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 59.7% 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 4 below:

(Table 4 – summary of results to questions 5)

ROAD NAME	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?					
	Yes	NO	UNSURE	% Yes	% No	% unsure
Deal Road	21	3	0	87.5	12.5	0
Estbourne Road	12	2	1	75	12.5	12.6
Frinton Road	6	0	0	100	0	0
Gunton Road	3	2	0	60	40	0
Hailsham Road	3	2	0	60	40	0
Ipswich Road	1	3	2	16.7	50	33.3
Jersey Road	1	3	4	12.5	37.5	50
Links Road	28	20	2	56	40	4
Seely Road	20	28	1	40.8	57.1	2
Vectis Gardens	0	1	0	0	100	0
Vectis Road	1	15	1	5.9	88.2	5.9
Total	96	78	12	51.1	42.0	6.9

- 3.10 Upon analysing the data per road and per premises, it has become evident that those roads and part of those roads away from the existing CPZ toward Streatham Road do not support a CPZ even if the neighbouring roads were included in a CPZ. But roads adjacent to the GC CPZ are overwhelmingly in favour except for Gunton Road which is marginally against the proposed controls. When Links Road and Seely Road were analysed up to and including their junctions with Hailsham Road, it was found that the majority of those who responded in these sections were in favour. However, towards Streatham Road, the numbers in favour dwindled especially for Seely Road where the figures show a majority against but Links Road still maintain a majority in favour.
- 3.11 The geographical location of Gunton Road is such that it lies between Frinton Road and Hailsham Road with all residential properties on the east side of the road and Links Primary school on the west side. Frinton Road and Hailsham Road are in favour of the scheme. Excluding Gunton Road would increase parking pressure, congestion and obstructive parking for residents and parents dropping off/picking up children from the school. Due to the inevitable parking displacement that is likely occur and in response to the feed back received at a public meeting from the Head Teacher of the school in terms of parking and safety of the pupils, it is recommended that Gunton Road is included and should be part of the statutory consultation. This will provide a further opportunity for the residents to air their views. Roads/part of roads in favour of the CPZ are summarised in the table below and attached in Appendix 3A.

(Table 6 – summary of results to questions 4)

ROAD NAME	Q4, Do you support the proposed extension of the GC CPZ in your road?					
	Yes	No	Unsure	% Yes	% No	% Unsure
Deal Road	20	3	1	83.3	12.5	4.2
Estbourne Road	11	5	0	68.8	31.3	0
Frinton Road	5	1	0	83.3	16.7	0
Gunton Road	2	3	0	40	60	0
Hailsham Road	3	2	0	60	40	0
Links Road, 62 - 170, odd 43 -133	21	8	4	63.6	24.2	12.2
Seely Road, 56-134, odd 71-159	14	9	0	58.3	37.5	0
Total	76	31	6	67.3	27.4	5.4

- 3.12 Based on the results recommendation “1D” is to exclude Jersey Road, Ipswich Road, Vectis Gardens, Vectis Road parts of Links Road (between 172 & 280 and 137 & the Sub station) and Seely Road (between 159 & 335 and 136 & 232) from the CPZ. This is because these roads/section of do not support the proposed controls.
- 3.13 From the questionnaires completed and returned by the residents, the most frequent comments received are summarised in table 6 below:

(Table 6 – Top 5 most frequent comments received)

NO.	COMMENTS/VIEWS	FREQUENCY
1	We cannot park in our road	26
2	There are no parking problems	12
3	We do not want to pay for parking	10
4	There are too many cars owned by residents	12
5	Extend the CPZ to include Dear Road and Eastbourne Road	30
6	There is no parking space for workmen	10

3.13.1 The most frequent comment received and also expressed during the consultation, was the impact caused by those from neighbouring zone trying to avoid paying for permits.

3.13.2 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, which some residents felt was just a way for the Council to generate extra revenue.

3.14 Review of GC CPZ

3.14.1 The consultation for the review of the existing CPZ comprised of 745 households/businesses and resulted in a total of 141 returns, representing a response rate of 18.9%. A summary of the responses to all the questions is shown in the tables in Appendix 4

3.14.2 A majority of 75.2% of all respondents indicated that they are generally satisfied with the current operation of the parking controls in their roads. See Appendix 5 for full result.

(Table 7 – summary of results to questions 1)

ROAD NAME	Q1 Are you generally satisfied with the operation of GC CPZ?					
	Yes	No	Unsure	% Yes	% No	% Unsure
Ascot Road	11	1	1	84.6	7.7	7.7
Boscombe Road	19	3	1	82.6	13.0	4.3
Bruce Road	16	2	1	76.2	9.5	14.3
Cromer Road	6	4	0	60.0	40.0	0.0
Gorrington Park Ave	1	1	0	50.0	50.0	0.0
Glenfell Road	10	0	2	76.9	0.0	23.1
Inglemere Road	11	2	0	78.6	14.3	7.1
Links Road	14	1	0	87.5	6.3	6.3
London Road	2	4	2	25.0	50.0	25.0
Mitcham Road	0	2	0	0.0	100	0.0
Seely Road	14	1	0	87.5	6.3	6.3
Sidar Road	2	0	0	66.7	0.0	33.3
Total	106	21	7	75.2	14.9	10.0

3.14.3 According to the results, 75.2% majority of respondents do not want the GC CPZ removed.

(Table 8 – summary of results to questions 2)

ROAD NAME	Q2 Do you want GC CPZ removed?					
	Yes	No	Unsure	% Yes	% No	% Undecided
Ascot Road	0	12	0	0.0	92.3	7.7
Boscombe Road	2	18	1	8.7	78.3	13.0
Bruce Road	3	18	0	14.3	85.7	0.0
Cromer Road	4	6	0	40.0	60.0	0.0
Gorringe Park Ave	1	1	0	50.0	50.0	0.0
Glenfell Road	2	8	1	15.4	61.5	23.1
Inglemere Road	2	11	1	14.3	78.6	7.1
Links Road	3	12	0	18.8	75.0	6.3
London Road	4	3	0	50.0	37.5	12.5
Mitcham Road	1	1	0	50.0	50.0	0.0
Seely Road	0	14	2	0.0	87.5	0.0
Sidar Road	0	2	1	0.0	66.7	0.0
Total	22	106	6	15.6	75.2	10.0

3.14.4 According to the results, 52.5% majority of respondents do not want the days of operation to be increased to include Saturday.

