Delegated Report

Cabinet Member: Environmental Sustainability & Regeneration

Date: 28th September 2012

Agenda item:

Wards: Raynes Park, Village

Subject: Proposed RPE CPZ ext, Montana Rd & Conway Rd - Statutory 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 Cabinet Member considers the issues detailed in this report and

A) Notes the result of the statutory consultation carried out between 20 July and 17 August 2012 on the proposals to include Montana Road and Conway Road into the proposed RPE CPZ, operational Monday to Friday between 8.30am and 6.30pm.

B) Agrees to proceed with the making of the Traffic Management Orders (TMOs) to include Montana Road into the proposed RPE CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-188-02A in Appendix 1.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 This report details the results of the statutory consultation carried out with the residents and businesses within the consultation area in Raynes Park Ward area. It recommends the introduction of the proposed measures as shown on Drawing No. Z78-188-02A in Appendix 1.

1.2 It seeks approval to proceed with the making of the Traffic Management Orders (TMOs) to include Montana Road into the proposed RPE CPZ, operational Monday to Friday between 8.30am and 6.30pm.

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, shopping parades 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.

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

2.5 Within the CPZ, waiting restrictions are proposed at key locations such as at junctions, bends and passing gaps. These restrictions will improve access for emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams. Any existing double yellow lines at junctions will remain unchanged.

Montana Road

2.6 Following the statutory consultation for RPE CPZ in the Arterberry Road Area, the Council received a petition containing 22 signatories from the 23 households in Montana Road requesting to be included within the proposed RPE CPZ. Following an agreement with the Ward Councillors and the Cabinet Member a decision was made to include Montana Road within the statutory consultation.

Conway Road

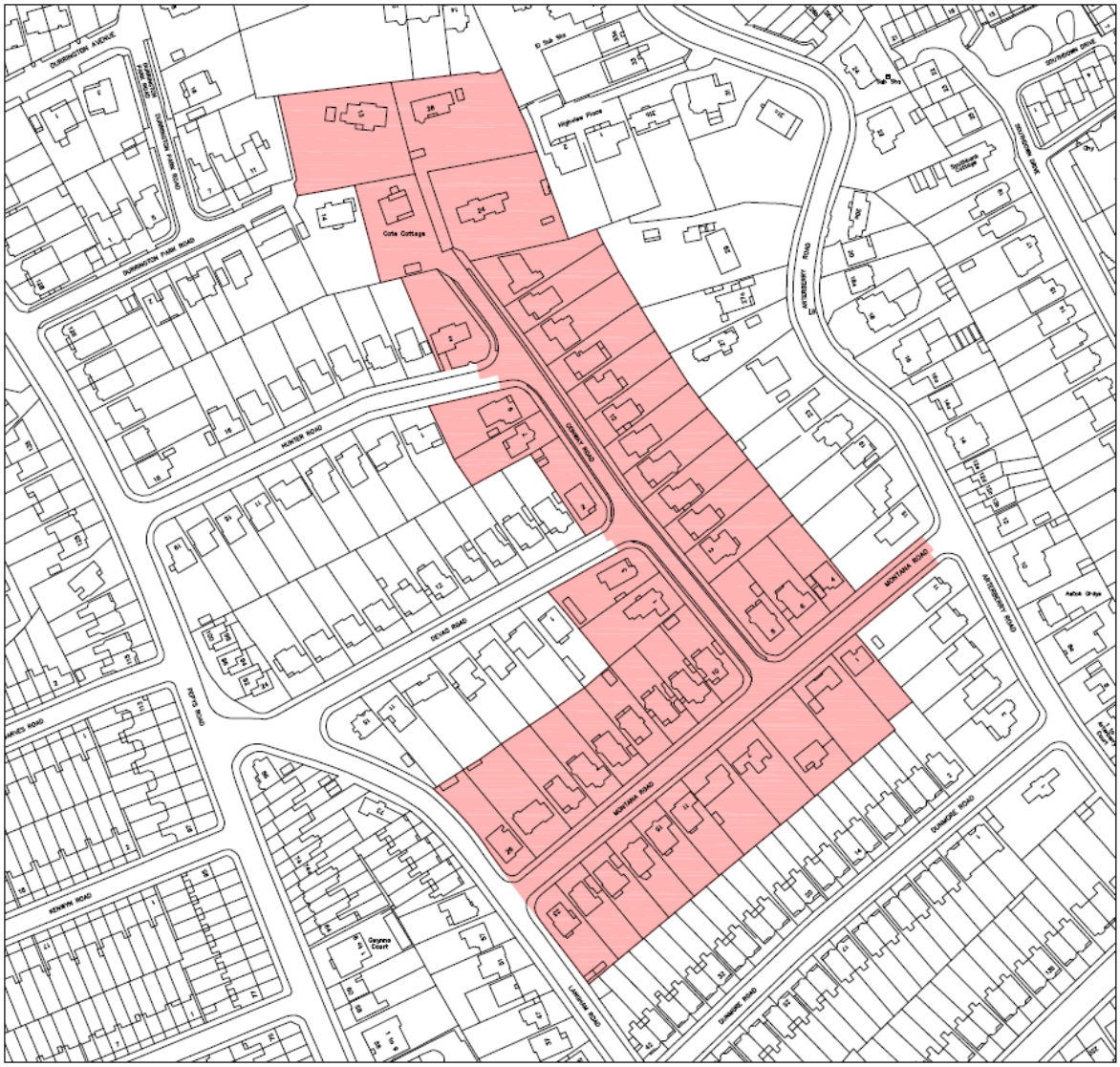
2.7 During the original informal consultation for the Raynes Park area, Conway Road residents were against the introduction of parking controls in their road, but were in favour of controls if their neighbouring road were to have parking controls. One of roads neighbouring Conway Road is Montana Road; therefore, it was considered appropriate to include Conway Road in this statutory consultation to give the residents a further opportunity to make an informed decision.