(Table 9 – summary of results to questions 3)

ROAD NAME	Q3 Do you feel that the operating days need to be changed to Monday to Saturday?					
	Yes	No	Unsure	% Yes	% No	% Unsure
Ascot Road	7	5	1	53.8	38.5	7.7
Boscombe Road	4	18	1	17.4	78.3	4.3
Bruce Road	7	11	3	33.3	52.4	4.8
Cromer Road	1	8	1	10.0	80.0	10.0
Gorringe Park Ave	1	1	0	50.0	50.0	0.0
Glenfell Road	3	8	1	23.1	61.5	15.4
Inglemere Road	4	10	0	28.6	71.4	0.0
Links Road	9	5	2	56.3	31.3	12.5
London Road	5	2	1	62.5	25.0	12.5
Mitcham Road	0	2	0	0.0	100	0.0
Seely Road	9	4	3	56.3	25.0	18.8
Sidar Road	2	0	1	66.7	0.0	33.3
Total	52	74	15	36.9	52.5	10.7

- 3.14.5 Majority of 52.5% do not want the operating hours changed compared to 36.9% who do. 12.8% prefer operating hours of 10am – 4pm with 12.1% who prefer 11am – 12 noon and a majority of 75.2% want status quo. See appendix 5 for full result.

Local Ward Councillors

- 3.15 All the consultation documents were provided to the local Ward Members for comments prior to commencement of the consultation. After the analysis of the results, officers discussed the results and possible options with the ward Councillors. The ward Councillors decided to hold a public meeting to discuss the results. This meeting took place on 22 November 2011. Two officers from the Council attended the meeting to answer technical questions. Minutes of the meeting is attached as Appendix 6. The meeting was attended by approximately 40 residents.

4. PROPOSED MEASURES

- 4.1 To proceed with a statutory consultation to introduce 'GC' CPZ extension to include Deal Road, Eastbourne Road, Frinton Road, Gunton Road, Halsham Road, parts of Links Road (between 62 & 170, 43 & 133) and Seely Road (between 61 & 157, 56 & 134) and Seely Road (between 61 & 157), operational Monday to Friday, between 8.30am and 6.30pm, as shown in Drawing No. Z78/190/01A (on display) in Appendix 1. It should be noted that the roads and part of roads above sent in the petition which instigated the consultation.
- 4.2 To proceed with a statutory consultation and publication of the relevant draft Traffic Management Orders (TMOs) on the Council's intention to introduce "At Any Time" waiting restrictions at key locations, such as junctions; bends; at the turning heads of culs-de-sac and other specific locations as shown in Drawing No. Z78/190/01 Revision A in Appendix 1.
- 4.3 Not to extend the CPZ into Jersey Road, Ipswich Road, Vectis Garden, Vectis Road, parts of Links Road (between 172 & 280 and 137 & the Sub station) and Seely Road (between 159 & 335 and 136 & 232. Upon receiving such a petition, it is recommended that the Council proceeds with a statutory consultation for inclusion.

Existing GC CPZ

- 4.4 Not to make changes to the existing GC CPZ .
- 4.5 The above recommendations are in line with the council's practise of including those roads with majority in support of the controls whilst being mindful of any adverse impact on those roads wishing to remain uncontrolled.
- 4.6 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.
- 4.7 Officers suggest that it would be reasonable to tackle the injudicious parking and respond to the needs/demands of the affected residents in these roads where there is majority support for introducing a CPZ.

Hours of Operation:

- 4.8 The proposed 'GC' CPZ will operate 'Monday to Friday, between 8.30am and 6.30pm.

Permit Issue Criteria:

- 4.9 It is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones in Merton. The existing cost of the first permit in each household is £65 per annum; the second permit is £110 and the third permit cost is £140. An annual Visitor permit cost is £140.

Visitors' permits:

- 4.10 It is recommended that the system and charges applied elsewhere in the Borough for visitor permits should also be introduced. All-day Visitor permits will remain at £2.50 and half-day permits at £1.50. Half-day permits can be used between 8.30am & 2pm or 12pm & 6.30pm. 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:

- 4.11 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.

Teachers Permits:

- 4.12 For state schools located in CPZs the cost of the Permit will be £188 per annum. Private schools are considered as businesses and the permit will be charged at the current business permit rate of £221 for 6 months for one permit.

Trades Permits:

- 4.13 Trade Permits are priced at £900 per annum. Trades permits can also be purchased for 6 months at £600, 3 months at £375, 1 month at £150 and Weekly at £50.

Pay & Display tickets:

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

5 TIME TABLE

- 5.1 The statutory consultation will be carried in February / March 2012 . 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.
- 5.2 Additionally, a newsletter will be distributed to all the premises originally consulted as part of the CPZ proposal, informing them of the outcome of the previous informal consultation carried out and inviting any objections to the statutory consultation. Information will also be available on the Council's website.
- 5.3 Any objections to the proposals will be presented to the next available Street Management Advisory Committee meeting for consideration. If approval is granted the final made TMOs will be published followed by implementation of the restrictions. If no material objections are received then implementation can be carried out earlier following the advertisement of the final made TMOs.

6 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 6.1 The cost of implementing the proposed measures is estimated at £30,000. This includes the publication of the made Traffic Management Orders; the road markings and the signs. This does not include consultation and staff costs.
- 6.2 The cost of introducing the proposed parking management measures will be funded from the Merton Capital budget for Parking Management (CPZ, Disabled parking bays and waiting restrictions).
- 6.3 There will be additional Civil Enforcement Officer costs in terms of the need for an additional half of a post at the cost of approximately £16k. This will generate an estimated gross income of about £40k per annum. Legislation states that any 'surplus' revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.

7. ALTERNATIVE OPTIONS

- 7.1 Do nothing. This would not address the current parking demands for residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.
- 3.2 Not to include the roads where there is no majority view on whether they have a parking problem or support a CPZ, this would not address the possible displacement of parking from the nearby controlled roads.
- 3.3 Not to include the roads where the majority of respondents feel that they have a parking problem and would support the introduction of a CPZ. This would not address the needs of the majority of those residents.
- 3.4 To proceed with a statutory consultation to introduce 'GC' CPZ extension to include all the roads as consulted, this will address the inevitable displacement that would occur but would be against the wishes of the overall majority of residents from those roads who responded and opted against the measures.

8 LEGAL AND STATUTORY IMPLICATIONS

- 8.1 The Traffic Management Orders would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

9 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1 The implementation of the measures affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.
- 9.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.

- 9.3 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue/orange badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 9.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

10 CRIME AND DISORDER IMPLICATION

- 10.1 N/A

11 RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk of not introducing the proposed arrangements is that the existing parking difficulties for residents would continue and it would do nothing to assist those residents.
- 11.2 The risk in not introducing the proposed waiting restrictions, at key locations would be the potential accidents and inconvenience as a direct result of obstruction, obscured sightlines, access difficulties and will affect all road users particularly vulnerable road users.
- 11.3 The risk in not addressing the issues from the informal consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweighs the risk of doing nothing.
- 11.4 The risk of introducing the proposed measures would be a possible increase in demand for parking within the immediate vicinity of the proposed zone. This, however, is considered to be minimal risk and the benefits of the proposals outweigh this risk.

12 Appendices – the following documents are to be published with this report and form part of the report

Appendix 1 – Plan of Proposals – Drawing No. Z78-190-01A

Appendix 2 – GC Extension Consultation Documents

Appendix 3a – GC Extension Consultation Results (Deal Rd to Hailsham Rd)

Appendix 3b – GC Extension Consultation Results (Overall Area)

Appendix 4 – GC Review Consultation Documents

Appendix 5 – GC Review Consultation Results

Appendix 6 – Minutes of Residents Meeting at Links School

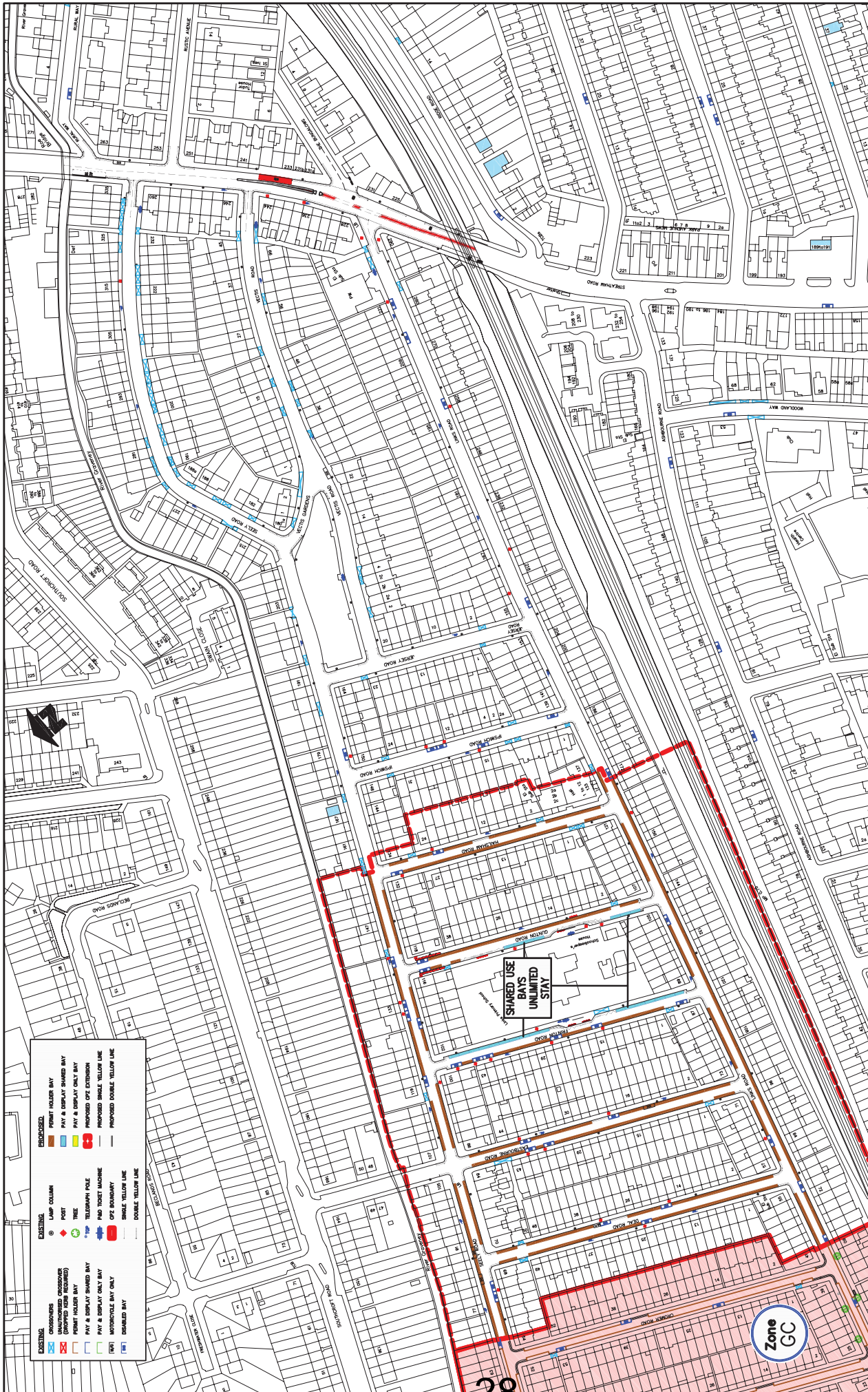
13 BACKGROUND PAPERS – the following documents have been relied on in drawing up this report but do not form part of the report: N/A

Useful links

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

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

<http://www.merton.gov.uk/legal.htm>. This disclaimer also applies to any links provided here.



Notes:
Do not scale from this drawing

28

Zone GC

SHARED USE BAYS UNLIMITED STAY

Street Scene & Waste
environment & regeneration

TRAFFIC & HIGHWAYS

Proposed from based upon the 'Optimised Survey' of this site. Street Design Features, Unadopted and not to be used for any other purpose. All other features are subject to planning and other procedures as required by the Council.

Authority	UCL	City	May 2012
City	UCL	City	May 2012
City	UCL	City	May 2012
City	UCL	City	May 2012

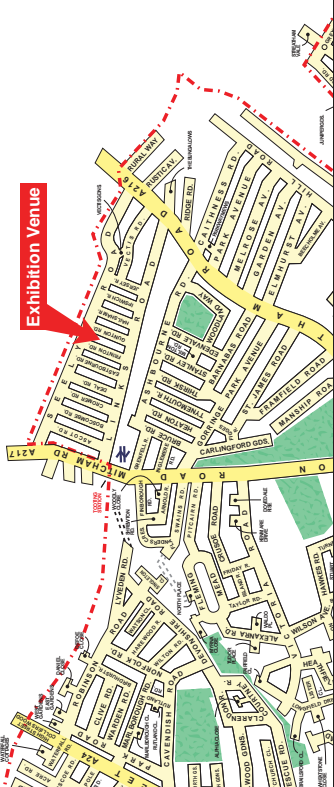
PROJECT: Controlled Parking Zones (CPZs)
TITLE: Proposed GC Extension North

County No: Z78-190-01A
Committee: COMMITTEE
Scale: 1:1000

merton
Merton Civic Centre
Merton Library
Merton Station
SMA 50X
www.merton.gov.uk