3. CONSULTATION UNDERTAKEN

Statutory Consultation

3.1 The statutory consultation was carried out between 20 July and 17 August 2012. The consultation included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan as shown in Appendix 3 was also circulated to the properties included within the consultation area.

Plan below showing the extent of the consultation boundary.



3.2 The statutory consultation resulted in 1 representation in support from Montana Road and 13 representations against the proposals for all day controls from the residents of Conway Road. No objection was received from Montana Road.

3.3 The majority of those who responded from Conway Road favoured parking controls but expressed a preference for one hour of the day as they felt that the parking problem were largely due to commuters. In this instance it is proposed to extend the boundary of the RPE CPZ to include Conway Road and Montana Road where the parking controls will operate Monday to Friday between 8.30am and 6.30pm.

3.4 If the parking controls in Conway Road were to operate for one hour only, it is highly likely that this will lead to confusion as the two sets of parking controls would be adjacent and it is also expected that Conway Road would suffer from parking displacement outside the CPZ operational hours.

3.5 It is therefore recommended that Conway Road is excluded from the boundary of this CPZ.

Ward Councillor Comments

3.6 No written comments were received at the time of writing this report. However, on 16 August 2012, officers met with two Raynes Park Councillors where an agreement was reached for the Cabinet Member to make a decision on the proposals to apply controls to those roads detailed in this report.

4. PROPOSED MEASURES

4.1 To proceed with the making of the Traffic Management Orders (TMOs) to include Montana Road into the proposed RPE CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-188-02A in Appendix 1.

4.2 It would be reasonable to tackle the injudicious parking and respond to the needs/demands of the affected residents in the roads where there is majority support for introducing a CPZ and be mindful of those roads which opted against and the impact a CPZ in neighbouring roads would have if they were to be excluded.

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

Hours of Operation:

4.4 The proposed CPZ extension in Montana Road will operate Monday to Friday between the hours of 8.30am and 6.30pm; this is in line with the proposed RPE CPZ .

4.5 The proposed 'RPE' CPZ will operate Monday to Friday between the hours of 8.30am and 6.30pm.

Permit Issue Criteria:

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

Visitors' permits:

4.7 All-day Visitor permits are £2.50 and half-day permits at £1.50. Half-day permits can be used between 10am & 2pm or 12pm & 4pm. The allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two.

Business permits:

4.8 It is proposed that the business permit system should be the same for zones elsewhere in the borough, maintaining the charges of £331.50 per 6 months, at the time of consultation, with a maximum of only two permits per business without off-street parking facilities.

Teachers Permits:

4.9 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:

4.10 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:

4.11 It is recommended that the charge for parking within the pay and display shared use/permit holder bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation. The cost will be £1 per hour. Purchase of tickets will be available before 9.30am.

5 TIMETABLE

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

6. ALTERNATIVE OPTIONS

6.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.

6.2 Include Conway Road with the hours of operation of Mon-Fri, 8.30am-6.30pm to safeguard the residents from the displacement affect of the proposed neighbouring zone. However, the majority of respondents did request shorter hours of operation.

6.3 Not to introduce the proposed yellow line waiting restrictions - this would not address the obstructive parking currently being experienced and will not improve access for the emergency services; refuse vehicles and the overall safety for all road users.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

7.1 The cost of implementing the proposed measures is estimated at £5k. This includes the publication of the made Traffic Management Orders, the road markings and the signs.

7.2 The Environment and Regeneration capital budget for 2012/13 contains a provision of £200k for Parking Management schemes. The cost of this proposal will be met from this budget. Additionally an allocation of £74k from S106 secured from Waitrose development to cover part of the Council's cost.

8. LEGAL AND STATUTORY IMPLICATIONS

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

8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

9.1 The implementation of new CPZs and the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.

9.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.

9.3 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.

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

10. CRIME AND DISORDER IMPLICATION

10.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

11.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist residents and the local business community.

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

12. ENVIRONMENTAL IMPICATIONS

12.1 Before reaching a decision to make the necessary Traffic Management Order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA")1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

12.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

12.3 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.

12.4 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-

(a) the desirability of securing and maintaining reasonable access to premises.

(b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.

(c) the national air quality strategy.

(d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.

(e) any other matters appearing to the Council to be relevant.

13. APPENDICES

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

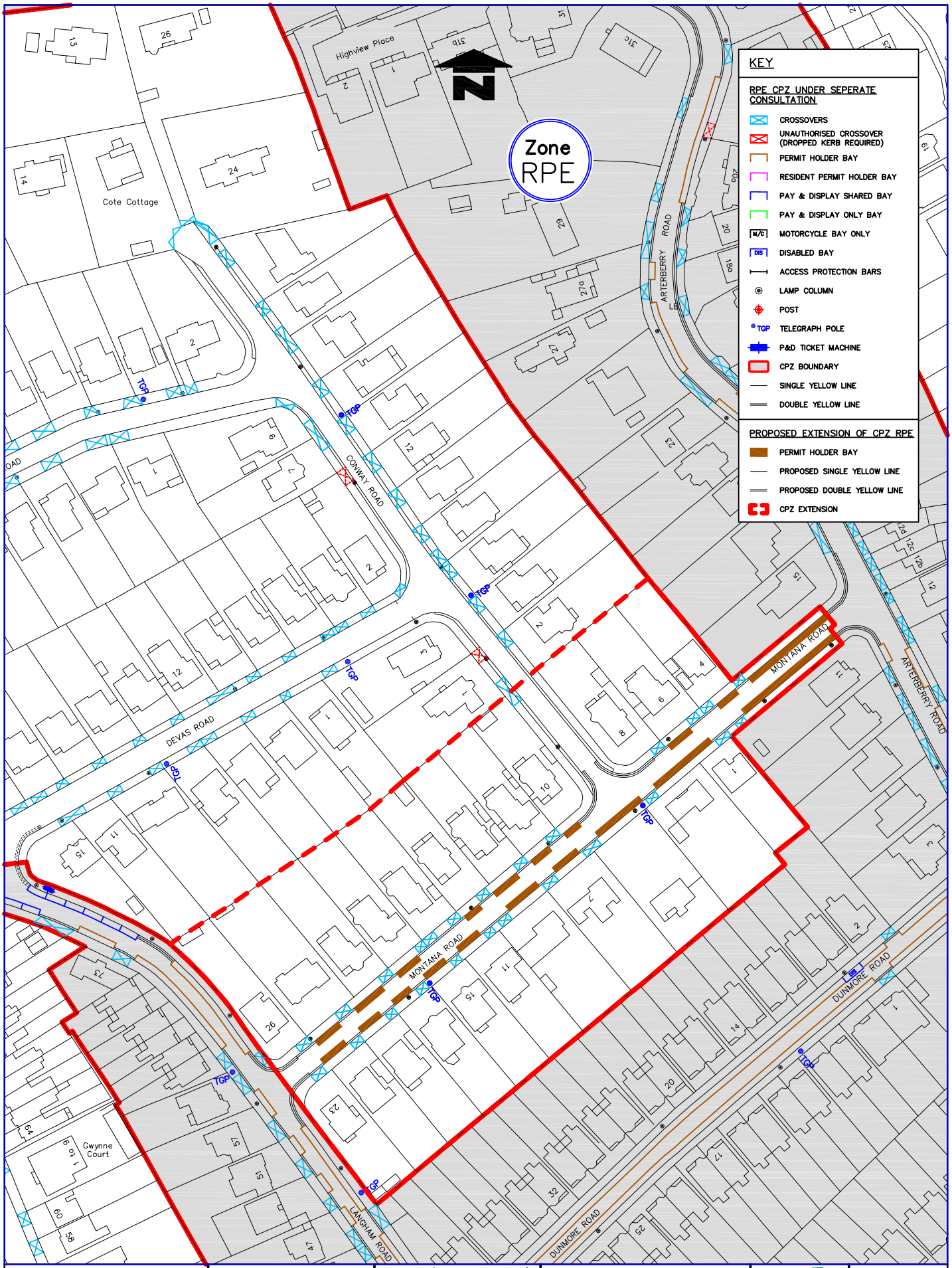
Appendix 1 – Plan of proposals, Drawing No. Z78-188-02 Rev A

Appendix 2 – Representations and officers' comments

Appendix 3 – Statutory Consultation Documents

Drawing No. Z78-188-02 Rev A CPZ RPE ext, Montana Road

Appendix 1



Notes
Do not scale from this drawing

Street Scene & Waste
environment & regeneration

TRAFFIC & HIGHWAYS

Drawn by L.M.	Sig.	Date July 2012
Checked by P.E.A.	Sig.	Date July 2012
Approved by	Sig.	Date July 2012

PROJECT: Controlled Parking Zones (CPZ's)

TITLE: RPE extension Montana Rd

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

Drawing No. Z78-188-02A
Revision -
Classification T.M.O.
Scale 1: 1000

A3

'RPE ext' - REPRESENTATIONS – IN FAVOUR
MONTANA ROAD
(12281296) Resident in zone Thank you for the recent update on this proposed extension. I am a resident in Montana Rd (no XX) and just wanted to formally express my whole hearted support for the extension. The recent changes in some of the neighbouring roads and neighbouring CPZ's have resulted in Montana Rd developing a serious parking problem, this will only get worse once Langham and Arterberry Rd are included. I have informally polled quite a few of the external folk who park in the road. The worrying trend is that most seem to be commuters driving in and then walking down to Raynes Park or Wimbledon station, no doubt driven by the rail ticket increases. The result is that we are not able to use our own road for parking our cars or those of our visitors, for most of the day. Again this would only get worse once the other roads are included in the CPZ. In an ideal world we wouldn't need a CPZ but in this case we don't have much choice. The quicker the CPZ extension can be included for Montana Rd the better!