EXHIBITION INVITE

You may wish to attend one of our public exhibitions to be held at:
**Links Primary School, Frinton Road, London, SW17 9EH on
 Saturday, 1 October 2011 from 1pm to 5pm**



© Crown Copyright LBM Licence No. LA100019259 2011

Controlled Parking Zone (CPZ) Proposed Zone GC extension North (GCeN)

merton

ISSUE DATE : 16 SEPTEMBER 2011

Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to extend the existing GC Controlled Parking Zone (CPZ) to include Deal Road, Eastbourne Road, Frinton Road, Gunton Road, Hailsham Road, Ipswich Road, Jersey Road, Vicis Gardens, Vicis Road and the remainder of Links Road and Seely Road. This proposal is in response to representations and a petition received from local residents who are experiencing parking difficulties in their road(s). This issue was also discussed at a residents' meeting held on 19 July 2011 and it was agreed that the Council would carry out an informal consultation to seek your views on proposal to control parking in the area shown on the plan attached. Generally, residents feel that the problem is being caused by:

- Commuters who park and complete their journey by public transport from either Tooting Station or working in nearby businesses.
- Existence of nearby Wandsworth CPZs displacing parking into the surrounding area.
- Residents and staff of nearby businesses within the neighbouring CPZs avoiding parking charges.

When making your decision please take into account that if your neighbouring roads have a CPZ introduced it is likely that the vehicles displaced (commuters and residents avoiding charges) from your neighbouring roads could increase pressure for parking on your road. This could be seen in the roads immediately adjacent to the existing GC CPZ. Eg. Deal Road, Eastbourne Road, Frinton Road, parts of Links Road and Seely Road, which are currently bearing the brunt of the parking displacement.

WHAT IS A CONTROLLED PARKING ZONE (CPZ)

A Controlled Parking Zone is an area where parking controls are introduced to protect the parking needs of residents and their visitors, as well as those of local businesses. Parking bays are marked on the carriageway to indicate to motorists where they can park. Yellow line restrictions are also introduced to improve safety by removing dangerous or obstructive parking. In a CPZ the operational times for the single yellow lines are indicated on signs as you enter the zone. In some cases there may be single yellow lines that operate at different times and these must be signed separately. Double yellow line restrictions do not require signs. In the absence of loading restrictions you may stop on a yellow line to load or unload goods for a limited period of time.

All parking places within a CPZ are individually signed to ensure that motorists are aware of the operational times and conditions. This ensures that the bays are fully enforceable. To help reduce the number of new posts required for these signs, every effort is made to ensure that signs are placed on existing street furniture, such as lamp columns or combined with other street signs.

www.merton.gov.uk

Graveney Ward Councillors

Cllr John Dehaney
 Tel - 020 8545 3424
 Email: john.dehaney@merton.gov.uk

Cllr Linda Kirby
 Tel - 020 8545 3425
 Email: linda.kirby@merton.gov.uk

Cllr Gregory Udeh
 Tel - 020 8545 3424
 Email: gregory.udeh@merton.gov.uk

Request for document translation
 CPZ GC EXTENSION NORTH

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 Bengali Bosnian Chinese Croatian Czech Danish Dutch English Estonian Finnish French German Greek Gujarati Hindi Hungarian Italian Japanese Korean Latvian Lithuanian Macedonian Malay Malayalam Marathi Nepali Norwegian Polish Portuguese Punjabi Romanian Russian Serbian Slovak Slovenian Spanish Swedish Tagalog Tamil Telugu Thai Turkish Urdu Vietnamese Welsh Yiddish

Large print Braille Audio/cassette

Your contact:
 Name
 Address
 Telephone

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



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

The enclosed Frequently Asked Questions (FAQ's) sheet gives further information on the operation of CPZ's.

HOW WILL IT WORK?

All road space in a CPZ is managed by the introduction of parking controls. Parking is only permitted where safety, access and 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 would impede the passing of vehicles. It is also necessary to provide yellow lines (effective during the CPZ hours of operation or at any time) where the kerb is lowered, i.e. across crossovers for driveways.

The key objective of managing parking is to reduce and control non-essential parking and assist the residents, short-term visitors and the local businesses. Within any CPZ, only those within the zone are entitled to permits. This means that long-term parkers will not be able to park within the permit bays during the operational times. An incremental pricing structure for 2nd and subsequent permits also assists in minimising the number of permits issued to individual residents and help discourage unnecessary multiple car ownerships.

30

CPZs comprise of various types of parking bays such as permit holder bays (for use by resident or business permit holders and those with visitor permits); shared use bays (for permit holders and pay and display) and pay and display only bays (permits are not valid). Council appointed Civil Enforcement Officers will enforce the controls by issuing fines/Penalty Charge Notices (PCNs) to vehicles parked in contravention of the restrictions. Outside the controlled times the restrictions are not enforced. However, Civil Enforcement Officers will issue PCNs for any other parking contravention such as parking on double yellow lines, footways and parking across individual crossovers without the property owner's consent.

The Council aims to reach a balance between the needs of the residents, businesses and the safety of all road users. In the event that the majority of those consulted do not support a CPZ in their road or area, and the Council agrees, officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access.

PROPOSALS

It is proposed to extend the existing Zone GC to include Deal Road, Eastbourne Road, Frinton Road, Gunton Road, Hailsham Road, Ipswich Road, Jersey Road, Victis Gardens, Victis Road, parts of Links Road, Seely Road and Streatham Road. Please see the enclosed plan. The extension will be subject to the same days and hours of operation as the existing Zone GC, which are Monday - Friday, 8.30am - 6.30pm.

The following parking measures are also proposed:

Double yellow lines at junctions, bends, ends of culs-de-sac and to create passing gaps. (This will improve safety and access at all times by reducing obstructive parking that is currently taking place)

Shared Use Pay and Display bays are proposed in Vectis Road, Seely Road, Frinton Road and Gunton Road. (This will increase parking provisions in the area for use by pay and display customers whilst still maintaining parking facilities for permit holders)

LET US KNOW YOUR VIEWS

The decision on whether or not to proceed with the next stage, which would involve a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask if you could submit your questionnaire online using the link provided www.merton.gov.uk/cpzgce. The online system has been created to keep costs down and allow the Council to process your views more efficiently. Alternatively you can complete and return the enclosed prepaid questionnaire (no stamp required), with any comments or suggestions you may have by **7 October 2011**.

We regret that due to the 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. You are also invited to speak to officers at the public exhibition on 1 October 2011 at Links Primary School as detailed overleaf. It should be noted that subject to the responses received, a recommendation may be made to only include those roads where there is a majority in support of the proposals, unless it is felt that any excluded road would be adversely affected.

WHAT HAPPENS NEXT

It is envisaged that the results of the consultation along with officers' recommendations will be reported to the Street Management Advisory Committee before a decision is made by the Cabinet Member for Environmental Sustainability and Regeneration. Once a decision is made you will be informed accordingly.

CONTACT US

If you require further information please contact Paul Attie on 020 8545 3214 or email paul.attie@merton.gov.uk. Alternatively you can visit our website using the following link www.merton.gov.uk/cpzgce. You may also view the plans in Merton Link at Merton Civic Centre, Morden during our working hours, Monday to Friday between 9am and 5pm.

Frequently Asked Questions



Merton - putting you first

Where may I park in a CPZ?

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

What is a permit holder bay?

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

What is a 'pay & display' bay?

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

What is a shared use bay?

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

How much will 'pay & display' cost?

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

Where may 'blue badge' holders park?

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

Where may motorcyclists park?

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

Where can't I park?

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

Can a CPZ be reviewed after implementation?

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

How much do resident and business permits cost?

Resident

1 st Permit in household	£ 65.00 per annum
2 nd Permit in household	£ 110.00 per annum
3 rd subsequent Permits in household	£ 140.00 per annum
Address Permit	£ 65.00 per annum (For residents who regularly change vehicles, ie. company vehicles)
Address Permit	FREE (For housebound/registered disabled residents who require daily care)
Business Permit	£331.50 per 6 months (All zones except W1, W2, W3, W4 W5)

Central Wimbledon Business Permit £376.50 per 6 months (Zones W1, W2, W3, W4 W5)

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

How much do resident visitor permits cost?

Half day (08.30 - 14.00 / 12.00 - 18.30) £ 1.50

Full day £ 2.50

Annual permit £140.00

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

Why must I pay to park in my street?

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

What if I have special care needs?

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

How are regulations enforced?

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

What is the cost of a PCN?

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

How will I know when the regulations are in force?

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

Public Consultation

Extension of Controlled Parking Zone GC

We would like to know your views (For residents in the extension area NL)
Please tick the appropriate boxes and return this card by 7 October 2011

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. 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 C CPZ in to your road?
(Note the current operational times are Monday to Friday, between 8.30am to 6.30pm) Yes No Undecided
5. Would you be in favour of a CPZ in your road, IF the neighbouring road(s) or part of your road, were included in a CPZ? Yes No Undecided

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

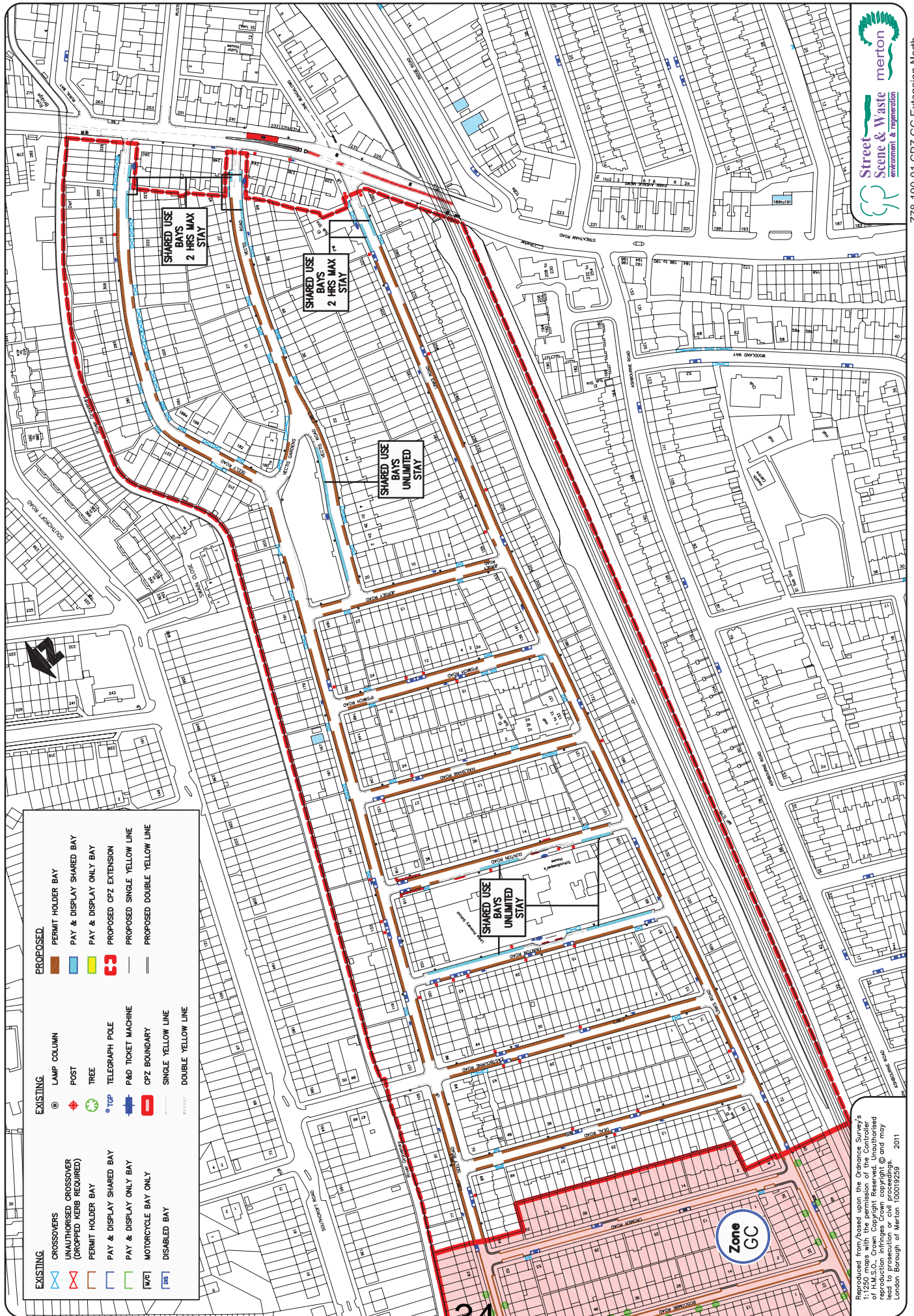
Age Group (please tick one box)

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

16 - 1 25 - 2 35 - 3 45 - 4 55 - 5 65 - 6 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>
---	---	---	---