'RPE ext' - REPRESENTATIONS – AGAINST
CONWAY ROAD
(12276540) Resident in zone We write in response to the news from the Chairman of the South Ridgway Residents' Association that the Council intends to introduce controlled parking schemes in Arterberry Road, The Drive, Langham Road, Dunmore Road, Stanton Road and, now, Montana Road. We live at X Conway Road and last autumn we indicated in our response to the Council's consultation that we would not favour a CPZ in our road, but that if neighbouring roads were to have one, we would vote for having very limited parking restrictions (i.e. Monday-Friday, 11am-12 noon) in order to discourage commuter parking in our road. In view of the news that the Council are now going to go ahead with a CPZ which will include Montana Road, we wish to state that we would support the inclusion of Conway Road in this scheme. As indicated above, the main cause of the problem in our road seems to be commuter parking so we feel that having a CPZ on Monday–Friday, for just an hour (11 am–12 noon) would suffice. This would reduce the problem of too many cars in our roads whilst causing minimum inconvenience for residents. It would also entail lower costs for the Council - in terms of paying for enforcement officers - than a CPZ lasting the whole day. We understand that similar one-hour CPZs have been introduced elsewhere in Merton - for example outside the parade of shops in Motspur Park - as well as in many other London boroughs. For safety reasons, we are also strongly in favour of the double yellow lines being imposed at the corners of the various junctions as indicated on the map circulated recently, and we would want these to be rigorously enforced. It is becoming increasingly difficult to turn safely from Conway Road into Montana Road, and from Arterberry Road into Montana Road, as cars often park on those corners and reduce visibility.
(12276541) Resident in zone I write in response to the news from the Chairman of the South Ridgway Residents' Association that the Council intends to introduce controlled parking schemes in Arterberry Road, The Drive, Langham Road, Dunmore Road, Stanton Road and Montana Road. My husband Mr X and I live at X Conway Road (which is on the corner of Hunter Road). We indicated in our response to the Council's consultation last autumn that, although in an ideal world we would not favour a CPZ in our road, we *would* favour having one if the neighbouring roads were included in a CPZ. In view of the news that the Council are now going to go ahead with a CPZ in Arterberry Road etc, **we reiterate our view that we would support the Council in introducing a scheme for Conway Road (and indeed in Hunter Road) as well.** The main cause of the problem in our road seems to be commuters' cars. Therefore, as regards hours of operation, we consider that having a CPZ on Monday – Friday, for just an hour (11 am – 12 noon) would suffice. This would reduce the problem of too many cars in our roads whilst causing minimum inconvenience for residents. It would also entail lower costs for the Council - in terms of paying for enforcement officers - than a CPZ lasting the whole day. We understand that similar one hour CPZs have been introduced elsewhere in Merton e.g. outside the parade of shops in Motspur Park. For safety reasons, we are also strongly in favour of the double yellow lines being imposed at the corners of the various junctions as indicated on the map circulated in the autumn consultation, e.g. between Hunter Road and Pepys Road. And we would like these to be **rigorously enforced**. It is becoming increasingly difficult to turn right *safely* from Hunter Road onto Pepys Road, as large vans often park on that corner and reduce visibility.

(12276548) Resident in zone

We write in connection with the proposed CPZ introduction on Arterberry Road, The Drive, Dunmore, Montana and Langham Roads in Raynes Park East. We live on Conway Road, a quiet, pleasant and line free road, currently unaffected by commuter parking. In the past we have opposed the introduction of a CPZ in our area, however, we have noted the increased number of cars parking in Arterberry and Montana Roads since the CPZ was implemented in The Downs and Crescent Road and therefore reluctantly agree that we would prefer Conway Road to be included in the proposed CPZ rather than suffer the inevitable spread of cars which will park on Conway Road after it is implemented. However, we would like to point out that we only foresee a problem with commuters' cars and we do not have a problem with those shopping in Raynes Park or those dropping children at school. We therefore feel very strongly that the hours of operation should be one hour only, as we understand it is in other areas of the borough, in order to deter all day parking and NOT, for instance, 8.30am - 6.30pm. It is not necessary and none of the residents would support this.

(12276554) Resident in zone

I write in response to the news from the Chairman of the South Ridgway Residents' Association that the Council intends to introduce Controlled parking zones in Arterberry Road, The Drive, Langham Road, Dunmore Road, Stanton Road and Montana Road. We live on Conway Road and received a questionnaire about this last Autumn as well as the results/returns for all the local area with no guidance on next steps. We were somewhat concerned to find out via another neighbour that the Council is now potentially proceeding with a CPZ on our surrounding roads. We indicated in our initial response to the Council's consultation that, although in an ideal world we would not favour a CPZ in our road, we *would* favour having one if the neighbouring roads were included in a CPZ. In view of the news that the Council are now going to go ahead with a CPZ in Arterberry Road etc, **we reiterate our view that we would support the Council in introducing a scheme for Conway Road due to the inevitable increase in commuter cars from surrounding roads in the CPZ to our road if it was not part of the CPZ.** The main cause of the problem in our road seems to be commuters' cars. Therefore, as regards hours of operation, we consider that having a CPZ on Monday – Friday, for just an hour (11 am – 12 noon) would suffice. This would reduce the problem of too many cars in our roads whilst causing minimum inconvenience for residents. It would also entail lower costs for the Council - in terms of paying for enforcement officers - than a CPZ lasting the whole day. We understand that similar one hour CPZs have been introduced elsewhere in Merton e.g. outside the parade of shops in Motspur Park. For safety reasons, we are also strongly in favour of the double yellow lines being imposed at the corners of the various junctions as indicated on the map circulated in the autumn consultation, e.g. between Hunter Road and Pepys Road. And we would like these to be **rigorously enforced**. It is becoming increasingly difficult to turn right *safely* from Hunter Road onto Pepys Road, as vehicles often park on that corner and reduce visibility. I would also be strongly in favour of residents being able to park across their own driveways, if they so wish. On an environmental note, I would hope that should a CPZ be implemented in our road that it would not impact too heavily on our environment and would not involve the removal of roadside trees, grass verges, wildlife habitat etc. I personally find the installation of Pay and Display machines, parking bay lines on the road etc unsightly and hope the quiet, green, leafy, homely, uncongested surroundings remain for my children to safely grow up in and enjoy without it becoming too much like an urban concrete jungle. I would urge you to ensure the residents are properly informed of the ongoing consultations and implementations and look forward to hearing from you.

(12281152) Resident in zone

I am writing to confirm that as a resident of X Conway Road, we are against the able proposal, where the parking controls would be introduced 8.30-6.30pm Monday to Friday. This length of time is completely unnecessary as the restrictions are only necessary to stop commuter traffic. A one hour controlled zone would be more than sufficient and any longer will have an adverse affect on residents. This is perceived to be a revenue making exercise by the Council and not for the better good of the surrounding area or for the residents of Conway Road.

(12281153) Resident in zone

We write in response to your recent letter regarding the introduction of Controlled parking Zone “RPE” proposed extension, Montana Road and Conway Road. We are the residents at X Conway Road and want to raise two issues with your letter and accompanying map. We currently oppose the introduction of the CPZ into Conway Road. We understand that there is a growing issue of parking congestion in our area and that we are trying to stop commuters from parking in our surrounding streets. I do not however understand why the council must introduce the hours of operation from Monday to Friday 8.30am – 6.30pm. Surely a restricted hour or two per week day would be the same deterrent to people who wish to park their cars all day in our streets and can see no other reason other than a revenue raising opportunity for the council. The "commuter problem" (if it exists) would be solved by imposing a parking ban for limited hours during the working day. Such a ban was, for example imposed between the hours of 8.30am and 10.30am in the vicinity of Teddington Station some three years ago. This is a different London Borough namely Richmond-upon-Thames, but the principle applies equally to Merton. If there is already a precedent in Merton then this would clearly be relevant. We would also like to ask that your planners remove the markings from the map showing that one of our crossovers is currently unused and not required for future use. We are in the throes of major house renovation and garden refurbishment and will require use of both crossovers especially if we are to face the possibility of future parking restrictions on our area.

(12281185) Resident in zone

We live at X Conway Road and would like to state that we object to the introduction of a CPZ in Conway Road SW20. We feel very strongly about this given that your latest correspondence indicates that there is no flexibility over the duration of the CPZ. 8.30am to 6.30pm is totally unnecessary to address the commuter problem - a 1 or 2 hour window in the middle of the day would suffice. We are well aware of other areas within Merton (indeed where we used to live) which had a 4 hour window in the middle of the day so are surprised at the terms being dictated to us should we wish to have a CPZ on Conway Road.

(12282018) Resident in zone

We wrote to you in May, stating our preference for a limited CPZ in Conway Road. The limit we would be happy with is from 11am to 12 noon, Monday to Friday. Given that Merton is now seeking to impose a CPZ of 8.30am-6.30pm, we are very definitely AGAINST Conway Road being included in this scheme and wish our views to be counted as such when consideration is given to the scheme. There is no reason whatsoever for a blanket 8.30-6.30 timing being imposed, when a 1-hour ban would suffice. The rationale that it would be necessary to have the same timing as all the other roads is a nonsense; you simply put different wording on the signs. We are in favour of double-yellow lines on all corners/junctions - this makes sense and is much safer.