Z78-190-01 CPZ GC Extension North

EXISTING		PROPOSED	
	CROSSEVERS		PERMIT HOLDER BAY
	UNAUTHORISED CROSSOVER (DROPPED KERB REQUIRED)		PAY & DISPLAY SHARED BAY
	PERMIT HOLDER BAY		PAY & DISPLAY ONLY BAY
	PAY & DISPLAY SHARED BAY		PROPOSED CPZ EXTENSION
	PAY & DISPLAY ONLY BAY		PROPOSED SINGLE YELLOW LINE
	MOTORCYCLE BAY ONLY		PROPOSED DOUBLE YELLOW LINE
	DISABLED BAY		
	LAMP COLUMN		
	POST		
	TREE		
	T&P		
	TELEGRAPH POLE		
	P&D TICKET MACHINE		
	CPZ BOUNDARY		
	SINGLE YELLOW LINE		
	DOUBLE YELLOW LINE		

SHARED USE BAYS 2 HRS MAX STAY

SHARED USE BAYS 2 HRS MAX STAY

SHARED USE BAYS UNLIMITED STAY

SHARED USE BAYS UNLIMITED STAY

SHARED USE BAYS UNLIMITED STAY

Zone GC

Reproduced from the Shared Use of the Highway Survey's 1:2500 Scale, based upon the Ordnance Survey's 1:2500 Scale, Crown Copyright Reserved. Unauthorised reproduction infringes Crown copyright and may be a criminal offence under the Copyright, Designs and Patents Act 1988. London Borough of Merton 100019259 2011

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE EXTENSION OF CONTROLLED PARKING ZONE GC

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	OTHER	NO RESPONSE	Q2. DO YOU CURRENTLY HAVE A PARKING PROBLEM IN YOUR ROAD?						
								YES	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
Deal Road	51	24	47.1%	24	0	0	0	22	2	0	0	91.7%	8.3%	0.0%
Eastbourne Road	44	16	36.4%	16	0	0	0	12	4	0	0	75.0%	25.0%	0.0%
Frinton Road	24	6	25.0%	6	0	0	0	6	0	0	0	100.0%	0.0%	0.0%
Gunton Road	19	5	26.3%	5	0	0	0	5	0	0	0	100.0%	0.0%	0.0%
Hailsham Road	33	5	15.2%	5	0	0	0	4	1	0	0	80.0%	20.0%	0.0%
Links Road 62 -170, odd 43 -133	119	33	27.7%	32	0	0	1	23	8	2	0	69.7%	24.2%	6.1%
Seely Road 56-134, odd 71-159	92	24	26.1%	24	0	0	0	18	6	0	0	75.0%	25.0%	0.0%
	382	113	29.6%	112	0	0	1	90	21	2	0	79.6%	18.6%	1.8%

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD						Q4. DO YOU SUPPORT THE PROPOSED EXTENSION OF THE GC CPZ IN YOUR ROAD?									
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
Deal Road	20	3	1	0	83.3%	12.5%	4.2%	0.0%	20	3	1	0	83.3%	12.5%	4.2%	0.0%
Eastbourne Road	10	4	2	0	62.5%	25.0%	12.5%	0.0%	11	5	0	0	68.8%	31.3%	0.0%	0.0%
Frinton Road	6	0	0	0	100.0%	0.0%	0.0%	0.0%	5	1	0	0	83.3%	16.7%	0.0%	0.0%
Gunton Road	4	1	0	0	80.0%	20.0%	0.0%	0.0%	2	3	0	0	40.0%	60.0%	0.0%	0.0%
Hailsham Road	3	2	0	0	60.0%	40.0%	0.0%	0.0%	3	2	0	0	60.0%	40.0%	0.0%	0.0%
Links Road 62 -170, odd 43 -133	22	7	2	2	66.7%	21.2%	6.1%	6.1%	21	8	2	2	63.6%	24.2%	6.1%	6.1%
Seely Road 56-134, odd 71-159	15	9	0	0	62.5%	37.5%	0.0%	0.0%	14	9	0	1	58.3%	37.5%	0.0%	4.2%
	80	26	5	2	70.8%	23.0%	4.4%	1.8%	76	31	3	3	67.3%	27.4%	2.7%	2.7%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE EXTENSION OF CONTROLLED PARKING ZONE GC

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?											
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
Deal Road	21	3	0	0	87.5%	12.5%	0.0%	0.0%	87.5%	12.5%	0.0%	0.0%
Eastbourne Road	12	2	1	1	75.0%	12.5%	6.3%	6.3%	75.0%	12.5%	6.3%	6.3%
Frinton Road	6	0	0	0	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%
Gunton Road	3	2	0	0	60.0%	40.0%	0.0%	0.0%	60.0%	40.0%	0.0%	0.0%
Hailsham Road	3	2	0	0	60.0%	40.0%	0.0%	0.0%	60.0%	40.0%	0.0%	0.0%
Links Road 62 -170, odd 43 -133	23	9	1	0	69.7%	27.3%	3.0%	0.0%	69.7%	27.3%	3.0%	0.0%
Seely Road 56-134, odd 71-159	15	8	0	1	62.5%	33.3%	0.0%	4.2%	62.5%	33.3%	0.0%	4.2%
	83	26	2	2	73.5%	23.0%	1.8%	1.8%	73.5%	23.0%	1.8%	1.8%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE EXTENSION OF CONTROLLED PARKING ZONE GC

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	OTHER	NO RESPONSE	Q2. DO YOU CURRENTLY HAVE A PARKING PROBLEM IN YOUR ROAD?								
								YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE	
Deal Road	51	24	47.1%	24	0	0	0	22	2	0	0	0	91.7%	8.3%	0.0%	0.0%
Eastbourne Road	44	16	36.4%	16	0	0	0	12	4	0	0	0	75.0%	25.0%	0.0%	0.0%
Frinton Road	24	6	25.0%	6	0	0	0	6	0	0	0	0	100.0%	0.0%	0.0%	0.0%
Gunton Road	19	5	26.3%	5	0	0	0	5	0	0	0	0	100.0%	0.0%	0.0%	0.0%
Hallisham Road	33	5	15.2%	5	0	0	0	4	1	0	0	0	80.0%	20.0%	0.0%	0.0%
Ipswich Road	30	6	20.0%	6	0	0	0	3	3	0	0	0	50.0%	50.0%	0.0%	0.0%
Jersey Road	24	8	33.3%	8	0	0	0	3	5	0	0	0	37.5%	62.5%	0.0%	0.0%
Links Road	231	50	21.6%	49	1	0	1	28	21	2	0	0	54.9%	41.2%	3.9%	0.0%
Seely Road	209	49	23.4%	46	0	2	1	25	24	0	0	0	51.0%	49.0%	0.0%	0.0%
Vectis Road	63	17	27.0%	17	0	0	0	1	16	0	0	0	5.9%	94.1%	0.0%	0.0%
Vectis Gardens	3	1	33.3%	1	0	0	0	0	1	0	0	0	0.0%	100.0%	0.0%	0.0%
	731	187	25.6%	183	1	2	2	109	77	2	0	0	58.0%	41.0%	1.1%	0.0%

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD						Q4. DO YOU SUPPORT THE PROPOSED EXTENSION OF THE GC CPZ IN YOUR ROAD?							
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
Deal Road	20	3	1	0	83.3%	12.5%	20	3	1	0	83.3%	12.5%	4.2%	0.0%
Eastbourne Road	10	4	2	0	62.5%	25.0%	11	5	0	0	68.8%	31.3%	0.0%	0.0%
Frinton Road	6	0	0	0	100.0%	0.0%	5	1	0	0	83.3%	16.7%	0.0%	0.0%
Gunton Road	4	1	0	0	80.0%	20.0%	2	3	0	0	40.0%	60.0%	0.0%	0.0%
Hallisham Road	3	2	0	0	60.0%	40.0%	3	2	0	0	60.0%	40.0%	0.0%	0.0%
Ipswich Road	1	3	2	0	16.7%	50.0%	1	4	1	0	16.7%	66.7%	16.7%	0.0%
Jersey Road	1	5	2	0	12.5%	62.5%	1	5	2	0	12.5%	62.5%	25.0%	0.0%
Links Road	27	20	2	2	52.9%	39.2%	25	22	2	2	49.0%	43.1%	3.9%	3.9%
Seely Road	18	29	2	0	36.7%	59.2%	18	28	1	2	36.7%	57.1%	2.0%	4.1%
Vectis Road	2	13	0	2	11.8%	76.5%	1	16	0	0	5.9%	94.1%	0.0%	0.0%
Vectis Gardens	0	1	0	0	0.0%	100.0%	0	1	0	0	0.0%	100.0%	0.0%	0.0%
	92	81	11	4	48.9%	43.1%	87	90	7	4	46.3%	47.9%	3.7%	2.1%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE EXTENSION OF CONTROLLED PARKING ZONE GC

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?									
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE	% YES	% NO
Deal Road	21	3	0	0	87.5%	12.5%	0.0%	0.0%	87.5%	12.5%
Eastbourne Road	12	2	1	1	75.0%	12.5%	6.3%	6.3%	75.0%	12.5%
Frinton Road	6	0	0	0	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%
Gunton Road	3	2	0	0	60.0%	40.0%	0.0%	0.0%	60.0%	40.0%
Hailsham Road	3	2	0	0	60.0%	40.0%	0.0%	0.0%	60.0%	40.0%
Ipswich Road	1	3	2	0	16.7%	50.0%	33.3%	0.0%	16.7%	50.0%
Jersey Road	1	3	4	0	12.5%	37.5%	50.0%	0.0%	12.5%	37.5%
Links Road	28	20	2	1	54.9%	39.2%	3.9%	2.0%	54.9%	39.2%
Seely Road	20	28	0	1	40.8%	57.1%	0.0%	2.0%	40.8%	57.1%
Vectis Road	1	15	1	0	5.9%	88.2%	5.9%	0.0%	5.9%	88.2%
Vectis Gardens	0	1	0	0	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
	96	79	10	3	51.1%	42.0%	5.3%	1.6%	51.1%	42.0%

Controlled Parking Zone (CPZ) Review of Zone GC



ISSUE DATE : 16 SEPTEMBER 2011

Dear Residents

Controlled Parking Zone (CPZ) GC was implemented in February 2011 following extensive consultation with residents and businesses in Graveney Area. GC CPZ operates Monday to Friday, 8.30am to 6.30pm.

The Council agreed that further consultation should be conducted to determine the success of GC CPZ after it had been operational for 6 months. Site observations indicate that more parking spaces have been made available since the zone was introduced. We would like to know your views on the operation of the zone.

The enclosed questionnaire will help us determine the success of GC CPZ to date.

The Council would welcome your comments. Please put your views on the enclosed prepaid questionnaire card and return it (no stamp required) by 7 October 2011. Please note that due to the large volume of responses that are likely to be received, we will not be able to reply to each respondent individually. All comments will be noted and appropriate action will be taken to address issues raised.

WHAT HAPPENS NEXT

It is envisaged that the results of the consultation along with officers' recommendations will be reported to the Street Management Advisory Committee before a decision is made by the Cabinet Member for Environmental Sustainability and Regeneration. Once a decision is made you will be informed accordingly.

CONTACT US

If you require further information please contact Paul Atie on 020 8545 3214 or email paul.atie@merton.gov.uk.

www.merton.gov.uk

Alternatively you can visit our website using the following link www.merton.gov.uk/cpzgc.

Graveney Ward Councillors

Cllr John Dehaney Tel - 020 8545 3424
Email: john.dehaney@merton.gov.uk

Cllr Linda Kirby Tel - 020 8545 3425
Email: linda.kirby@merton.gov.uk

Cllr Gregory Udeh Tel - 020 8545 3424
Email: gregory.udeh@merton.gov.uk

Request for document translation

ZONE GC REVIEW

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 shenoheni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.

Bengali এই হওয়ার কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, দয়া করে ব্যক্তিগত (বন্ধ) টিক চিহ্ন দিন এবং চিঠি লিখে 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 설명된 것이 필요하다면, 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 quadricula respectiva e contatar-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 luqaddaada, 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 பகுதியையும் உங்கள் தாய்மொழியில் விளக்க வேண்டுமானால், கீழ்க்கண்ட விவரங்களை குறிப்பிட்டு எழுதி அனுப்பிவைக்கவும் அல்லது தொலைபேசியில் தொடர்பு கொள்ளவும்.