(12282037) Resident in zone

In the first instance I object to the proposed Order on the following grounds. This is yet another revenue generating exercise on the Councils behalf, the outcome of which will make living in Wimbledon more restrictive and more expensive. Conway Road does not have a parking problem! Until the Council creates one! I spoke to a Mr X (Council Officer) yesterday to try and clarify why it is proposed that the cul de sac top of Conway Rd outside my grade 2 listed cottage should be garlanded with DOUBLE YELLOW LINES? He explained that this was to allow three point turns! We get maybe 1 and 2 cars a month that make this manoeuvre with my car parked outside my gate. I said this 2problem2 could be solved with a simple Cul de Sac sign at the corner of Hunter/Conway Rd, to which he added that maybe a sign written on the tarmac/road could also be applied, which frankly seems overkill for a non problem, but if it did away with the double yellow lines - OK! I reiterate my opening sentence -------- I object & oppose your "proposed" parking restriction in my road.

(12282124) Resident in zone

As a resident of Conway Road, I am submitting my representations in connection with the proposed CPZ to be implemented in Conway Road and the surrounding roads. I am (reluctantly) in favour of a CPZ only in the event that the surrounding roads of Arterberry, Dunmore and Montana are included in such a scheme, as I am concerned about cars being displaced onto Conway Road in the event that a CPZ is implemented in these roads but not on Conway Road. However, I am not in favour of the proposed hours of operation of 8.30am to 6.30pm. The reasoning given for these hours of operation is that, as Montana and Conway are proposed to be added to the existing proposal, it would be necessary for them to have the same hours of operation. However, I fail to understand why the entire scheme cannot have substantially reduced hours of operation, such as 10am to 12pm, as this would have the desired effect of preventing commuter parking, but without the inconvenience for residents caused by a system which operates from 8.30am to 6.30pm. I am also concerned that, with the proposed hours of operation, the system will simply become a new way for the Council to generate revenue, which should not be the intended purpose of such a scheme.

(12282127) Resident in zone

Thank you for your circular dated 20 July 2012, requesting comments on the proposal to extend the controlled parking zone (CPZ) to encompass Conway Road. We live at X Conway Road (which is on the corner of Hunter Road). We indicated in our response to the Council's consultation last autumn that, although in an ideal world we would not favour a CPZ in our road, we *would* reluctantly prefer to have one if the neighbouring roads were included in a CPZ. We have noticed since moving to this road five years ago that there are more and more cars being parked here and in Montana Road and Hunter Road during the day, and we suspect that (leaving aside the vehicles belonging to workmen working on houses here) most of them belong to commuters. In view of the news that the Council are now going to go ahead with a CPZ in Montana Road, we remain of the view that we should support the Council in introducing a scheme for Conway Road (and indeed in Hunter Road) as well. If there is no CPZ in Conway Road, we think that it is unfortunately inevitable that the commuters who currently park in Montana Road will move to Conway Road. There is then a significant danger that Conway Road will gradually become as difficult to negotiate as other local roads (e.g. Arterberry Road) have become. However, we do **not** support the Council's proposal in relation to long hours of operation (8.30 am to 6.30 pm Monday to Friday), and do not understand why the Council considers it appropriate to propose such long hours of operation. Has the Council fully taken into account the following factors? a. In the informal consultation which took place last autumn, **not one single household in Conway Road voted in favour of the long hours of operation**. Nine households voted in favour of 11 am – 12 noon, and two voted in favour of 10 am – 4 pm. The Council has evidently taken into account the number who voted in favour of including Conway Road in a CPZ if neighbouring roads were included. So why has the Council not *also* taken into account this clear majority vote in favour of one hour of operation in the middle of the day? b. It is illogical that the Council is now stating in its circular that because the Council is proposing to add Montana Road and Conway Road as an extension to "RPE" CPZ, "it would be necessary for the same days and hours of operation to be applied". In the informal consultation last autumn, residents were given the option of voting for: - 8.30 am – 6.30 pm, - 10 am – 4 pm, or - 11 am – 12 noon. If the 11 am – 12 noon operation had not been a viable option, then clearly the Council would not have given us the option of voting for it. c. In some localities it may be appropriate to have a CPZ with long hours of operation, for example in close proximity to shops where there is a constant stream of drivers coming and going throughout the day. They ought to be allowed to park for an hour or so to go into the shops, but should then have to leave. Having a CPZ with long hours of operation in such a locality may be beneficial both for the local businesses and for the majority of drivers. But in Conway Road the circumstances are different. In this road, the problem stems from too many commuters wanting to park their cars early in the morning and leave them until the evening. So a single hour of operation during the day on Monday to Friday would cure the problem. d. Long hours of operation would be extremely inconvenient for the residents of Conway Road. It would make it very difficult and expensive, or in some cases even impossible, to arrange for visitors to come by car to our homes, or to arrange for deliveries or for workmen to come. A CPZ with just one hour of operation ought to be relatively easy for the Council to enforce, requiring fewer visits by an enforcement officer than a CPZ with long hours of operation. e. If, as the Council says, these hours of operation are necessary because it is proposing to make the CPZ in Montana Road and Conway Road an extension to the RPE zone, then surely the obvious solution is to consider making the CPZ in these two roads a separate zone. In addition, we trust that the Council is *not* going to take into account any *irrelevant* factors in making its decision on the hours of operation. In particular, we very much hope that the

Council does not have in mind the possibility of generating higher revenues from a CPZ lasting from 8.30 am – 6.30 pm than would be gained from a CPZ lasting just an hour. That would of course be legally irrelevant to the decision that the Council needs to make, and if the Council were to take it into account it would be vulnerable to a successful judicial review challenge.

(12282218) Resident in zone

I am writing to make formal objection to the proposed waiting restrictions in lengths of Conway Road, Devas Road, Dorien Road, Edna Road, Hunter Road, and Montana Road. The grounds of my objection is that at 91 years of age I receive frequent visits from carers, friends, and members of my family. I expect that visitors permits will be required and the cost will be prohibitive. I would not be able to afford it. Moreover, if I need help with my garden and maintenance of my house the cost will increase in view of the need for a permit for the contractor. The restrictions are not necessary. It is another fund raising exercise. It would be fairer if you increased the Council Tax on the mansions along Parkside.

(12282736) Resident in zone

Further to your circular of 20 July 2012, we write in support of the proposed CPZ introduction on Conway Road. We have noted the increased number of cars parking in Arterberry and Montana Roads since CPZ 'W7' was implemented in The Downs and Crescent Road and therefore reluctantly agree that Conway Road should be included in a CPZ rather than suffer the inevitable spread of cars which will park on Conway Road after CPZ 'RPE' is implemented. However, as we only foresee a problem with all day commuter parking and not with those shopping or dropping children at school, we feel very strongly that the hours of operation should be one hour or part time only, in order to deter all day parking, and NOT the proposed 8.30am - 6.30pm. It is not necessary and we do not believe any of the residents would support this.

CONWAY ROAD - OFFICERS COMMENTS

Conway Road was given the opportunity to have parking controls operational Monday to Friday, from 8.30am to 6.30pm. The hours of operation was based on the Informal Consultation results for the proposed RPE CPZ. Montana Rd and Conway Rd was proposed as an extension of the proposed RPE CPZ and therefore had to adopt the same hours of operation.

In view of the large number of residents from Conway Rd wanting different hours of operation, the Council will be excluding Conway from the proposed CPZ.

In order for Conway Road to have parking controls in the future, the Council would require a petition from a large majority of residents requesting parking controls. The Council can then start the new consultation process, where residents would be given the option of operational hours.

RAYNES PARK WARD COUNCILLORS

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(The contact details of ward councillors are provided for information purposes only)

Request for document translation

PROPOSED CPZ RPE EXT - MONTANA, CONWAY

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 ghuhën amtare ju lutemi shenojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.**

☐ Bengali — এই আমার কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, নয় বক্সটিকে (বক্সে) টিক চিহ্ন দিন এবং চিঠি লিখে বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিম্নে 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 cordonnées figurant ci-dessous.**

☐ Korean — **만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명되었기 필요하다면, 상자속에 표시를하고 우리에게 전화나 서신으로 연락하십시오.**

☐ Polish — **Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.**

☐ Portuguese — Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadrícula respectiva e 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 luqaddada, fadlan sax ku calaamadee sanduuqa oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkan 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 — **[illegible]**

☐ Urdu — اگر آپ اس دستاویز کے کسی حصے کا ترجمہ اپنی زبان میں سمجھنا چاہتے ہیں تو براہ کرم مربع کا نشان لگائیے اور ہمارے رابطہ کے تفصیلات کا استعمال کرتے ہوئے ہمیں لکھ کر یا فون کر کے اطلاع کریں۔

☐ Large print ☐ Braille ☐ Audiotape

Your contact:	
Name.....	Leonardo Morris,
Address.....	Merton Civic Centre,
.....	London Road, Morden,
.....	SM4 5DX
Telephone.....	

Controlled Parking Zone (CPZ) 'RPE'
Proposed extension, Montana Rd and Conway Rd

ISSUE DATE : 20 JULY 2012

Dear Resident/Business

The purpose of this leaflet is to let you know the Council have received a petition from Montana Road residents containing representation from all 23 households. Of the 23 households, 22 were in favour of parking controls and 1 against. Therefore, with a clear majority in favour of parking controls the Council is now undertaking a further Statutory Consultation to include Montana Road into the proposed 'RPE' CPZ.

Additionally, the Council has received representation from Conway Road. The request highlighted that during the informal consultation 41.7% of those who responded from Conway Roads indicated that "they would support a CPZ if the neighbouring road/s or part of their road were included in a CPZ", compared to 25% who would not, with 33.3% undecided. Therefore, because Conway Road is neighbouring Montana Road the Council considers it reasonable to include Conway Road in this Statutory consultation to give its residents a further opportunity to raise their views (opt in or out of the proposed CPZ).

As Montana Road and Conway Road are proposed to be added to 'RPE' CPZ (as an extension) it would be necessary for the same days and hours of operation, which is Monday to Friday between 8.30am and 6.30pm, of 'RPE' CPZ to be applied.