Urdu اگر آپ اس دستاویز کے کسی حصے کو مزاحمتی زبان میں سمجھنا چاہتے ہیں تو اس کے لیے اس میں جس جگہ کا نشان لگائیے اور ہمارے درج ذیل پتے پر یا تو خط لکھ کر یا فون پر رابطہ کریں۔

Large print Braille Audiotape

Your contact: Name..... Address..... Telephone.....	Paul Atie, Merton Civic Centre, London Road, Morden, SM4 5DX
--	--

Public Consultation

Review of Controlled Parking Zone GC

We would like to know your views (For residents in the existing zone in New York)
Please tick the appropriate boxes and return this card by 7 October 2011

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 generally satisfied with the operation of GC CPZ? Yes No undecided
- 2. Do you want the CPZ removed? 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
- 5. If yes to Q4, which one of these times would you prefer? 10am- 5pm 11am-12noon

Do you have any additional comments regarding the operation of the CPZ? (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 25 - 29 30 - 34 35 - 39 40 - 44 45 - 49 50 - 54 55 - 59 60 - 64 65 - 69 70 - 74 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
<input type="checkbox"/> Gypsy Roma Traveller	<input type="checkbox"/> Other (please specify)	<input type="checkbox"/> Other (please specify)	<input type="checkbox"/> Other (please specify)
<input type="checkbox"/> Other (please specify)			<input type="checkbox"/> Chinese
			<input type="checkbox"/> Korean
			<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Other (please specify)

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE REVIEW OF CONTROLLED PARKING ZONE GC

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	Q1. ARE YOU GENERALLY SATISFIED WITH THE OPERATION OF GC CPZ?					% NO RESPONSE		
				YES	NO	UNDECIDED	NO RESPONSE	% YES		% NO	% UNSURE
Ascot Road	53	13	24.5%	11	1	1	0	84.6%	7.7%	7.7%	0.0%
Boscombe Road	59	23	39.0%	19	3	1	0	82.8%	13.0%	4.3%	0.0%
Bruce Road	97	21	21.6%	16	2	1	2	76.2%	9.5%	4.8%	9.5%
Cromer Road	53	10	18.9%	6	4	0	0	60.0%	40.0%	0.0%	0.0%
Gorringe Park Avenue	21	2	9.5%	1	1	0	0	50.0%	50.0%	0.0%	0.0%
Grenfell Road	145	13	9.0%	10	0	2	1	76.9%	0.0%	15.4%	7.7%
Inglemere Road	47	14	29.8%	11	2	0	1	78.6%	14.3%	0.0%	7.1%
Links Road	64	16	25.0%	14	1	0	1	87.5%	6.3%	0.0%	6.3%
London Road	88	8	9.1%	2	4	2	0	25.0%	50.0%	25.0%	0.0%
Mitcham Road	26	2	7.7%	0	2	0	0	0.0%	100.0%	0.0%	0.0%
Seely Road	74	16	21.6%	14	1	0	1	87.5%	6.3%	0.0%	6.3%
Sirdar Road	18	3	16.7%	2	0	0	1	66.7%	0.0%	0.0%	33.3%
	745	141	18.9%	106	21	7	7	75.2%	14.9%	5.0%	5.0%

ROAD	Q2. DO YOU WANT GC CPZ REMOVED?					Q3. DO YOU FEEL THAT THE OPERATING DAYS NEED TO BE CHANGED TO MONDAY TO FRIDAY?										
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
Ascot Road	0	12	1	0	0.0%	92.3%	7.7%	0.0%	7	5	1	0	53.8%	38.5%	7.7%	0.0%
Boscombe Road	2	18	2	1	8.7%	78.3%	8.7%	4.3%	4	18	1	0	17.4%	78.3%	4.3%	0.0%
Bruce Road	3	18	0	0	14.3%	85.7%	0.0%	0.0%	7	11	1	2	33.3%	52.4%	4.8%	9.5%
Cromer Road	4	6	0	0	40.0%	60.0%	0.0%	0.0%	1	8	1	0	10.0%	80.0%	10.0%	0.0%
Gorringe Park Avenue	1	1	0	0	50.0%	50.0%	0.0%	0.0%	1	1	0	0	50.0%	50.0%	0.0%	0.0%
Grenfell Road	2	8	2	1	15.4%	61.5%	15.4%	7.7%	3	8	1	1	23.1%	61.5%	7.7%	7.7%
Inglemere Road	2	11	0	1	14.3%	78.6%	0.0%	7.1%	4	10	0	0	28.6%	71.4%	0.0%	0.0%
Links Road	3	12	1	0	18.8%	75.0%	6.3%	0.0%	9	5	0	2	56.3%	31.3%	0.0%	12.5%
London Road	4	3	1	0	50.0%	37.5%	12.5%	0.0%	5	2	1	0	62.5%	25.0%	12.5%	0.0%
Mitcham Road	1	1	0	0	50.0%	50.0%	0.0%	0.0%	0	2	0	0	0.0%	100.0%	0.0%	0.0%
Seely Road	0	14	0	2	0.0%	87.5%	0.0%	12.5%	9	4	1	2	56.3%	25.0%	6.3%	12.5%
Sirdar Road	0	2	0	1	0.0%	66.7%	0.0%	33.3%	2	0	0	1	66.7%	0.0%	0.0%	33.3%
	22	106	7	6	15.6%	75.2%	5.0%	4.3%	52	74	7	8	36.9%	52.5%	5.0%	5.7%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE REVIEW OF CONTROLLED PARKING ZONE GC

ROAD	Q4. DO YOU FEEL THE OPERATING TIMES NEED TO BE CHANGED?		4.1 IF YES TO Q4, WHICH ONE OF THESE TIMES WOULD YOU PREFER?									
	YES	NO	NO RESPONSE	% YES	% NO	% NO RESPONSE	10AM - 4PM	11AM - 12NOON	NO RESPONSE	% 10AM - 4PM	% 11am - 12NOON	% NO RESPONSE
Ascot Road	1	11	1	7.7%	84.6%	7.7%	1	0	12	7.7%	0.0%	92.3%
Boscombe Road	8	15	0	34.8%	65.2%	0.0%	4	4	15	17.4%	17.4%	65.2%
Bruce Road	6	14	1	28.6%	66.7%	4.8%	3	2	16	14.3%	9.5%	76.2%
Cromer Road	2	6	2	20.0%	60.0%	20.0%	1	1	8	10.0%	10.0%	80.0%
Gorringe Park Avenue	2	0	0	100.0%	0.0%	0.0%	2	0	0	100.0%	0.0%	0.0%
Grenfell Road	2	10	1	15.4%	76.9%	7.7%	1	1	11	7.7%	7.7%	84.6%
Inglemere Road	6	8	0	42.9%	57.1%	0.0%	1	3	10	7.1%	21.4%	71.4%
Links Road	6	9	1	37.5%	56.3%	6.3%	2	1	13	12.5%	6.3%	81.3%
London Road	5	2	1	62.5%	25.0%	12.5%	1	3	4	12.5%	37.5%	50.0%
Mitcham Road	2	0	0	100.0%	0.0%	0.0%	1	1	0	50.0%	50.0%	0.0%
Seely Road	2	11	3	12.5%	68.8%	18.8%	1	1	14	6.3%	6.3%	87.5%
Sirdar Road	0	2	1	0.0%	66.7%	33.3%	0	0	3	0.0%	0.0%	100.0%
	42	88	11	29.8%	62.4%	7.8%	18	17	106	12.8%	12.1%	75.2%