For further detail of the proposed CPZ extension please refer to the plan overleaf.

WHAT HAPPENS NEXT

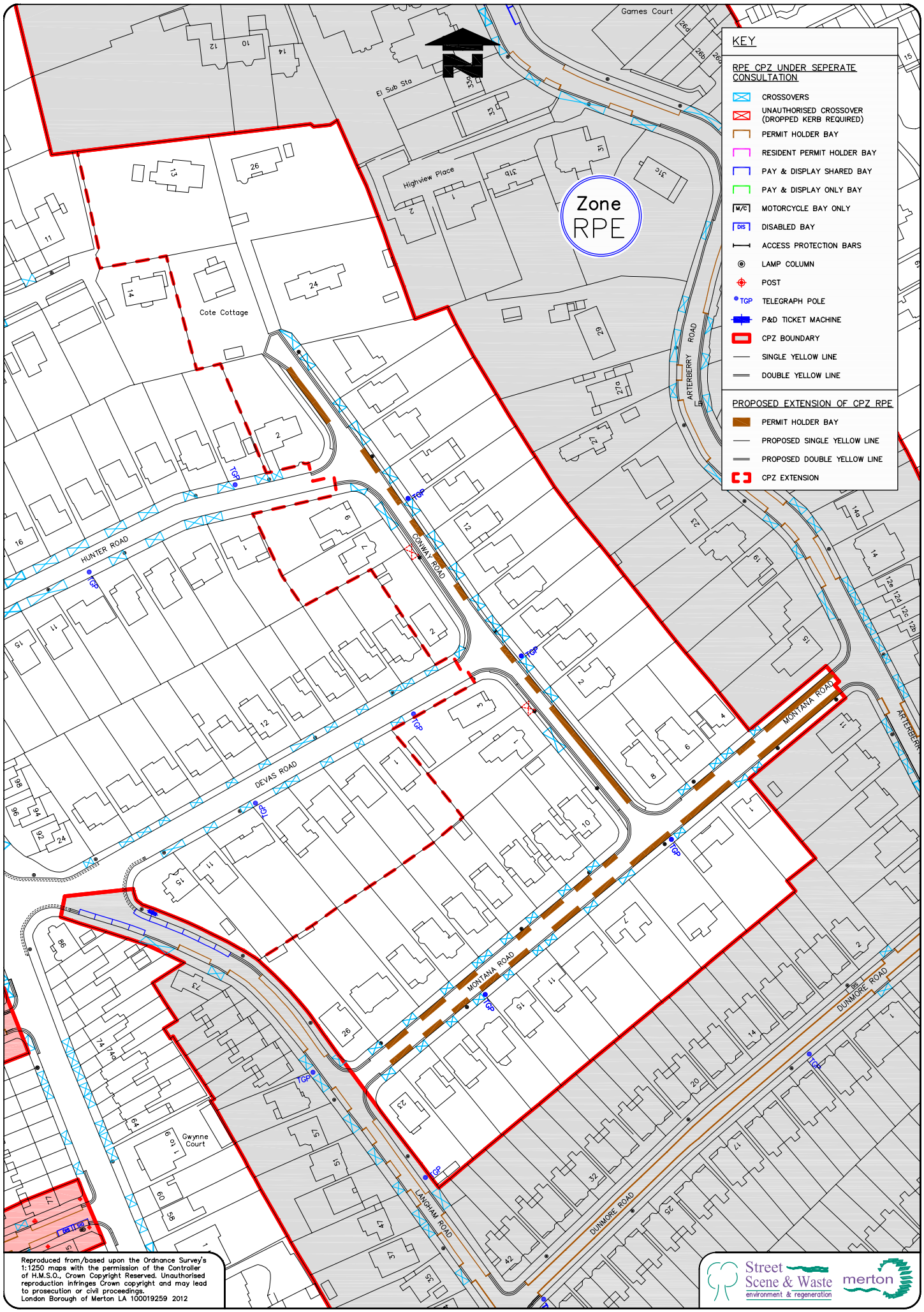
A Notice of the Council's intentions to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations for and against the proposals described in this Notice must be made in writing to the **Head of Street Scene and Waste, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** or email trafficandhighways@merton.gov.uk by no later than **17 August 2012** quoting reference **ES/SGE/RPEextension**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

All representations along with Officers' comments and recommendations will be presented in a further report to the Street Management Advisory Committee and/or the Cabinet Member for Environmental Sustainability and Regeneration. Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member. The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.

Following the conclusion of the consultation, updates will be posted on the Council's website at www.merton.gov.uk/cpzrpa. You will receive a newsletter after the Cabinet Member decision is made, advising you of the outcome of the consultation.

A copy of the proposed TMO, a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at the Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm. A copy can also be inspected at Raynes Park Library. This information is also available on Merton Council's website at www.merton.gov.uk/cpzrpa.

If you require further information, you may contact Leonardo Morris on 020 8545 3840.



Z78/188-02 CPZ RPE MONTANA CONWAY EXT